

Motor Vehicle Enthusiasts Club

No 11

JULY 07

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 Mumme 89886049 or propellers@bigpond.com

The voice of the Motor Vehicle Enthusiasts Club

Mandorah

The residents of Mandorah were treated recently, to the sights and sounds of a bunch of shiny classic cars. About 24 enthusiasts made the break from the big smoke and headed for Peet Menzie's block at Wagait Beach for a ripper weekend. Amongst this lot were 6 classic cars. You might think Mandorah would not be the ideal place to show off these cars as there may have been less people but the interest was 100% with residents suffering from severe neck strain with our small cavalcade at large. Your Honorary reporter arrived quite late Saturday night due to other commitments, to a blazing bonfire and some souls as enthusiastic about partying as well as motor vehicles. One of our newest members Andrew Slim Boys (alias Slim) was in charge of the bonfire so you didnt even have to stoke it up. With this modern stuff called electricity there was electric light and ripper music in amongst the paper barks with tents and smoke and neat cars and some modern ones. The

setting was perfect. A short wander over the sandhills was the beach and there in the distance were the hazy lights of downtown Darwin glittering on the water. As the night became the morning the numbers around the fire diminished. Few of those who had disappeared had said goodnight so I wondered whether they had been eaten by snapping handbags, had passed out in the shadows or were ashamed they could party no more. Never mind, there were always some left until Shirley and myself went for a wander down the beach to check out the lights and when we came back there was just a bare fire. Never mind, it was seriously late (or early depending on your point of view). Next morning bright and early and no hangovers (true), folks were fishing by 7am. After a wander along the beach checking out the WW2 relics and rescuing a bunch of hermit crabs that had fallen into a tank we drove around the streets of Wagait on parade. (this is



This was a 1960's weekend with Gary and Lorraine's Ponty, Andrew's EH and just a glimpse of Howard's Citroen. Not forgetting party people Howard and our regular cover girl, Lorraine.

where the locals suffered from neck problems)
We then proceeded to the site of a Liberator bomber crash in WW2. Substantial bits of the plane are still there in the bush where it fell. Sobering stuff when you consider all the crew were from the U.S. and this was a very remote place in those days. Nobody survived. Lest we forget.

Next was the Mandorah Pub. We had the cars on show on the lawns in front of the pub. Plenty of interest too. Live music, good tucker. An overcast very hazy day made Darwin an interesting sight.

It seems the Mandorah Pub as we know it is to be demolished soon and a new resort built in its place. So this is probably the last time classic cars will grace the shoreline of this venerable Darwin icon. Some came Saturday early, some came Saturday late. Some came Sunday, but to sum it all up, a ripper weekend!



Howards Citroen makes its debut. I found it intriguing as it rises up from the ground after idling for a few minutes.



If there's a party, Lorraine is there. Me too.



The tucker was great, the setting was great, but Andrew had a miserable moment when he realised he had to go back to work tomorrow!



A fair variety of cars. Brian's Humber and my Falcon. The XF was an imposter.

WRX for entrée or breakfast?

I met Mark Palangas via Ebay on the net where I bought a set of '27 model T wire wheels for my speedster project. With a user name FC427 I had to ask what's the connection. The meaning is, he has a blown FC ute which, although in very mean condition already, is planned to undergo yet more engine changes until ultimately it will run a 'WORLD MOTOR' 427 small block Chev. It already carries the numberplate "FC427"

Here are the vital statistics for FC427..... 186 + 40 with VK Commodore crank and rods, yellow terror turbo head, 1.6 ratio roller rockers, Toyota super charger overdriven 100% and a 48mm IDF downdraft weber. It has a 60 litre aluminium fuel tank with 1/2" fuel lines. Gearbox is 4 speed M21 and a one tonne clutch [that does not cope], rear end is VR Commodore LSD shortened with grooved and drilled discs and 4 piston OUTLAW callipers. The front end is HR with HZ stubs and Commodore 295mm grooved and drilled discs and again OUTLAW 4 piston calipers. 1" master cylinder and VK V8 booster. Car is lowered 2" all around with H/D sway bars. Steering is via a rear mount rack and pinion with an EH column. Wheels are 17" x 7" speedy mags. The interior has a Camira centre pull handbrake and console and with the airconditioning unit from a Rover, heater from an early Corona and a set of Recaro seats, makes for a good everyday driver, although heavy on the juice.

A real lot of fun. and kills WRX's.

Mark is a mechanic on his mates Holden 6 that has the national title & .7.7 seconds at 168mph. "not too bad for a dirty old Holden 6".

With a bit of arm twisting we will try and get some photos and more info on it.



Check out the neat blower installation. Aircon too. Perfect for Darwin cruising.!

Big Bertha



Last year I told the story of the Blastolene Special. This is the story of another of the Blastolene Cars, Big Bertha. It was born at the same time as the Special. The



We just need a pair of Aussie flags here

creators of these 2 cars are mates in the US.

In 1969 a university student in the U.S. had reason to go to a junkyard (it would appear a US junkyard sells absolutely anything) as part of an assignment. While there he was spied an old Fire Truck. Years later he bought the truck, got it going and drove it home. Amazingly he then agreed to sell it and convert it to a boat tail roadster for the new owner.

The front mudguards were retained but on the back an extension was

made that connected the two mudguards across the back. A bonnet from a 49 Studebaker pick up truck turned around backwards became the top section of it and all this formed the boat tail. The stock windshield went away and a British style sports car cowl was fashioned. The 120 Jag windshield posts were made to fit the new cowl contour and the side posts shortened with new tops to create an 'aviation' look to the 'Duval' style windshield. The stock doors were cut down to go along with the new cowl and steel sheet was shaped for the bottom of the

boat tail. The framework inside the new body was 1/8" wall 1"x1" square steel tubing. Weight was not a consideration as the truck was originally made to pull an 85' aerial ladder rig. The suspension and driveline were left pretty-much stock at this time, but the air brake system needed upgrading to current standards and the final drive ratio definitely had to go. He located a 2:44 rear end, the highest ratio heard of for a 10-ton semi truck and normally you would expect the owner/builder to cruise around in his newly built machine but not in this case. Remember he agreed to sell it, and the vehicle was handed over to its new owner.

With a funny twist of fate he re-acquired the truck, which was stored in an 1847 historic building which he pur-



chased from the bloke to whom he had sold the truck . (they made picks and shovels for the California gold rush in this building). It had been stripped down to the chassis. And there it sat, taking up 'valuable space' - actually broke through the floor where it was being stored. This was 13 years later and money owing to him for the storage meant the car was his once again with no cash outlay. With the addition of an air operated power steering he drove the car for a few years as an open wheeler. Then the desire to create something artistic happened and over the next 1 1/2 years he created those 11 foot long front mudguards. Over the next 5 1/2 years he created the back half. Its all hand made from scratch from sheet steel. No modified panels from something else. Just bought an English Wheel and a few years and Viola! It looks like the run of the mill old-school sportscar but when you compare it with something of known size you realise it's BIG, bloody big. Bloody beautiful too! And it still runs the original v12 donk. no sense in raving on. A picture is worth a thousand words



V12 Runs on gas



Rejex Journalists wanted

Friends, your trusty editor is going away for a bit , consequently I won't be participating in this years REJEX rally. Horrors! Indeed, but what I will be doing will hopefully be just as much fun. What I am after is a driver to write a story, with pictures "Rejex, a drivers view". Also, 'Rejex, a navigators view". Or anything else you might think of. Email to propellers@bigpond.com. Happy Rejex.

BRIDGE MOTORS

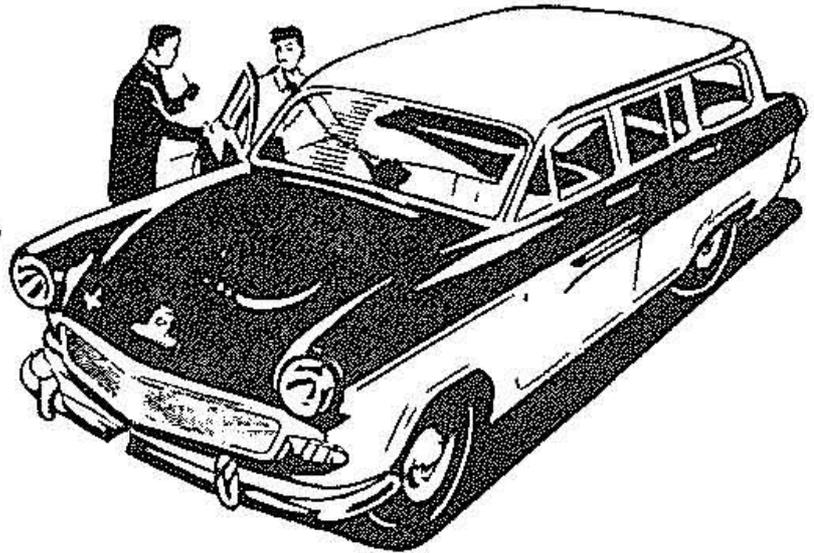
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Some ads from the 1958 UBD directory. That's our resident machinery archaeologist, Leo Izod, serving behind the counter at Izod Motors spare parts Dept.

Cars on the World Wide Web

By John Price



I came across a webpage dedicated to car wrecks of exotic cars and unusual car accidents at www.wreckedexotics.com. The greeting on the page states; “Welcome to the internet's largest collection of exotic car crash photos. We display over 6,000 wrecked exotic cars to show you the real consequences of reckless driving. These car crash pictures involve some of the most expensive automobiles ever produced including Lamborghini, Ferrari, McLaren F1, Bugatti and more. All in all, you'll find almost a quarter of a Billion Dollars worth of damage within this car crash collection. That's enough to make any insurance company weep.”



It also has a sister webpage at www.exoticspotter.com which shows exotic cars in everyday conditions. It's greetings states; “Too often exotic cars are viewed behind a plate-glass window or roped off at car shows. There's something very sterile about this experience. The beauty of an exotic is felt most when they are spotted on the streets, side-by-side with regular cars. A true diamond in the rough. Unfortunately, spotting an exotic is a rare occurrence. That's why this site brings together hundreds of exotic sightings from all over the world.”



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Bob Sharpe was showing me an article in a bike magazine at the last monthly meeting. It was about the 650 Yamaha twins, XS 650, XS1, XS2 etc as he has one and I am interested in them.(good memories). Within a few minutes , two more members had noticed the article I was reading and informed me they had a 650 Yam. To have this many 650 Yamaha's come out of the woodwork in ten minutes makes me wonder how many more of our members or readers have one parked in the corner of their loungeroom. Maybe we will have a 650 Yam faction running soon. If so will I be allowed to come for a ride on my Norton? If you have one of these Japanese classics, and would care to let your editor know (propellers@bigpond.com) I will let all the owners know who the other owners are and the sound of a hundred 650 twins will be ecstatic.

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Lenny's Loco

Readers may remember in the story "Back to Birdum" last year, the bit about Lenny's hotted up fettler's trolley with a Vauxhall Viva engine in it. When I was in Alice Springs I spied this one with a Holden 202 engine. This will really arc up the rails!



Fathers Day 2nd Sept

We are having an open day at the hangar so all those dads out there who love to peruse the vintage machinery and stuff at the hangar, can. It would be real good if we also had a large selection of cars to choose from so if you would like to put one or more of your vehicles on display...do it!

The Vauxhall Club from down south is coming to Darwin on the 2nd August. There is a dinner on at the Trailer Boat Club at 6pm. Everyone is invited. Just roll up. It's a good night there even without the Vauxhalls.

Daly River

The Daly River Pub run on July 29th has regrettfully . been called off.

Cricket match at Batchelor. MVEC v Classic Holden Car Club

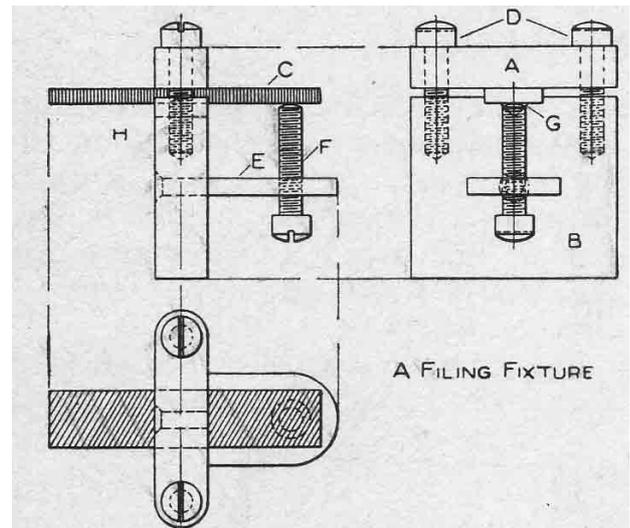
22nd July. This is always a real good day. The Batchelor oval is a beaut place to play cricket or watch cricket or just bludge or look at cars. Tucker is by the Holden Club. Be there. Great day assured! More info? Ring Wilco....he's a double agent in both clubs so is bound to know whats going on.

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.

A FILING FIXTURE

A tool which is used for filing the edges square on thin pieces of metal is shown in the



Used for filing metal edges square

accompanying illustration. While the device is not new to jig or gauge makers, it is rarely seen in the "kit" of the average machinist. In the fixture, C represents a short piece of a narrow file, secured between the members A and B by two small screws, D. By holding a square at H against the piece B, and adjusting the screw F, the file can be brought to a right angle to B. The screw maintains this angle while the tool is held, by that end of the file and the part E, in the right hand. In operation the tool is held firmly against the flat surface of the work and used as a draw file, and in this manner a square edge is insured with very little effort on the part of the workman. A beveled edge can be obtained in the same manner if the angle is not too great. If a hole is to be worked out, the flat file is removed and a round one substituted in the V-slot at G. If a little care is used in roughing down, this little tool will be found a very useful article and well worth a place in every machinist's tool-chest.—Contributed by Robt. O'Neal, Baltimore, Md.

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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.

SERIOUS FUN

July 22nd
MVEC vs CHCC
Cricket match
At Batchelor

Or

Motorkhana
At Hughes Airstrip
9.30 am
Cost \$20
Call Laurie
0417834884

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Whats happening

July 22nd Batchelor cricket match with Holden Classic Car Club. At Batchelor. Good fun always.

Motorkhana at Hughes airstrip 9.30am Cost \$20 enquiries 0417834884 Laurie

Aug 2 Vauxhall Club -Tea at the Trailer Boat Club 6pm

Aug 4th to 6th Rejex Rally

Aug 26 Mystery run, Pauline and Trev to organise

Sep 1st Flying Fox Festival Katherine

Sep 2 Fathers Day – Open Day at the hangar

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

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Coming Events from the prez.

MVEC Needs You for The Great Cricket Challenge

The Annual MVEC versus Classic Holden Car Club is on again and we are desperate for players cos we wanta win this year, so if you can lift a bat, bowl underarm, overarm, umpire or just wish to have a good fun day come down to Batchelor in your new or old car and have go, Catering duties this year will be by the CHCC

Details: Date: 22nd July

Times: Leave Caltex Berrimah at 8.00 AM and Wishart Siding at 8.30 PM for a cruise with the Holden club to Batchelor, for those further down track we will pick you up along the way players from Katherine will be welcome

Rejex Rally

The famous Rejex Rally is on again starting from Mindil Beach where breakfast will be available from our “Gorilla” from around 7.30 AM. The rally runs from the 4th to 6th of August.

Fathers Day

At the last committee meeting after some concern that the Flying Fox festival is on the same weekend it was decided that we would hold an open day for father’s day at the Hangar, and highlight antique machinery and early motor vehicles, Leos engines and machinery will be running the Foden, Mack, Thornycroft and Fire engines will be started and Stuart has requested that if anyone has an old antique at home they bring it along for show as well, but not rellies, husbands or wives. Details on opening times will be announced later.

Happy Motoring

Peet M