

# Motor Vehicle Enthusiasts Club



No 79

Sept 2013

# TRANSMISSION

If you find you need more information about this club or just can't wait to join ring Peet Menzies on 0417855222.

GPO Box 911 Darwin 0801  
In Katherine call 89710605 .  
Newsletter enquiries to Ted  
[longtelescope@gmail.com](mailto:longtelescope@gmail.com)

## Rileys Invade Darwin!



Ahhh what a life. Cruisin' the tropics in a classic car with the top down and a half a dozen Coopers beers. Doesn't get much better eh! But it can. A bunch of Riley enthusiasts and their cars met in Adelaide. They called that part the "National Rattle of Rileys" There were 60 cars from all over the country there. Out of that lot 18 headed north for their next event "Rileys through the Red Centre". They made it right through there too, and rolled into Darwin where there had been

a catered dinner organised at the old QANTAS hangar to welcome them. The catch was that the message was sent up via the Overland Telegraph Line which was dismantled some years back and it was realised locally that these tired travellers were going to starve when they arrived. A quick bit of work by a bunch of dedicated MVEC members saved the day and laid on such a fantastic spread the visitors had no idea of the calamity that nearly engulfed them.



*Above: Bob, the head waiter makes sure our guests are happy.  
Below: Rowan, the chief parking attendant and bouncer makes sure only Rileys get in.*



*Rowland and Georgie piloted their Riley from Perth to Adelaide for the rattle, then up to Darwin. They were the first to arrive for the evening, The car is so shiny you wouldn't credit it being so far from home. The trick is Rowland polishes it every chance he gets. I actually caught him in the act. (see the pic) The vehicle is a 1953 Saloon (definitely not a sedan), 1.5 litre and is named Bess. They have owned it about 16 years and it was continuously cleaned and polished during the trip. They are heading home to Perth via Kununurra.*

*Right: Roger Giddanks 1949 RMD 2.5 litre. From W.A. It cruises no worries at 70MPH but uses a bit of oil. Has had the car about 12 yrs. Motor has been rebuilt and body has been repainted but interior is original. Check out the w/screen flow through ventilation.*





Roslyn Walker is the treasurer of her club in NSW and this is her 6th annual run driving by herself. Hers is a BMC Riley 4/68 from 1969. She had the odd flat on the way up and it ate the odd spark plug. Probably something to do with the redback spiders hiding under the guards. The fuel pump died at Katherine but



not a problem as she carried a spare. She has a mascot called Riley to keep her company. She and hubby were fixing up the car together but unfortunately he died before they got a chance to use it. So Roslyn has driven it all over, to all the mainland states. It's off to Tassie next year.



Richard Creed and Kay drive this 1965 Riley Kestrel. It's probably the only one in Australia. He has owned it for 30 yrs. It came from a lady that bought it new in Singapore, then brought it with her to Australia. It bears quite a similar resemblance to Morris 1100. It seems this Riley spawned the idea of the Morris 1100 as it was on the market first. This was Riley's last small car.

Below: Rob Russo and his co-driver/navigator have the ideal car for our current balmy evenings. It's a 1949 roadster, basically the same as the sedan, err saloons, but with the sporty body.





*Jane Miller and her husband Ron bought this Riley in 1960 from a deceased estate. It was bought fairly cheap as it was far from pristine condition and they didn't buy it as a collectors item, they just wanted a cheap car to use as family transport. It was good for about 4 years after which Ron pulled it to bits and stored it hanging from the roof and walls of his shed. There it stayed for about 30 years waiting for retirement and time to fix it all up and put it back together. That happened in 1987 and by 1994 it was back on the road. Unfortunately Ron passed away in 2011 but the car still runs fine and made the trip from the Blue Mountains near Sydney, to Adelaide and to Darwin, without a problem.*



*1929 model bought as a wreck. Been on the road for about 5 years and 4500 miles*



*The formula for a great night: Neat cars, good tucker, car people and perfect weather. Note the clean plates. The food was so good they ate every skerrick.*



**Our local Industrial archeologist, Leo Izod** came across the remains of the 1918 AEC in the yard of a local business man, Stan Kennon. It wasn't in particularly good condition, having been shunted from place to place in front of a front end loader blade. Stan was well known as someone who would buy pretty well anything at government auctions. You never know what stuff might come in handy for and Stan was not short of room to put these bits and pieces, he owned a good part of what is now Darwin's industrial suburb of Winnellie, back in the nineteen fifties.

Leo worked for the NT museum back in those days fixing up and restoring their old heritage machinery and when he recognized the twisted pile of metal in Stan's salvage yard as what it was, in 1991 he put a submission to the museum powers that be to bring it back to working order. This particular truck had been used as a fuel truck at the Para- Parap airfield (Ross Smith Avenue these days and certainly associated with our QANTAS hangar). And later it was a tar truck at the same location. Stan Kennon donated the remains and the museum allocated \$15,000 to its restoration over 3 years. Apart from several major parts having been removed to be used for other purposes, the engine had 2 spark plugs missing and had been sitting in mon-

*It took a keen eye to pick what it was. It also took a lot of vision, dedication and patience and time to get it to be something recognizable and to be in working condition. Leo is caught here checking the tyre pressures.*

soonal weather for 40 years. Also both sump inspection plates were missing and there were plants growing in the soil that had accumulated in the sump. Not surprisingly the camshaft was pitted over most of its surface. Missing also were the carby, inlet manifold, clutch and all the leaf springs. And one major problem was the water pump, because it runs backwards to the norm. The task was on to find replacements for all the missing bits. Requests went out all over Australia and there





*You can see the holes where the crankcase inspection covers are missing*



*1918 Truck wheels look just like modern car cast alloy wheels*

were even adverts in the Old Glory magazine in UK for the needed bits. 490 Kg of bits were obtained from a gentleman in St Arnaud in Victoria. That took care of the springs, spring hangers, clutch and some other parts, but the most elusive part was that water pump. It ran in the opposite direction to everything else and for a year the search was unsuccessful. Then one day someone pointed out that a Mack truck with a V8 engine had two water pumps, one for each side and one of them ran backwards. That problem was solved. Another one was that all the hand brake rods and associated bits had been chopped off with an oxy. The rods are no big deal, just a piece of round bar, but the linkage was a different matter. Leo sorted it with a bit of cutting and rearranging of a spare spring shackle. I guarantee there isn't a person alive that could pick the manufactured part against the original. And the original valves were able to be used by

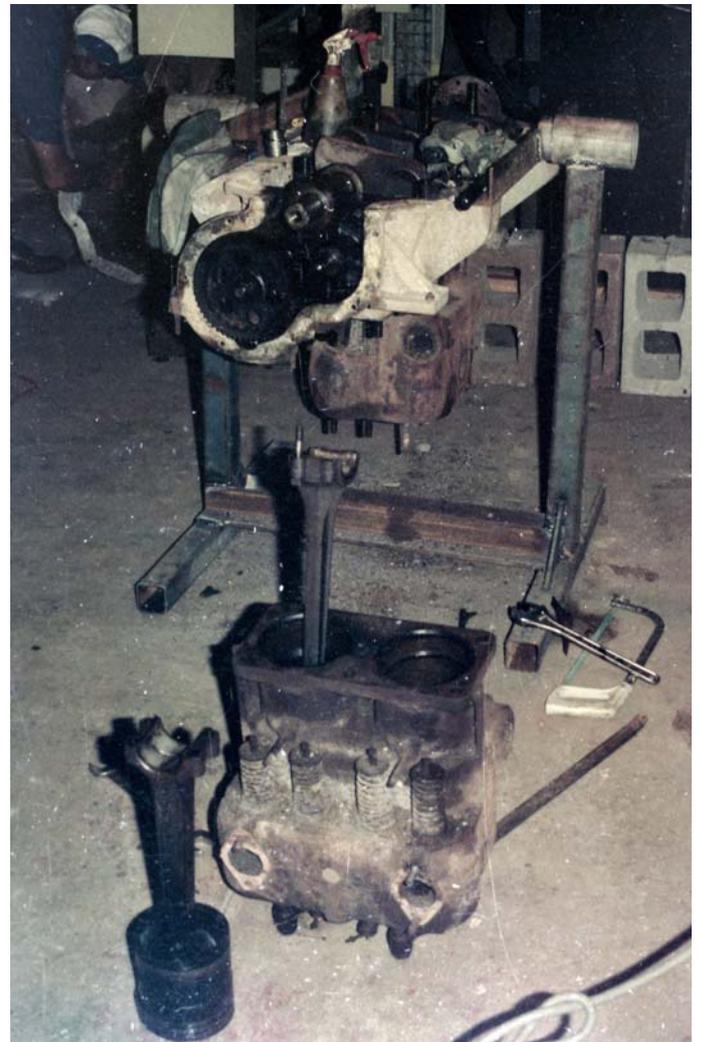
reducing their size from 2 1/2 to 2 3/8 and replacing the valve seats with inserts. The truck was a Y type, the chassis number of 11835 identified it as built in 1918 for the war office in England and one of 150 sent to AEC Australia in 1921-22. Every major bit has a serial number and date on it, most are dated sometime in 1918 but the steering box is dated 1/12/17. The standard AEC engine was 35hp but this vehicle was equipped with the optional Tyler engine of 45 HP.

Out of the blue a gentleman from Victoria, Phillip Hudson, sent a letter offering a range of 1930's technical books he had on offer for sale. One of them was a brand

new, mint condition parts manual for the Tylor engine. When he found out what Leo was doing with the truck, he sent the manual up for free.

The Chassis was anything but straight. But this being one heavy duty item, the job was given to Al's panel works at Berrimah. They seem to be more into cars these days having recently fixed the back of my Pontiac, but deep down they obviously have the

*One piston out, one still siezed. Leo soaked the whole assembly in molasses for 6 weeks. It reed up the piston but dissolved the white metal big end.*





*The crankshaft was in surprisingly good condition considering its careful storage. The big end that was dissolved in molasses was in serviceable condi-*

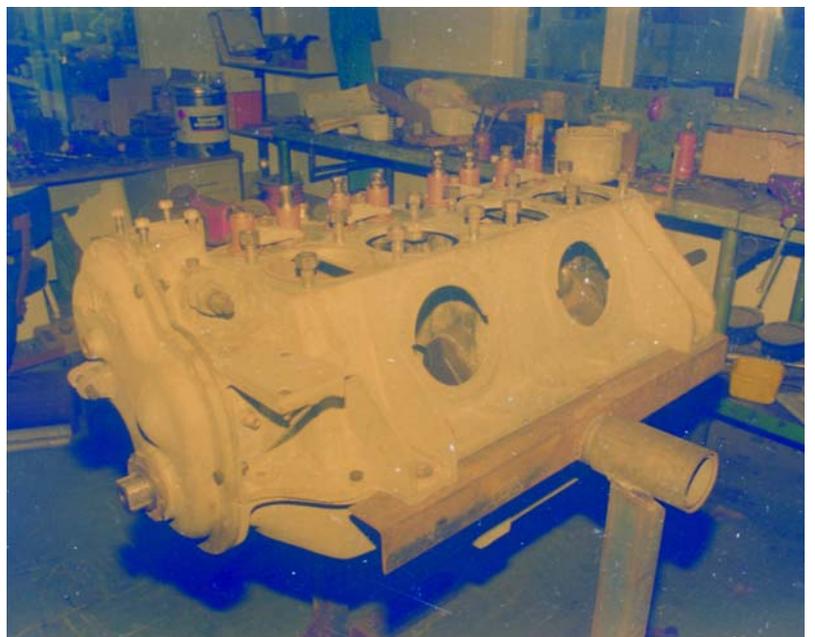
knowhow for more serious stuff. Even the tray has a story. All this restoration was taking place at the 2 ½ mile workshop complex. Back in the days this was a gigantic government concern where they could take on absolutely any task. These days it is now a residential suburb. While the restoration was going on this massive complex was basically deserted, waiting to be broken up. There was lots of beautiful timber in the offices so Leo liberated every second rafter from one of the buildings. It made a great tray for the AEC! And being solid rubber tyres made it a bit more difficult than to race over to Beaufort and get a new set put on. They were done in Whyalla in SA. If you have ever noticed the heavy bar treads on mining equipment, you may recollect they go at right angles, or close to, the direction of travel. Those same chunky treads have been stuck onto the AEC rims so they are in line with the direction of travel. Naturally a fuel truck needs a tank on the back.

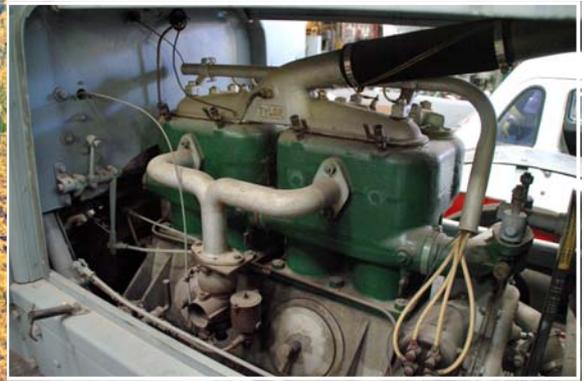
Tennant Creek museum had two so they were happy to part with one. It still has the semi rotary hand pump that was the standard method of moving liquid back then. The timber cab was built by the blokes at the local museum workshop. It would come as no surprise that the radiator was a bit sad and it is interesting to note the differences between the 1918 model and the later models that donated their parts to get their ancestor running. The 1918 model had 200 tubes in the radiator. The tubes were of round tubular copper with steel cooling fins wrapped around them. A 1933 AEC Mandator used only 39 tubes. The difference being the Mandator uses tubes made of copper with the fins also made of copper and the reduction in the number of tubes indicates the superior properties of copper to conduct heat. The tubes in the radiator for the 1918 AEC were donated from two 1950's Darwin bus, AEC's naturally. Using the later all copper tubes, the number of tubes was reduced to 35.

Incidentally somewhere in this story Leo needed a hand with something and asked Tom Bertenshaw if he could come in for a couple of days. That was 18 years ago and even though the restoration took over 3 years Tom has come in every day since.



*One of the copper/steel radiator cores. You can see where the steel fins have rusted away but the bit that wraps around the tube is still intact. Below: The crankcase ready for the cylinders.*





Clockwise from L: 1. Leo and Tom with the job completed about 1994 . 2. The Tylor engine . 3. Spartan cab interior. Note mobs of dials on the dash. 4. Handbrake mechanism, was made from an AEC spring shackle, cut in half and the other half welded on the far end of the shaft pointing up. Perfect! 5. Those solid treads are the same bar treads you see on large mining machines, just attached longitudinally. 6. The AEC in its current situation.





*These days the AEC resides among friends in a hangar built in Darwin in 1934 for the fledgling airline QANTAS.*



*Right: The water pump that gave so much trouble. Eventually sourced from a Mack V8. Note the vertical radiator tubes. The cast fan is from a Leyland Boxer.*



*If you fancy hand starting this baby, there is a convenient handle adjacent to the crank handle. Pulling it and turning to lock, it moves the camshaft back a bit. This brings some extra bumps on the camshaft in line with the valve lifters. The effect is to reduce the compression by half.*

*20 years later. Leo and the AEC. It is not only now recognizable, it runs really well !!*



# TAXING AIR

by Bob Carter, John Spooner, Bill Kininmonth, Martin Feil, Stewart Franks and Bryan Leyland  
ISBN 9780646902180

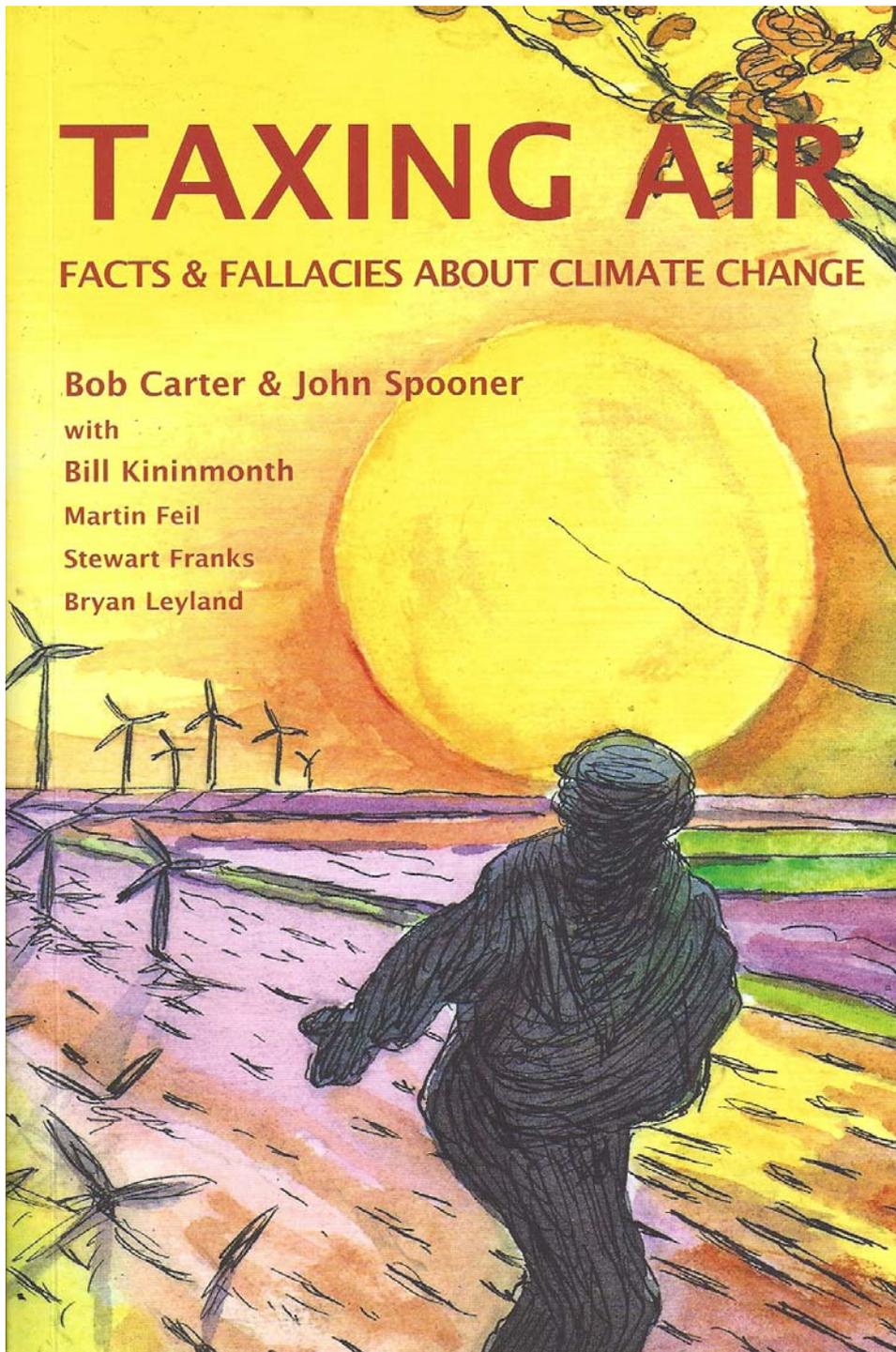
Just in case you might ever get fed up and listen to those people that might criticize you for driving an old car that uses more fuel than a new one, I am recommending you read a book that is currently on the market. It's called "Taxing Air" and it is quite a revelation. It puts to rest all the hoo haa that is bandied around the news regarding global warming and explains the real effect of having more carbon dioxide floating around in the air. The explanations are all backed up with readily available scientific data and easily understood graphs. Very interesting reading and it will raise your eyebrows when you realize

how much the public have been scammed.

Get yourself a copy! Or you can read mine. Everyone should read this story. After you read it you can have a chuckle every time you listen to the news as some supposedly educated person shoots their mouth off with a load of uninformed rubbish.

It's a good read and it will make you feel better for sure when you fire up your old gas guzzler.

And don't throw away those jumpers yet, it's actually getting colder!



### THE FINAL AIR RAID

70 years ago on the 12th Nov Adelaide River was bombed by the Japanese. That was the last time they bombed Australia in WW2.

To commemorate the occasion there will be a function at the historic Adelaide River railway precinct. They have found 2 survivors of the raid that will be telling their story including jumping into slit trenches full of water, in the middle of the night. There will also be talks by military historians, field trips to where the bombs fell, plus fair dinkum reenactments (that means large explosions) and a movie.

Be there at 5.30 pm 12th Nov

### Free stuff

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Email Ted at [longtelescope@gmail.com](mailto:longtelescope@gmail.com)

or phone 89886049

Deadline...the end of the month

## Wanted

### Books on Territory History

As you all know I have a passion for Territory History and I collect books on Territory History.

If you know of any books on Territory history which are looking for a good home could you please let me know or introduce the owner to me.

I can be found at most times at Qantas Parap.

Alternatively please ring me on 0418 851 770

*Leo Izod*

# Working with idiots can kill you!

**I**DIOTS in the office are just as hazardous to your health as cigarettes, caffeine or greasy food, an eye-opening new study reveals.

In fact, those dopes can kill you! Stress is one of the top causes of heart attacks — and working with stupid people on a daily basis is one of the deadliest forms of stress, according to researchers at Sweden's Lindbergh University Medical Centre.

The author of the study, Dr Dagmar Andersson, says her team

studied 500 heart attack patients, and were puzzled to find 62 per cent had relatively few of the physical risk factors commonly blamed for heart attacks.

"Then we questioned them about lifestyle habits, and almost all of these low-risk patients told us they worked with people so stupid they can barely find their way from the parking lot to their office. And their heart attack came less than 12 hours after having a major confrontation with one of these oafs.

"One woman had to be

rushed to the hospital after her assistant shredded important company tax documents instead of copying them. A man told us he collapsed right at his desk because the woman at the next cubicle kept asking him for correction fluid — for her computer monitor.

"You can cut back on smoking or improve your diet," Dr. Andersson says, "but most people have very poor coping skills when it comes to stupidity — they feel there's nothing they can do about

it, so they just internalise their frustration until they finally explode."

Stupid co-workers can also double or triple someone's work load, she explains. "Many of our subjects feel sorry for the drooling idiots they work with, so they try to cover for them by fixing their mistakes. One poor woman spent a week rebuilding client records because a clerk put them all in the 'recycle bin' of her computer and then emptied it — she thought it meant the records would be recycled and used again."

**The Motor Vehicle Enthusiasts Club  
extends it's thanks to  
Shannons Insurance  
For it's continued support for the club**



### FATHERS DAY 2014

2014 Will be a good year for the hangar and our club. Amongst other things it will be....  
80 years since Leo was born  
80 years since the hangar was built  
184 years since Port Darwin was named

So expect a Ben Hur sized function. Be prepared to be part of it.

## WOTS ON THIS YEAR

**The year is getting on. Come along and enjoy!**

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq beforehand. Also there is a working bee at the hangar the following Sunday.

**22 September** 2013 Mystery Run

**20 October** 2013 Fannie Bay Breakfast

**9 November** 2013 AGM

**12th November** 2013 The last air raid. At Adelaide River. See prev page.

**30 November** 2013 Christmas Dinner at Nightcliff Sports Club

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### Driving a Mercedes

On a golf tour in Ireland, Tiger Woods drives his Mercedes into a petrol station in a remote part of the Irish countryside.

The pump attendant who knows absolutely nothing about golf, greets him in a typical Irish manner, completely unaware of who the golfing pro is.

"Top of the morning to yer sir" says the attendant.

Tiger nods a quick 'Hello' and bends forward and picks up the nozzle. As he does so, two tees fall out of his shirt pocket onto the ground.

"What are those" asks the attendant.

"They are called tees" replies Tiger.

"Well what on the god's earth are they for?" inquires the Irishman.

"They are for resting my balls on when I am driving" says Tiger.

"Well don't that just beat all" says the Irishman,

"Mercedes thinks of everything"