

# Motor Vehicle Enthusiasts Club



No 98

July 2015

# 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)

## Rust in Peace



### Michelle and Kym Benton

Several years ago this old Bedford ute was saved from being run over and buried by a bulldozer during renovations and a big cleanup at Emerald

Springs roadhouse. After a few years in purgatory at another rural block it has found its final resting place as a gate sentry and object D'art at Michelle and Kym Benton's rural property.

Thoughtfully placed for maximum exposure, on the

improvised ute tray there is the remains of what is believed to be a Royal Enfield motor bike. And although it has only been in place for a month, there have already been enquiries from people wanting to buy the bike, another for the petrol tank and yet another for the fuel cap. But Kym is no newcomer to situations like this. Another of his carefully placed objects D'art is a Chamberlain tractor. He had to get a bit blunt on one occasion when a passer by decided he needed to buy it and wouldn't take no for an answer.

But the Bedford isn't the only piece of automotive art in their yard. It is not unusual around here to find an old vehicle, whether a car, motorbike or tractor, sitting around under a shady tree, spending it's twilight years taking it easy.

And who gets the final say about what goes where? It's a joint decision but biased at about 7-3 in Michelle's favour...



*Holden Sandman ute has a large container of soil in the back that really makes it a giant flower pot. Naturally there is a motor bike in the back.*



*Massey Ferguson 165 tractor is not just for decoration. It does the work around the block.*

*Kym came by the Chamberlain crane from a sale in the rural area. It had been used by a building contractor who had died and his widow was selling up and moving to town. Kym bought the crane and the other tractor was thrown in the deal for free. Great!!*



*The second Chamberlain is from about 1947. It hasn't been started since coming into Michelle and Kym's care but Kym has plans to have it running and to find a bonnet for it.*

*Having been used as a kids playground it has survived remarkably well. The biggest problem will be from water damage as the exhaust pipe had rusted off letting rain into the intake manifold. It now normally lives with a cover over it*



*It appears that in a past life the Chamberlian was part of a fleet of at least 48. The tyres on it may be old but they have never been used. They still have the pips from the mold .*

*Guard snake keeps souvenir hunters at bay.*





*Rickman Honda is a sight to behold with its chrome moly frame. In 1984 it was sitting around leaning on the back fence at a colleagues' home not running. Kym bought it and got it running. Then a mate who was without a bike bought it off him. In 1994 Kym bought it back again, this time totally in bits, engine and all. He bought another bike and built one out of 2 and he held on to it this time. The pic with the young honeys is at the recent Shannons bike show.*



*HJ 4 door Monaro came from the owner of the pawn shop at Humpty Doo. Having been pawned, it had been sitting around for maybe 3 years with the windows open. It was in a sad state. Every panel needed work with rust or dents and when the engine was started there was no oil pressure. Nevertheless the engine wasn't dismantled, just the oil pump. With a clean and some grease inside, the oil pressure came up instantly and the motor is still running great. The rust was cut and welded and when it was all nice and straight he and a mate painted it with acrylic lacquer and it is still spot on. This car has been registered and was driven every day for a long time*





*HQ 2 door Monaro was sitting around, not in running condition, at Coonawarra Naval Base when first spotted. Kym approached the owner but he wouldn't sell. Sometime later Kym saw the same car advertised in the trading post and luckily was the first around there and bought it. That was about 10 years ago. The clutch plate had stuck itself to the flywheel and there was a bit of drama in getting it to release and it needed a new distributor, but the engine and transmission are still good. A few small patches of rust had to be repaired and it had to be painted twice before Kym was satisfied. A new set of wheels and although it now presents itself as lovely, it's still not quite finished. The brakes still need attention.*



*Note: the dusty looking photos are real life. The shiny pics are from Kym, taken on the odd times he takes the cars out and gives them a well deserved wash!*

*XB Falcon Coupe was originally brought here from Qld by a local Politician lady. It had a vinyl roof and 6 cylinder engine. She gave it away to a young mechanic at the Ford dealership who ripped the vinyl roof off and replaced the motor with a V8. It came into Kym's care about 8 years ago in a sad state. Because it had been significantly modified he decided not to do it up as original but with performance bits. The job has stalled a bit due to moving from the city to more spacious premises in the bush but the sad bit is the paint job. After spending some serious dollars it has developed lots of pimples and to top it off animals have knocked things over in the shed and put some small dings in it. It will have to be done again.*



*The XW Falcon GT lookalike is a heartwarming story. Michelle and Kym were visiting an old mate and he was pleased to show off the car he had bought a couple of weeks previously. Michelle fell in love with it on the spot and she was not leaving there until she became the new owner of that car. And she was successful. The price was a bit more than mate had paid for it and before they went home the deal was set and she was the latest owner of this beaut Falcon. That was a few years ago and it has been repainted since then and at present it's almost finished having a beaut new engine installed.*

Some of the bikes are hidden away in a container. An early Yamaha YZ125 motocrosser keeps company with the less high performance stuff. There is a Honda Z50 (the easiest bike ever made to pull wheelies), 70 and an RV90. And to get to these Kym has a 1976 Kawasaki Z1000. Once he decided he needed to own one of the venerable Kwaka Z900's which were quite a bike when they first came out. He answered an ad for one in a bike shop in Melbourne but it had already sold. They did have a Z1000 which was the next model and was pretty close to the 900. He explained to the salesman on the phone he wasn't after a project bike, but something he could ride with a minimum of work. After buying it and having it shipped to Darwin there wasn't much that wasn't wrong with it. It even needed a new wiring loom! After many months he did get it going and it hauls well with a big bore kit and Yoshimura cam. Sometime later Kym was in Melbourne buying another bike and he decided to find the bloke that sold him the wreck and give him a serve but the salesman turned out to be about 6'8" tall and correspondingly wide. Kym decided against the idea.



Right:  
The Z1000



The old Kombi doesn't actually live here but it helps set the scene as it is passing through.

Skippy has his ears pinned down as he handles the bike through the garden



While I was driving a boring rented car around NZ recently, Malcolm Roy from Narrabri in NSW was having lots more fun driving a borrowed model A Ford. Here is his story.....

## 2000 Miles in a 1928 Model A Sports Coupe in New Zealand



*1928 Model A Sports Coupe at the summit of the Crown Range: highest main road in NZ at 1076 m.*

There is a fantastic comradeship within the vintage car movement and I always gain pleasure from seeing other people enjoying the vehicles we own and even more with the pleasure they get when they have a drive. This led me to offer a cousin from NZ the opportunity to use our 1930 Model A Roadster in the 2008 Model A Rally at Bathurst. The offer was promptly accepted and he quickly spread the word that he had been offered a drive in a "private Ford team at Bathurst", much to the surprise of his NZ friends!

We had an enjoyable time in 2008 and there was always an offer from NZ to visit and do the same. The situation did not arise where we could accept this until a couple of years ago when the offer was made to join in the 12th National Model A Meet at Wanaka. This would entail picking a vehicle up in Christchurch, drive to Wanaka, participate in the week long meet and then return the car to Auckland, not quite, but nearly from one end of the country to the other.

Plans were made and reservations for travel and accommodation made. I flew to Christchurch and met my cousin Steve after he had flown in from Auckland. This was because the cars were shipped earlier from Auckland by a Japanese car carrier that off loads firstly in Auckland, then in Christchurch. The vehicles, a 1929 Woody Station Wagon and 1928 Sports Coupe had been picked up from the wharf and garaged by "A" friends and inspection showed they were as shipped. With a

weekend to spare Steve and I travelled to the West Coast via Arthurs Pass and caught up with friends and relatives there before returning via the Lewis Pass. The two model A's were picked up and we went our separate ways for a couple of days when we stayed with friends prior to our departure south.

The afternoon prior to travelling south I decided to fuel up in preparation for the next day, which entailed a short drive from where I was staying. All was well until the first intersection when an unusual clunk was heard. As there was no more noises, and being unfamiliar with that vehicle's idiosyncrasies, I continued on. But only for another couple of miles until another this time a horrible graunching\* sound. I pulled off the road and examination soon revealed oil dripping and the gears in the gear box quite visible. Pieces of the gear box casing were retrieved fifty yards back up the road where the oil trail started.

Once again the comradeship among Model A owners came to the fore and fortunately we were not far from help. I was towed by the Woody approx five klms to a shed where there were five Model A's housed. One was ejected from the workshop and repairs were started at 5.30pm. As Model A Ford's have an enclosed tail shaft it is easier to remove the diff to access and remove the gearbox. The diff was removed and with the gear box out, it was revealed that a tooth was off a cog which was then picked up by the gears and forcing them apart. With nowhere to go, the gearbox casing burst open. Parts were scavenged from that gear box and donor parts from our Model A comrade, reassembly was completed and a test drive before 10.15pm showed we were again mobile.

Plans to travel south were back on track and as previously arranged four Model A's left Christchurch: three with a destination of Oamaru, while I continued on to Palmerston where I took the opportunity to visit family and friends, prior to the Wanaka meet. The other three cars travelled south to Bluff at leisure before heading to Wanaka via Te Anau, Queenstown and Arrowtown. Julie, who had been looking after her mother, flew to Queenstown prior to the meet starting.

Over one hundred and fifty Model A Fords descended on Wanaka for the week's meet. The picturesque lakeside setting of Wanaka, the mild weather and the well thought out rally routes made for an enjoyable week. There was no pressure to participate if you did not feel inclined, but we enjoyed most of the activities arranged for the entrants. As with any rally we got to visit places the public does not have ready access to. The road into Dingleburn Station on the east side of Lake Hawea was blasted out of the rock face

in 1963, giving road access to the station for the first time. After seeing images of the road the evening prior we decided against going, but as the accompanying photos show 101 A's did make it safely in and out. Instead that day we drove to Cromwell and climbed the Nevis Road, another picturesque and challenging climb.



*Part of the thirteen kilometre road down from the Snow Farm to the Cardrona Valley*



Following the morning at the Snow Farm, we spent the afternoon at a relaxed High Tea back in Wanaka,

where the entrants who chose to, dressed in period costume. Much to my surprise I was awarded runner-up in the Male Era Fashion Daywear at the Presentation Dinner.

A part of any Model A Meet is the Hubley Derby. These are 1/20 scale metal Model A toy models which are run in pairs on a track similar to that of the rocker cover races that we are familiar with. Over several hours one evening there was some fierce competition with the slowest being eliminated. I was loaned a Hubley, along with graphite powder (a go faster lubricant) and even though I did not win, I did not disgrace the loan Hubley as it was up with the best of them.



*The notorious road in and out of Dingleburn Station, Lake Hawea*

Another highlight was a visit to the Snow Farm. This is the location of the Southern Hemisphere Proving Grounds. This is the only privately owned facility of its kind in the southern hemisphere where vehicles, tyres and other vehicle components are tested in winter conditions while the northern hemisphere enjoys its summer. It was a privilege to be able to visit and see the various test facilities. The thirteen kilometre gravel road to the top is also the home of the Race to the Sky, reputedly the longest gravel hill climb in the world and also the place where the world class rally driver Possum Bourne died (Google Race to the Sky for more info).

Another day's trip up the west side of Lake Wanaka to the glacial formed Matukituki Valley through about a dozen fords saw us at the Mt Aspiring Station, looking up towards Mt Aspiring National Park, now part of the Southwest New Zealand World Heritage Area.

The last day, Easter Sunday was a display day with gold coin entry from the public. For those that wanted gymkhana events were provided along with teams competing in a Model A assembly. A running chassis was stripped and competitors had to install axles, wheels, engine and gearbox, diff, radiator and miscellaneous to start and drive the chassis. It always surprises how a well oiled team can seem to reduce an arduous task to that of a few minutes. A good showing from the public that day ensured the local St John Ambulance gained some extra funding.



*Model A Fords at the head of the Matukituki Valley at Mt Aspiring Station.*

The last functions of the meet were the Presentation Dinner on Sunday evening and a farewell breakfast on the Monday morning . The convoy of four Model A set out together from Wanaka with a final destination of Auckland. The trip north was planned in easy, but full day stages with a couple of lay days. Day one was Wanaka to Geraldine where we arrived in time to view the local car museum. Day two was Geraldine to Hanmer Springs, with a visit to a winery en-route. Day three allowed for an oil change and a soak in the hot springs at Hanmer. Day four was the trip from Hanmer to Kaikora, then onto Blenheim and a visit to the Omaka Aviation Heritage Centre (a must if you are ever in the area) finishing the day at Picton. We lined up for the ferry crossing to the North Island at midday the next day and arrived in Wellington that evening. The following day we had a tour of NZ's Parliament House followed by a drive up Mt Victoria to get a great view of Wellington City, before the short drive up the west coast to Waikanae where we stayed with an Uncle and Aunt. The following day saw a quick (three hour) visit to the Southward Car Museum before a long lunch with relatives and the Model A convoy crew celebrating Steve's birthday. The next morning we left early ahead of the other three cars with the intention of travelling an hour further on to stay with an old high school friend who I had not seen for over forty years. To put it mildly the weather was foul,

with rain, wind and more rain when leaving Waikanae and it continued all day. We headed up the west coast through Whanganui to Stratford then east on the Forgotten Highway to Whangamomona, arriving at our friend's mid afternoon.

The next morning we travelled back to the Whangamomona Hotel to meet up with the crews following, to have lunch and then we travelled on through to Taumaranui before we continued on to find accommodation at Te Awamutu. Our last day was through to Auckland after calling at a delightful cheese factory at Mercer, followed by a leisurely lunch. We arrived at our destination late

afternoon.

The whole trip was most enjoyable and by avoiding the main highways where possible, made it both easier driving and a great scenic trip, as we travelled different roads to the usual main roads . The Sports Coupe, a recent import from USA was left hand drive which did not pose a problem except for the blind spot when turning left at an acute angle. It was also fitted with an overdrive which made the driving more relaxed as the engine was not revving as much. 20.5 miles per gallon was achieved over the whole trip and the dearest fuel was \$1.986 per litre. All we have do now is wait two years for the next NZ Model A Meet in Napier in 2017.

(\*Graunching - NZ to crush or destroy)



*The Auckland convoy L-R 1930 Phaeton, 1930 Coupe, 1928 Station Wagon, 1929 Sports Coupe*



MOTOR VEHICLE ENTHUSIASTS CLUB INCORPORATED

**NEW MEMBERSHIP APPLICATION FORM**

**JUNE 30<sup>th</sup> 2015 TO JUNE 30<sup>th</sup> 2016**

FAMILY NAME..... GIVEN NAME: .....

SPOUSE/PARTNER (Children under 16yrs): .....

RESIDENTIAL ADDRESS: STREET NAME/NUMBER: .....

SUBURB/TOWN: ..... STATE: ..... POSTCODE: .....

POSTAL ADDRESS: ..... SUBURB/TOWN..... STATE..... POSTCODE: .....

PHONE ..... MOBILE.....

YOUR EMAIL (please print clearly) .....

**INITIAL JOINING OF \$15.00 PLUS ANNUAL FEE OF \$35.00**

**NOTE\* CLUB REGISTERED VEHICLES ARE NOT REGISTERED AND THIRD PARTY INSURED IF YOU ARE NOT A FINACIAL MEMBER**

**PAYMENT & APPLICATION DELIVERY: PLEASE TICK BOX TO INDICATE METHOD**

POSTED TO MVEC - PO BOX 911 DARWIN 0801

DROPPED OFF AT HANGAR WITH PAYMENT

PAID ONLINE: Account Bendigo Bank **BSB 633-000 ACCOUNT 142 473 552**  
Email application to: [mvec@internode.on.net](mailto:mvec@internode.on.net)

**SPECIAL INTEREST VEHICLE/MOTOR CYCLE DETAILS (Use Extra Sheet If Needed)**

No	YEAR	MAKE	MODEL	BODY TYPE	CONDITION	Rego
1						
2						
3						
4						
5						
6						
7						

**\*OFFICE USE ONLY**

PAYMENT RECEIVED

CARD ISSUED

DATE .....

CLUB MEMBERSHIP No

**Friends of TAMINMIN LIBRARY**  
**Motor Vehicle Enthusiasts Club NT**  
**DARWIN TO THE DOO**  
**Great family day out**

**SUNDAY 19<sup>TH</sup> JULY 2015 10am-1pm**



Darwin cars and bikes meet at Qantas Hangar, Parap  
at 8.30am, leaving at 9am to travel to  
**Taminmin Library, Challoner Circuit, Humpty Doo**

**Swapmeet - turn those old car & bike parts into \$\$\$**

**Rocker cover car racing 11am - 12noon**

**Darwin City Brass Band**

**Food & Drinks available**

**GOLD COIN DONATION AT GATE**

**\$10 for Swapmeet stallholders**

**Gate opens for participants at 7am**

**Enquiries**

General car show Taminmin Library **89881200**

Swap site & rocker cover car racing **0474 208 045**

 -Darwin Doo Car Show





# Pier to Pier

Participation is FREE!



Gather at the Nightcliff Swimming Pool car park from 2.30pm for a 3.15pm start

**All vehicles welcome:**  
vintage, classic, hot rods, motorbikes and trucks  
Come along for a Sunday drive!

# 12 July 2015

## Nightcliff to the Wharf

Vehicles arrive at the Darwin Wharf  
between 4.00pm – 5.30pm



For more information or to register  
email [majavb@live.com.au](mailto:majavb@live.com.au)  
or sms or phone

Maja van Bruggen on 0427 123 114 (1936 Chevrolet truck)  
Paul van Bruggen on 0447 977 426 (1950 Chevrolet truck)

Any donations to go to Ronald McDonald House Adelaide  
– a 'home away from home'® for Territory families who  
have a child with a serious illness requiring treatment at  
the Women's and Children's Hospital in Adelaide.



Ronald  
McDonald  
House®  
ADELAIDE

### Car Trailer

5.8m x 2.4m, 2 spare wheels, checker plate,  
12 and 24volt, registered, \$5000.00  
Stan 89270117.

### Free stuff

Get your free ads in here  
Give stuff away, sell stuff, get information, find  
a lover. Got a story to sell? Whatever you like.  
Email Ted at [longtelescope@gmail.com](mailto:longtelescope@gmail.com)  
Or phone 89886049

**Deadline.... The end of the month.**

### Wanted

**BSA M20,M21 M22 or M23 rigid rear wheel.**

Also looking for a Lucas DC40 trouble panel lamp.

Please phone Steve on 0429852861.

### Previous editions

All previous editions of Transmission are now  
available at [mvec.weebly.com](http://mvec.weebly.com)

### Project Wanted

Looking for something partly restored or full  
restoration needed. Complete or near complete.  
From 20's 30's 40's Or 50's

Steve Rothwell 0499254499

### Statistics say it all

A billion is a difficult number to comprehend,  
but one advertising agency did a good job of put-  
ting that figure into some perspective in one of  
it's releases.

A billion seconds ago it was 1959  
A billion minutes ago Jesus was alive.  
A billion hours ago our ancestors were living in  
the stone age.  
A billion days ago no-one walked on earth on  
two feet.  
A billion dollars ago was only 13 hours and  
twelve minutes, at the rate our government is  
spending it.

### A question

If everyone painted their car pink, what would  
Australia be?

Answer: A pink carnation



Northern  
Territory  
Government

DEPARTMENT OF  
LANDS, PLANNING AND THE ENVIRONMENT

### HERITAGE COUNCIL VACANCIES

Applications are invited from Northern Territory residents who wish to be  
considered for appointment to the Heritage Council.

Applicants of Aboriginal descent are encouraged to apply.

The Minister for Lands and Planning will appoint the members on the basis  
of expertise or experience relevant to the administration of the *Heritage Act*.

#### Applications should be addressed to:

Director Heritage  
Department of Lands, Planning and the Environment  
GPO Box 1680  
DARWIN NT 0801

All applications must be received by close of business on **Monday,  
13 July 2015.**

For further information please contact Department of Lands, Planning and  
the Environment Grant Project Officer and Heritage Council Administration -  
Karen Moir on 8999 5039 or email [karen.moir@nt.gov.au](mailto:karen.moir@nt.gov.au)

[www.dlpe.nt.gov.au](http://www.dlpe.nt.gov.au)

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



## WOTS ON THIS YEAR

### Heaps! 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.

**12th July** Sun Pier to pier. See attached flyer. This event is also raising money for kids charity.

**19th July** Sun Darwin to the Doo. Car show and swap meet at Humpty Doo.

For drive out in convoy meet hangar 8.30 for 9.00am start to Humpty Doo.

**24 July** Royal Darwin show grand parade. Any old car welcome. Parade is about 1pm but finer details not available yet. Plse ring Peet Menzies 0417855222. if you intend to come. More accurate times will be available then.

**2nd August** Motorbike run to Mandorah. Depart Caltex Berrimah 8.30 am

**22nd Aug** Katherine show and shine and camp over.

**6th SEPT** Fathers day open day. In conjunction with the dept of veterans affairs, this open day will have a military theme. All the cars and bikes will be shifted out of the hangar and replaced with Jeeps and other military stuff, and a WW2 mock up of a bush bar will be re-erected.

## Stuff on the net

You never know what you might dig up.....<http://www.sliptalk.com/buried-ferrari/>

Steam powered box factory... absolutely fantastic, but this magnificent thing couldn't exist in Australia. Some moron from a government authority would hunt it down, and kill it as unsafe.

<https://www.youtube.com/watch?v=mKSKZau9qs>

Then there is the planing mill....<https://www.youtube.com/watch?v=rlylsmjIqBE>

And what they do with a large log.... <https://www.youtube.com/watch?v=M57eCpaJuX4>

Even if you don't own an American car you will surely get a kick out of brochures for a very big range of them.... <http://www.lov2xlr8.no/broch1.html>

## The last word

Stew died in a fire and his body was burned pretty badly.

The morgue needed someone to identify the body, so they sent for his two best friends, Mick and Paddy.

The three men had always done everything together.

Mick arrived first, and when the mortician pulled back the sheet Mick said, 'Yup, his face is burned up pretty bad. You better roll him over.'

The mortician rolled him over and Mick said, 'Nope, ain't Stew.'

The mortician thought this was rather strange.

So he brought Paddy in to confirm the identity of the body.

Paddy looked at the body and said, 'Yup, he's pretty well burnt up. Roll him over.'

The mortician rolled him over and Paddy said, 'No, it ain't Stew.'

The mortician asked, 'How can you tell?'

Paddy said, 'Well, Stew had two arseholes.'

'What? He had two arseholes?' asked the mortician.

'Yup, we never seen 'em, but everybody used to say

There's Stew with them two arseholes.'