

# Motor Vehicle Enthusiasts Club

No 21

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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  
[propellors@bigpond.com](mailto:propellors@bigpond.com)

## A great bunch !

On ANZAC day this year a dedicated bunch of blokes and ladies from the Motor Vehicle Enthusiasts Club carted the club barbie around to the Aviation Museum's open cockpit day to sell snag sandwiches. Now these people are such good chefs they kept the crowds real happy and made a tidy amount of dollars. The club pitched in and built this amount up to a nice round figure of \$1000 and donated it to Legacy NT.



*Brian Bates presents Jack Hamilton from Legacy NT with the cheque while Peet Menzies keeps the crooks away.*



1928 Dodge Do you reckon this paint job was a bit bright in 1928?

### Bill Ellis and his 1928 Dodge

As Bill Ellis slid the doors back on his shed I really hadn't thought about what I might see. All I knew was that he had a 1928 Dodge tourer and that it was in running order. When I feasted my eyes on it they just about popped out of my head. Apart from being in showroom condition, it had glass windows, sort of like a sedan. In short, it was bloody beautiful!!

Bill has the car's history too. It was bought new in 1928 by a pair of brothers who lived in Adelaide but had their business interests in Broken Hill. Consequently they did bulk miles running back and forth between the two places. There were no bitumen roads back then and the roads were more like tracks. Broken Hill was pretty remote! The car was used continuously and eventually was passed to the brother's niece when they passed on. She continued using it until it was a bit much for her to drive (78 yrs old) and she advertised it for sale in a Murray Bridge, South Australia newspaper where Bill noticed the ad. When he mentioned his interest to friends who were old car enthusiasts, they didn't believe she

would sell it to him as they knew others that had tried to buy the same vehicle. Obviously Bill impressed the lady. Possibly it may have helped that they had some mutual friends but the bottom line is she was happy to sell it and Bill became the proud owner of

this remarkably original Dodge. It was still running fine and he drove it home. It was a dull grey with pinstripes when he acquired it, the paint being immeasurably thick with numerous coats of paint. When rubbing it down for the new paint job, he found a lovely blue colour right at the bottom of it all and he enquired of the niece why the colour

change? She replied that the brothers considered the original colour too bright and repainted it grey straight away. Every Christmas the Dodge got a new coat of grey. With the sample preserved for all those years there was no fading and the local spray painter was able to eye match the colour. Although the car was complete there was still 12 months full time work for Bill and his wife Margaret to get it to the condition it is in today. The body was made by Holden in Adelaide and although there was a small amount of rust to fix, the seats and the roof were still in good condition with only the front seat needing reupholstering. The side curtains were an optional





*Interior is perfect and most of it is original equipment.*



extra and as the windows are actually glass contained in a black vinyl skirt and it gives the car a certain luxury feel. Bill points out that this vehicle is the Standard 6 which is the least flash of the models at the time. Rest assured readers, this is one flash car. I asked to bring it outside for photos. It hadn't been started for 4 months but it fired up immediately. When it came time to put it away Bill offered me the job. Once again it fired up straight away and a quick lap of the large yard and I realised how smooth and easy to drive these cars are.

Bill and Margaret have driven the car to Mungerannie which is up Birdsville way with the Chrysler Restorers Club and towed a caravan as well.

The car is just bloody beautiful, but wait, as it often turns out there is more. A 1938 Nash Layafette, 2 Morris Minors, a Morris Minor Ute and an S series ( S for seriously beautiful) Valiant are also lurking around.



*Tourer windows don't wind down, but they do open. I had a quick spin round the yard.*



*Paul with some of his goodies. That innocent looking hollow pipe above the MUTT vehicle is the 106mm recoilless rifle. It is about 3 metres long and looks very serious from the side view. Of course its perfectly functional.*

**Paul Mainwaring** uses the ZEN philosophy of collecting. The general principle involved here is you don't go looking for the stuff, it comes to you. Well since Paul uses it, it must work as Paul sure had a lot of good stuff on display at Warbirds over Wanaka, and that was just the stuff he brought with him. One of his smaller yet amazing possessions are a bunch of receipts issued by the Germans to an Australian POW for his gear when he was admitted to Stalag 8 during WW2. The relatives of the soldier were cleaning out the shed and were going to dump the stuff and thankfully mentioned it to Paul. He has Bren guns still in their original wooden cases with the correct serial number on the box and lots of stuff I have never heard of. On the bigger scale he has a "MUTT" which is a Vietnam era 4wd made by Ford and it has a 106mm recoilless rifle mounted on it. He also has two 105mm "PACK" howitzers. They are called "PACK" as they can be disassembled to pack on 12 mules for transport. The list goes on but the most incredible bit for us Aussies is all this stuff actually works! No welded up breeches, no mutilated firing pins. It's all lubricated ready for action and I saw this stuff firing. It was blanks but it is very impressive. There are sheets of flame and you can feel the woof of the shock wave and the noise and it's all legal and it is great!



*Any self respecting Ferret in NZ has a machine gun.*



*The Pack Howitzer in action. You can feel it as much as hear it!!*

## **The Ballarat Swap Meet- A Lady's Perspective. By Shirley**

We found our way into the place and took note of where we parked the car because there were row upon row of cars parked in the paddock. This was the Friday and, we were told, apparently the first time they had tried it on a Friday. Normally it was Sat and Sun. As we went in through the entrance tent and paid our \$10, we found the swapmeet hugely spread out in streets before us. It was cold as we started walking and before long Ted went back to the car to get coats, scarves and hats and just in time we put on the raincoats as well. My umbrella turned inside out with the gusty wind minutes later. The first stall was just hubcaps in all sizes, hundreds of them. We quickly decided on a plan of attack so that we would cover the place best and headed off into the first section. Stalls of car parts and cars were everywhere, some rusty and some pristine. Metal signs, veteran cars on trailers in various stages of restoration or just as they were found, fuel cans and hubcaps galore. We headed off for the amenities before long only to find four toilet blocks set in a square. Three were designated mens and the fourth one, ladies, was being cleaned. I looked around and decided there were just as many ladies about as men.

Ted decided we had to separate and meet up later as we were interested in different things. We arranged to meet at 3 o'clock. There were a few stalls that had an assortment of "stuff" including some bric a brac of yesteryear so I had something to relieve the line up of car stuff. Anyone who had problems finding a hubcap would have been ecstatic looking around here. There was a section for motorbikes and this too was varied between veteran and more modern bikes. I bought an enamel boiler to put wood chips in beside the pot belly stove at home. There was another the same for \$10 but it had rusted through the bottom in places so I left it.

I was at the rendezvous to meet Ted but got sick of standing around by 3:15 so I arranged that I return at 5 o'clock. Wouldn't you know it, he arrived at 3:20 I was told later. The next time he was spot on 5 o'clock and I was already there. Straight away all he wanted was my money as he had bought a stationary engine for \$650 and hadn't paid all the money yet! He'd also bought a couple of grinding wheels so he took off to get it all in the back of the car, "I'll be right back" he said. So I waited there for him till 6:30 and then went to the car where I found him talking. Apparently he'd had quite a bit of trouble getting everything into the car and had just finished he said. We left for the day and over

tea at the pub tossed around whether to go as planned to the swap meet for day 2.

We decided to give it a go and it didn't rain as much and there were a few more stall holders filling the gaps. It was understandable to have sites vacant on Friday as folk were still working but even so there were still lots of empty sites even on Sat morning. By the time we were having lunch on Sat site holders were packing up and driving out. By 4pm we had had enough as we had gone back to buy some model-T rims and the entire stall was gone. It was quickly becoming apparent that it was just a paddock after all. Even the food vans were packed up. Ted had gone back on the Sat morning to buy the \$10 boiler for the other side of the pot belly stove so now we had two. We also bought a motorised bicycle to give to my Dad for his 80th birthday. Ted discovered some lights he just had to have for the hotrod he intends to build "one day". All in all I spent about \$300 (including the bicycle) and Ted spent around \$1,000.

Now the "stuff" had to be fitted into the car. The stationary engine and grinding wheels took up quite a bit of room in the back of the car while the bicycle fitted perfectly on the back of the van. Under the seat in the van went the two boilers so we were pretty weighed down. Ted had to pump up the shocks on the car as the tyres were a bit down. All in all an experience that I'm hoping we won't need to repeat. At least not for another 10 years or more.

## **Progressive Dinner**

**Unfortunately the progressive dinner to be held on July 19th has been deferred indefinitely due to catering problems.**

## **Rejex Rally**

To cheer yourself up with regards to missing out on the progressive dinner, why not get your entries in for the REJEX RALLY. Entries need to be in by 11th July. The REJEX is a seriously fun event and is suitable for every vehicle ever made. This year it runs to Katherine with an overnight stop at Hayes Creek.



*Landrover powered Vintage Hauler*

### **Charley's Angel**

I met Charley Anderson at a parking bay down the Stuart Hwy earlier in the year. He was driving a truck with "Vintage Hauler" signwritten on the bull bar and I guessed that here was a lover of old machinery. I was right. A bit closer look at the chrome badge on the side of the Ford truck stated F200 D. We all know of the F100 and F250 Fords but this 200D was a new one. It started out as a 50's vintage F100 but Charley decided it wasn't big enough and made it about 4 feet longer so he could fit more gear on it. Believe me, he has got plenty of gear. Sometime later he had a problem with a broken front axle and diff and decided to put F250 running gear under it to make it more reliable. That put it somewhere between an F100 and a F250, hence F200. And the D on the end is because under the bonnet is a Land Rover 2.5TDI 4 Cyl turbo Diesel. Charley has doctored the governor in the Landrover engine and it flies, even with the trailer on. He made patterns of the new badges and had them cast in brass and chromed. They look very original but get Ford truck enthusiasts a bit baffled. There is a massive fuel tank on the tray full of used fish and chip oil. The only catch with the fish and chips is when the engine is pulling hard the exhaust fumes tend to make you hungry. When I met Charley at Newcastle Waters he had a seriously heavy duty tandem trailer behind. His son from Darwin had been visiting at his home on the Gold Coast in Qld when his son's modern car had problems necessitating him flying home leaving the car to be fixed later. Good bloke Charley, when the car was fixed, put it on the trailer and towed it up to Darwin, dropped it off to son and was on the way home when our paths crossed. He left home with 1000 litres of fish and chips on board and had 20 litres left when he got home. Back home the Ford gets plenty of use carting

his toys around. Amongst other things Charley plays with hot air engines. The 1875 Ericsson has an 8" bore and according to the manual pumped 1000 gals/hr at a head of 50'. It cost £400 at the time. These are large engines weighing around 2 ½ tons. And a second one is still in the process of restoration i.e. trying to get it unseized. On the smaller scale he has a hot air engine driven fan with a diameter about 3 feet. It is modelled on a Ryder engine from around 100yrs ago but was being manufactured new in Pakistan 10yrs ago. Charley picked it up new in New Guinea in 1997. He is also building a model hot air engine. An ancient set of plans specifies an 8" flywheel. He had a flywheel from a separator with a diameter of 13" so he scaled the plans up accordingly. The engine has a 3" bore. All the machining is done in his workshop under the house. The milling machine has stamped on it "Cincinnati no3 Oct 2 1900" and the lathe is of similar vintage. The work area is snug and room just enough for Charley as he has a lot of gear stored there. He makes parts for the



*It's a tight fit under the house!*

steam restoration club and others including a nifty machine he has designed and built for extruding steel bearers which are recessed into the back of military vehicles so drums don't hack up the timber floors. Underneath the elevated house there is a gap in the "stuff" just wide enough to fit his Ford Jeep. Charley's Jeep is very original looking but he has modified it a bit to make it easier to drive on modern roads. You would not pick the mods externally. He has used Falcon diffs 3.5:1 instead of the original 4.88:1. He rebated the Falcon housings and pressed and welded the original axle tubes into the rebates. With the original cover plates it looks totally original but you can cruise at 100kph. Charley and his wife drove this car to Darwin in the "back to the track" cruise in around 1996 and it has been just about all over Oz in military club

runs since then... The car runs full rego and because it has been continuously registered since 1946 it displays a superceded type of plate and only needs one at the rear. The rifle scabbard across the dashboard gives it a certain "feel." Charley offered to take me for a spin and as we blasted off I was reminded not to fall out. I needed my hands to hold my camera so pushed myself hard into the seat with my legs. This was no sedate ride. We hooned around the streets of Nerang in the traffic. It was a total blast with no windscreen, roof, doors etc. Charley had a beaut formula for converting the indicated speed to actual speed (remember the diffs) but I was too busy enjoying myself to bother about stuff like that, these cars corner fast but I didn't fall out. Its just like they are in WW2 movies. As I left Charley was washing the Jeep as he had 3 different Anzac Day events tomorrow on the Gold Coast where he would be transporting veterans in the ANZAC parades.



*Charley and his vintage lathe get plenty of work*



*Artwork on Charley's Jeep*



*Badge gets Ford experts a bit worried!*



*The view through the windscreen as we hoon around the Gold Coast. That's a rifle scabbard attached to the windscreen.*



*A nifty Ford Jeeps device from before the days of safety rims. Gets installed between the tyre beads and prevents the tyre getting out of shape when deflated.*

## **Ballarat Swap Meet. A Bloke's Perspective**

Ballarat was an eye opener. Held on a paddock and a disused runway at the airport it was a 27km trip to check out every stall if you walked up and down both side of every street. Some people did it on push bikes but I wanted to look in all the boxes of assorted bits in every stall so I walked, not up and down both sides but in the middle of each street with detours as necessary to either side. I covered the whole place so I reckon I did 13.5 km. It took 2 whole days. It really was an amazing event. There was a lot more modern stuff than I expected but I quickly realised each generation has the passion for the machinery that he grew up with hence there was plenty of 80's gear along with the older stuff. One thing had me puzzled for a bit was sets of HX or later Statesman fronts. That is bonnet, guards, grille and bumper. They were quite common. I realised they were for making a barbie. Would make a good centrepiece for a lounge room wall too I reckon. There was a large bike section with lots of bits of Norton, BSA Triumph Velo etc, and a few complete bikes with the odd rare exotic. Prices ranged from what I thought was quite reasonable (\$1000 for a Commando engine) to incredibly expensive (\$18000 for a WLA Harley) and a really tempting pair of Indians that made me dash the price out of my mind lest I come home with one. Model A Fords were there by the dozen, all US imports for around \$10000 unrestored. There were a lot of imports of all sorts of cars. The most outrageous was a LHD 2 door XR Falcon so rusty you could poke your finger through any-

where. They wanted \$7500. They were dreamin! There were mobs of parts for and mobs of Australian cars too. Plenty of sidevalve V8's and in running condition. (very tempting) There was a bit of general stuff, you know, antique bric a brac. I reckon it made the show more interesting. It certainly did for the ladies even though the management of the show frowned on it. And of course there were the stationary engines. There was an amazing variety. One Bamford 8hp was so rare it didn't exist as they never made an engine that size, yet it was there complete, unrestored, running and for sale. Tempting, but I reckoned it weighed lots more than a ton and would have caused problems with the caravan. I saw a 2HP Cooper horizontal crank motor with a Wico magneto. It was sitting there and I wanted it and more than one person had told me "If you want something buy it as it won't be there when you come back later." It was about 4:30 and the only thing I had bought all day was a \$5 model T exhaust manifold. I got him down \$100, put all the dough I had as a deposit and off to find Shirley hoping like mad she hadn't spent all of her half of the money.....

And how do you get all these HEAVY goodies back to your car? Easy. The Morris Minor club will pick it up from the stall and take it right to your car for a small donation. Great!!

And air adjustable shockers are definitely a help after a weekend like this!

### **On a Nationwide flight to Sydney**, a plane passes through a severe storm.

The turbulence is awful, and things go from bad to worse when one wing is struck by lightning.  
One woman in particular loses it.

Screaming, she stands up in the front of the plane.

'I'm too young to die,' she wails.

Then she yells, 'Well, if I'm going to die, I want my last minutes on earth to be memorable! Is there anyone on this plane who can make me feel like a WOMAN?'

For a moment there is silence.

Everyone has forgotten their own peril.

They all stare, riveted, at the desperate woman in the front of the plane.

Then a farmer from Brisbane stands up in the rear of the plane.

He is handsome, tall, well built, with dark brown hair and hazel eyes.

He starts to walk slowly up the aisle, unbuttoning his shirt.

One button at a time.....

No one moves.....

He removes his shirt.....

Tanned muscles ripple across his chest.....

She gasps.....

He whispers.....

'Iron this...then get me a beer.'

## **Back to Birdum**

**5-7 September 2008. (79 years since the first train arrived in 1929)**

Back to Birdum is a weekend of fun and rediscovering the roots of the North Australian Railway. It ran from Port Darwin all the way to Downtown Birdum.

Where's Birdum? It's a fair dinkum ghost town these days but you can visit those ghosts by being part of this weekend. The editor's experience says you will have a great time. It is run by the Friends of the North Australian Railway and you are invited. For details ring Trevor Horman **(0417 838 578)**

For sale

### **Peugeot 505 parts cheap**

Four alloy wheels suit Holden/GM/Toyota fitted with  
Khumo Ecsta 225x50x15 Tyres 90% tread  
Suit Holden stud pattern  
Asking \$450

Ring Tommy 0407-617-463

**Rowan and Howard's** attempt at drag racing has given us reason to check out the price list for demerit points.

Provided you only get pinged for speeding once every three years you can safely get done for one drag or burnout every year and never lose your Licence.

I feel better now

## **Free Ads**

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 enthusiasts.

To have your free ad here email Ted [propellors@bigpond.com](mailto:propellors@bigpond.com)

Deadline first Sat in the month

## **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

[propellors@bigpond.com](mailto:propellors@bigpond.com)

## **Tyres**

**Had problems getting tyres for your vintage cars?**

**We have good reports from...**

**Henrys T Parts [03] 5368 1088**

[kg@henryspares.com.au](mailto:kg@henryspares.com.au)

[www.henrysparts.com](http://www.henrysparts.com)

Also

**Vintage Tyre sales**

0418 884883

[Robert.waters@vintagetyresales.com.au](mailto:Robert.waters@vintagetyresales.com.au)

[www.vintagetyresales.com.au](http://www.vintagetyresales.com.au)

**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

<b>June</b>	30	Talbot Crossing re enactment begins
<b>July</b>	20	Town run
	5 – 8	9g Chamberlain Katherine to Katherine
	27	Alice Springs Shannons Motoring Extravaganza
<b>August</b>	2-3	Rejex Rally
	13	Monthly Meeting
	16-17	O/night Mandorah
	20	Crossing re-enactment concludes
<b>September</b>	6	Katherine Flying Fox Festival
	7	Fathers Day Open Day
	10	Monthly meeting
	20	Rock n Rod Show
	21	Mystery Run

If undeliverable return to  
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<b>October</b>	8	Monthly Meeting
	11	Agm
	19	Bark Hut/Deck Bar
<b>November</b>	12	Monthly meeting
	16	Les Wilson's
<b>December</b>	13	Xmas Party

Do NOT lose your Grand kids in the Mall. My grandson got away from me Sunday at the mall. He approached a uniformed policeman and said, 'I've Lost my grandpa!'

The cop asked, 'What's he like?'

The little boy hesitated for a moment and then replied: ' Melbourne Bitter and women with big tits.'