

Motor Vehicle Enthusiasts Club



No 19

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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 89814746.

GPO Box 911 Darwin 0801

In Katherine call 89711325. Newsletter enquiries to Ted propellers@bigpond.com

1932 SILENT SCOUT

It pays to have a yarn every so often. In conversation with a friend, Trevor Boerth, of Willunga in S.A. was told that there was an old motor bike in the shed

down the road where an old bloke had passed on. The departed gentleman had no relatives in the state so his niece and nephew from Victoria came over to tidy up his affairs.

Trevor approached them and explained his interest in the old bike and asked if he could have a look and take some photos.

They immediately offered it for sale but their asking price was quite a bit unaffordable and Trev declined. They asked what he would be prepared to pay but did not accept Trevor's offer and Trev took his photos. A week later they contacted him and said he could have the bike for the price he mentioned and would he be wanting any of the other stuff in the shed? Down to the shed he went and there the story began to unfold.

This was not just some old bike that had been left to rot. It was one

man's life and it was all preserved in his shed and

about to go on the fire or to the rubbish tip.

In the shed was just about everything that had anything to do with the deceased gentleman or his bike. His name was Colin Gregory Phelps, an Australian bomber pilot over Europe in WW2. His plane was destroyed by enemy fighters and Colin was lucky to escape as the flying boots issued to him were of a size too large and he was able to get his feet out leaving the boot pinned in the plane. The rest of the crew were not so lucky. He spent the rest of the war as a POW. Trevor found Colin's RAAF uniforms in the shed. The flying boots he pulled off the fire in the nick of time. These relatives from Victoria seemed fairly determined to get rid of a lot of history in a short time so Trevor loaded up his ute with endless boxes to check it all out later. Colin Phelps



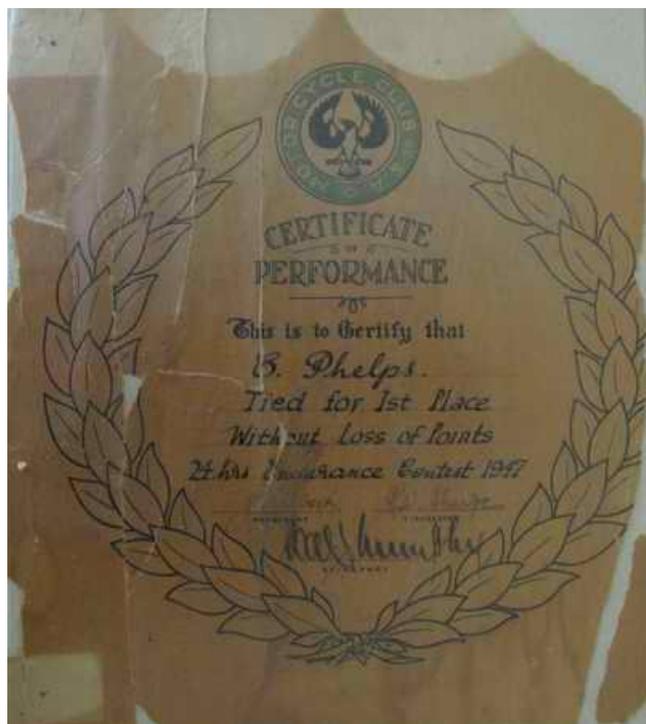
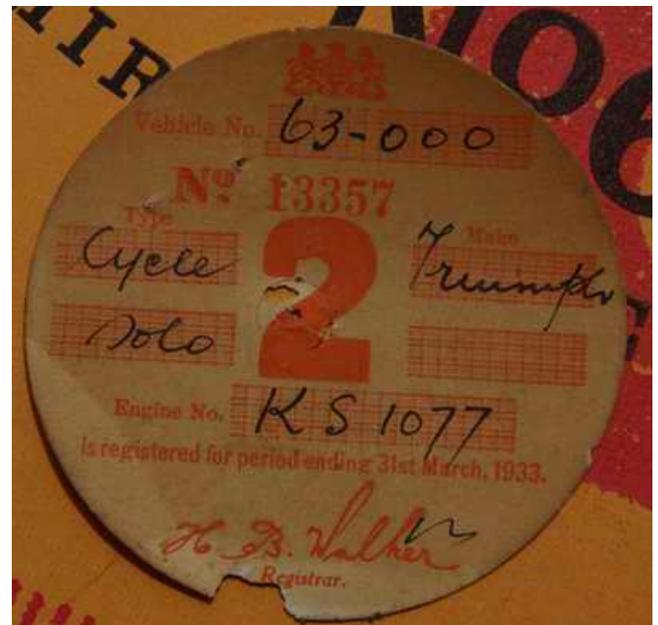
The Triumph's future is safe in the hands of Trevor



It says-Glenelg MCC. Captains Run. Speed Test. Won by C.Phelps



was not the sort of bloke that threw things away. Amongst countless priceless items were papers that explained the significance of the bike and its relationship with its owner. Both the original purchase receipt and every registration disk from 1932 till 1966 were there all perfectly preserved. The original tools for the bike and the owner's manuals and assorted spares were there. Colin had been a very successful motor bike racer and there were trophies and cups, not to mention numerous certificates from various trials. One from the Motor Cycle Club OF SA states "Tied for 1st Place without loss of points. 24 hours endurance contest 1947". A cup is engraved "Glenelg MCC Captains Run Speed Test- won by C Phelps" There are mobs of similar items. Even his time cards for the Advertiser 24 and 36 hour trial are there. Adverts, brochures, it's a real time capsule. Beach racing at Sellicks beach. Colin did it all and very successfully too. And we must not forget this is the very bike he did it all on. It is a 1932 500cc Silent Scout BS. We know by the receipt he bought it new from Lenrocs Ltd for One hundred and nine pounds ten shillings, and he traded in another Triumph for sixty nine pound ten and paid the balance with cash. The first receipt for transfer of rego is there dated Feb 28 1933 at a cost of 2/6 and gives the rego no as 63-000, the number that's still on the bike. This bike has not been restored. It doesn't need restoring. It runs beaut. It looks beaut. The tyres are getting a bit hard with age but you could always cut the tread off with a big knife and make them racing tyres. (You have to watch the movie "The World's Fastest Indian" to understand the significance of that) The only real problem is the saddle. It's OK but it's not hard to figure that if you use it much it will not last long but to reupholster it would take some of the bikes character away. Ah, the trials of owning such a unique and historic bike!!!. But wouldn't it be absolutely fantastic to be holding this very bike wide open while pressed flat on the tank at low tide during a classic race at Sellicks Beach in SA.





It amazes me how these engines did so well at beach racing when it was all out in the sand, and you have to grease the valves!

WARBIRDS OVER WANAKA



It's hard to write about an event like Warbirds over Wanaka. There is so much happening at the same time. All is of interest to petrolheads and old machinery buffs like me. Wanaka is an airfield down the bottom bit of the south island of NZ. The event is about warbirds, old

military planes. There is plenty of other stuff too. The first thing I came across was a mass of Series 1 Landrovers. It turned out to be the Series 1 Landrover Club. There was one rock in though. It was called a Trekka. It was a locally made NZ car from the 1960's built on a Skoda Octavia chassis. It is 2wd with Lsd and a fibreglass body. It was advertised at the time as capable of going most places a Landrover could go. Right next door was a row of Xk120 and 140 Jags that stretched out forever. A badge on them revealed they were all from South Australia in NZ for a Jaguar rally. It sure looked



No wonder the Captain is smiling!!

good. The chugging sound of a vintage stationery engine led me past a mass of vintage tractors. A Petter diesel running on fish and chip oil plus an assortment of hit and miss and normally governed engines all running together made it hard to move



on. A Jeep with "follow me" written on the back in a novel way dragged me into the military area. It was true I was in a different country but I could have been in a different world. The range and the condition of the military equipment here had me in awe! The amount of military hardware in perfect working order had me dribbling severely. Every gun here was capable of being fired and howitzers





This is a Polikarpov. Looks mean. Sounds even meaner.

seemed to be the order of the day. Various artillery pieces from both sides were both displayed and fired in simulated battle. The military enthusiasts here dressed up and lived the weekend as if they were part of ww2. That does not necessarily mean they were part of the allies. There was an Allied camp but there was also a German one too. In their compound which had signs around with "Verboten" and they had bottles of schnapps and records playing that German music you hear in old war movies. The sol-



Catalina sure fixed up the submarine

diers there also carried machine pistols and stick grenades and anything else that one of their soldiers would have at the time. Schultz from Hogan's heroes, I most definitely saw. Across the way were the Allied soldiers. Same deal with all the gear but this time it was guns and equipment I was more familiar with. There were certainly several servicemen from dad's army. They had a battle between the two forces. It was seriously loud with mortar fire, small arms and a Ferret scout car with machine gun blazing. Unfortunately General Patton was killed during this event. To keep spirits up the Andrews sisters cruised around, sometimes in a Jeep, sometimes in a convertible Pontiac and then they put on a fantastic

stage show.....

Then there was the static display of aircraft. We didn't come all this way to see planes sitting around so regularly they took to the sky for a practice.

All this was Friday and the show didn't actually start till Saturday. It started with a pair of Vampire jet fighters screaming in real low over the crowd and unleashing a couple of seriously big explosions. The World War 1 fighters appeared in a different manner. Being very sensitive to wind they took off at right angles to the runway. The bit of grass either side of the tarmac was ample room and they were airborne almost immediately they gunned their en-



First time I have seen a Catalina in flight

gines. The Germans took off first in their Fokker's and immediately came back and dropped bombs on the English compound in front of us. That action made the Pommies extremely irate whereby they took off and engaged the Huns in serious aerial combat. Now if you have never heard these vintage aircraft before, you would be certain their engines are very sick and they are gonna crash. But we were informed that's how they are supposed to sound. There was a sky full of these frail aircraft twisting and turning and shooting at each other and all this amazingly close to the ground. There was a deep river



valley back a bit from the airfield and after the Red Baron and his mates had been severely shot up, they



Hurricane's Merlin sounds goooood!



Not only could you hear the explosions, you could feel them too!



A custom built plane and a racing car have a drag. Over several runs you could never be sure who would win but the aeroplane pilot sometimes flew inverted to break the monotony of flying so close to the ground!

twisted and turned billowing smoke and "crashed" into the river out of sight. The victorious Allied pilots landed their aircraft in front of us with great pride. We are all familiar with the Fokker triplanes from WW1, but it was actually Sopwith that built them first. The Germans captured one and Fokker copied it.

A German U boat "surfaced" nearby and became the subject of a Catalina Flying Boat. It made many bombing runs each with lots of pyro technics. A bunch of Yak fighters came in to give it a hard time but were beaten off with the support of a pair of Kittyhawks and a Corsair.

The eventual destruction of the submarine was marked by the big daddy of explosions. You could feel it as well as see and hear it. In between these battles there were continuous individual displays of Mustangs, Hurricanes, Kittyhawks Trojans, Yaks, Harvards and lots more. A pair that impressed me was Polikarpovs. Made in Russia in 1933 the I-16 was the first monoplane fighter in the world. With a monstrous 1000hp radial engine and stubby wings and fuselage it looked like a flying 44 gallon drum, sounded unreal and did some amazing flying. It's stablemate was a 1939 model I-153. This was a later plane, but a biplane. Once again massive engine, short and thick but sounded great and it performed even better than its mate. Somewhere in here the RAAF got involved with an F111 tearing up the sky and scorching the joint with massive flames belching from the rear. These aircraft first flew in the 1950's. They are still great. The RAAF also had their massive C-17 Globemaster coming in low over the crowd. The Kiwi airforce also had a big display with various choppers and their red chequers precision display team, but to see a giant Hercules do model aeroplane stunts was a real eye opener. There were stunt planes doing real sicko stuff and a bunch called the Air Bandits doing even more sicko stuff, but with 3 planes. At lunch-time, the military enthusiasts brought all their big guns out front and all together, Germans and all, and big guns and little, set off a massive barrage and blew the shit out of the bad guys over yonder. It was just fantastic.

There was another battle involving all the WW2 fighters. Can you imagine the sound of a dozen



A much better way to use tax dollars. An Aussie F1-11 tears up the sky

aircraft engines diving and climbing at the same time? There were Merlins and Allison's, and radial engines, but one thing that really stood out was one of the Kittyhawks had its original working armament of 6x50 cal machine guns and he was firing blanks. To see the flashes in front of the wings as he was

making his pass was something else. At the end of the show as he was taxiing past us he gave a few short bursts and in a split second the air under his wings was alive with spent shells. It turns out this is the only Kittyhawk in the world that has its guns operational. Kiwiland is a good place for the military collector.

Most of the owners/pilots are mature aged blokes. There was at least one 76 year old feller flying his warbird pulling 6g's regularly. Great stuff! There was lots more, it went for 3 days. It was fantastic. It's on again in 2 years.



Kittyhawk had six fully functional 50cal machine guns poking out it's wing just like when new. You could see the flames from them when he fired coming in on strafing runs.



It wasn't all military stuff. There was a really nice 1934 Super 8 Packard.



JOWETT JUPITER It was a long time ago when Wally Fletcher first laid eyes on this 1950 Jowett Jupiter and he knew he had to own it. The bloke that did own it intended to fix it up but it was one of those things he hadn't got round to yet. If he ever did sell it he promised Wally first option to buy it. Wally waited fifteen years for the opportunity and when it did come up the car was on the open market but he got in quick and the Jowett was his. It had not been running for a long time but an ignition switch fault did not take him long to diagnose and fix and soon the Jowett was purring and was driven home to Christchurch from the North Island of NZ. After spending a few more years tidying the car up Wally drove the car for about two decades until he sold it to his youngest son for a very modest amount as Wally intended the car to stay in the family. A serious blow to that idea came about when son being short of a dollar to build his new house put the car up for sale on an internet site and sold it to a feller in the UK and Wally lost track of it. Some time later with the help of senior son Mark, they discovered the UK bloke had not shipped it directly home. He had a

NZ car restoration business fix it up for him and it seems that they could not get the car to run and had dismantled the dash in an unsuccessful attempt to find the fault. The quote they had supplied the gent in the UK had dampened his enthusiasm and so the car had been left in its dismantled state at the restoration place. Mark somehow managed to track the car and it's new owner and although the vehicle appeared a mess Mark was able to buy it in its dismantled state for the same price the UK gent had paid Mark's brother for it. The "fault" the car restorers couldn't fix turned out to be an extra switch Wally had installed in the ignition circuit as a security device. The car is now safely back in the family all fixed up and running perfectly with Mark driving and Wally a very happy passenger!



pas-

It appears to want to eat people with the bonnet up. Typical Jowett powerplant is horizontally opposed.



That's Mark piloting the Jowett and Wally navigating. Jackets are the go here. This is not Darwin weather!



Check out my stuff.

May 11th is not only Mothers day and the day for an MVEC run to Adelaide river, its also the day to come and invade your trusty editors place. That's me folks! It has occurred to me while totally relaxed and cruising the country that most of you don't know where I hang out. Its pretty hard to find....

Turn off the Stuart Highway and head towards Berry Springs and keep going past the springs, past the wildlife park and past the school. About 1 km past the school turn left at Reedbeds Rd. (it is the only road on the left any where near there). About 1km on right is a sign "Ted's Turf". There is also a stationary engine. You are there. Go in the gate and have a good time.

Mercedes Benz SE280 1976

All original fittings, pristine condition
2 Owners. Reluctant sale, moving overseas

AH 89819169, 0447043551
\$9000 ONO



FOR SALE

1964 Chev Imparla Hardtop

95% restored (with balance of parts on hand)
327 Motor with medium cam
Disc brakes
Painted a few years ago with 2 pack - two tone -
Mercedes gold with white top

Reluctant sale, but 80yr old owner no longer has
licence

Contact Hughie 8988 4452
(Vale Court, Humpty Doo)

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Got some stuff to sell, swap or giveaway.
Maybe you are after something or some
advice or knowledge? Here is your chance
to tap into a network of like minded enthu-
siasts.

To have your free ad here email Ted
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Deadline first Sat in the month

Tilt Tray Truck Hire Call Geoff Smith 0417 843 728

Discount for MVEC Members

Rock n Rod Show Sept 20th

Have a "drive in era" car ?
Have any neat car you like to show off ?
Fancy dancing but never got round to it ?
Here's your chance to show off your car and have
a go at rock n roll dancing. Heaps of fun!!
Proceeds to cancer council
Need some dance tuition
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1966 Imperial Crown Coupe by Chrysler .

Only 2372 produced that year. Last of the full chassis
cars and first year of the 440. Fully optioned Arizona
car. Comes with original Arizona plates, books and
workshop manual. A nice original rust free car that
had one repaint in its life and is a very honest exam-
ple. Rust free and nothing missing. Arrived in Austr-
lia in 1999 and first reg in Victoria and currently on
historic reg in SA. Considering offers around \$15,000
Either contact me via email mash@micronet.net.au
(pics available) or phone 0412 108990

Editor : This car featured in last month transmission

What's your chance of finding a boot badge for a 1936 Ply- mouth?

Karen and Max Mitchell in Adelaide got
their badge from Darwin via their ad right
here. As they said "how good is that?"

THESE ADS WORK

1929 Chrysler 65 Tourer

There are lots of spares including---
spare chassis, windscreen, windscreen pillars,
radiator,radiator surround(rough), headlights
and bar, dash,gearbox, engine.And a spare tub.
There are no hood irons or bows.Price \$4000
The vehicle is in Victoria please contact Stan
Perron 89270117



**The Motor Vehicle Enthusiasts Club
extends it's thanks to
Shannons Insurance
For it's continued support for the club**



WOTS ON THIS YEAR

For info on any of these events call Chris on 0419 489 816

April	9th	Monthly meeting
	20	Classic Holden Car Club / MVEC cricket match
	25th	Anzac Day Adelaide River
May	11	Adelaide River & Ted Mumme's place. Its Mother's Day
	14	Monthly meeting
	18	National Motoring Heritage Day
June	11	Monthly Meeting
	14-15	Shannons Motoring Extravaganza
	30	Talbot Crossing re enactment begins
July	19	Progressive dinner
	20	Town run
	5 – 8	9g Chamberlain Katherine to Katherine
	27	Alice Springs Shannons Motoring Extravaganza
August	2-3	Rejex Rally

If undeliverable return to
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September	13	Monthly Meeting
	16-17	O/night Mandorah
	20	Crossing re-enactment concludes
	6	Katherine Flying Fox Festival
	17	Fathers Day Open Day
October	10	Monthly meeting
	20	Rock n Rod Show
	21	Mystery Run
	8	Monthly Meeting
November	11	Agm
	19	Bark Hut/Deck Bar
	12	Monthly meeting
December	16	Les Wilson's
	13	Xmas Party

Cars on the World Wide Web

By John Price



NATIONAL MOTOR MUSEUM
A U S T R A L I A

With the Talbot re-enacting the trip from Adelaide to Darwin later this year I thought this month we would visit the Birdwood Museum web page, in particular the Talbot story.

The easiest way to this site is www.history.sa.gov.au and select the **National Motor Museum**.

See beyond the paint and chrome and relive the stories and experiences of Australia's motoring history.



This page has a few links giving brief explanations of the various things to see and do at the Museum, but if you scroll down until you see a picture of the Talbot and click on the image, it takes you to a page dedicated to the Talbot re-enactment journey,



titled OFF THE BEATEN TRACK there are pages with pictures and story of the original journey , and a basic itinerary of where the Talbot will be. There is also a blog * that is being updated as the Talbot drives along.

* A **blog** (an abridgment of the term **web log**) is a [website](#), usually maintained by an individual, with regular entries of commentary, descriptions of events, or other material

