

Motor Vehicle Enthusiasts Club



No 117

APR 2017

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

Reborn



That's probably not an accurate statement. This Triumph never really died. It just had a rest for quite a few years. Not rebuilt or reconditioned, it's out there going as hard as it possibly can, and that is exactly what was intended for it when it was bought new in 1932. Long time readers may remember the story of

the Silent Scout, others may like to check out the story at http://mvec.weebly.com/uploads/2/9/4/7/29472177/19_april2008.pdf

The pic is of the Triumph at the historic Sellicks beach race in South Australia recently.

Photo: Courtney McFarlane



Some years ago, in these pages I wrote about an old Triumph that a bloke had come across, just by coincidence, and consequently was able to purchase it. And then he was offered what the sellers considered a pile of junk but which turned out to be treasure trove of assorted stuff that included many trophies and other memorabilia that identified the bike as one with quite a racing history. Sadly some of these sort of old bikes end up restored and all polished up and stored someplace where they can be shown off and maybe ridden on some boring social ride someplace. But not this bike!

Back in the days, in South Australia they used to hold races on a beach south of Adelaide called Sellicks and a couple of weeks ago they did it all again. Races on the beach not with modern bikes, this event was restricted to bikes built up until 1964. The 1932 Silent Scout was quite eligible. Earlier it was thought that competing in this event would be really bringing the bike home, but talking to some old friends of the original owner, Colin Phelps, they explained that he would not compete in the beach races because of concerns about the effects of salt and sand on his bike. Dirt and mud were the norm for Colin, but not on the beach.

Simon on the Silent Scout at full song
 All photos by Bruce Coleman. See lots more at :
<https://www.dropbox.com/sh/toqno0ggft8mc/AAD3UHAKma4zLDc6AiV60lBta?dl=0>



Never mind, the current owner, Trevor Boerth, is certainly concerned about the well being of his bike, but there was no way he was going to let it miss out on being part of such an event. But he did step aside so his son Simon could be the pilot over the two day event. And how did it all go? Unreal actually. The weather was a bit funny. The wind blew quite strongly in from the sea side and caused the tide to be late in receding, which held up the races. So they did something called meet and greet where they parked all the race bikes on the beach out of the pits and invited the spectators to some and mingle with the bikes and riders until the tide went out sufficiently to allow enough room to race. The track was pretty simple, ½ mile down, round a marker and ½ mile back again, then do it again etc. Hard packed sand with excellent traction, the idea was to wring its neck, get round the hairpin turn and wring its neck again. There was mobs of fantastic machinery there and mobs of enthusiasm. This wasn't demonstration stuff, nursing old machinery, this was everyone going as hard as possible. An example was two blokes riding a 1000cc Ariel Square Four outfit and both of them were in their mid eighties. They weren't interested in slowing down just because they or their bike were old.

And at the end of the 2 days Simon and the Triumph were awarded 3rd place in the 350-500 pre war class. And the bike is still as Colin Phelps left it. No rebuilds or mods or restoration. I reckon he would be pleased to know it was still doing what he intended it to do, even if it did get a bit of sand and salt on it.

And the future? The event was so good they are talking about running it again in 2018. And maybe Trevor will ride the Triumph himself this time.



Possibly the last bike you would expect to see out there was a square tanked Douglas



The rider and passenger of the 1000cc Squariel outfit are both in their mid 80's. They didn't hold back!



*Hondas were a dream to ride.
For the uninitiated the bike is a Honda Dream*



Note the hand change gearlever hanging off the petrol tank. These blokes could be seen letting go of the bars and grabbing the gear lever while barreling down the track!





Here is a BSA Bantam with attitude!

The cars didn't actually race. They just put on a demo.





An Ariel Square 4, indescribably lovely!



These riders all look like they are having a rotten time! They are actually waiting for the tide to go out a bit so they can race.



And after the tide went out and the races could get under way, it came in again, and then, if you couldn't keep it tight enough on the turns you got wet.



This car, from 1912 has an adjustable steering column!

1912 Newton

Never heard of a Newton car? Don't feel bad. I had never heard of the make until I came across this one belonging to Andrew Howe-Davies in Tasmania last year. The first time I saw it it was getting pushed by an army of volunteers, not a good start to the first day of a week long tour. But when you get the whole story it doesn't sound so bad as it all came about because of a wedding, and naturally it has a happy ending.

Andrew, a car enthusiast from UK wanted something a bit special to celebrate his marriage to Nicola, so for the honeymoon they set off to be amongst the convicts in Australia, not breaking rocks, but to be part of a veteran car rally between Sydney and Brisbane. They shipped a car over for it and had such a great time they decided to come back for another rally between Perth and Sydney. But this time they would buy a car over here and then sell it after the rally. A 1912 Renault came up for sale in Sydney and while in the process of buying it Andrew spied the very tired remains of something in the back of the blokes shed. It was a Newton, and from the same year as the Renault. The gent had bought it at auction years before but had done nothing with it. Andrew asked the owner to let him know if ever he wanted to sell it.

About three years later he received a call "If you want it you can have it" was the basis of the call, so he became the proud owner of a 1912 Newton. There was no body



First time out in the public eye it wasn't in the mood to start with a crank.



The good thing about being with a mob of car enthusiasts is everyone wants to help push.



But after a couple of days sorting it out everything was running sweet. And being from England they thought the weather was just like home! That's Andrew, Nicola and Henry livin' it up down under.

but the chassis and all the running gear was intact, even if it was a bit sad. The next problem was what to do with it, the thought being to ship it back to UK and restore it, when a friend who was the mechanic that had fixed up the Renault for him bobbed up and asked if he could restore the Newton for him 'I don't want to get a real job and go back to work' he stated. And so he got the job. And that job went on for a few years until Andrew decided to enter the veteran rally in Tasmania in 2016. He wanted the car finished so he could enter it in the rally. And so it came to pass that he picked up the Newton on the way through to Tassie and it made its debut on day one at the rally. The first time I saw it moving it had an army of people pushing it to get it started. It seemed to not want to roll very easily. It turned out the back axle had come loose and slipped which put the brakes on. That was pretty easy to fix, but later in the same first day the radiator split and had to be soldered up. It wasn't exactly trouble free motoring on those first few days but by the last day the Newton was pretty well ironed out and running smoothly. The weather was always rotten but Andrew and Nicola are Pommies and used to it. It makes them feel at home.

And I did mention at the start that I hadn't actu-



Engine is pretty typical of the era 4 cylinder 2.5 litre sidewhacker.



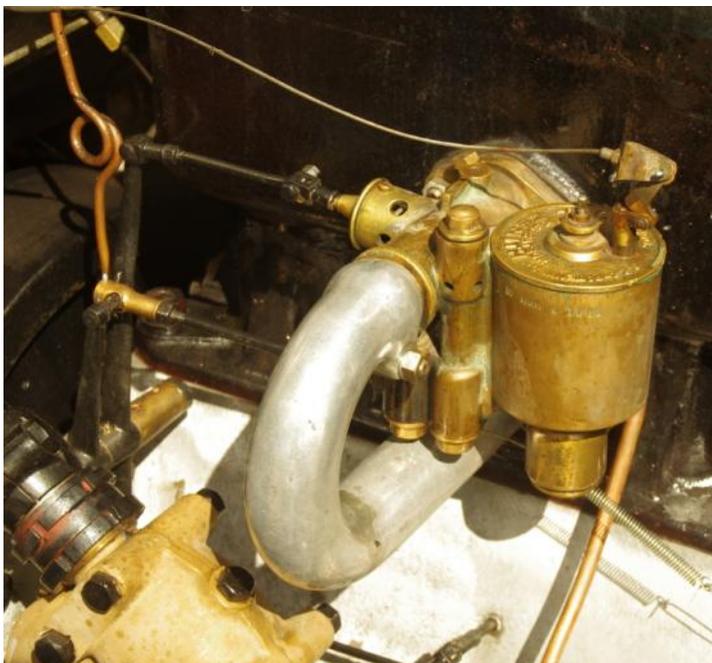
ally come across a Newton before. It's probably because there aren't a lot of them around. When Andrew left home he knew of one in UK from 1913 and still with its original body, two owned by one person in NZ, neither running, and one in the Birdwood museum in SA. Since he has been in Australia on the vet rally trip he has discovered another in Wangaratta. That's it for the whole world. They aren't a popular car. But while in Sydney in a conversation he heard of a feller that had a complete engine laying around in his yard. Andrew contacted the gent and the owner was pleased to give him the engine. He had it in his trailer when I spoke to him.



And the Renault they bought for the trans Australia trip that they were going to sell after the rally? Nicola fell in love with it and it now stays in Australia so they have a car to drive in rallies when they visit Australia. It was in the Tasmania rally too. Andrew's mate Shaun drove it this time.



The mechanic that did the car up was exactly that, a mechanic. He had never ventured into body building before, but rest assured this vehicle needs no excuses. The bodywork is superb!



Showing off your car

Some old car owners seem to be missing out on some good exposure for their vehicles. Even the most reserved owners, I am sure are quite pleased to show off their cars. And they don't get much exposure while they are parked in the shed. And if you take them for a Sunday drive they get a few glances and a few waves, but if you take these cars to an event where they are the showcase, then they *really* get attention. From time to time, and it seems to be getting more often, organizers of certain functions make requests to hire old cars to be props at their functions. It's pretty easy to point out that cars on club rego are not permitted to be hired out or to receive any kind of monetary, or any kind of remuneration at all, but to do that is missing out on a fantastic opportunity to promote your vehicle at a venue where it will *really* get mobs of attention and even be the jewel in the display. But since you are not allowed to hire your car how can you be involved? The answer is easy! Do it for nothing. Sometimes you might be out of pocket but what the heck, you probably spent lots of dollars and lots of time fixing the car up, but to hide it away in the dark is really a shame when it can make people happy by just being there and creating an atmosphere.

And weddings are another example where we get many requests to hire a car for a wedding car. Once again you are prohibited from hiring your club registered car. But doing it just for a favour makes everybody happy. And what a show for your car. Having a lovely bride in the back seat certainly enhances your car, and when you deliver a bride, rest assured there is just as much interest in the wedding car when it is something out of the ordinary. And also rest assured the professional photographers will want to spend quite a lot of time photographing that sweet bride with the car that delivered her. You could consider delivering her as a wedding present. That will make her, you, and everybody, happy. And you get to show off your car. Everybody wins!



Mock drive in at the casino would be nothing without the cars!



THE BALL SEAT STARTING DEVICE

Patents pending in the United States and Europe.



"This starts so easily that I love it."

"This is what I hate about driving a car."

Many progressive builders are arranging to use our device and dispense with the starting crank on their new models. Don't buy a car with a starting crank, for next year it will be a worse back number than the rear entrance car.

If you are tired of standing in the mud and cranking the engine of your old car, give us a description of it and we will see if it cannot be brought up to date in the matter of easy seat starting.

F. H. & F. O. BALL

Plainfield, N. J.



03 9729 1323

Queensland Mini Muster n BMC Roundup Sunday 10th September 2017

Venue: Sth. Brisbane Carina State School: 1413 Creek Rd.

Some of 2016 Winners All Photos in the gallery on www.miniownersclub.com.au



SHARE THE PASSION



Parking is as you enter. If entering as a group or club, assemble before entry. Enter via Cuthred Street
Entry \$5 per person Children under 14 FREE, Show n Shine Competition entry extra \$10 per vehicle
Mini & BMC Swap Meet site extra \$15, Swap Starts 7am, Car Show entry 7.30am
Traders*Auctions*Merchandise*Trophies*Raffles*Entertainment*Plus Much More

Contact: John: 0421 045 103

e: minimusterbmcroundup@gmail.com, w: www.miniownersclub.com.au



AUSSIE



A Model

90th BIRTHDAY BASH

12th & 13th MAY, 2018

Gulgong Showground NSW

For ALL 1928-31 Fords

Camping at Showground \$20 a night

Motel & Pub Room Accomodation Available

★ Self Catered Weekend ★



PHONE SCOTTY

0434085038



A MODELS ONLY!

HOLDEN VS FORD

SHOW 'N SHINE

Fundraiser



Holden | Kerry Holden



Hidden Valley Ford



Sun 07 May 10am - 2pm



DINAH BEACH
CRUISING YACHT
ASSOCIATION

Just down from the Tipperary Waters shops
68 Frances Bay Drive, Stuart Park

- ◆ LATEST FORD & HOLDEN models on display
- ◆ CLASSIC CARS, HOT RODS and MORE
- ◆ FAMILY FUN ◆ KIDS' CORNER & GAMES
- ◆ FOOD & DRINKS, LICENSED BAR (no BYO)
- ◆ AUCTIONS & RAFFLES ◆ LIVE MUSIC



CATEGORIES:

- ◆ Best Holden
- ◆ Best Ford
- ◆ Best Paint Job
- ◆ Best Interior
- ◆ People's Choice
- ◆ Overall Make Winner



PARTICIPANT
entrant fee \$10

Pre-register please

to 0438561949 or

jpalamountain@hotmail.com

PUBLIC entry
by donation

ALL PROCEEDS TO



variety
the children's charity

Want more info? Darren 0437010650 DBCYA 8981 7816

**Australians In the trenches at Galipoli 1915.
Lest We Forget**



**On Tuesday 25th April MVEC will be joining with
Darwin North RSL and
The NT branch of The National Serviceman's
Association to commemorate ANZAC Day 2017 at
Batten Road Marrara
The day will start with the Dawn Service at 0545
hours followed by a Gunfire Breakfast.**

MVEC will be doing a sausage sizzle around lunch time with all proceeds going to Legacy, members are needed to help.

The committee has classed the day as a club event for log book purposes, we ask members to please bring your club registered cars and bikes for show during the day, there is no set time arrive but the main event kicks off from around 1.00pm to about 4.00pm. Our military vehicle mob will roll up after the march in town.

If you intend to attend and/or can help during the day, please reply in either case to the Hangar at mveclub@bigpond.com or hmenzies@ozemail.com.au or phone me Peet Menzies on 0417 855 222

GOYDERS TOWNS CAR RALLY



George Goyder was a much too switched on bloke to allow himself to be stuck in a car. They hadn't actually invented them at the time.

On 5th February 1869 he stepped ashore in sunny Palmerston. There were no cars or 4wd's but he and his team of surveyors did a fantastic job of surveying not only Palmerston but several other towns in the area. Some of them were later settled, some not. On this car rally you can drive in your luxurious modern conveyance and visit and find all about towns like Virginia, Southport, Tumbling Waters, 3 Wells and the most amazing of all, the town of DALY.

**Sat 29 April Burnett House, Myilly Point, Darwin. 1.30 for 2.00 PM start.
Cost \$10 per person.**

This event is run by the National Trust but it is such a good one that we have declared it an MVEC club event so you can bring along you club registered vehicle and list it in your logbook as a club event.

18-29 April is the Australian Heritage Festival and there is lots of good stuff on in Darwin organised by the National Trust. You can check it all out at their website....

https://www.nationaltrust.org.au/explore/?keyword=&ahfdate-search=&ahf-region=NT®ion-lat=-19.4914108®ion-lng=132.55096030000004&content=ahf_event



Holden sedan or wagon

Pre commodore (1979)
Wanted for a daily driver
Paul van Bruggen
Ph 0447977426

HELP!

I need some help to get two '70 Fords running that are stuck in our Garage. They need starting, radiators flushed, oil changes, brake systems flushed etc.

I'm recovering from cancer treatment and have a 'frozen' shoulder so can't do many straightforward things. Don't have the physical room either so that's a problem.

If you can help, please call me 0407 144 382 or email mjresources@bigpond.com

Noel McCarthy

CENTRE NATS

NT Gassers in association with Aces & Eights Car Club invites you to cruise with us. ...

Subject to minor changes, we will be leaving Noonamah on Tuesday 29th August 2017 at 6am.

Our destination is Gap View Hotel in Alice Springs.

We will arrive in Alice Springs late Wednesday evening to allow scrutineering to commence on Thursday.

Aces and Eights will then escort us on a local cruise not to be forgotten on Thursday night.

This cruise will be a massive event with major sponsors expected to contribute.

Eddy Furlan

t 08 8920 4837

m 0409 887 498

eddy.furlan@airservicesaustralia.com

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
Or phone 89886049

Deadline.... The end of the month.

Previous editions

All previous editions of Transmission are now available at mvec.weebly.com

Dry season, the season for love.

Johanna is getting married on the 27th May and would love to be transported on her big day in something a bit less modern. The route is from Brinkin to botanic Gardens to Casuarina life saving club.

If you would care to decorate your car with a lovely bride contact Johanna at johanna.m.warren@gmail.com

1975 Honda Gold Wing. Comes with a trailer load of spare parts plus original pipes in good nick. Also comes with a same year DJP sidecar. The sidecar chassis has been 2 pack painted, bearing replaced and new tyre. Also \$1000 spent on Fibre glassing but just needs to be painted.

Asking around \$7000

Robert 0421 135 890



The Motor Vehicle Enthusiasts Club

**extends it's thanks to
Shannons Insurance
For it's continued support for the club**



WOTS ON THIS YEAR

Come along and enjoy!

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq about 7pm.
Also there is a working bee at the hangar the following Sunday.

25 April Anzac Day parade & BBQ at Darwin Nth RSL

29 April Australian Heritage Festival Goyder's Towns Car Rally. See attached flyer.

7 May Ford v Holden See attached flyer

Stuff on the net

Lets face it, you should never be surprised to find Henry Ford had his hand in something new, but it is interesting to find out he became a very successful Aeroplane builder. He built a factory especially for the job and turned out over 85000 B24 Liberator bombers at a rate of one every hour. He also built more Merlin V12's than Rolls Royce could at the time. And there is a lot more interesting stuff about Ford at this site .

<http://www.historynet.com/henry-ford-helped-lead-american-world-war-ii-production-efforts.htm>

Then there is a propaganda video from back in the days about those very bombers built by Ford. There is a discrepancy about just how many B24's they made however. The video's number divides the written story's tally by ten. Perhaps the writer of the first story was prone to exaggeration.

<https://www.youtube.com/embed/iKlt6rNciTo?rel=0>

Then move on to 2015 and the story reveals that General Motors took over the factory in the 1950's. Can you imagine that, GM in a Ford factory, sounds like a setting for a disaster. But GM happily made transmissions in there until 2009 and this article written in 2015 mentions GM and bankruptcy and it looks as if the building may have been demolished. Have a look at the whole sad story.

<https://www.usatoday.com/story/driveon/2013/10/23/henry-ford-b-24-bomber-plant/3171617/>

Into a Belfast pub comes Paddy Murphy, looking like he'd just been run over by a train. His arm is in a sling, his nose is broken, his face is cut and bruised and he's walking with a limp.

"What happened to you?" asks Sean, the bartender.

"Jamie O'Conner and me had a fight," says Paddy.

"That little shit, O'Conner," says Sean, "he couldn't do that to you. He must have had something in his hand."

"That he did," says Paddy, "a shovel is what he had, and a terrible lickin' he gave me with it."

" Well," says Sean, "you should have defended yourself, didn't you have something in your hand?"

"That I did," said Paddy. "Mrs. O'Conner's breast, and a thing of beauty it was, but useless in a fight."