

Motor Vehicle Enthusiasts Club

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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

Merry Christmas



Girl power rules for sure at Santa's Darwin depot this Christmas. But it wasn't just because they are sweet that Rebekah and Jessikah got the job driving the sleigh. Earlier in the year at the Australia Day run they

showed up everybody (including the blokes) by being the only ones that could crank start it. You had better be nice!

Veteran Cars In Tasmania

Having just survived the National Veteran rally, or tour, as they call it, in Tasmania, someone asked of me what was the highlight. Cold was the first thing that came to mind, but you can't call "cold" a highlight. It only took a micro-second or two to recall a morning tea stop at a small primary school out all by itself in farming country with no town or city attached. It was called Sassafras Primary School and the kids there and the reception we received was something right out of the ordinary. Apart from the small concert the kids put on for us and the beaut cakes and sandwiches and hot tea (you *really* need hot drinks in chilly Tasmania) these kids were really excited about all these old cars. But they would not dare touch them unless invited. I was almost a little disappointed when they would pass by our car to check out another. As a pair of kids walked past I invited them to try our Ford for size and to honk the horn. Like a flash they were in it and then their colleagues were lining up for their turn. All perfect manners though, and as one or two would hop out the driver's side the seats would be filled from the queue out the passenger side. And while most would be content with a short make believe drive and a couple of honks of the horn, some of the boys were having a look underneath and discussing the mechanicals. And these kids were of just primary school age. And when we continued on our day's journey, all the kids, and teachers, were lining the front fence to wave us goodbye. Great to see kids with a set of values rarely seen these days.

Our trip to Tassie really started in Victoria as we had been advised many months before by the locals that it would be seriously expensive to take our veteran car on a trailer onto the ferry from Melbourne to Tasmania. A much cheaper alternative would be to drive it from Darwin, but not being that tough the idea was to leave the trailer in Vic and drive our motorhome and the Model T onto the ferry. We left the trailer on a farm 100kms from Melbourne and drove both vehicles from there. Not being familiar with Melbourne's roads and freeways, and finding it difficult to look at a map



Young Sassafrassans debate the virtues of a 1908 Renault.



*A 1911 Ford brings out the smiles too.
And (below) once they had the OK they lined up to try
our 1915 Ford.*



while driving a car without a body, we were reliant on madam GPS. And apart from not having a cigar lighter to plug it into, it's impossible to see an LCD screen in bright sunlight, so the GPS lived in the truck our motorhome is attached to and Shirley was to blaze the trail through Melbourne's traffic while I attempted to stick to her tail like glue. Shirley is not fond of big city traffic and I could only imagine the thoughts and screams emanating from the cab of the Mitsubishi Canter. From my point of view there was a bit of a concern. The old Ford doesn't have very modern brakes, so to survive you need to leave a bit of a buffer zone in front in case the vehicle in front (the Canter) has to jam on the skids in a hurry. The problem was that the odd B Double or two would slot into my braking space, making me drop back a bit further where another B Double would slot in. That wasn't the real problem. The prob was that with all those trucks in the way I couldn't see which way my pathfinder was going. I had to see which lane she was in to make the appropriate turn. The other problem was the racket. Cruising along at about 80 with no windows to wind up to keep the noise out and the trucks whizzing by at 100 on both sides of you at the same time is a bit intimidating. Luckily my rear vision mirror is small and you have to make a concerted effort to look at. If it was one of those big panoramic modern things I would probably been scared witless with all the trucks up my bum. It must have been interesting to some though. It wasn't unusual to look into the next lane and find a phone or a camera pointing at you, even other drivers were photographing with their phone before they would give a wave and a toot and speed away.

But we managed to get to Station Pier, the ferry terminal with an hour or so to spare. There were parking meters there with a max time of 3 hours. But they wouldn't let you buy one hour's parking and it was about \$35 for 3 hours, and with 2 vehicles that's about \$70 for one hour. I decided to risk it and keep my eye out for the parking inspector. You can't miss em someone there told me. "They look like cops". But we were on the ship before the sticker licker rolled up, but not before a feller claiming to be an Italian that claimed he couldn't speak English tried to scam me selling Gucci watches. (he wasn't up to scratch at picking targets that would be caught wearing a Gucci watch) The weather had held up so far with no rain but



And then there was no stopping them...and squeeze bulb horns were just meant to be honked



The girls were happy to drive and take photos with their smart phones



But the boys also had to check out the mechanicals and figure out that just about everything new has been invented before.

the forecast for the Tasmanian end was cold and wet so when I woke up the next morning without the rain I was quite happy. A friend at Devonport looked after our car for a couple of weeks while we took in the sights of further afield Tasmania. On our first morning we woke up to find the condensation on the inside of the windows of our motorhome to be frozen solid. Checking the temperature showed it to be -1 degrees. Was going on this rally such a good idea?

After a week the weather improved and on the day before the rally started it was a hot sunny day where we actually shed all the layers of extra underwear and jumpers. Naturally on the morn of the start that all changed and we woke to rain and freezing cold winds. The rain stopped but the winds did not abate for the whole week. Never mind, these veteran car and motorbike people are a heck of a lot tougher than your average motorist, and a lot tougher than your average old car motorist. The general idea of these rallies is to drive to some neat touristy spot. Typically these drives might be 100 or 120 kms, but on the first day it's a quite a lot shorter to make sure everything is working properly. They call it a shakedown run. Maybe 60 km. The thing about this one was that it had a couple of hills. Killer hills maybe, but the organizers reckoned they had driven their old cars up them without any probs and the im-



A lot of the cars and motorbikes were lacking roofs and windscreens. This made reading maps and route sheets difficult or impossible in the rain. The alternative was to look out for this cute little feller, "Tassie" the Tasmanian tiger. He pointed the way to go. Sometimes he wore a different colour scarf and if you were observant enough to pick it you could win a prize. At the end of each rally they auction these signs off. They always attract premium prices!

You may find any make of car here, even ones you have never heard of.

Below is a typical scene, always an up or down and a bend. Pic: Tony Beaven





Wednesday afternoon is the day the ladies put on their finest and partake in high tea, while the gents polish the cars for a public display in the park. Dress in the period of the vehicle is the norm.

Pic: Frances McDougall



portant thing was that they were the steepest hills that we would see for the whole week long rally. If you could get up these hills you would have no further probs for the whole week. And if you did have trouble getting up that first hill they had a Landcruiser strategically placed to give you a tow. Well, we had no probs, and neither did anybody that I saw, but maybe the statement about the toughest hill for the week might have been stretching it.

The diff in our car has been geared up for speed and in the past we found it a problem keeping the speed down when mixed up with some of these one and two cylinder cars on steep hills. Since the rally last year we have slotted a Ruckstell 2 speed diff, an accessory from the period, into our car. What a difference! Just to see what the world looks like at real veteran speed we



Not all of the vehicles have functioning gas lights, but there are enough to create a unique atmosphere. Unfortunately we didn't get a closed road and had moderns mixed up in the gaslight parade.

Pics: Frances McDougall



caught up with a 1911 Brush. That's a single cylinder car that cruises along the flat at a comfortable speed but when it reaches a hill it slows down considerably, more like a crawl. We could now happily cruise along behind the Brush and watch all the other cars whizz on by. It was so unusual for someone to not pass the Brush, it prompted the question at the next stop "why wouldn't you pass us?"

Earlier in the rally I did overtake the brush and zoomed off only to run into a wall of freezing cold rain a km or so further on, so we pulled over to don our raincoats. Naturally the Brush chugged proudly past us and off into the distance.

And so for 6 days we cruised around the top end of Tasmania with a really neat collection of eighty old cars. The roads there twist and turn and go up and down, straight or level doesn't exist. That makes driving fun but if you are an impatient type you probably wouldn't enjoy it. The organization there was impeccable and every time you stopped some neat tucker and a hot drink was forced on you. In the middle of it all, on Wednesday there was a display of all the cars in a park in the middle of town and after dark was a gaslight parade where all the cars parade down the main street with their gas and kero lights lit. The locals came and watched in amazement. Would you believe yours truly managed to run out of petrol during the parade? A couple of spectators gave us a hand to push the car round the corner and I put our emergency 4 litre tinful of petrol into the tank. It wasn't until later in the night that I realized I poured that fuel in with all the lamps burning. I shuddered at the thought.

Breakdowns were rare but the word was out on Thursday evening that the Brush had been trailered back to town, something had broken in the ignition department. That made for long faces, but Friday morn, the last day, there was the Brush as lively as ever. It runs a model T buzz coil and a winding had broken internally, but nothing that couldn't be fixed with a soldering iron.

And someone remarked that we had probably travelled further to this rally than anyone else there, but that wasn't true. This was an international show for sure with two cars entered from UK and one from USA.

And there were some places that It was considered bad manners to drop oil. And we all know that old cars drop oil, so right at the start we were all given a blue tarp.



*Get dressed up and you can be sure someone will want to take your photo.
Pic: Frances McDougall*



*And if you thought **all** these old cars would run for a week with no work, you would be dreamin.
Pics: Frances McDougall*





*There were bikes. Those pedals got a bit of use too.
Below: A rare 200 metres of straight road. It is on a steep uphill though.*



One of the Pommie entries. Their car, a Newton had a few teething problems. It was its first run. Neat!

Pic: Frances McDougall

Below: We also visited a high school. As you can see, the kids were amazed.

We also visited other schools and old folks homes.



Below: You just can't argue with statistics. Out of 80 pre 1919, veteran cars, 9 of em were Fords. That must mean something.





During our travels we visited a private shed. You could fill a whole book with photos and descriptions but rest assured this is one varied collection. The hottest Fiat Bambino you ever saw, MV Augusta and Ducati bikes by the score, old Falcons and Holdens, classic cars, racing cars, stuff, and the neatest of all, an Aermacchi Harley Davidson, probably the coolest Harley ever made. But the shed was a gigantic wooden ex sawmill. The owner dismantled it and re-erected it on his property and it was magnificent. The problem was jealous neighbors complained so to keep em happy he rendered the outside and it now looks like any boring modern building. Inside it still looks old school timber and great! He had another shed full of moderns. Ferraris n stuff.



And at this rally was a good example of a body builder back in the days where they would build bodies for anybody that wanted one. The examples here are both built by Cramp Bros in Hobart. A 1915 Ford and a 1918 Overland. And Cramps are still going in 2016 as crash repairers.



Frances Hall wasn't bothered by the cold. (probably because she lives in Tasmania) She reckons she could get there a lot quicker on the bike than most of the cars, and then you are out of the cold. And from the amount of times she passed us I reckon she would be right.

The bike is a 1917 B&B built by Bennett and Barkell in Sydney with an Australian made frame and mostly British mechanicals including the JAP engine. This bike is total luxury with a clutch and 3 gears. On this particular day's roads, there were some long hills where some of the cars were having a tough time. Getting caught up in this mob Frances found using second gear was so slow she was having trouble maintaining her balance, which makes first so slow to be useless. Never mind, once clear of the slow movers this bike really hoots. Cruises effortlessly at 70 and will pull 80 if you really push it.

The bike actually belongs to her father. He has had it for years and after finding it a neglected state and fixing it up, has taken it all over including around England and the Isle of Man.

There will be more stories about these fantastic veteran cars over the following months.



What else would you have looking over the bonnet of your Renault other than a

Below: I had known of the Hotchkiss brand of machine guns previously but never knew they made motor vehicles. The badge on the radiator shows it's heritage.



Graham and Irene Donges 1911

Brush was one car that everyone, at sometime during the Veteran rally, had a chance to have a good look at. That view was generally from the rear as the Brush is definitely not a fast car and when there are hills involved you could get away with calling it slow. But it chugs away and rarely gives any trouble. This is touring in a more relaxed style that allows you time to see the beautiful scenery along the way.

They drove it to Darwin from Adelaide during the veteran rally in 2014 and with only one small problem to fix in Alice Springs it shows that this is one tough little car.

In the veteran dept Graham previously had a 4 cylinder Singer but caught the bug to own a one or two cylinder car. About 5 years ago, a mate had done a deal where, to get the vehicle he wanted, he had to buy the 1911 brush with it. As he already had one he had no real desire to own another so offered it to Graham. After eyeing a couple of photos he forked out the dollars and eventually the Brush arrived. It was an older restoration from the 1960's but was still tidy, a couple of chips helps make an old car look real. The mechanicals however were a different story. Never mind that is all sorted now as has been demonstrated in several rallies especially the one to Darwin.

As a demonstration of just how robust this little car is, a Brush was the first ever automobile to cross Australia on its longer dimension from west to east. That happened in 1912. Sid Anderson engaged Francis Birtles as his navigator on this epic journey where most of the distance between Perth and Adelaide was through virgin scrub with no roads at all, and even less water. It seems Birtles insisted he take his bicycle strapped to the vehicle as a backup should they break down, but Anderson was suspicious he might shoot through and abandon him if things went bad. The story goes that Anderson removed one pedal and hid it so Birtles couldn't abscond. The two obviously didn't get along and went for 3 days without speaking to each other. They also skipped drinking for a day as they reckoned the radiator needed water more than they did. But they did survive and did make it all the way to Sydney. Anderson chose the Brush for the trip because of its simplicity, and simple it is, but rugged at the same



The 1 litre single powerplant. The cover is off to reveal the counterbalance gear. Elsewhere in the engine compartment is a Selden plate. This indicates Brush paid Selden a royalty to sell a motor car as Selden had patented the idea of motorised transport (see stuff on the net,)



time. The engine is a 1 litre single cylinder with a 2 speed transmission. It sports coil springs all round with shock absorbers, or dampers as they called them then. The chassis and axles are timber which keeps the weight to a minimum, and the whole lot, including the engine and transmission, was designed and manufactured by

Mr Alanson Brush. He had the same idea as Henry Ford that cars should be affordable to anybody and made them simple to keep the price down. He reckoned a single cylinder engine had a quarter the parts of a four cylinder and is much cheaper to produce, but a single cylinder engine does tend to shake. To counteract that shake he designed a contra rotating counterbalance. This is something that appears on modern single cylinder motorbikes and some cars. Something that modern manufacturers might reckon they had invented.

But Ford came up with the production line and Brush faded into history and into Graham and Irene's shed. And once you have one of these unique cars, naturally you need another one to keep it company. They have discovered one in United States, in Carson City. It is a different style body, a raceabout, a sporty version. This one is unrestored but is in no need for repair as even though it is over 100 years old it has only been used for 13 of those years. It was given to the seller's great aunt in 1912 as a new car. She drove it around Carson City for 10 years while going about her business as an arts teacher, after which she parked it up in her garage. Some time later her nephew found it under a pile of newspapers and conned her into letting him get his licence in it. He then drove it to college for 3 years and then it was parked back in the garage where it sat until 1998 when it saw daylight to take part in a parade. It paraded again in 2005,6 and 7 and is still in good running unrestored condition. Naturally Graham and Irene have bought it and are just waiting for it to roll up.

The axles are timber with training arms and coil springs. Final drive is via chain and sprockets. This is really handy when you want to change final drive ratios. Just swap the sprockets.



No rubbish worm drive hose clamps here. Everything is crafted. And the cylinder head is cast with the cylinder, but you can unscrew the top to access the piston.



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Bombing of Darwin Open Day - Joint Commemoration

The Event

February 19, 2017 marks the 75th anniversary of the bombing of Darwin, so MVEC is joining forces with the Darwin Amateur Radio Club (DARC) to mount a special commemorative display and radio communications event that will likely attract world-wide attention to both organisations and the Hangar.

To make it happen, DARC has been granted approval by the ACMA (Australian Communications and Media Authority) through the auspices of the WIA (Wireless Institute of Australia) to use special amateur radio commemorative callsign "VI8-BOD" to substitute for the club's regular callsign, VK8DA for the event. This will attract significant interest from amateur radio operators (Hams) worldwide, and particularly in the USA, as Americans were significantly impacted by the Japanese raids on Darwin.

As Hams worldwide take great pride in logging rare and unusual contacts from across the globe, on-air contacts with NT operators are considered rare, so are highly prized. Contact with the VI8-BOD commemorative callsign will be considered ultra rare, so highly sought after.

International Ham Radio organisations and their journals have been advised of the event to ensure that it's not a well kept secret.

The Collaboration

Through MVEC/DARC member Brian Bates, DARC suggested that the QANTAS hangar would be an appropriate place to operate an amateur radio station on the day to add to general interest in the event. MVEC members Neil Williamson and Richie Chappell are also members of DARC.

The MVEC committee is considering mocking up a WWII signals tent using as much period equipment as we can muster. The DARC station will operate either within or in the public space nearby, clearly visible to encourage interaction with the public. Sadly, only modern radio equipment will be live, as no known operationally safe WWII radio gear is available.

DARC members will be on hand to field questions and generate interest in Amateur Radio, and it's hoped that MVEC members will also provide significant input from an MVEC and Hangar perspective.

Dependent to some extent on atmospheric conditions on the day, contact will be possible world-wide and all activity should be clearly visible and audible to onlookers.

The wartime coast watcher's message "Number of bombers passed overhead bound Darwin" as received in Darwin at 9:35am from the Mission Station Bathurst Island will be transmitted in morse code, hopefully on the hour. This will be followed by a brief explanation of the message and the fact that morse was the main communication method of the day.

Although DARC has approval to use the VI8-BOD callsign for one month, the station is only scheduled to be on air in the hangar from 1200hrs to 2100hrs on Saturday February 18, and from 0600hrs to 1600hrs on Sunday February 19.

DARC plans to prominently display a slogan such as: **"Get a new identity - become a radio amateur"** to try to raise interest in joining the ham radio fraternity.

Want to know more, or help out? Call Neil Williamson on 0438 812 282

WOTS ON THIS YEAR

Not much, having a merry Christmas is the main thing

There is no members general meeting in January

January is your editors time off. There is no January edition of Transmission.

Jan 26th Australia day ute run. Old cars that aren't utes are welcome too. See flyer attached.

Feb 19th 75th anniversary of the bombing of Darwin by the Japanese. See attached info sheet.

Hangar contact details

After a long time, the hangar again has a phone that works. The new number is **89424839**.

At the same time it also received a new email address **mvclub@bigpond.com**.

To save yourself hassles, please discard any previous contacts you may have stored.

Stuff on the net

You reckon V8 supercar drivers are game? They are pussies compared to these fellers in Saigon.

https://01152655828380167232.googlegroups.com/attach/1ab5feb74d527/Saigon%20Racetrack.mp4?part=0.1&view=1&vt=ANaJVrGPF8m84u_pIP-3d6gt26IEfPiN-Lko1O8rl3emzhEQt9U3ZLcw5pgIH3H3BfcaEhZMXQNS4wiM8qmNI6v-Laa3rS_QAkLKnt1VemmIRZpqaVILPMaU

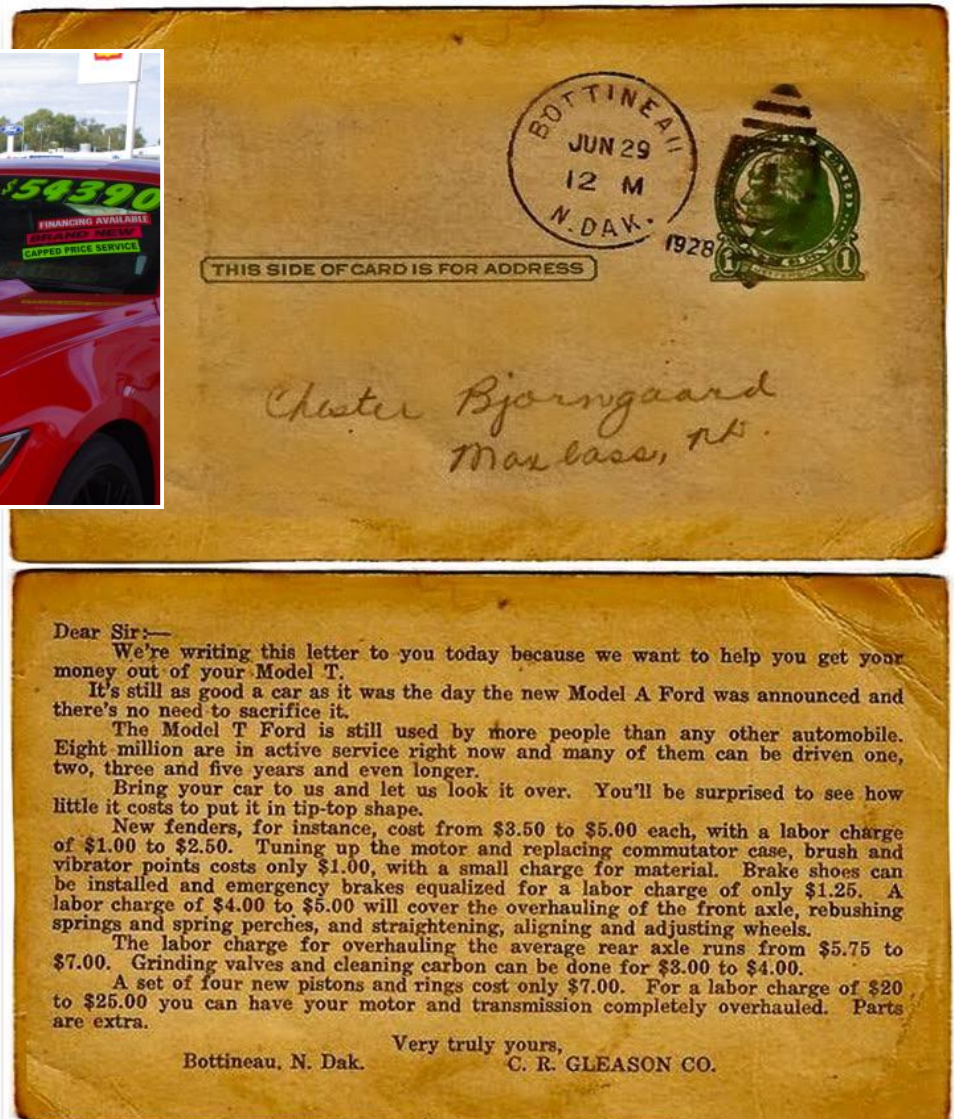
Did you know that someone actually patented the idea of a motor car and demanded a payment whenever someone sold one? It took Henry Ford to stop him. <http://www.bpmlegal.com/wselden.html>



While on my way south through Alice Springs I was in a servo filling up with fuel when this shiny red Mustang pulled in alongside. I couldn't help take a photo with the old Ford in the background behind the new one. Then later when I looked at the photo, thoughts would come into my mind. Maybe the old Ford is showing its age. Should I upgrade to the new one.

Then I received an email with this old 1928 Ford promotional card.

I think I will stick with the old one.





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