

Motor Vehicle Enthusiasts Club

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TRANSMISSION



The voice of the Motor Vehicle Enthusiasts Club

If you find you need more information about this club or just cant wait to join ring Peet Menzies on 89814746 GPO Box 911 Darwin 0801 In Katherine call 89711325 Newsletter enquiries to Propellers@bigpond.com or 89886049

Mobile home mania

We have been cruising our big country over the last few months driving a classic '63 Falcon Futura towing a small van. Naturally we have been checking out all sorts of bits of classic motoring stuff but I was surprised to find that the idea of a mobile home is not new. This little feller at Nuriootpa in SA was built in 1931 and apart from the usual stuff like downpipes off the gutters it has a compass, gradometer, altitude barometer, gasometer and thermometer. Also wireless, electric lights and fan, gas stove, collapsible table and beds, a dunny, two water tanks, spotlight and rifle with telescopic sight.



This one at Melrose SA was built a bit more for the rough outback roads



Watching TV while driving? or with the fridge close handy, drink driving? or maybe he was sleeping it off upstairs and forgot the handbrake.

Model T Mania

Boyce Schulz is a past member of MVEC. The unusual bit is he lives near Port Germein in SA. He and his son Kevin drove their 1922 and 1915 model T fords to Darwin back in 1994 and in doing so established the link with the territory. That trip started with the Model T Club of Adelaide but Boyce and Kevin left the others at Alice to continue on to Darwin. They made a side trip to Ayers rock and the Olgas on their way. For the other club members the goal was to get their 'overlanders' badge by driving to Alice. That was a minor part for Boyce and Kevin. They then travelled on to the top end and 5 weeks later they arrived home again. The biggest problem they had was a crook tyre. At the start of the trip the T's restoration had just been completed, the first oil change taking place at Coober Pedy. Not bad for an untried vehicle.

That achievement is an indication of the quality and attention to detail of Boyce's work.

The next trip was to Perth and Albany a couple of years later. Still no probs. Somewhere in there he was on the rerun trip of Tom Kruse when they fired up the restored Leyland Badger truck and did the rerun mail trip from Birdsville. Boyce and his model T were right behind Tom and his truck all the way. I need to point out

that whenever I say Boyce I really mean he and his wife Mary. She is in on all these trips too.

Boyce not being one to sit around commenced a project to build a replica World War 1 1918 T Ford Wireless Van and drive it on a long trip. He did just that and drove the vehicle with the Military Restorers Club of Adelaide on an 1100 odd km trip to the

northern parts of SA, not on main roads but on bush tracks with not a single breakdown. (much to the amazement of the other vehicle drivers). Serious research went in to the project and using photos from the Australian War Memorial he was able to piece together how it should be. The vehicle was built using bits of many wrecked T's. The cowl that he used had a bullet hole in it and Boyce was going to leave it there for effect. Son Kevin objected however in the form of, "I am going to inherit this car one day and I don't want it to look ratty", so he welded up the hole. The front guards have been cut in half and welded together using the best parts from several. You can't see where it was joined from the business side. Such is the quality of the work. The skirt and the doors are completely manufactured by Boyce. The end result is a very authentic WW1 military Ford. But Boyce didn't want this vehicle to just look good. He wanted to be able to drive it anywhere anytime. Remem-



Boyce and his Wireless van. Note the custom bit sticking out the side. That is the innovative bed he has made for Mary. Boyce gets to sleep on the ground.

ber back in 1914 there weren't many roads and this car had to go places that pussy modern 4wd's would run away from. So Boyce set to build a vehicle that was sort of original but superior to the original. The more normal things are shockers front and back and taillights big enough to see but deep down there is a lot more. The rear axles have been converted to fully floating, behind

the model T transmission is EH Holden gearbox with the internals removed except 2nd gear and top. This gives the car a lower gear when necessary. The engine has an alternator, 2 sets of external oil lines which supplies a lot more oil to the front of the engine. There is a genuine old aftermarket water pump housing for which Boyce has made new internals for out of stainless. A modern crank with counterweights and model A conrods. The rear crank main bearing is a roller. It has hardened valve seats and Holden valves and runs on unleaded fuel. An aluminium Ricardo head and EGGE pistons give it higher compression. And it still runs the buss box ignition. Brakes are of his own manufacture but sort of copy rocky mountains working. A large fuel tank is a necessity where Boyce goes. There is an extra lever in the cockpit for the 2nd gearbox but apart from that it looks pretty much like you expect it would. The seats are even colour coordinated, drab green. He amazed the other military vehicles with its total lack of breakdowns and go anywhere ability. Among the accompanying vehicles were a bunch of Jeeps and Landrovers and a Dodge 6x6 weapons carrier. They didn't have to wait for Boyce! All these mods are done by Boyce in his own workshop. And that not being enough there is now a model A taking shape next to the T.



An example of the work in building a T tourer body that Boyce has since completed.



Fairly normal looking engine is actually very trick.

Model T surrounded by four wheel drives in the bush



An effective cure for constipation

In 1980 Aussie Rosco McGlashan was living in U.S.A. and with the help of Ky Michelson of New York, he built and drove this Hydrogen Peroxide rocket kart at a speed of 253mph covering the 1/4 mile in 5.97 secs. The hydrogen peroxide was forced through a catalyst pack made of silver and nickel screens. Super heated steam produced by the reaction escaped through a nozzle producing the thrust. He is quoted as saying that it was an incredible feeling sitting in the go cart with “fuel bubbling and gurgling just behind your head” Rosco’s opinion was that it was “truly an awesome machine” and few would disagree.

The drag cart was built at a cost of \$15000. Unfortunately it was not run at Aussie drag racing venues because the U.S. government prohibited the export of the hydrogen peroxide fuel, describing it as an implement of war.

Rocket powered carts first appeared in the 1960’s and were common through to the 1980’s but they had a bad reputation for exploding and killing their drivers. They often ran faster times than the much bigger drag cars of the era. The drivers would often wear their own parachutes. If they parted company with the go cart, they could slow themselves down.



You can check out this vehicle and a lot of others in person at the Fremantle motor museum

Run to Darwin River Dam and visit to Robert and Maureen Newmans

We left Caltex Berrimah around 9.15 in convoy Trev, Pauline, Judy and I called into Woollies Coolalinga to get tucker for brunch whilst others kept on to Wishart Siding. Leaving Coolalinga we ended up following a house on a low loader that slowed us up some, then blind panic just before Noonamah, I had forgotten the tea and coffee so into Noonamah Store and get some, thankfully the house stopped too. Next stop was the dam, to be greeted by around 37 people in a large variety of cars, from Les Wilson’s Austin a 30 to John Smitz and his Army ACCO Inter in between there were BMW, Humber, Triumph x 2, Holden, Chevy Corvette, Sparrows hot rod truck, big Johns Valiant a couple of visitors from Byron Bay and our Studebaker. We had a great lunch capped off by delicious mango fruit salad and custard courtesy of Lorraine.

A cup of tea or coffee then it was off to Robert and Maureen’s beaut place to inspect their huge collection of tractors and parts and progress on the Ford truck with some of the ladies choosing to sit in the shade and talk rather than look at the machinery, strange that. Robert’s cane toad fertiliser system was an interesting sideline and takes care of any cane toad silly enough to hang around and any one silly enough to lift the lid on the processing drum.

Finally an hour or so later it was time to head home with a special thanks going to Robert and Maureen for inviting us to visit their place.

Peet M

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Vintage and Classic Chevrolet

When in Adelaide, to get appropriate exercise for your eyes, first you need a sunny Sunday. You can then go to the beach where lots of sweet young ladies love to display their sweet feminine attributes. Alternatively you can cruise the streets of suburbia or the countryside where petrolheads of every creed drag their machinery out of the shed gleaming in the crisp clear spring air, to the delight of the many persons of every generation that need their fill of motoring memorabilia. On the aforesaid Sunday my host was taking me for a tourist drive to the Barossa Valley, a popular place that tourists are supposed to go and a haven for Adelaide alcoholics as the place is full of wineries. The wineries didn't do anything for me but we had only gone a mile or so where the most excruciatingly beautiful Customline complete with spats and externally mounted spare with bumper extension, crossed our path. Only a few minutes more and another immaculate vehicle of 1920's vintage passed in the other direction. Pretty soon it became obvious that Sunday is for showing off your car. We were cruizin with Cad-dies while the M.G. club passed the other way. Then the Morris Minor club. Cripes I didn't know there were still that many in existence. The Jaguars then the Rolls's. These Pommy brands seem to stick together and together they cruized in what seemed to be an endless procession of their respective makes. Eventually we arrived at a town and proceeded to a business premise situated in some sleepy backstreet. A facade stated "Classic and Vintage Chevrolet". Peering into the dusty interior revealed, funnily enough, classic and vintage Chevrolets. It was the number and condition of them that was astounding. What was probably once meant to be an office or showroom had around ten cars. Peering through the window you could see through doorways to the back rooms. They were full of cars too. I had a peek over the back fence. The back yard had another half a dozen or more. The vehicles ranged in age I would guess from the 1920's to early 1950's. And there was everything from saloons to racers. The vehicles were mostly complete and some were in the process of restoration, but the strange part is nothing has changed here for years. It is like the proprietor locked up while he went out to buy his lunch and never came back. And that was years ago. And so the cars gather dust. That also adds to the mystery of the place.....



Looking through the window into the showroom



One of several in the yard



This bloke was just dreamin about getting in

Glendambo Johnno

While filling up with petrol at the Mobil station at Glendambe in the far north of S.A. a bloke came out of the blue to admire our car. After a bit he asked if we had been there before. We had. When we were driving the car home from when we had bought it in Wagga Wagga about twelve months earlier, this bloke had appeared and said 'it doesn't get any better than this'. Johnno was another one of us car enthusiasts and during a tour of his workshop where he had welded the back half of a HQ one tonner cab to the front half of a WB with such workmanship you couldn't tell it had been joined without taking the trims off, I mentioned I had just had just acquired a 53 Packard. He quickly pointed out he had a starter for one of those and commenced looking in the shelves. It must be in the shed at home. Drop in on your return trip he suggested and he will have it for me. 3 months later I did just that and there, stored in its own toolbox was a brand new looking straight 8 Packard starter. The toolbox went with it. Johnno showed me his photo album and he has quite a collection. He previously had been a roo shooter and consequently knew what was laying around on stations. Later he has collected these wrecks, one of them from in a salt lake, and restored or is restoring them. He had trouble with breakins at Glendambo (amazing isnt it)so he has them stored in various places in the bigger cities. These photos give you an idea of the sort of project Johnno can handle. The wreck is in a station dump. The other pictures are the same car a bit later. I reckon these pictures show what its all about. So next time your cruising down the Stuart Highway in S.A. in your classic car, pull into the Mobil station. Johnno will find you no worries.



Johnno and his work ute at downtown Glendambo.



These piccies show how the Chev was when Johnno found it in the dump



How else do you get it out without a crane?



This is the same car after Johnno had cleaned her up a bit



Presidents Report

On behalf of the committee and myself I would like to wish all our members in Darwin and Katherine all the best for the coming year, also congratulations to Jim and Margaret Yates who have just celebrated their 50th wedding anniversary

Well that was 2006, events of last year in MVEC included the re signing of the Hangar lease for The next three years, another successful Rejex rally thanks to Graham Toner and his band of workers, whilst Darwinites visiting our Katherine members enjoyed a great weekend at the car show and the flying fox festivities. The NT Motoring Council was formed, we gave up our club open day to take part in Shannon's Motoring Extravaganza, the largest of its kind held in the NT. Shannons also hosted a most enjoyable day for our club at the Hidden Valley Track We had a performance by the classical Duo Lointain at the Hangar and a visit by a bunch of enthusiasts who had driven from France in their Citroen Traction. Club runs were fairly well supported whilst our Christmas Dinner at The Hub in Palmerston was such a success that the suggestion is to book the venue again for this year.

So on to the coming year. The committee together with our wives held a meeting and BBQ night at Trev and Pauline's recently and worked out a plan for next year's runs including some overnight camping trips, details are still to be fine tuned so as not to clash with other activities. Our first breakfast this year is on for Sunday 25th Feb at East Point starting 8.30am

The Bombing of Darwin commemoration on the 19th February will see us cooperating with Darwin Council to open the Hangar for WW2 veterans and visitors on the 17th 18th and 19th. February with six busloads of veterans scheduled to visit the Hangar on the 17th we have the usual jeeps and army type vehicles but ask members to bring their VCC vehicles along. Help for the three days are needed so if you can spare a little time on any of the three days

that would be great, just give one of the committee members a call or as we do in the NT just turn up on the day.

The Club Registration Scheme (CRS) is scheduled to replace the existing VCC scheme this year and when adopted will mean some changes to the way clubs operate. The final draft for comment is out with input to be in by the 16th Feb. some but not all of the proposed changes that vary from the existing VCC registration scheme includes;

- 90 day usage of club registered vehicles, with 60 days for club usage and 30 days for testing and limited personal use,
- Changes to a club's constitution to include that members with club registered vehicles be required to participate in official club events,
- For interstate travel/events the NT Motoring Council must give written approval,
- Club registered vehicles to have three main categories that include the existing 30 year rule, hot rods and one offs such as AC Cobra replicas etc.

The CRS draft covers 16 pages and is too long to include in this newsletter nothing is as they say "set in concrete" so if you wish to have input copies of the draft are available from the Hanger, can be posted, by contacting me by phone on 89814746 or by email hmenzies@ozemail.com.au

Happy motoring
Peet Menzies



"Zephyr Dreaming"

Its great to be an Aussie

The Australia Day Ute Run was a blast. We got there a bit early. Last year we got there on time and it was so crowded it was hard to find a park. So this year early it was and there was not many cars. I was a little bit concerned it wasn't going to be as good as before. I needn't have worried. Once again by the advertised time there were utes and cool cars of every description to the horizon on all points of the compass. The atmosphere was electric. Naturally there were more utes than anything. The thing that really stood out was the amount of Aussie flags. It was a fair dinkum sea of em. Plenty of Aussie themes in the back of the utes. Not to mention the front of em too. Roos on bullbars with pouches full of cans were popular. A Bundy Bear a couple of metres tall carved out of a block of timber was a sight. as was a piggie on a surfboard. The ute ride must have scared him a bit as he had shit all over the board. The police were there with spirits as high as everyone else. Starting from Stuart Hwy. I managed to get lost so was able to view the sight coming along the highway near the RAAF base. It was fantastic and such was the amount of cars it took 15 mins for them all to pass. 500 vehicles with most of them utes was quite a sight and quite a sound. At the Greyhound Club you had the chance to prove your driving skills around a figure 8 course which started out grass but finished dust. Be there next year!!!



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People used to say Holdens went rusty. Obviously they sometimes turn to stone at Birdwood. The others live at Old Taillem Town all in South Australia

DEADLINE

Please note the deadline for inclusion in this publication is the second Saturday in each month that it is published unless prior arrangements have been made.



The motor vehicle Enthusiasts Club
Extends its thanks to
**Shannons
Insurance**
For its continued support for the club

Bloke gets a job as a chauffeur, and after a few months, works his way up to a senior driver's position. One day he is told to go and pick up a VIP at the airport - but it's a "bit of a hush-hush visit" so exercise discretion.

Lo and behold, there at the airport is the Pope!

His Holiness gets into the back of the Rolls, and admires the leatherwork, and interior, then says to Bloke "What's this thing like to drive? I used to enjoy driving a little car when I was a priest back in Poland, but since then, I've been driven everywhere, and really miss being behind the wheel."

Bloke says "no problem" and stops. Pope jumps into front seat, and bloke gets into back, and heads off down the highway, at 100 mph!

Next thing, he is pulled over by a motorbike cop, who walks up to the car.

The Pope winds down the window, and the cop walks back to his car, to radio for advice.

"I have caught a VIP speeding, what do I do?" he asks senior officer.

"What kind of VIP?"

"A VERY IMPORTANT VIP!"

"How important? A cabinet minister? A member of the Royal family? Elle McPherson?"

"Errrrr - I think it must be GOD! He's got the Pope driving him around!"

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Whats happening

14 Feb 7.30 pm General meeting at the hangar

17, 18, 19 Feb Bombing of Darwin commemorations

Sun 25 Feb 8 am Breakfast at East Point

This edition of TRANSMISSION is being released early to give you enthusiasts a chance to make comments on the government's new replacement rego scheme for VCC . Your comments have to be in by 16th Feb. After that your wasting your time complaining. See Peet's president report. A couple of bits may be of concern with the chance someone in power in the future could make it difficult for you if they are in a bad mood. Get your comments in Quick.