

Motor Vehicle Enthusiasts Club

No 9

May 2007

TRANSMISSION



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 Ted propellers@bigpond.com or 89886049

The voice of the Motor Vehicle Enthusiasts Club

Hidden Valley

John Palamountain and Shannons put on another combined car clubs day that can only be described as fantastic or better! To make it easy for MVEC it started at our clubhouse, the hangar. I rolled up a bit late and already there were cool cars all over the place. A quick briefing of what its all about (having fun) and we were off in a cavalcade a kilometer long cruising out to Nightcliff, back through Darwin city and out to Hidden Valley Raceway. After cruising to-

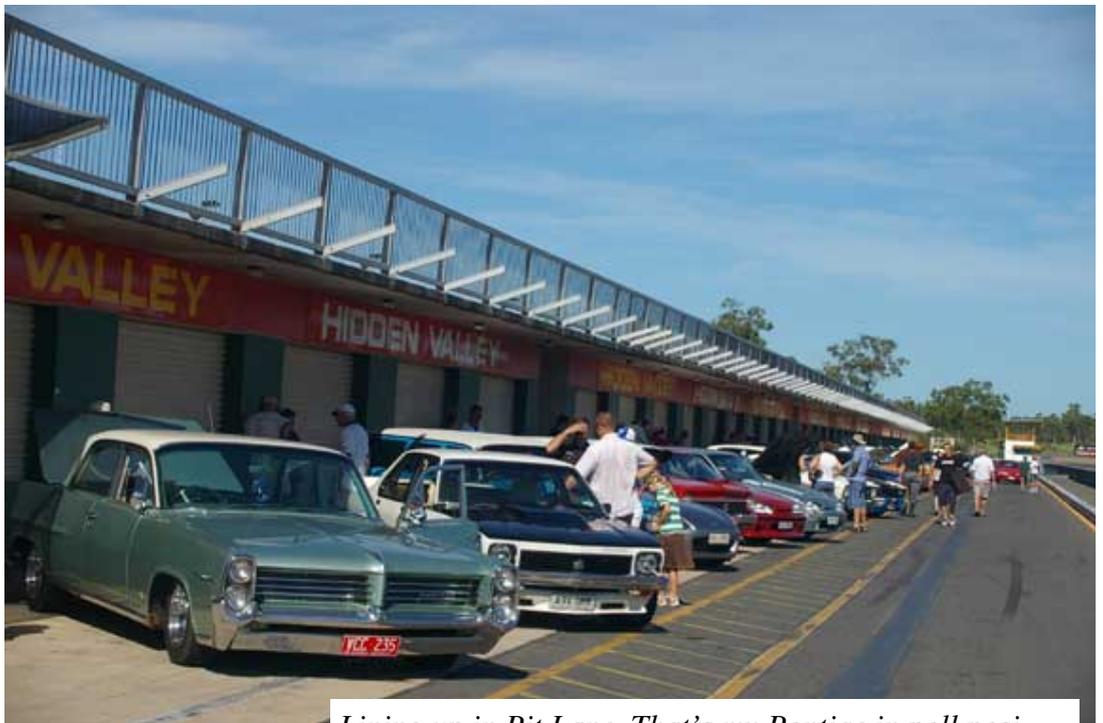


These blokes demonstrated the gentle art of drifting on every corner. It was a pleasure to watch

Tim Modra in his E49 cammed Charger shows the modern cars the way. Tim had his navigators Angus (4) and Ty (8) in their child seats. Petrolheads at a tender age

gether around the racetrack for a few laps some retired to the clubhouse to watch the fun from under the shady trees, but by far the majority lined up in pit lane for some faster stuff. Laurie Feehan explained that it wasn't really a race but you could go as hard as you wanted to as long as you were having fun and there would be groups of eight. I was in my Pontiac Parisienne and was anxious to have a go with some other Yank Tanks but

there was only one other at the time. A 64 Chev Belair. Very showy. Looked like it would really move. This could be interesting. I was able to start in the first group so I could get my drive finished and photograph the others. Lined up with the 2 large cars were a bunch of MGB's. You all lined up on the grid and they flagged you off one at a time about ten secs apart. I was first off so I floored it all the way to the first corner where my navigator/wife made a comment



Lining up in Pit Lane. That's my Pontiac in poll position. I want to do it again!

about the brakes and the corner coming up. After a few more corners and back on the straight neither the Chev or the MG's were anywhere to be seen. They will be catching me soon I thought so I held it flat all the way down the straight and once again as the corner was coming up fast I received all these protests from the other side of the car. As we screeched and squealed our way around the course I stopped thinking about the other cars as I had to absolutely guarantee the brakes would not, could not fail, and explain how I would not risk hurting my lovely lady let alone scratch my big toy car. We came onto the straight on our 3rd lap and there was a couple of MG's and the Chev a couple of hundred metres away. She calmed down when we got the chequered flag to come in, but I still had my cruise down lap to get back to the pits so I just had to catch em before I pulled in.



There seemed to be a lot of Holdens

Then I could spectate. Plenty of drivers just took the opportunity to cruise around the track and have a good time. Others were definitely pushing the limit and a bit of friendly rivalry was apparent. The common thing was every one was having a good time. One driver of an early Commodore gave us a good demonstration of drifting. Every corner he went round he would exit with the tail end hanging significantly out and wheels madly spinning. It looked spectacular. He lost it once though and the frustrating thing for me is



More Holdens

he was right in front of me at the time and I didn't have my camera ready. There were some seriously fast cars out there but one of the most spectacular was Scott Loxley's Mad Max Interceptor. When it was coming you could hear it, then you could feel the vibrations, then it would come round the bend and you could see it. Blower sticking out the bonnet howling and eight exhaust pipes. It was poetry!

And to top it all off there was a beautiful lunch and drinks up on the lawns at the Hidden Valley clubhouse. All provided by Shannons. And prepared and served by Aileen & Ron. Don't miss next year's event! Don't miss Shannon's extravaganza on shortly!



Check out the inside front wheel. You reckon these Holden drivers like to have fun



This run was the first time Scott Loxley had ever had the Mad Max Interceptor in top gear. You could hear that blower whining, then those exhausts. Sheer poetry!

Drifting the night away

Creepy Crawlies?

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Show off your car

Shannons Motoring extravaganza will be held on the 2-3 June. The organizers need to know what cars are in it so they can organise them. There is an entry form later in this magazine. Please fill it in right now and get it to Peet Menzies so we can organise somewhere to put them.

The NATIONAL DAY of HERITAGE MOTORING is on Sun 20th May 10am at Hidden Valley and will be represented by all the motoring clubs in Darwin and the Territory. All the clubs will meet at the same time at Hidden Valley and then each club will cruise to a different area and then to a combined show and shine at Mindil Beach. There will be a reserved area for all the cars with presentations and prizes awarded before the markets fire up. Participants are welcome to stay for the markets which gives an excellent chance to gain good publicity for the vehicles. This will cost a dollar each.

And if you would like your WW2 or earlier car to be in the Nicole Kidman movie email Peet with a photo and details real quick...



Takin it easy in Europe part 2

By our on the spot reporter Ray Grimshaw

Sunday was the anniversary of the start of WW II and there was an emphasis on the wartime aircraft. We, and most everyone else got dolled up in our period costumes, Ben had braces which matched his shirt and I had my knickerbockers and Marie had the traditional neck scarf with twin set and pearls. That day we had cane picnic hamper lunches with wine supplied as a treat. What an experience it all was.

Monday we bussed up to Heathrow, flew to Frankfurt and on the bus to Stuttgart. On the way we



Motor homes are not new. This one is an Alpha

made a detour to Hockenheimring, SW of Frankfurt to have a look at motorcycle track where the 500 cc bikes race. We travel mostly on the autobahns where the trees shield any view of the countryside. Apparently it is less distracting for the drivers.

Tuesday we went to the Mercedes Museum, which opened in May 2006. It has 8 levels. You take a lift to the top and then wind your way down. Its like a walk through time, as you go along the walkways between levels all the history of that particular era is documented eg sinking of the Titanic, WW I and II, the Depression, rise and fall of the Nazis and then all the related cars of each era. It was brilliantly done and we spent 4 hours there. The cars on show are only a small part of the collection and they are periodically rotated and they all go. On the ground floor were the latest models with the May Bach having pride of place.

After a quick lunch it was off to the Porsche Museum and factory, which was an added bonus.

Took about two hours and wow what an experience. They have a 5-minute time frame to complete the task with a five-minute break every hour. Both man and robot with the cars coming on the line in random order, when the robot has to fit something it reads a tag attached to the car, which tells it what car it is and what to fit where. The majority of the internal finishes are still done by hand. They are allowed beer during their breaks but we were in Bavaria Germany, so is like a cup of coffee to them.

Wednesday we were off to Munich but first we stopped at the Mercedes Classic Centre. It is actually a restoration 'workshop' where they not only restore the vehicle but also sell it if is of sufficiently high standard. When the factory was bombed during WW II they amazingly placed all their archive plans in bunkers so have the detailed drawings of every model built. They are able to tool any part and this service is available to all restorers throughout the world. When we were there they were working on a limo, which Hitler had presented to General Franco in the late 30's, it had a 7.6ltr motor, which was on the bench being serviced and the plans attached to a pegboard. There was also a 30's open Tourer belonging to the King of Jordan and another for the King of Spain also being restored. When we were leaving the guy mentioned if we had another two hours (which we didn't) we could have gone through the warehouse where the rest of the classics are stored. You can hire the vehicles for promotional or a drive through the Black Forest. We left Stuttgart and drove onto Augsburg for lunch. The countryside is intensely farmed to feed the animals, which are kept inside and hand fed. The village had lovely cobbled streets and great buildings.



2 6 cylinder motors, 2 gearboxes...Neat

Wots On from the Pres. For the next two events

At this months meeting a couple of valid points concerning our monthly outings were raised. The first being that members do not have to own a VCC eligible vehicle to attend our outings, we are vehicle enthusiasts one and all and welcome all members new and old irrespective whether you drive an old or new vehicle on our runs.

The second point is that in recent times information on the time, place and location for the start of our runs have been practically non-existent, resulting in some members not being able to plan and attend our outings.

In future this information will be included in the News Letter before the event. Michael Beven from the NT News has also kindly offered to include our outing details in the Weekend Motoring section of the NT news and we will take up the offer.

And so to our next run which is the National Motoring Heritage Day.

The run was organised as an Australia wide event by the Historic Motoring Federation as a show of strength by motoring enthusiasts, MVEC and other clubs in the NT will take part on the day.

DATE 20th May 2007

PLACE meet at Hidden Valley Raceway for designated run routes to Mindil Beach

TIMES:

10am Hidden Valley gates open with \$1 entry fee in support of NT Motoring Council

11am clubs form up in designated club lanes

11.30 to 12.30 BBQ lunch available

1.00pm clubs leave on routes provided

2.30pm Arrive Mindil Beach

3.30pm raffle drawn and presentation for show and shine, Markets open at 1.00pm

Shannons Car Show 2nd and 3rd June

Shannons annual car show this year is again at the Winnellie showgrounds we have been allocated around 40 spaces, the entry form is attached to the news letter and is also available from the Hanger

DETAILS:

Entry forms to be in by 18th MAY, either email forms to me on hmenzies@ozemail.com.au post to MVEC at PO BOX 911 Darwin 0801 or drop off at the Hangar

ENTRY is free for your vehicle but no free passes will be given to exhibitors for Saturday and Sunday, entry fee is \$5 per person children under 15 are free

VEHICLES FOR EXHIBIT are asked to be at the showgrounds on FRIDAY 1st JUNE from 9am until late afternoon, our committee member LES WILSON and helpers will be on deck to direct you to the MVEC designated display area. The show will close at 4pm on SUNDAY and vehicles can be picked up then or on MONDAY until late afternoon.

MVEC will again be providing a sausage and chicken satay sizzle on both days.

We have list of volunteers and Stuart is working out a roster this doesn't mean that more volunteers to man the sizzle wouldn't be welcome

Until next time

Peet Menzies

Mad Max

Scott Loxley's interest in Mad Max started years ago when he saw the movie. He actually spoke to the blokes who built the original car and found that the original fibreglass moulds for the front of the car were still in existence. He had a drive of the original and a pow wow with his wife Kylie and the decision to build a



If you see this coming after you, you may as well give up!

replica was born. This vehicle is not just a lookalike. It is a full on exact replica of the car they call "Interceptor" in Mad Max 2. Between the movies MM1&2 the cars changed a bit. This one is from MM2. Scott has a stunt Interceptor but that car is in Victoria. He has the buggy out of MM2 as well.

After they made the Mad Max original movie they had no plans for a sequel and no one wanted the car. It was bought by one of the mechanics that built it, for a trivial amount. Later they decided to make the sequel and bought it back off him. Somewhere in the story, crooks broke into the shed and stripped certain bits off it including the supercharger, the wheels and the exhausts. Consequently the car in MM2 is a bit different. Those big fuel tanks appear in the back and there is no interior trim. There are parts of the car that are shiny black and bits that are satin. Everything is faithfully reproduced.



These are special fuel tanks. One off fabricated for the job

The engine is a 351 Cleveland and a 4 speed Toploader gearbox. Those neat straight out looking exhaust pipes sticking out each side are actually preceded by extractors and popdog mufflers before branching out to the bit you can see. Standing alongside in the shed when it started was sheer pleasure. To be bathed in those fumes and have your whole body massaged with the vibrations was so good to be beyond description. And to top it off with the howl that comes from the blower belt....perfect!

This particular car came into Scott's life as a fairly well used XB coupe, violet in colour. He gave the task of making the interceptor to a feller, Scott Smith who, in his spare time makes more of these Mad Max mobiles. Smith came across a pair of NOS front guards and made fibreglass moulds from them. The result is Scott's car from the windscreen forward is all fibreglass. It is faultless too. The front section and air dam is cast from the same moulds as the original car. All the bits in it have been sourced from swap meets and places you get old stuff from, to keep it authentic.

The original took 2 weeks to build, this one took a whole year, but is not registered as to make it conform to the road rules would change it and would not be a true replica.

What happened to the real one? It was sold at auction for \$1200 to a wrecker. He let it sit around to deteriorate for a few years then a Bob Fursenko bought it and fixed it up. He showed it around including at the Birdwood Museum. He eventually sold it to a collector of famous movie vehicles in England where it now resides and the vehicle is now priceless!

Kylie was browsing the net one day and happened to find an article on Wikipedia, about the Mad Max Interceptor, and there was the photo that she had taken of their car with their camera claiming it to be the original car. I reckon that's the ultimate compliment!



A lovely tune from these pipes

More photos of this amazing car on page 9

SHANNONS MOTORING EXTRAVAGANZA

In conjunction with the Northern Territory Motoring Council

Winnellie Showgrounds

2nd - 3rd June 2007

ENTRY FORM



Entry No.....

(Office Use Only)

Name.....

Address.....

Phone number (H)..... (B)..... (M).....

Email address.....

Vehicle details – Make.....Model.....Year.....Rego No.....

Standard/ Modified (Please circle) Car Club (if any).....

Modification Details.....

If you are a motor cycle or motor car club member, please submit your entry form thru your club coordinator. Your vehicle will automatically be entered in the Show n Shine by completing and signing this form.

There is no charge to have your vehicle on display.

By completing and signing this form the exhibitor agrees to participate in the Shannons Automotive Extravaganza in a responsible manner, towards the grounds and facilities, other entrants and their cars and agree that as a condition of my participation, Shannons Insurance and the NT Motoring Council shall be under no liability whatsoever for death, bodily injury, loss or damage which may be sustained or incurred as a result of my participation, however caused, whether by negligence or otherwise.

All vehicles are required to be on site and assembled on Friday 1st by 6.00pm for display Saturday and Sunday. Vehicles may be removed after 4.00pm Sunday or after 8.00am Monday.

Entry close off date is Friday 18th May.

Please contact me regarding a insurance quotation on the following – (please circle)

1. Entered vehicle 2. Daily drivers/Other vehicles 3. Motor cycle 4. Home/Contents

Signature of vehicle ownerDate.....

For all enquiries please contact;- John Palamountain

(Business Development Manager NT, Shannons Insurance) Ph. M 0417 262 918

Please send completed entry forms to Shannons PO BOX 86 BERRIMAH NT 0828

Fax; 89 232 402

**All net proceeds to Rotary Club Of Darwin Northern
Australia Emergency Relief Fund**

Cars on the World Wide Web

By John Price



I was approached by President Peet who stated "John you're a Computer geek, why don't you put an article in the newsletter letting members know of some interesting car related web sites they can visit with their computers."

So I'll try and regularly inform you of some web pages I have visited that I hope you'll all find interesting. Here's a couple for this month

WHEEL AND TYRE BIBLE

http://www.carbibles.com/tyre_bible.html

"The wheel and tyre Bible, covering everything you need to know about wheels, tyres or tires, rim sizes, tyre tread, tread wear, aquaplaning, balancing, aftermarket wheels, TPMS tyre pressure monitoring systems and much more."



This web page will tell you all you need to know about the modern tyre including the differences between Radials and Cross Ply tyres. Both have their advantages, what are they? What do the coloured dots and stripes on my new tyres mean? How do you decode manufacturers information on the tyre sidewall. There are also online calculators to turn your imperial cross ply tyre size into a radial metric tyre size and allow you to calculate how far your Speedo is out since you changed your tyre size.



For my SV1 Valiant the original manufacturers tyre size was 5.90 x 14. The equivalent imperial radial size is 150/100R14. Now I've put 195/65R14 tyres on my Valiant so that gives me a difference in Speedo reading of -2.63% So when my Speedo reads 70mph, I'm actually travelling at 68.16mph, should keep me from getting too many photos.

VINTAGE ADVERTISEMENTS

<http://www.adclassix.com>

Now I was going to avoid commercial websites but this one lists adverts for Cars 1900-1999 from all around the world although it is mostly USA and Canada.

*"AdClassix.com is Ads - All Ads - Just Ads.
Over 100 years of vintage advertising!"*



The adverts are all for purchase, and you can browse through their extensive catalogue showing images of the adverts so you know what you get before you buy. I found it interesting just window-shopping.

There are also other categories of adverts for sale including, trucks, beer, food, and fashion.

And don't forget **MVEC** at <http://carclubs.shannons.com.au/motorenthusiastsclub>



1983 Alfa Julietta sedan.
Motor in pieces.
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Keith
89831043

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Email 1 photo only please

propellers@bigpond.com

They will run as long as you want but you have to let me know each month to renew them or they will automatically stop

Deadline to get your add or article included is the weekend after the first Wed in the month. If late it will go in next months edition.

The motor vehicle Enthusiasts Club
Extends its thanks to

Shannons
Insurance

For its continued support for the club

Mad Max continued



As per the movie there is a good supply of dog food and even a sideways seat for the dog



That's a big chopper in the door holster



The big gauge isnt a rev counter, it's a litre counter



Whats on

Sun 20 May National Day of Motoring 10am to late afternoon, from Hidden Valley to Mindil

1st June to 10th June National Trust_MVEC supply 50s era Cars for opening of festival time to be advised

June 2/3rd Shannon's car show

Jun 16/17- Mandorah weekend Gary and Lorraine (super cars following weekend) Katherine Members Invited

July Touring Group Derby and Broome via Gibb Rd 4WD only

July 22nd Batchelor cricket match with Holden Classic Car Club

Jul 29 Daly River pub and overnight Van park

Aug 4th to 6th Rejex Rally

Aug 26 Mystery run, Pauline and Trev to organise

If undeliverable return to;
MOTOR VEHICLE ENTHUSIASTS CLUB
GPO BOX 911
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**POSTAGE
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Sep 1st Flying Fox Festival Katherine

Sep 30 – Progressive Dinner Lyn & Brian to organise

Oct 28 – Evening Dripstone Cliffs

Nov 25 – Breakfast Sunset Restaurant – Casino

Dec 8th Christmas Dinner Palmerston Club