

Motor Vehicle Enthusiasts Club



No 127

TRANSMISSION

OCT 2018

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
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T C R **THE TRURO CREEK RAILWAY**

I think that everyone that reads this publication would have played with trains at some stage in their life. But Robert and Rosie Sherwood have taken it just one very large step further.



Left: A warning sign that neat things are ahead.

Right: Every sleeper has its birth details embedded.



Robert has always been interested in anything mechanical. That includes stationery engines. The big scrap metal merchant, Sims, had a railway section car (one of those nifty motorised devices they use to whizz up and down railway lines to do maintenance) for sale. The attraction for Robert was the whopping big 2 stroke engine that drove it, so he forked out \$50 and took it home. But once back at his home at Truro in rural South Australia the thought came to him that the railways running around the district had been shut down, but the rails were still there, and there were a couple of cuttings that it would be neat to pass though. So after blasting along the rails for a while, they were approaching a level crossing and were a bit dismayed to see a police car stopped there. Expecting to be in deep shit, they were more than a bit surprised to see the cop car lights start flashing with the cops holding up the traffic and waving them through.

And sometime later than the excursion just described, and when the attitude from the authorities was somewhat less tolerant they decided to do a run to another centre in the district, once again on a closed line. But knowing that the authorities would take a dim view of it all, with a bit of meticulous timing they pulled it off without a hitch. This is near the Barossa valley which is wine making country and they have a Vintage Festival where everyone comes in to the town for celebrations and parades and sampling the wines. So while everyone was in town with the functions and gargling the wine, they were out cruising on the sec-



Picturesque bridge over the creek sits on concrete piers.



Robert's work would often take him up Broken Hill way. Bridges had been a convenient dumping point for railway workers so during these trips Robert would check out the dry creek beds and would retrieve all sorts of good signs and stuff that had been discarded. One batch of 10 "W" signs was still wrapped up in brown paper!

tion car. By the time word had gotten out that someone was on the railway and sent word to come and arrest them, they had the offending vehicle stashed behind the shed and were calmly watching the parade in town.

Well I suppose sooner or later you would get caught and the logical solution to avoid arrest is to build your own line on your own property. That's what they did, and there are now section cars everywhere you look and a picturesque line winding its way round their property. There are engine sheds, embankments, bridges, stations, signals absolutely everything you might find on any railway network anywhere. The one thing that is probably different than the government railways is this one is not having cut backs, it actually has extensions planned.

And as for those things mechanical, they fill all the spare spaces in the sheds and decorate the countryside as you travel the Truro Creek Railway.



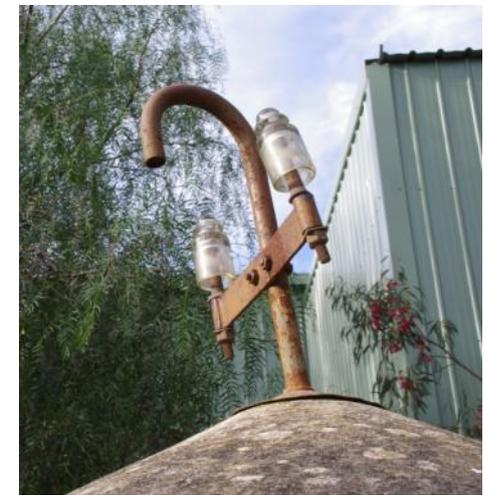
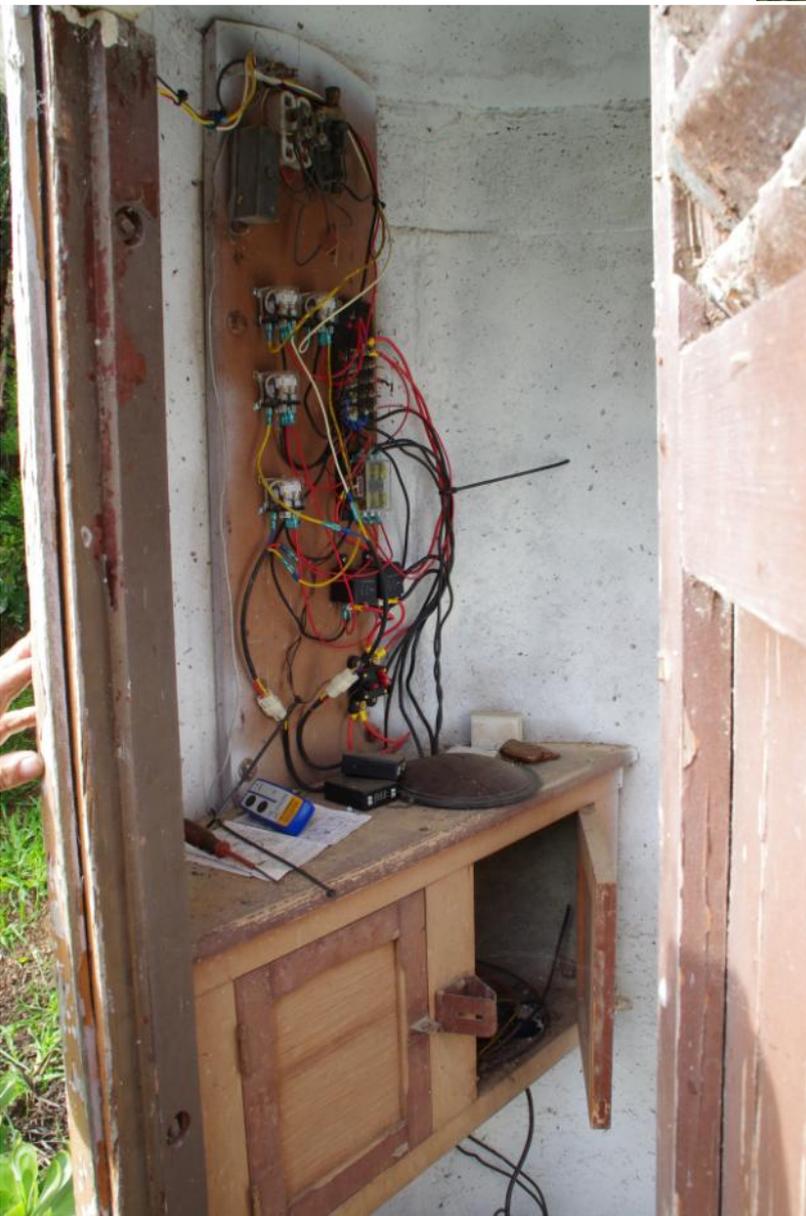
Entry to the triangle where you can do the train version of a u turn and make your engine face the other way.

There is even a wharf where you can unload the riverboat cargo onto the train. That little signals box is one heavy building.

The rails are not pre bent, just tied to the sleepers and dragged to point to where they are needed. And because it's a bit difficult to just go down to Bunnings and buy some more rails, they are a mixture of sizes from 40lb to 80lb. This doesn't present a problem though, as long as they are joined with the inner flange and the top lining up.

One batch of rails he was able to buy was a batch of 8 lengths with the casting marks "PA-GG 1868" These rails had been cast in 1868 for the initial part of the line to Alice Springs . PA being Pt Augusta, GG being Government Gums , later known as Farina. They were bought from a property that the line had passed through.



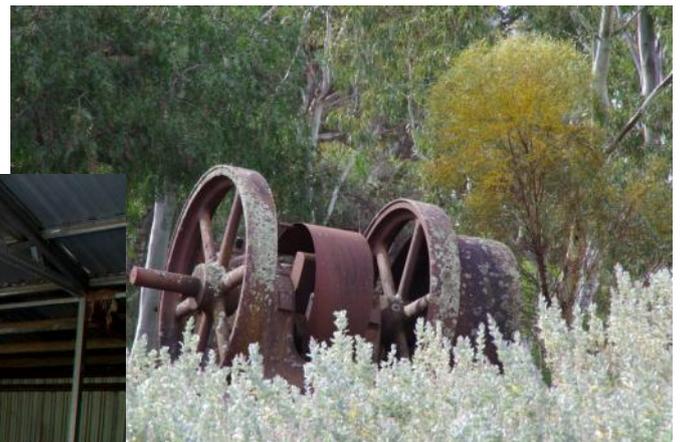


Inside the signals box and the circuitry that makes all the signals and lights operate. See the nifty means for getting the aerial wires in through the top without admitting any rain water. The signal box itself is deceptively heavy, as Robert found out when he retrieved it. The "W" is to tell the driver to give a blast on the whistle.



The future extension goes across here. It will have a 12 metre span with one support in the middle. Fabricated from 600mm girders.

The main engine shed. More section cars than I cared to count. Rails are all set in the concrete.



But the interest is not just with railways, so there no shortage of vintage machinery around here wherever you look. The tractor may look a bit dusty but Robert assures me it runs just fine. It is a local hit towing a float in the local parade.

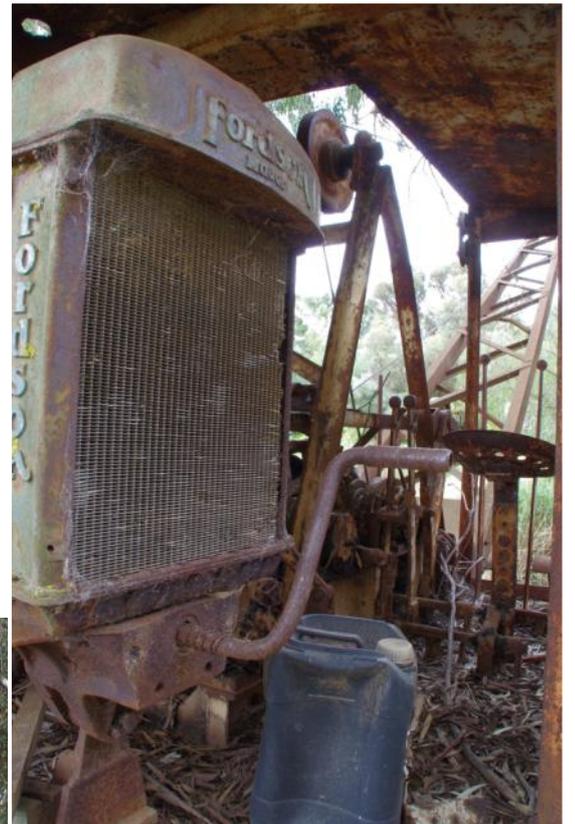


Out of a mob of old tractors this one stood out as a sizeable tree had grown through it. Robert had to chain saw the tree off above and below to release the tractor.



The magnificent Tangye engine had been used to pump water from the Murray River at Blanchetown. With notice of the impending 1956 flood, the sideshaft and all the fittings were removed before it was submerged. The problem was no one ever got round to putting the bits back on afterwards and the engine never ran again. The bits they took off were eventually sold for scrap. Robert has had a lot of offers from people wanting to buy it. It looks good where it is!





involved in operating this machine. And you have to hand crank that Fordson engine.



Perhaps the piece of resistance is the Perry dragline excavator from Swan Reach. Built in Adelaide they made 9 of em, this is probably the only one still existing. It was used to build the original irrigation scheme canals. The dragline bucket is still there with it. As they would slew the crane they would actually cast the bucket to get a longer drag, about twice as long as the boom. Robert used it in 2006 to build the bridge over the creek. There are a lot of levers



Does that grille look familiar? It's no coincidence it looks like a Roll Royce. It's a car you could buy for a short time, called a Custom Cloud. It's a bit of an interesting story...

The Custom Cloud

An entrepreneur, Jon Tedesco did some work for the South Florida Chevrolet Dealer Association which expressed an interest in creating more traffic through their showrooms. He went back to his drawing board and came up with the basic idea that if they customized one of their newer model cars, and promoted it properly, a large number of potential customers might come in to check it out. Jon explored many customizing possibilities and selected the Rolls-Royce look-a-like because of the immediate recognition, strong brand, and its prestige known throughout the world. He began to do some design work, and determined he might be able to pull it off on the new Chevrolet Monte Carlo. He named this new car the Custom Cloud.

Jon bought a new 1975 Monte Carlo, hired some panel beater friends of his, and began to build a mock-up of his dream. He and his crew removed all the front sheet metal, purchased an authentic Rolls Royce grille, mounted it on the front of the Monte Carlo and built new fenders and a hood out of sheet steel and Bondo. The new design complemented, enhanced, and took full advantage of the Rolls Royce grille.

Jon was so happy with the result that he then realized they also needed to rework the back of the car. So, they

This particular car is the first Custom Cloud built. Photographed at it's home in the motor museum at Isle of Man.

restyled new rear quarters and a deck lid to cover the back. Unfortunately, this made the kits they were going to make a lot more complicated, because the fiberglass rear quarter panels would have to be blended in to the rest of the body and finished with filler. The front fenders of the conversion would be easier to install, because those replacement parts were designed to just bolt on. It was decided to use original Rolls-Royce taillights plus the RR rear licence plate lights. Later, this would become a problem as they had purchased every RR taillight in the US, so they had to special order a production run from the manufacturer, Lucas, in the UK. Dean still remembers at the time thinking, that if someone in North America had a need for RR taillights, they would have to come to them.

When Jon Tedesco travelled to California to meet with the Petersen Publishing Company, he told them he hoped his creation could get on the cover of one of their magazines. Later, Car and Driver got back to Jon and told him how he could fulfill his dream. All he had to do was get a Custom Cloud to London, England real fast.

The car was then sold to a lady named Mrs. Diana Marks who, along with her husband, owned and



The rear end looks even more Rolls Royce.

operated a large and fashionable evening-wear clothing chain serving the Midlands. So, Custom Cloud Motors paid the outrageous cost of freighting the car on an airplane to London. Car and Driver arranged for a freelance writer to do an article with assistance from a local photographer. The photographer was to deliver the car from the port to the new owner. For the magazine article the Custom Cloud was paraded around the city streets to see how Londoners reacted to this outrageous masquerade. Some hated it, but others loved it. When the car was driven in front of a Rolls-Royce dealership for pictures, the Rolls-Royce people quickly asked them to remove it. When they left the car unwatched outside a pub, they came back to find the flying lady hood ornament was stolen off of the car.

Jon and his team found out that Rolls-Royce never bothered to patent their unique grill in the USA, so at the request of his attorney, Jon got a US design patent (D242,912) on his new car. The thought was, how could Rolls-Royce stop him if he owned the patent? The patent was officially filed on September 25, 1975. The second car was built for the New York Auto Show, and Dean remembers finishing the car on the Sunday of the Super Bowl of 1976, and shipping it off that Monday for the show the following weekend. That car show just happened to be visited by several Rolls Royce executives. When they heard about Jon's patent they became outraged. Unsurprisingly, Rolls-Royce brought a lawsuit in 1976 against Custom Cloud Motors of Florida, for distributing a fiberglass kit that was made to attach onto 1973 through 1976 Chevrolet Monte Carlos. The lawsuit claimed that the resulting Custom Cloud automobiles featured near—exact copies of the Rolls Royce hood, grill, "Flying Lady" hood ornament, and an insignia of the same layout as one for a Rolls Royce. Also, the plaintiffs claimed that the name "Custom Cloud" was taken from the name "Silver Cloud" which was a model of a Rolls Royce. District Judge Griesa found "without hesitation" that there was trademark infringement, and the motion of



the plaintiffs for a preliminary injunction was granted, to be settled in one day's notice. After Rolls-Royce won the lawsuit, Jon Tedesco planned to continue making the cars by doing some very subtle changes to the Custom Cloud. First he re-named the car a Classic Coach. The flying lady hood ornament was replaced with a standing disc ornament, and the CC insignias were replaced with crest insignias that had no similarity to any Rolls Royce insignias. Some owners were sent the new hardware and told to return the offending emblems. Jon Tedesco told me that the changes to the car to make it a Classic Coach were acceptable to Rolls Royce, and production of the cars could continue. Also, you will notice that the taillights had been changed on the Classic Coach version. The top of the revised grill sloped down to the front and protruded in the center. The last change made to the cars was to have the parking/turn signal lamps moved up onto the fenders, outside of the headlights.

The lawsuit caused so much publicity that orders for the cars went through the roof, but it also caused Jon and his partner to lose interest in the project resulting in them selling the company, and the Silver cloud drifted into oblivion.

Some scumbag pinched the original flying lady from this car.



THE QUEENSLAND-MADE TREVETHAN – Pedr Davis, April 6 2018
From the Qld Vintage Car Club's newsletter The Vintage Car

Although volume-made cars were never produced in Queensland during the pioneer days (the Jeep and others came later), several coach builders tried hard to enter the scene. One very early car was made by Walter and Thomas Trevethan, brothers who owned a coach-making factory in Neil Street, Toowoomba. The brothers were technically advanced for the day, their workshop being one of the first in town to speed production by using belt driven drills, lathes, power saws and power planes.



It is believed the brothers started work on their first car in 1901 using their own design and they were able to drive it a year later. For some unrecorded reason, they called it Ly E Moon, after a fast and elegant sailing boat that had foundered off the NSW coast fifteen years earlier. In later years however, the same car was referred to as Trevor. Around 1904, the brothers built another auto, this one fitted with a more powerful engine, also imported. The original Trevethan has now been painstakingly restored to new condition and stands as a tribute to the ingenuity of Australia's pioneer motorists who had little reference material to draw on, apart from newspaper photos of overseas cars. The 1902 Trevethan was typical of its era, being virtually a conventional buggy fitted with imported mechanical parts including an Oldsmobile engine and gearbox. The ignition spark relied on dry battery cells, the car ran on solid rubber tyres and it was fuelled by kerosene, presumably because the more volatile 'motor spirit' was unavailable. It's believed the brothers went on to produce and sell a handful of similar motorised buggies.

The Trevethan has been claimed to be the first car built in Queensland, but this is not correct. Two years earlier James Trackson had constructed and publicly demonstrated a car. He was a principal of the Brisbane based Trackson Bros Ltd, a major electrical company who imported steam vehicles as a side line. Trackson's 1901 car however employed a 5HP De Dion internal combustion engine and other components imported from France. Soon after the Trackson took to the road, the first Trevethan followed. It had a single-cylinder, water-cooled engine which was possibly a modified stationary engine rather than a unit purpose-built for an automobile. This may explain why the crank handle was located at the side of the car, rather than the front. The engine drove the rear wheels via a single chain driving a sprocket on the back axle. The steering was connected directly to the front wheels, with no form of gearing to help swivel the large buggy wheels which were shod in solid rubber. The radiator was mounted under the front of the chassis and the road springs stretched the full length of the car, axle to axle.



The car soon became well-known locally and, predictably, was unpopular. One report claimed that every Sunday morning several locals would anxiously ask Walter which road he planned to drive along that day. Having secured this information, the callers would take care to keep well away from the road in question and jog peacefully in their sulkies without the horses being disturbed by the self-propelled contraption that omitted a variety of wheezes, coughs, splutters and indeterminate noises!

As for Walter, after gaining confidence by driving the vehicle around Toowoomba for a few months, he decided to motor with a companion to Redcliffe, a distance of about 80 miles at the time. There was no surfaced road between the towns, just a defined track pounded out by bullock wagons which had wound around the

boulders, tree stumps and rocks. The track went directly over most hills because the trail-blazers had given no thought to finding easier grades to climb. Nor had much thought been given to finding suitable engine oils or filtering the dusty air entering the car's induction system. An even bigger challenge was how to stop the primitive car. The only form of braking was by slowing the transmission system which comprised a chain driving the rear wheels. The primitive brake had to rely entirely on the chain functioning perfectly and, if it jumped a sprocket when descending a steep hill, there would be no way to stop the car. However, apart from the usual spark plug changes every 20 or 30 miles, all went well until the car got stuck in heavy sand on the old Liverpool Range road. To make matters worse, Walter's trousers became entangled on the end of the exposed crankshaft while he helped to get the car free and one half was ripped completely off. Eventually the car was extricated from the sand and, a little further down the track, Walter borrowed a pair of trousers from a publican who demanded a sovereign as security! Meanwhile, the buggy had passed many horse-drawn vehicles along the way and, because the car had frightened their horses, the drivers' language was often strong and to the point.

Eventually, Walter reached Redcliffe and was probably the first motorist ever seen in the seaside resort. The going had been tough and, Walter later said, by the end of the journey the effects of the vibrating steering wheel had caused his hands to develop St Vitus dance. Rather than drive home, he arranged for the car to be carried by rail to Toowoomba and told anyone who cared to listen that he would not undertake such a trip

again for £ 1000!

His exploit however went some way to stifling the early scepticism of the newfangled transport amongst the Toowoomba population and, when six months later, Walter imported a 7 HP single-cylinder Star, which looked more like a motor car than a buggy, residents took a more positive interest. In fact, he was successful in converting four residents to car ownership the same year and, by 1906, the number of local motorists had increased to a dozen. By this time, people in other centres had also become interested in the coach builder's new sideline but it was not until six years later that Walter abandoned coach building and set up business as a car dealer in Brisbane.



By this time, the brothers had also built the 'Trevor', a more advanced design that employed an Oldsmobile engine and gearbox. The same car was later painstakingly restored by Ross Flewell-Smith of Pine Mountain who also counts a magnificent 1921 Alfa Romeo G1 race car among the vehicles he has restored.

Meanwhile Walter Trevethan's enthusiasm for motoring never abated and, driving a new Napier in October 1912, he set a record time of 3 hours 7 minutes for the trip between Brisbane and Toowoomba. The distance was 73 miles and the route took him through Ipswich, Rosewood, over a rough track on the southern end of the Little Liverpool Range, then through Laidley and along the Old Toll Bar Road, to Toowoomba. Several unavoidable delays cost him 16 minutes but Mr Trevethan later claimed he could do the trip in two-and-a-half hours, if necessary. The timing was checked by the postmasters at Brisbane and Toowoomba. At times the speedometer reached almost 45 mph along some of the black soil stretches. Walter's record stood for many years and, though it may have been broken unofficially, it was not until the early twenties that Billy Elvery set an official record of 2 hours 20 minutes. Again it stood for many years.

Trevethan's original garage was located in Neil Street but by the time of the 1912 speed record Walter had re-located his business to Adelaide Street, Brisbane. Walter Trevethan was a foundation member of the RACQ in 1905 and he continued working for many years in the auto industry as a vehicle importer and retailer. His brother Thomas remained working as a coach builder and engineer. He was also responsible for numerous inventions including the world's first rotary hoe (motor plough) and he sold the patent for it to H. V. McKay of Sunshine Harvester Co in 1910.

Walter died in Southport and was buried at Toowoomba cemetery in February 1968. As for the original car, it was seriously damaged after being charged by bullocks in 1915 and subsequently spent many decades lying in sheds and under houses, before restoration.

EATING IN THE FIFTIES From the Model T Ford Club SA newsletter

Pasta was not eaten in Australia.

Curry was a Surname.

A takeaway was a mathematical term.

A Pizza was something to do with a leaning tower.

All potato crisps were plain, the only choice we had was whether to put the salt on or not.

Rice was only eaten cooked in milk, as a pudding.

Calamari was called squid and we used it as fish bait.

A Big Mac was what we wore when it was raining.

Brown bread was something that only poor people ate.

Oil was for lubricating, fat was for cooking

Tea was made in a teapot using tea leaves, These were never green.

Chickens didn't have fingers.

Eating raw fish was called poverty, not Sushi.

Healthy food consisted of anything edible.

People who didn't peel potatoes were regarded as lazy.

Indian restaurants were only found in India.

Cooking outside was called camping.

Muesli was readily available – it was called cattle feed.

Water came out of a tap. Not a bottle.

But the three things we never, ever had on our table in the sixties?

Elbows, Hats and Mobile Phones.



Cadillac de Ville convertible 1969

Club rego. Lots of work done...runs well..cream color...interesting history once owned by las vegas casino operator..he had a fleet of them for vip's...who knows Elvis or Frank may have sat in drivers seat or played in the back...there's plenty of room.

\$15500 neg

Mobile

0418841473

John



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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

VW Beetle

It's a complete car that just needs a few things done to get it going. It wouldn't be a massive project. It'd be a good one for a kid or young fellow or lady to learn and tinker on. Reconditioned motor.

\$2750

Ron 89456638 or mail@topenddrafting.com



Tyres give away

550 x16 rag tubeless tyres 90 % tread 3 off

To give away .located at hanger

Donated by Marcia Charrington

Contact Maurie if needed 0407771319



British Bikes for Sale

The owner of a collection of beautiful British bikes has decided to move them on to a new owner due to a maturing body that prevents him from enjoying the pleasure and attention that they bring.

If you are interested please contact Duane on the number below. The Bikes are sold on an "as is where is" basis and as they used to say in ancient Rome, the MVEC accept no liability or offer any warranty. All of the bikes are on Club Rego and are located in Humpty Doo. The images don't do these bikes justice so if you are interested take the time to look at them.

Contact Details: Duane Engstrom, Home: 08 8988 9043

AJS 18S - 1951 - \$12,000

Totally original motorcycle with matching numbers. First year of Jampot suspension. Rebuilt magneto, Burman CP gearbox totally rebuilt by Norm's Motorcycles. Many spares and original tools. I am only the 3rd owner since new. Original workshop & parts manuals from 1951. Needs gaskets replaced in cylinder head, I have the complete set of gasket's. Everything else is in very good condition, very smooth riding motorcycle for a British bike.



BSA M21 – 1956 \$11,000

Beautifully totally restored by MVEC Member John Lear. This work was done using only Genuine BSA Parts. The Magneto was rewound and new tyres fitted. Comes with spare parts, manuals, receipts etc.



BSA A10 Super Road Rocket 1963 - \$20,000

Last of the preunit BSA'S beautiful example of the classic A10. Racing 357 Cam, reworked Lucas racing magneto, matching numbers. Rear mudguard & seat not original but have the original seat pan & rear mudguard with original header pipes as well. New Stainless Steel rims & tyres, many spares & manuals, beautiful example of this motorcycle.



Triumph Tiger T100 1954 – \$20,000

This is a fully reconditioned bike, it's been newly repainted, magneto rewound, new tyres, first model with leading shoe brakes fitted, in great original condition.





24th November 2018

9.30am sign up at the Katherine Civic Centre for a 10.30am departure around Katherine and finishing at the Katherine Country Club. \$20 Entry donation and Toy per Bike or Car. All welcome. All cash donations go to Katherine St John Cadets, NT Friendship and Support and all toys donated go the Salvo's and Step Out Toy Library. Help out some kids with Christmas presents to bring some joy to the day.

The 2018 Katherine Toy Run parade route will exit from the Civic Centre Carpark and turn left onto Stuart Highway, Head through town and left onto Maluka Rd, Turn Right onto Grevillea Rd and then into Katherine East Shopping Centre for STOP 1, Exit left onto Grevillea Rd, Turn Left on Callistemon Drive, Turn right onto Maluka Right and continue around onto Chambers Drive, Turn Right on Lockheed Rd, Turn Left onto Rapide St, Turn Right on Giles Street, Turn right into Christie Rd, Turn Left onto Rocky Ridge Rd for STOP 2, Return to Giles St and Turn Left, Turn Right onto O'Shea Terrace, Turn Left onto Katherine Terrace, Turn right onto Victoria Highway, Turn left onto Pearce St, Turn Left into Katherine Golf Club for Lunch and presentation.

Wots Always On

All events listed on this page are club events for club registered vehicles/bikes

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.

On the first Sunday morning of each month there is a motor bike ride round Darwin or its hinterland. Ring Peter Grice 0459 81 81 31 for details

On the first Friday of each month the Chrome Bumper Cruise is on at Fisherman's Wharf open to all clubs

_AGM Saturday October the 20th at the hangar.

Meeting starts 6.30 pm Dinner after the meeting.

If you would like to nominate someone (including yourself) for the committee please contact the hangar.

Christmas Dinner 1st Dec Nightcliff Sports Club. \$25 per adult. Kids u12 free. 12-15Years \$15

Stuff on the net

Some really neat commercial vehicles.....

<https://www.youtube.com/watch?v=e1sfDqGS1d0>

A look around New York in 1911. The traffic is startling!

<https://www.youtube.com/watch?v=aohXOpKtns0&feature=youtu.be&pbjreload=10>

If you own an old Chev you might find a movie of them building it interesting...

<https://www.youtube.com/watch?v=HPpTK2ezxL0>

If its Ford you follow then watch this one instead.

https://www.youtube.com/watch?v=e_aRrkRCXD0

Naturally we have to cater for Chrysler enthusiasts.....

<https://www.youtube.com/watch?v=b6L0ykX9IPU>

The owner of a golf course on the Gold Coast was confused about paying an invoice, so he decided to ask his secretary for some mathematical help.

He called her into his office and said, "You graduated from the University of Queensland and I need some help. If I was to give you \$20,000, minus 14%, how much would you take off?"

The secretary thought a moment, and then replied, "Everything but my earrings."