

Motor Vehicle Enthusiasts Club



No 20

MAY 2008

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

MOTHERS DAY & ADELAIDE RIVER

Just imagine.....two hoons lined up at the traffic lights . A Triumph 2500, next lane a Sun-beam Talbot. Speed cameras watching, red light cameras watching. Engines revving at maximum torque. The lights change to green. Clutches in, rear end down with wheels spinning and smoke oozing from the rear guards while the exhausts bark letting all know there is some serious competition going on here..... We're dreamin' eh! This stuff doesn't happen anymore. Well, actually, up until the clutches engaged this is how our Adelaide River Mothers Day cruise started. You see Howard's driving habits encouraged Rowan to show him up a bit, the trouble was when Rowan engaged the clutch in the described manner, instead of the arse down and wheel spinning bit, his gearbox emptied itself all over the road. An innocent bystander reckoned his back wheels jumped right off the road. Rowan not being one to get upset calmly pointed out this was the last trip for this gearbox anyway. He has a modern box for it.....

All these goings on were causing delays! Your faithful editor was calmly waiting on the highway past Noonamah at the appropriate time to take a photo and latch onto this cavalcade of classic cars. I was about to give up and cruise to Adelaide River alone when Sparrow's immaculate Chev ute appeared glimmering out of the dry season mirage followed by more of the same stuff. The good thing about this club is no one drives any particular brand so we

display a broad selection of vehicles. The cruise to Adelaide River was just cruisy and we lined up at the old railway station where double agent Trevor Horman (he is a member of MVEC and the driving force of Friends of North Australian Railway) gave us a guided tour of the railway precinct. Apart from the 1889 railway station and refreshment rooms they have a fantastic collection of "stuff" from the times when the train was running to Pine Creek and Birdum. One of the "friends," Mike, has actually walked the whole length of the line to Birdum and collected lots of good "stuff" left alongside the old line and it is all displayed right there in the shed. Pride of place in the shed is a



Alan and Barbara Peterson in their absolutely mint Mustang cruise past my Pontiac. This was their first run with MVEC.

seriously large lathe big enough to handle a pair of train wheels complete with axle. It is gigantic and unlike a normal lathe it drives the work from both ends. It is in perfect working order but they can't give a demo of it working yet as our beaut industrial safety laws say its gotta have guards all over it so the friends are working on it. There is a large dam used for filling up the locos via a very large cast iron tank on a tower. When they started restoring the place only half the tank was there. Persons at a nearby cattle station had attempted to relocate it. Each section of this tank is cast iron and definitely HEAVY! Needless to say they never completed their task. Several panels had broken but the friends have nevertheless reinstated them to their rightful place at the top of the tower. For drinking water there was a bricked in underground tank which stored rainwater. Somewhere along the way it fell into disuse and was used as a place to dump rubbish. They used extension ladders to clean it out. It turned out to be a time capsule with all sorts of items coming up with the dirt. In amongst the long grass next to a siding they have found the remains of old sheds used to service the locomotives. There are lots of stories and they are continuing to unfold. They have a beaut website <http://northernexposure.com.au/rail/news.html> Check it out and when they have something on get there! The day didn't end here though. We could have walked to the pub for lunch but we wanted to show off all these beaut cars so we drove all the way across the road and over the bridge. The meals were great and once again the day didn't finish there. We cruised in convoy to my place at Berry Springs to spend the rest of the delay perusing my collection of cars n "stuff".



Some of the enthusiasts that made it to Adelaide River



Trevor Horman explains the significance of the steam pump to get water into the overhead tank from the dam.



That is one bloody big lathe. For truing up train wheels. It works too!



Station workers tried unsuccessfully to move this!



The beautiful looking curved spokes are not just for good looks. They allow for expansion and contraction without cracking



This is the underground tank. Its fourteen feet deep and in perfect condition. The Friends of the railway climbed down that hatch with extension ladders and cleaned out eons of rubbish.



To some the thought of a large capacity water cooled two stroke conjures up images of a big bike roosting along on the back wheel.



The "Fairmont" fettlers trolley utilizes a large capacity water cooled 2 stroke engine. Starts up backwards for reverse. Really arcs up the rails!

INDIAN TERRITORY

Most of it was there but a few bits were from different models. Rein made the primary



1924 Indian Standard

Some years ago Rein Gerritsen told me he wasn't really into cars, bikes were what he was really interested in. Back then Rein was the bloke who managed the money for our club MVEC. He was our treasurer. I guess he and wife Bev reckoned they had been in Darwin long enough. They sold up and said goodbye but I missed where it was exactly they went. Move along a couple of years and a mutual love of machinery that rattles, clicks and goes clunk had us cross paths at the "Power of the Past" rally in the Adelaide hills. So when I found he had moved to a picturesque but unheard of abode overlooking the lower reaches of the River Murray I had to check out if he still had the bikes. Is the Pope a Catholic? Rein doesn't go for those modern bikes from the 50's or 60's. His have rectangular petrol tanks. Probably the flashiest one is the 1924 Indian Standard. When my wife first saw it at the Darwin motor show, she gave it her vote for the reader's choice. When Rein first laid his hands on it things were not quite the same. He found it in a Just Bikes magazine, the bike being in Sydney. It was a basket case.

case and the exhausts. The headlight came from a swap meet and with a few manufactured brackets and bits is spot on. The actual headlight glass is cut from shower screen. The engine he rebuilt completely with a new crankpin and bearings and pistons. Where do you get bits for a 1924 Indian? Wherever you can. You collect em whenever you see em and gradually use them up. Owners often have a cache of parts and if they ever sell their bike they tend to get rid of them. Otherwise parts are pretty scarce. The barrels and heads on this



bike are nickel plated as are the heads. The carb is brass and it also is nickelled as these parts were when new. The crankcases are alloy and once again are painted for authenticity. The tank is a work of art. After painting it and applying the Indian decal, Rein pinstriped it and because of concerns of petrol splashes affecting it, coated it with marine varnish

then clearcoat over the whole lot. The finish is impeccable.. At a glance one could reckon this is a typical old bike but it has some innovative and advanced features. The girder front forks sport leaf springs and the rear end has a swinging arm also with



Reins next project watches and dreams...

leaf springs. Very unusual for the era. It has a twist grip on both handlebars the throttle on the left and the spark advance on the right. I had a ride on Reins other Indian once and rest assured it is strange having the throttle on the left. Also to contend with you have the clutch operated by the left foot or the right hand via a lever on the tank. This is ultra handy if you are on a hillside and can't use your left foot. And naturally there is the hand gearchange on the right of the tank also. Apart from that it's a normal motorbike, sort of. The decompressor opens the inlet valves and each side of the petrol tank is a separate tank with its own tap and filler cap. Each filler cap has a nifty syringe type pump built in, you see the carb has no choke so when the engine is cold you can suck a plunger full of petrol with the built in pump in the cap, then inject it into the combustion chamber via this nifty valve that's built into the head especially for the purpose. You repeat with the other petrol cap for the other cylinder and voila your bike starts easily even on the coldest day. The Indian has a total loss oil system, which means when the oil has been pumped into the engine and done its job, it normally exits onto the ground but in this case it exits the engine as a mist into the primary case and lubes the primary drive. There is an engine driven oil pump but if you are a hoon and are working it harder than normal there is a plunger oil pump you can operate with your left hand which supplies extra oil to the drive side main bearing. Rein has had to adapt the odd bit for example the head stem bearings are machined from a 70's Yamaha. Now all this doesn't happen overnight. This took around 8 years and I can assure you the result is breathtaking. Rein reckons it's still not running quite right though. Could it be he is slowly working it up to the performance of Burt Munro's 200 MPH "Munro Special". Time will tell!

There is another Indian in the shed. This one is not so flashy as it is painted army green. It is a totally authentic 741B army model. It is a detuned version of a road bike but will still achieve 60 MPH. Once again Rein bought it as a tea chest full of parts and a frame and this is the bike I took for a ride a few years back. I remember being a bit concerned at first with the throttle etc but it all came together surprisingly easy. Next machine in the stable is a 1926 EW 350 Douglas. Once again it started in Reins life as a bucket of bolts from NZ. It was complete but had serious engine problems. Rein was able to adapt 750 Honda pistons and had it running but not to his satisfaction. Next he tried aftermarket replica alloy pistons but after it had nipped up a couple of times he had a close inspection of them and found they were not cam ground. The manufacturer of them did not take it for granted and you had to specify cam ground or not. So Rein had a new set made, cam ground and the bike

runs fine. This bike boasts an all roller crank with the oil pump supplying oil to the crank only. The rest receives a mist and there is an adjustable drip feed oiler for the front cylinder. There is an extra hand oil pump that supplies extra oil to the front cylinder only when the engine is worked hard. The clutch operates on the flywheel. The headlight is functional, it is connected to an acetylene generator and you have to light it. There was something about the front brake. It's bloody useless. Waiting patiently in the shed is a 1923 Indian Chief which he got it a couple of years ago in NZ. Once again it's a basket case but to Rein that is not a problem!



Leaf springs front and rear, Swinging arm at back



The Douggie

Steamboating with Grant Marks

Did you ever see the movie Gallipoli? To film the scene where they landed on the beach they made two fibreglass landing boats. Grant Marks being an enterprising bloke bought them both with the idea of making a steamboat. Since he had two boats how about two steamboats? In the movie they were towed so were the same shape bow and stern. For his steamboats they had to have a completely different shape at the stern and be a lot stiffer as they would weight 2 ½ tons each when finished. He didn't want both boats to be the same so he cut one in half and added 5 feet. Polyurethane foam sheet made the shape at the stern. Fibreglassed over you could never tell it never started life that shape. Varnished timber around the gunwales and seats all round added the required stiffening. Lovely timber awnings all varnished with polished brass fittings gives an authentic olde world feel. But these are steamboats! What about the steam engine? Grant manufactured the whole thing boiler included. The boiler was fashioned after an army kitchen but with 34 instead of 15 tubes. It works well and is registered for 100psi and is inspected yearly. The cylinders were cast using an old steamboat winch for a pattern. He then machined the cylinders and manufactured all the other parts of the engines. A steamboat winch has 2 cylinders one left and one right. They are mirror images of each other. So his two steamboats have steam engines that are mirror images. They work just the same though. The bronze propeller on one boat he bought at a garage sale for \$15. He had a replica cast from it for the other boat. They both work fine.

Grant used to be a dockyard worker and had years of experience working with boats and steam. He never put pen to paper with any plans for the boats or engines. It was all done in his head and the results are testimony to his skill. All this took him just 18 months to dream up and build. There are a couple of innovative extras on these boats too. One is a hot water urn for making a cup of tea and the other is a pastie warmer. Just what you need when cruising the lakes at the bottom end of the Murray.



How about this nifty tea urn just behind the helm (that's nautical talk for steering wheel). There is a beaut pasty warmer behind the boiler.

Remember the Club's Alfa

Well It is now owned by Howard Moses and he reports.....

The ex MVEC Alfa Romeo Veloce GT coupe ran in the Lap Sprint events at Hidden Valley on Sunday 2 March. After 4 years of restoring at the Hangar the little coupe performed well on its maiden journey at the race track, pulling 6,800 rpm on the main straight. For the next meeting on March 30, new Yokohama race tyres are being fitted, and larger jets for the twin Weber carburettors. There is plenty of space on the panels for advertising or sponsorship stickers. Contact Howard Moses 0408 714 115



CITROËN BACKLASH

SHAYNE HARRIS

Quirky, front wheel drive, Goddess, DS and 2CV are now recognised as words that have to appear in every article about Citroën. Now that they are out of the way, our focus is Andre Citroën and the rear wheel drive Citroëns that established the company prior to the release of the Traction Avant in 1934.

In 1919 Andre Citroën converted his munitions factory in Paris, to produce motor vehicles and by the end of the twenties Citroën was the second largest motor vehicle producer in the world. The ethos behind the man was keeping ahead of the competition, and being different.

- Citroën first with spare parts catalogue.
- Citroën first with dealers network.
- Citroën first with after sales service.
- Citroën first left hand drive car in Europe.
- Citroën first creche for employee's children.
- Citroën first all steel production car.

In Australia, Citroën had a very special place. The first car to circumnavigate Australia was a Citroën 5cv (aka 5hp, Petite Citroën, Baby Citroën, Type C3). The second car being a Citroën 10hp. During the 1920s Citroën was the highest selling marque in Australia. Citroën is the longest continuously distributed car in Australian History.



Westwood and Davies in Citroën 5cv 'Bubsy' 1925.

To promote the marque and satisfy the adventurer's blood running through his veins, Andre Citroën adopted Adolphe Kégresse's rubber track invention on a range of his vehicles. These vehicles were deployed to undertake the first crossing of the Sahara, the Black Cruise through Africa and the Yellow Cruise across Asia.



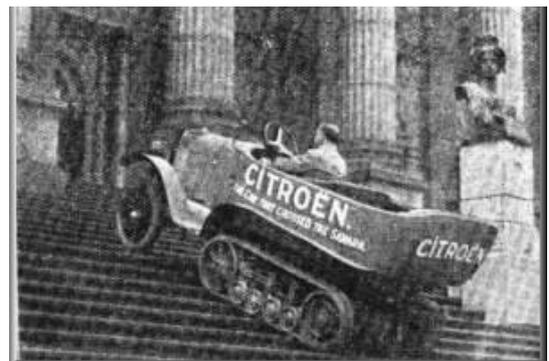
The Yellow Cruise 1932.

The Kégresse rubber track system was also known as a half-track or an Autochenille. As part of a publicity stunt in 1923, a half-track was driven up the steps of Parliament House ... but what ever happened to the half-tracks in Australia remains a mystery.

If you have any information on Rear Wheel Drive Citroëns and/or Half-tracks, whether it be verbal, documentary, parts or complete vehicles, I would love to have a chat.

Cheers Shayne 0418 944 359.

If you are interested in some further reading, John Reynolds has written a book in English that is sold under two titles, 'Andre Citroën – The Man and the Motor Car' or 'Andre Citroën – The Henry Ford of France'.



The Australian Motorist 1923.

Cars on the World Wide Web

By John Price



Want to know anything about Valiants?

Well then take a visit to www.valiant.org

This website is a collection of articles from enthusiasts all over the world and has articles on Chrysler's history of the Valiant from concept to the last one produced and covers models released in every country; North America, South America Canada, Australia, SouthAfrica, NewZealand, Spain etc.



The Chrysler "Falcon" project was the code name for what became the compact Valiant. It was named after the 1955 Chrysler Falcon two seater, aimed at competing with the Thunderbird and Corvette. Just before it was to be introduced as the Falcon, the Chrysler Marketing Group found out Ford had registered that name for their compact car. There was a wild last minute scramble, and a contest was held to come up with a new name. From which came the name "Valiant"

The Valiant was introduced in 1959 as a 1960 model. The last US/Canada Plymouth Valiant was produced in 1976, when it was replaced by the Plymouth Volare, essentially a third-generation Valiant. The Chrysler Valiant continued in Australia through 1980, and in South America through 1982 (as the Dodge Dart, Chrysler 3700, and Dodge Charger). The fourth generation, the Dodge Diplomat / Plymouth Gran Fury, lasted until 1989.



A-BODIES: THE VALIANT FAMILY

FEATURING THE DUSTER, CHARGER, DART, BARRACUDA, AND OTHER WORLDWIDE A-BODIES



This site also covers variants and models that spurred from the Valiant like Barracuda and Chargers.

It boasts of awards for the Valiant such as "When introduced, the sporty Valiant took first through seventh place in NASCAR's compact car races - *and* won the Mobil Fuel Economy Challenge"

Many maintenance tips and techniques are documented. From performance specification on the slant 6 engine variations to how to repair the instrument panel. How to upgrade engines to fitting seat belts.

There is also a sister site called www.allpar.com that relates to more than just Valiant cars in the Dodge, Plymouth, Chrysler, etc family.



SHANNONS INSURANCE
MOTORING
EXTRAVAGANZA

WINNELLIE
SHOWGROUNDS



14th-15th
JUNE 2008

Entries must be in by the 30th of May to enable allocation of our MVEC area. An entry form is in this newsletter and is also available from the Hangar or by email from hmenzies@ozemail.com.au entry forms can be emailed to the above, posted to the Secretary at PO BOX 911 DARWIN 0801 or dropped off at the Hangar.

This year there will be an exhibitor fee of \$5.00 per vehicle which allows the owner/driver 2 days free admission. The \$5.00 exhibitor fee was agreed to by club representatives on the NT Motoring Council to assist to fund the Council's operating costs of around \$3000.00 per year.

MVEC will pay the entry fee for members exhibiting vehicles in the MVEC area.

Pay the \$5.00 fee per vehicle at the ground then return your receipt to our treasurer by our next general meeting on 9th July and he will reimburse you \$10.00 being the \$5.00 entry fee and \$5.00 for expenses, but we will only reimburse members for vehicles that are in our designated MVEC area.

There will also be a Shannons Extravaganza in Alice Springs at Blatherskite Park on Sunday 27th July to coincide with the re enactment of the first Adelaide to Darwin crossing in a Talbot by Henry Dutton, Murray Aunger and Ern All church who joined in Alice Springs.

Entry forms for this event are available from the above locations

Peet Menzies President



SHANNONS MOTORING EXTRAVAGANZA

In conjunction with the Northern Territory Motoring Council

Winnellie Showgrounds

14th - 15th June 2008

ENTRY FORM

Entry No.....

(Office Use Only)

Name.....

Address.....

Phone number (H)..... (B)..... (M).....

Email address.....

Vehicle details – Make.....Model.....Year.....Rego No.....

Standard/ Modified (Please circle) Car Club (if any).....

Modification Details.....

If you are a motor cycle or motor car club member, please submit your entry form thru your club coordinator. Your vehicle will automatically be entered in the Show n Shine by completing and signing this form.

There is a charge of \$5.00 per club member to have your vehicle on display.

By completing and signing this form the exhibitor agrees to participate in the Shannons Automotive Extravaganza in a responsible manner, towards the grounds and facilities, other entrants and their cars and agree that as a condition of my participation, Shannons Insurance and the NT Motoring Council shall be under no liability whatsoever for death, bodily injury, loss or damage which may be sustained or incurred as a result of my participation, however caused, whether by negligence or otherwise.

All vehicles are required to be on site and assembled on Friday 1st by 6.00pm for display Saturday and Sunday. Vehicles may be removed after 4.00pm Sunday or after 8.00am Monday.

Entry close off date is Friday 30th May.

Please contact me regarding a insurance quotation on the following – (please circle)

- 1. Entered vehicle 2. Daily drivers/Other vehicles 3. Motor cycle 4. Home/Contents

Signature of vehicle ownerDate.....

For all enquiries please contact;- John Palamountain
(Business Development Manager NT, Shannons Insurance) Ph. M 0417 262 918

Please send completed entry forms to Shannons PO BOX 86 BERRIMAH NT 0828
Fax; 89 232 402



**All net proceeds to Rotary Club Of Darwin Northern
Australia Emergency Relief Fund**



Free Ads

To have your free ad here email Ted
propellers@bigpond.com

Progressive Dinner

Its on again 19th July
Last years was a blast with good food
and drinks and good company and you
get picked up and dropped off in a bus.
Lyn and Brian Bates organising again
Plan to be there!

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
Contact Ted
propellers@bigpond.com

Good used tyres,

13's, 14's and 15's, most still on rims, and suitable
for road or trailer use.
\$20 each or \$15 each for MVEC members. Contact
Howard Moses
0408 714 115.

Leyland Mini

bits to dispose of, Front subframe, Drivers door, Boot
lid, glass, and
many other items, just ask! All going for giveaway
prices.

Call 89 321581 and ask for Ian.

1970 MGBGT

I am a new member, and am looking to restore a 1970
MGBGT which I have had for
25 years. I would be interested in considering any
parts that members might
have, and in particular I am looking for two doors and
two front guards.

Contact me on alastairshields@octa4.net.au, or
0407979604.

WANTED!

Aussie muscle car project, dead or alive.
Would prefer a Holden Monaro, Torana, GT,
Mustang, Hot-Rod. If you have one which
You would like to see restored but don't have
The time please call Michael - 0419842497

Wanted

2 OUTER HEADLIGHT RIMS TO SUIT 7"
SEAL BEAMS

Stan Perron Phone 89270117

Mercedes Benz SE 280 1976

2 owners since new Reduced to \$6500
Owner going overseas need to sell quick
89819161,0447043551 ahrs



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

May	18	Shannons Day & 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
	13	Monthly Meeting
	16-17	O/night Mandorah
	20	Crossing re-enactment concludes
September	6	Katherine Flying Fox Festival

If undeliverable return to
MOTOR VEHICLE ENTHUSIASTS CLUB
GPO BOX 911 DARWIN 0801

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POSTAGE
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AUSTRALIA

	7	Fathers Day Open Day
	10	Monthly meeting
	20	Rock n Rod Show
	21	Mystery Run
October	8	Monthly Meeting
	11	Agm
	19	Bark Hut/Deck Bar
November	12	Monthly meeting
	16	Les Wilson's
December	13	Xmas Party

Who first rode a bicycle from Adelaide to Darwin?

When did the first vehicle (other than Dutton & Auger's Talbot) arrive in Darwin?

How long did an XK120 in 1951 take to drive from Darwin to Alice Springs?

To hear answers to these questions come along to the June members's meeting at the Hangar when Club historian Stuart Duncan will give a talk on early motor vehicles in the Territory.