

# Motor Vehicle Enthusiasts Club



No 89

Sept 2014

# 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)



With a sign like that up front there is little else I can say. Except that perhaps Tom Callow's toy box has considerably overflowed the box and just being in the yard is the closest place to heaven I have been for a while.

Sometimes when I enter a shed that has the vibes just oozing out the doors, I just can't help a quiet wow! slipping out. I hadn't even got to the Shed at Tom and Jan Callow's place and I could see this place wouldn't allow me to keep the wow quiet. Here was a collection of stuff that went on seemingly forever. It wasn't all nice and shiny and restored but this place had the vibes in a serious way. In the first shed, which was the workshop where stuff got fixed, there was a beautiful Field Marshall tractor from about 1947 or 48. You could start it by rocking the flywheel (hard) or stick a shotgun cartridge in it and start it with that. Actually you can't use normal shotgun cartridges. The pellets gum up the works. But it's a normal 12 gauge case with special powder in it, and after one start the end of the case is a bit melted and mangled. These are a one use item. Tom drove one when he was about 16 years old. It belonged to his uncle and was fitted with a scoop. Uncle warned him about problems he might encounter while using the scoop. When pulling hard and the revs get down really low (remember this has one large economy sized cylinder) it wasn't unusual for it to suddenly start running backwards. So with those beautiful memories, and an auction with one listed, Tom added it to the collection. He hasn't actually had to do a lot to get it up to scratch. Just fix the decompressor and some paint and it would be ready for its debut at the Qld Heritage Rally at Ayr next weekend. But after checking out this beautiful tractor I lifted my eyes to see the stuff adorning the rest of the shed. There were shelves upon shelves chock full of bits of the more important things in life. That is old machinery and bits of it. The floor was pretty well covered in goodies too. And all this area gets flooded from time to time so the sheds are built up above the flood level. So when you look outside you are just a bit elevated over all the other stuff in the yard. And the stuff in the yard is a bit hard to describe, there is just so much of it! I suppose the most lasting impression is the sea of rusty cast iron curved spoke flywheels. There is hundreds of them, still attached to their engines. Big ones little ones, the usual Listers and Buzacotts plus stuff I have never seen before. The vibes here are all good. But wait! Lift your eyes a degree or two and there is another shed (bloody big too) with an equally large lean to on three sides. Under the lean to is even more kinds of machinery, even a steam locomotive, ex hauling sugar cane I assume. Whopping big oil engines and old school tractors but outstanding amongst all that outstanding stuff is one very shiny and very big tractor.



*Field Marshall tractor from auction. Didn't need much fixing, mostly needed paint. Inset shows the shotgun cartridge used to start it. You can see it in the main picture above the union jack.*

*Old motorbikes and stuff on the floor but lift your sights a bit and you can see the place is lined with old engines. And this is just the work in progress shed.*





*The Colonial Marshall. To give you an idea how big it is , Kingsley is the bloke leaning on the front wheel and he is a 6 footer. This is one biiiiiig tractor.*

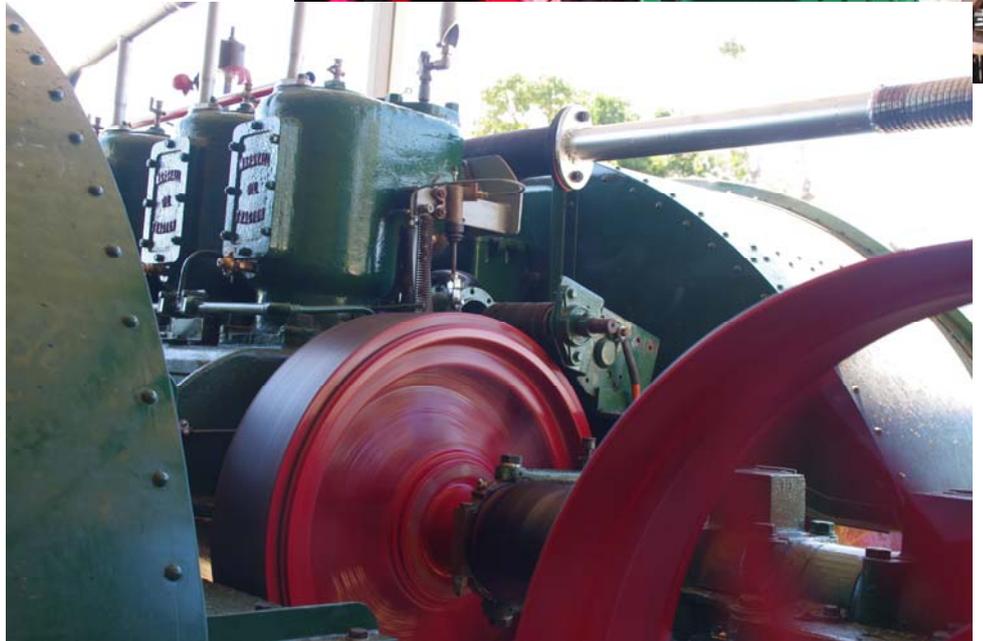
*Below: the idiot proof gearbox in action.*

This is no ordinary tractor either. Even if you are into tractors there is probably a fair chance you have never seen one quite like this. It's a Colonial Marshall. They imported four of them in 1911 to pull the wool wagons in the area in Qld bounded by Hughenden, Richmond, Winton, Longreach, and Muttaborra. This is a four cylinder internal combustion engine tractor of a similar size of your typical large steam traction engine but it is assumed the pastoralists of the time were concerned that steam engines may start the odd bushfire, causing untold grief, not to mention loss of income. So they arranged these Colonial Marshall tractors to be the prime movers of the wool laden road trains of the time.

This gem isn't one of Toms acquisitions at a recent local auction. While cruising outback Queensland Tom would drop into stations he was passing and ask to check out the rubbish they might have lying around. All those other engines through the yard are from similar excursions over the years. Near Muttaborra Tom found the remains of the engine first, then the chassis on a different property 150 Kms away. Both were just a pile of junk lying in the grass. When he went to recover the engine, the first thing was to roll it over. His heart sank as he found the crankcase



had been smashed. He actually left it there and went away thinking it was beyond redemption and had a thought of putting a four cylinder Gardiner diesel in it's place. But eventually he went back and collected the bits. They didn't make anything light weight back then and there was 4 ½ ton in the trailer plus a whole lot more in the ute. This wasn't fun motoring so he dropped the whole lot off at the nearest railway station and had it railed back home to Home Hill. And there it sat for another 25 years until about 2 years ago. Since then all those bits of broken crankcase have been welded up, crankshaft ground, multitudinous numbers of parts scrounged, swapped or manufactured, and naturally some nice shiny paint. And while I was standing on the platform at the back of it, Tom started it up. And I can assure you that this is something that puts a smile on your face. Apart from the noise and the clatter and bang, there is the vibrations. It's all music. But when they made them new, it seems they weren't so readily happy to start. It does have a crank handle but this is one bloody big engine. You probably wouldn't want to crank start it. The crank handle is there to pull the



*Tom starts the Marshall. It took two blokes to operate it in its heyday.*



crank around to the correct position after TDC to start. Then you turn a device associated with the magneto, a quarter of a turn and then press the button in the middle. That button trips the magneto and according to the instruction book, the engine will then start running. Just like that. No cranking over and bursting into life. It just starts running. But in reality it is a different story. It just gives a very small fart and that's it. These engines were used in Canada too and reports from over there say they would start ten times in a hundred tries. So a bit of Aussie ingenuity came about back in the days. Someone must have come across a supply of American PT boat starter motors as it seems all these engines had the same modification. The PT boat starter motor had a reduction gear hanging on the end with the output shaft from there facing back towards the starter. Where you would normally have a bendix drive it has a rubber drum. The setup on the Colonial Marshall had a master cylinder set up back at the driver's area. When the operator pulled a lever it pumped the master cylinder which was connected to a slave cylinder at the starter motor. The slave pushed the rubber drum down onto the flywheel. At the same time an electrical circuit was made and the starter spun the flywheel over and presto, the big engine didn't have to crank long before it burst into life. It still makes me smile writing this story.

And this tractor has gears too, foolproof ones where you can only select one at a time (people used to horses and bullocks had been known to break things by selecting high gear before taking it out of low gear ) In this case low gear is good for 1 ¾ MPH. High gear gives a startling 3 ½ MPH. Forward and reverse are catered for by a pair of bevel gears.

*It took two to drive this machine but even a tall bloke cant see where he is going when standing on the platform at the back, so there is a step up for the one that*



*The magneto controls. Push the button in the middle and it starts... according to the instruction book.*

*Tom made the radiator. It is one continuous tube and has 144 expanded joints with no solder and it doesn't leak.*



*Alternative to a bendix starter drive, a rubber covered drum.*

*is doing the steering. This is the view he gets. Bad luck about the blind spot behind the radiator.*





*The chassis of the Colonial Marshall as it was found.*



*Collecting the wheels and other bits. When playing with this sort of stuff it doesn't take many bits to get a seriously heavy load.*

But Tom's Toy box doesn't just apply to the stuff around the yard and the workshop. He really does have a shed dedicated just to toys. It's a ripper shed too, seems to go on forever. Tom's place is actually a sugar cane farm and in this area of Queensland they still burn the cane just before they harvest it. This means that every evening there is mobs of black ash falling out of the skies. Tom and Jan, having better things to do than cleaning toy machinery sheds, used a grain shed to house the collection. Its more or less airtight and keeps itself quite clean. That is good because it is one seriously large shed. And being a flood prone area it is built high and is just one brick above flood level. And most of the stuff inside here has been painstakingly restored to new condition. Veteran cars, large oil engines, small engines, hot air engines, railway section cars are among the things you might expect in a place like this but there re a couple of oddities too, like a dentists chair and a device for bending bananas.



*1915 T model Ford. This car broke its crankshaft at a rally in SA last year. The engine had been sleeved and the sleeve on no 3 cyl had come loose and moved down a bit. When the piston came up the rings popped out and grabbed the sleeve pulling it right down where it got tangled up with the crankshaft which broke, which then caused the whole rear main bearing to break out of the block. It now has a new engine.*



*View from the front door of the toybox. On the right is "Jan's crafty corner"*





*The same shed from the other end.*



*1912 Renault*

*Hot air engines were well represented. Everyone knows someone who could run one of these just by breathing on it.*



*Ruston oil engine fired up. You start it by bouncing the piston against the compression. Absolutely magic so be with it chuffing away.*





Clockwise from top left: 1. Every toy box needs a train set: 2. There is more than one portable pipe organ, also known as a calliope: 3. Remember oil bottles, microfiche, the harder you look the more memories come back: 4. Every collection needs a steam locomotive: 5. How about a lone lung crawler tractor: 6. Still more tractors amongst the cane: 7. A parking meter just in case you stay too long checking it all out: 8. And if you do get busted for parking there is a genuine one cell gaol. It was the lockup from a nearby town, Clare.

# Female Emigration TO AUSTRALIA.

## COMMITTEE:

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## The Committee for promoting the Emigration OF Single Women

To AUSTRALIA, acting under the Sanction of His Majesty's Secretary of State for the Colonies, HEREBY GIVE NOTICE, That

THE SPLENDID TEAK-BUILT SHIP

**"David Scott," of 773 Tons Register,**

Carrying an experienced Surgeon, and a respectable Person and his Wife as Superintendents to secure the Comfort and Protection of the Emigrants during the Voyage, will sail from

**GRAVESEND**

**On Thursday 10<sup>th</sup> of July next,**

(Beyond which day she will on no account be detained) direct for

**SYDNEY.**

Single Women and Widows of good Character, from 15 to 30 Years of Age, desirous of bettering their Condition by Emigrating to that healthy and highly prosperous Colony, where the number of Females compared with the entire Population is greatly deficient, and where consequently from the great demand for Servants, and other Female Employments, the Wages are comparatively high, may obtain a Passage

**On payment of FIVE POUNDS only.**

Those who are unable to raise even that Sum here, may, when approved by the Committee, go *without any Money Payment whatever*, as their Notes of Hand will be taken, payable in the Colony within a reasonable time after their arrival, when they have acquired the means to do so: in both cases the Parties will have the advantage of the **Government Grant** in aid of their Passage.

The Females who proceed by this Conveyance will be taken care of on their first Landing at Sydney. They will find there a List of the various Situations to be obtained, and of the Wages offered, and will be perfectly free to make their own Election: they will not be bound to any person, or subjected to any restraint, but will be, to all intents and purposes, perfectly free to act and decide for themselves.

Females in the Country who may desire to avail themselves of the important advantages thus offered them, should apply by Letter to "The Emigration Committee, London," under Cover addressed to "The UNDER SECRETARY OF STATE, COLONIAL DEPARTMENT, LONDON." It will be necessary that the Application be accompanied by a Certificate of Character from the Resident Minister of the Parish, or from some other respectable persons to whom the Applicant may be known; but the Certificate of the Resident Minister is in all cases most desirable. Such Females as may find it expedient may, when approved by the Committee as fit persons to go by this Conveyance, be boarded temporarily in London, prior to Embarkation, on Payment of 7s. per Week.

All Applications made under cover in the foregoing manner, or personally, will receive early Answers, and all necessary Information, by applying to

**JOHN MARSHALL,** Agent to the Committee, 26, Birch Lane, Cornhill, London.

**EDWARD FORSTER,** *Chairman.*

**NOTE.**—The Committee have the satisfaction to state that of 217 Females who went out by the "Bussorah Merchant," 180 obtained good Situations within three Days of their Landing, and the remainder were all well placed within a few Days, under the advice of a Ladies' Committee, formed in the Colony expressly to aid the Females on their arrival.

LONDON, 1st May, 1854.

By Authority:

PRINTED BY JOSEPH HARTNELL, FLEET STREET, FOR HIS MAJESTY'S STATIONERY OFFICE

A flyer from a previous era gracing the wall of the toy box. It is dated "London 1st May 1843" for His Majesty's Stationery office

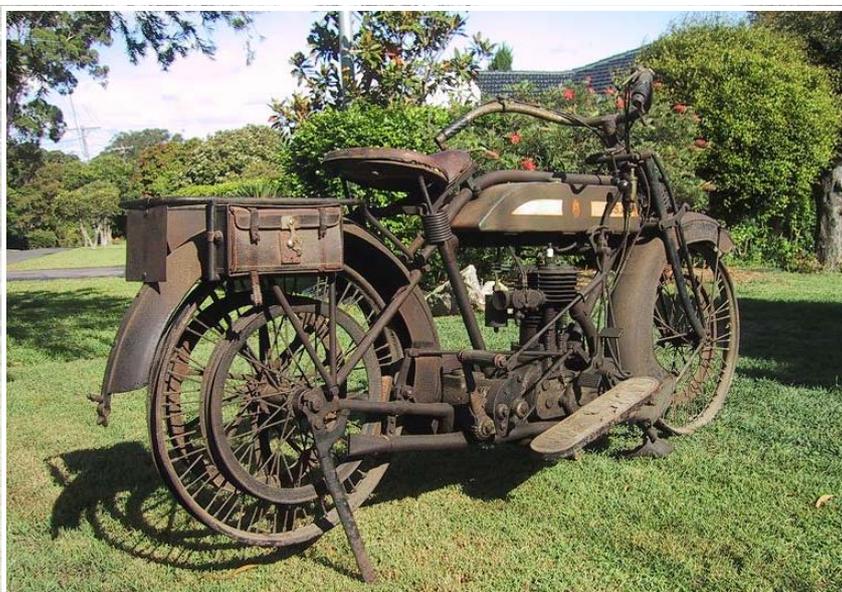
**People say Barn finds** have just about all been found. That's ok because here in Australia they are shed finds, but the concept is not dead. Recently Joe Young from Dromedary in Tasmania sent me photos of his latest acquisition. I reckon you could call it a verandah find. Back in 1916 or 17 a gent, Bertram Mawson, purchased a brand new K model BSA motorcycle. He rode it around until the mid 1920's clocking up about 5000 miles, then he parked it under the verandah of his home in Wyong, NSW. After putting a cover over it he left it, and there it stayed until his death in 1972. Bertram did include it in his will however but the benefactor merely parked in his shed in Sydney for a year or two or maybe twenty until he sold it on to Joe Young recently.

And how did the bike fare after all those years? Amazingly well! This is one of those rare finds that would be a total shame to restore. The valves still operate and the engine has compression. It came with it's original toolkit, tyre pump, acetylene headlamp and the carbide generator to run it. It even came with some literature. And it still has paint and its original tank logos Joe intends to get it going. Great!!

For a brief look at Joe's unreal collection check out transmission no 55 July 2011. However I believe it's grown somewhat since since then.



*That's Joe bringing the Beezer home. He's one happy feller.*



*The rubber bits like the tyres have vanished, but the rest has fared remarkably well. Check out those tank emblems!*



## An alternative to chrome right here in Darwin

Recently I visited a Motor trimmer to have the hood lining replaced in Shirley's Capri. While I was there I couldn't help seeing lots of shiny bits around the place and my curiosity got to me. Dale at Hoody's Hood Linings has branched out a bit. It all started when he sent a manifold interstate to be ceramic coated. It turned out to be a bodgy job but it prompted him to get himself educated on the subject and it turns out there is a lot more to it than meets the eye. Apart from the ceramic coatings there is something else called prismatic coatings. Both the ceramic coatings and the prismatic are amazingly tough and really pretty. The first thing I associate ceramic coatings with is exhaust extractors. He does these no worries and rusty ones or cast iron is not a problem either but there are other colours other than chrome, although with really high performance engines with really high exhaust temperatures, the colour range shrinks a bit. Most of the work in any of his jobs is preparation and he may bake parts to get oil residues to vacate the pores. Sandblasting is pretty normal as is ultrasonic cleaning and some parts are highly polished before coating. Prep is 85% of the job. But what really surprised me was the range of colours and what can be coated. Just about anything. Some of the finishes need to be baked, some are done cold. Some times they heat the item up to 200 degrees before they apply the coating. Every item is done individually according to its requirements and its ability to handle heat is taken into consideration. Things that flex like springs are no problem and there have been suspicions that chrome plating some critical suspension parts may affect the characteristics of the steel. Not so with these coatings. There were a set of valves that had the stems coated. I was a bit amazed and asked why you would coat valve stems. The reason was that the valve guides were worn and they could build up the stems 1.5 thou which was easier than replacing the worn valve guides. This stuff is that tough. There was also a piston that had been coated, including the crown. Why coat the crown? It stops 30% of the combustion heat from getting into the piston. What a ripper of an idea. Coat the exhaust manifold as well and all that heat ends up going out the tailpipe, keeps under bonnet temperatures down. Remember cadmium plated bolts? It seems they don't do it anymore. (something about toxicity) So Dale can coat your bolt heads gold (cadmium colour) and yes the coating can handle spanners. (It can handle valve guides and cylinder bores).

Have you ever bought a chrome tappet cover or



*A really ratty and rusty tappet cover just sandblasted and looks quite respectable once coated.*



*XD Falcon headlights are no longer available. Coating makes them useable again.*

*Coating the crown keeps heat from conducting into the piston. Skirt can handle bore wear.*



*The prettiest coil spring I have ever seen. Colour is graduated from bottom to top to demonstrate how versatile the system can be.*



had a brake booster chromed? They always go rusty in the corners where the electroplating process has trouble reaching. This process gets right into those crevasses and lasts forever without going rusty and you aren't restricted to chrome colour either. You can have pink or blue or primrose too and with metallic if you like. They even coated someone's automatic pistol pink. Now that's tough. They can coat just about anything including glass, wood and plastic. He has been doing it for about 5 years now and keeping a bit low profile while getting experience., but now is ready to bump up the output.

Prices? Naturally it varies a lot depending on the condition of what you are coating but to give you an idea a cast manifold is about \$110, coil spring \$60 and a piston \$65 for crown and skirt.

Check out the website <http://www.ceramiccoatingsnt.com/> and they still do normal upholstery jobs and roof linings. And Shirley's Capri roof looks brand new.



*A demo of what can be. The piece on the left is polished and coated with clear with the right hand object just cleaned and coated with chrome finish.*



*Above: A rifle barrel. Left is the before, right is after treatment. Below: The humble ceiling fan. Do you have problems with the paint bubbling and peeling. This one has been coated and will last forever. It's really white but it is so shiny the camera has picked up all these freaky reflections of all the colorful stuff in the room*



*An unscratcheable towbar tongue.*

*A selection of colours available*



*A job pending: Whacko manifold. They can get the coating down between those pipes no worries.*



## 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.

5 Oct            Bike Run from Caltex Berrimah 8.30 a.m.  
18 Oct           MVEC AGM  
19 Oct           Fannie Bay Breakfast  
2 Nov            Bike Run from Caltex Berrimah 8.30 a.m.  
29 Nov          Christmas Dinner at Nightcliff Sports Club  
7 Dec            Bike Run from Caltex Berrimah 8.30 a.m.  
26 January 2015 Australia day Ute Run

For the AGM plan to be at the hangar at 6pm for a 6.30 start with dinner served at 7pm.  
Apart from the usual office bearer stuff it will be moved to change the membership fee to a flat \$35 no matter who you are and a \$15 joining fee. That makes a nice neat \$50 making it a whole lot easier for the hard working members who take care of that side of business for the club.

### 1947 Mercury sedan 4 door

Unfinished project , 90 % mechanical work done .  
New glass cut , wood grain on metal internal sur-  
rounds  
\$10,000 contact Maurie 0407771319

### Free stuff

Get your free ads in here.  
Give stuff away, sell stuff, get information, find a lover. Got a  
story to tell? Whatever you like.  
Email Ted at longtelescope@gmail.com  
or phone 89886049  
Deadline...the end of the month

### Members with vehicles on Club rego

MVR have requested to be notified of any members that have club rego and have not renewed their club membership at the end of September.

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



One time a cop pulled me over for running a stop sign.  
He Said "didn't you see the stop sign"?  
I said, yeah, but I don't believe everything I read.