

# Motor Vehicle Enthusiasts Club

No 10

**JUNE 07**

# 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 Ted. propellers@bigpond.com or 89886049

Shannons Motoring Extravaganza was well attended and filled the greater part of the Darwin Show-

shooting a 120mm shotgun? The blokes who use it were there and they reckon its great too. "money

well spent" they said. I wish someone would buy me one. Moving on there were displays by the Classic Holden Club who always have a impeccable turnout. Just to give a bit of competition the Classic Fords were right next door. Flash EH driver George Shepherd and I were yacking when along came the newspaper reporters asking if they could take piccies of his flash car and interview him about it. You never seen a bloke get up so fast. There was the Chrysler club with some lovely Valiants including one unusual S series. It was an American import, a Plymouth, and a 2 door model. Apart from slightly differ-



grounds. This was not just a show of old cars. It embraced the motoring world in its entirety. Most of the car clubs were represented and they were supported by motor cycles and and new vehicle dealerships as well. The Army was there, not to protect the cars but to show off their toys as well. They had a variety of vehicles on show, but the main attraction for me was the new Abrams Tank. You can sum it up in one word. BIG! Apart from the whopping gun sticking out of it, this thing is so wide and long to be amazing. They had the range of ammo it uses too. Very unusual looking projectiles with sabots. Most of the case goes out the barrel with the bullet. I guess thats so they dont have heaps of empty cases getting in the way. They also have a shell thats basically a shotgun. Can you imagine



ent gauges and the steering wheel on the wrong side it still looked like a normal Valiant. There

were displays from the various racing clubs including NAMSC and Mud Racers. One very stand-out Mud racer was a late model v8 Falcon which had been chopped off just behind the front doors. It stood seemingly miles off the ground above very large diameter tractor tread looking tyres and the lumpiest sounding motor you are liable to hear for a long time. I need to see this one in action in the mud. There was a vast array of bikes in the big shed most of them English. The one that caught my eye and my vote was a beautiful Matchless.



With siamesed pipes and all that gleaming alloy my mouth was watering. (could be good memories of my own 600 Matchy were being rekindled here). The sign said it wasn't finished but it looked pretty good to me. It is owned by John Lear another MVEC member. In the air-conditioned Foskey pavilion were more cars including show vehicles that I would reckon don't get a lot of road use. V8 FJs Caddies, Scott Loxley's Mad Max Interceptor, real early fords from Jim Coopers collection... I could go on forever. But if you wanted real variety you couldn't go past MVEC's display as we don't follow any brand or theme. We had a range from Chris Armitstead's Studebaker from the pre electric light era and Foden trucks with the running chassis and ventilated diff (so you can see how it works). We had Yank tanks, Aussie Holdens and Falcons. Pommie saloons and little cars. Some of it was in the open air, some in the big shed. Interesting too, was MVEC members being so diverse their cars were also present in the display of the other "marque" clubs.

The drag people were tucked away in a corner which I discovered as I was about to walk out the exit. Featured was a HR with a novel bumper bar. The reflections and highlights you normally get from a chrome bumper bar were airbrushed on. Looked really neat and something a bit different.



But sometimes you need a bit of action. This was supplied by the Emergency Services volunteers while they demonstrated their toys. You see this lovely young lady had locked her keys in her car. They were very eager to impress such a lovely person so approached her car with gusto intent in gaining access as quickly and easily as possible. The accompanying pictures tell the story.



## National Day of Classic Motoring

By your on the spot action reporter Stuart Duncan.

As a large number of people had turned up by midday, the organisers decided to start the runs, from Hidden Valley, earlier than originally proposed. Some even turned up seven days early (ask Rowan how he mixed up the dates).

About 20 members attended and took part in the various runs out to Coolalinga and back to Mindil Beach. MVEC was represented by 11 cars whilst other members took part with the Classic Ford, Classic Holden, MG, Nomads, Subaru or Patroits Motor Cycle Clubs or turned up at Mindil Beach.

MVEC members vehicles represented all ages of motoring, from the oldest (Chris & Cathie Armitstead in their 1913 Studebaker through to Steve & Cheryl in a modern 4x4.

Howard Moses was seen driving enthusiastically and having a real good time whilst Les Wilson on going through Knuckey Lagoon decided he would drop by home and adjust the points. He later advised that this run was the longest the A30 had done.

Other members who took part as MVEC members were: Peet & Judy Menzies – 1963 Studebaker Hawk; John Price – 1962 Valiant, Stuart Duncan – 1972 VW, Rowan & Marcia Charrington – 1955 Sunbeam Talbot, Eddie Furlan & kids – in Ben Munneke's 1960 Morris Minor, Howard Moses - Corolla, Ian Melville – Triumph.

Members who won a trophy in the Show and Shine were Kathleen Hocking – 1949 MGTC, Brian Nixon – 1960 Falcon and mention should be made of Wayne Russell (Katherine Branch President) who drove up in his Thunderbird.

## Mandorah Weekend....It's a Party

Our next event, the Mandorah weekend promises to have something for just about everyone. Apart from the drive over, Peet's block adjoins the beach which is lovely and white and goes forever. Some possibilities that may interest you are....

- Beachcombing
- Fishing
- Swimming
- Walking or running
- Sightseeing
- Historical WW2 crashed liberator bomber remains
- Sitting
- Nothing

The club barbeque trailer will be on site for your use but no food will be provided. Please take what you desire with you or purchase from the local store.

Lorraine will be providing the music so experience says it will be spot on.

For those with cars of doubtful reliability there will be plenty of help if you travel with the bunch. On Peet's property there are modern conveniences such as electricity and toilet. Firewood is supplied. Supposing you run short on supplies, there is a well stocked store and on Sunday it is planned to partake of the pub meal while having the cars on show at the pub lawns so if camping is not for you, come on over on Sunday and have lunch at the pub..

This is one party weekend . The road to Mandorah is all bitumen these days so don't miss out.

A force is coming from Katherine to rendezvous with the crowd from Darwin.

The timetable is..

Gather at the Hangar on Sat 16th to prep cars, and leave at noon to drive in convoy to Berry Springs Nature Park, where we will wait for 90 minutes, have a swim relax with food & drink awaiting a rendezvous with Katherine cars, and at 3 pm leave for Mandorah.

If you would rather go straight there....

Directions to Peets Place...From Stuart Hwy...

Turn right at Berry Springs turnoff (left if coming from Katherine) and follow Cox Peninsular road to its end turn right into Charles Point Road then left into Wagait Tower road and follow it to the end, turn left then Peet's block is 3rd on the right. The road is bitumen all the way, travelling time is around one hour from Stuart Highway.

Anything else.... ring Garrey Colliver 8988 1406

### Takin it Easy in Europe. Part 3

By your on the spot reporter Ray Grimshaw  
Thursday morning we went to the Deutsches Transport Museum, which, apart from interesting cars, has one of the first railway engines ever build. They are a British invention and the other is held in England. The curator had great delight in starting it for us. The museum also had a huge model railway set up and a wonderful collection of bicycles and various skis etc. Then it was off to a little place called Dingolfing about an hour north of Munich to the BMW assembly plant. There are 26,000 employees, all bussed in for their shifts from the surrounding villages within a 110-km radius. The com-



pany came to an agreement with the local communities that they would change their farming practices from raising life stock to growing maize for feed, so that they could continue to farm and when the factory closed down for a month in August they can harvest their crops for sale. We went on a 3km inspection walk, huge place with much of the work being carried out by robots, similar to the Porsche factory but much more refined. The majority of work is rotated so employees do not get bored. Bodies for the Rolls Royce Phantom are hand made before being shipped to the UK to be finished. They are stainless steel and aluminium but we weren't allowed in that area. After a two-hour drive back to Munich and a quick spruce up before we all trooped off to one of the oldest beer gardens in Munich, Augustiner Keller. There must have been about 2,000 people there, unreal. We had dinner and a drink and then the heavens opened and we had to cram inside. Was a shame as it was looking to be a good night out.

Friday, a car free day, yahoo! We drove through Germany, Switzerland to Mulhouse in France. We had lunch at Lindau, on Lake Constance, a beautiful old

world continental town, cobbled streets, and lovely old buildings. It was founded by the Romans and has preserved its walled city that was developed in the 13<sup>th</sup> and 14<sup>th</sup> centuries. It was also the area where airships were produced during the 20<sup>th</sup> century and is once again in production making the modern smaller ones. So much history.

Saturday we had a bit of a wander after breakfast, really liked the city of Mulhouse, then on the bus to the Schumpf Museum. Wow, what a collection and what a story. Two Schlumpf brothers in secret



brought the collection together in a textile mill and it wasn't discovered until the mill went into liquidation and the brothers fled to Switzerland. The employees forced their way into the mill and found 150 Bugatti's. The employees and local residents realised how important the collection was and raised the money to keep it intact. Now it holds over 400 vehicles displayed on a 17,000m<sup>2</sup> site. We spent about 5 hours there; the collection is predominantly French with pride of place going to 3 Bugatti Royales. The mill is done up like old roads

with gas streetlights. It was just amazing and we were fortunate that the restoration workshop was closed or I think we would have mislaid most of the guys. The wife of one of the brothers recently won a settlement for quite a few million for the collection.

Sunday another car free day. e drove down to Luzern through the beautiful countryside of Switzerland. What a gorgeous spot, right on Lake Luzern and for over 1,000 years was the leading city state to oppose European states especially the Hapsburgs in annexing the Swiss – won as the states found Switzerland just too hard to conquer. Hitler came to the same conclusion even though the majority of the country speaks German and recognises Swiss neutrality. We drove on to the beautiful Lake Maggiore in Italy where we stayed for two nights at Verbania. Wow what a spot, our room overlooked the lake, we didn't want to leave. The drive was something else one tunnel St Guthbert was 17kms long. The Italian Grand Prix was on and the motorcyclists were pretending they were on the track passing the bus on a little narrow road winding around the lake, verrrry interesting!



Monday still no cars!! We walked into Pallanza and took a boat ride to the island of the fishermen, Isola de Pescatori. Lovely little island with a main street 1½ metre wide with shops and restaurants on both sides. We had lunch there. We had a bit of a doodle around the lake where there are several islands with palaces, which were built in the 16 and 17 hundreds and are massive. The owners live in Milano and spend a couple of months a year on the lake. They have the most beautiful terraced gardens. It was a great day.

Tuesday, another day of travel but with a couple of

deviations. First stop was at Arese on the outskirts of Milan where we went through the Alfa Romeo Historical Museum, over 100 cars on display. Alfa has been taken over by Fiat but the collection remains intact. We went out to Monza where the Italian Grand Prix had been run the weekend before and was a massive clean up in process. Next we went on to Brescia to the 1,000 Mile Museum. The girls were so rude and obviously found us an inconvenience arriving late in the day, so was just a quick look. Made for a long drive and we didn't arrive at Modena until eight.

Wednesday was another long day. We started off at the property of the Panini Family where there is a Maserati collection. The last time Maserati went broke the family bought the whole collection. The family are well known Parmesan cheese makers and have a very spoilt herd of Friesian cows. The collection is housed in its own building together with about 15 other classic cars, 50 motorbikes and old tractors. The son who showed us around participates in historical racing and rallies and all the cars are run at least once a week. From there we went to lunch at Ristorante Cavallino opposite the Ferrari collection. Had a great lunch.

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Then it was on to the Lamborghini Collection. Another Italian company always in financial difficulties now owned by Audi. After we had a look at the collection they took us through the assembly line. No robots, everything is done by hand and Audi has introduced quality control.

Thursday we left early and drove to Rome to catch the plane to Frankfurt then onto Amsterdam to start the next phase of our holiday. A few days in the Netherlands then a River Cruise down the Rhine and Danube to Budapest but that's another story.



## The Way We Were

**Selected items from the Advertiser** published during the past 100 yrs. Compiled by Chris Bryce

### 1905 (January 17)

MOTOR cars are rapidly becoming a popular means of locomotion, but it would appear that it is not yet safe to make long journeys in them unless time is no object. Our reporter, who attended the (Clare) races, telegraphed on Wednesday evening: "A number of Adelaide men made the journey in motor cars, and although some reached Clare in good time, the experiences of others were disastrous. One party, left the city at 5.30 am on Wednesday, but owing to a break-down on the road did not reach the course until the fifth race was being run. Their troubles began five miles from the city, and the tires blew out every four miles."

### 1930 (January 13)

ONE of the difficulties experience by motorists in the country districts is to dodge through flocks of sheep . . . (but) once again has the sheepdog shown his wonderful sagacity. Many motorists who have travelled between Adelaide and Melbourne this year give remarkable examples. A recent traveller . . . says that . . . during the day, while their masters are generally asleep under the drover's wagons - for sheep are only moved in the cooler hours - the dogs are left in entire control of the flock, and when a motorist appears they rush towards the car, and taking up a position at each front wheel lead the way through the flock without the driver having to decrease his pace to any material extent.

Directly the car is through the dogs return to the sheep and await the next vehicle. With motor cycles they carefully assist the cyclist through but as soon as the guardianship is over they cannot resist chasing the rider for a hundred yards or so.

### 1955 (January 18)

MEMORIES of the eventful history of the Adelaide-Glenelg railway were revived (by) workmen . . . removing the last sections of the track from Anzac Highway between Brighton Rd and Wigley Reserve.

Probably no branch of SA's public transport has ever aroused such controversy and excitement as this line.

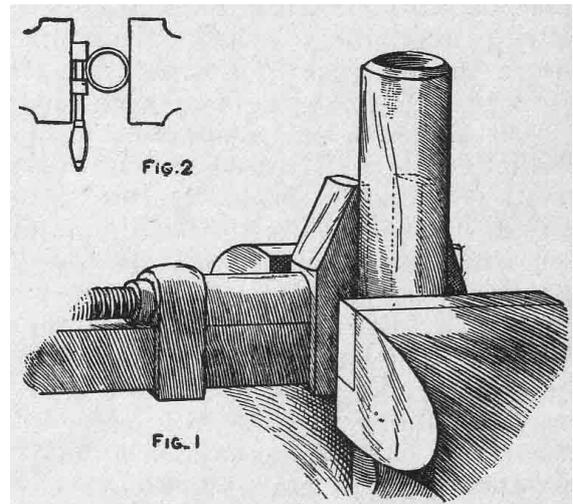
The first train on the Victoria Square-Glenelg line, constructed by the Adelaide Glenelg and Suburban Railway Co, ran on August 4, 1873. In May, 1880, the opening of a rival service operating from North Tce, run by the Holdfast Bay Railway Co, was greeted with enthusiasm because it was hoped that "the vexatious monopoly would be broken up and that courteous and cheaper rates would prevail." The firms amalgamated in 1881. The line was taken over by the State Government in 1899 and operated until 1929, when it was Superseded by the present tram service.

## How to do it.

Brian Bates has provide us with a bunch of articles from a 1911 edition of Popular Mechanics. They are pretty neat. There will be one each month.

### Holding Rods and Pipe in a Vice

' All shops are not provided with a pipe vice, and in its place the arrangement shown in the sketch will prove useful in holding bolts, rods and pipes



### Holding Round Pieces in a Vice

from turning while threading them. Take a common monkey wrench, open the jaws sufficiently, and clamp the rod or pipe and wrench in the vise in such a way that the surface of the rod or pipe is forced against the corners of the wrench jaws. This is shown in Fig. 1. The way the wrench is put in the jaws of the vise is shown in Fig. 2. When the vise jaws are drawn together the rod or pipe cannot turn in either direction.—Contributed by A. W. Augestine, Stromsburg, Nebr.



## Big Dept

If the Seven Wonders of the World was updated for the 21st century, the Wartsila-Sulzer RTA96-C turbocharged two-stroke diesel engine could be a contender. If you are a student of the internal combustion engine in all its wondrous configurations, then feast your eyes on this set of numbers which outline the truly astounding engineering feat. It is the most powerful and most efficient engine in the world today.

Designed to provide the motive force for a variety of supertankers and container ships, it comes in 6 cylinder in-line through to a whopping 14 cylinder version.

The cylinder bore is 38 inches and the stroke is just over 98 inches. Each cylinder displaces 111,143 cubic inches (1820 litres) and produces 7780 horsepower.

Total displacement comes out to 1,556,002 cubic inches (25,480 litres) for the 14-cylinder version.

At a length of 89 feet and a height of 44 feet, the total engine weight is 2300 tons - the crankshaft alone weighs 300 tons.

The RTA96C-14 can achieve a maximum power output of 108,920 hp at 102 rpm and astonishingly, at maximum economy the engine exceeds 50% thermal efficiency. That means, more than 50% of the energy in the fuel is converted to motion. Its Brake Specific Fuel Consumption (BSFC) at maximum power is 0.278 lbs/hp/hr.

Ship owners like a single engine/single propeller design and the new generation of larger container ships needed a bigger engine to propel them. While engine cylinder configurations for large-scale container liners have been discussed in the magnitude of 14, 16 and 18 cylinders, the 14-cylinder in-line low-speed engine is the first to be offered by any engine designer.

## Creepy Crawlies?

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*The crankshaft— Note the size of the people working around it.*



*Left— They need a crane to place the main bearing shells.*

*Below— The complete engine. One big baby! And you thought a big block V8 was big. Its economical too*



# Cars on the World Wide Web

By John Price



This month I've been looking at historical photos of Australian motoring on the world wide web



## THE GARAGE

The State Library of Queensland has set up on its web pages a section for car enthusiasts called The Garage. There are over 500 images on The Garage of Queensland's motoring history. I personally found it easiest to search this site by selecting "Featured themes" or "Browse Catalogue" which lists an index of car models to search by.

<http://www.slq.qld.gov.au/garage>

## PICTURE AUSTRALIA

Although not containing a specific category for Cars, the National Library of Australia also has an online service for browsing pictures in its collections at <http://www.pictureaustralia.org>

I found that by typing in "car northern territory" into its search engine it came up with 184 images of the Northern Territory's own motoring history.

The photo adjacent was given the description "Eric Izod, on left with Ena Ryan in front of the car, following the "Rejex" Trial from Darwin to Katherine."



Those visiting Picture Australia should try a search on "rejex" and see if you recognise the young man in the picture.

## MOTORING FOR WOMEN 1925

*An unusual book printed in 1925 concerned with the female driver, a rare sight in the 1920s!.*

The whole book is not reproduced here but the introduction for the book is.

It in itself gives an interesting insight into the attitudes towards women drivers from the 1920's

<http://www.oldclassiccarr.co.uk/motoringforwomen.htm>



Shannons Motoring spectacular



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## **Whats on**

**Jun 16/17- Mandorah** weekend Garrey and Lorraine. 89881406. Katherine Members Invited

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

**July 22<sup>nd</sup> Batchelor cricket match** with Holden Classic Car Club

**Jul 29 Daly River pub** and overnight Van park

**Aug 4<sup>th</sup> to 6<sup>th</sup> Rejex Rally**

**Aug 26 Mystery run**, Pauline and Trev to organise

**Sep 1<sup>st</sup> Flying Fox Festival Katherine**

**Sep 30 – Progressive Dinner** Lyn & Brian to organise

**Oct 28 – Evening Dripstone Cliffs**

**Nov 25 – Breakfast Sunset Restaurant – Casino**

**Dec 8<sup>th</sup> Christmas Dinner** Palmerston Club

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