

Motor Vehicle Enthusiasts Club

No 33

JULY 09

TRANSMISSION



The voice of the Motor Vehicle Enthusiasts Club

If you find you need more information about this club or just cant wait to join ring Peet Menzies on 0417 855222
GPO Box 911 Darwin 0801
In Katherine call 89710605
Newsletter enquiries to Ted propellers@bigpond.com or 89886049

JUST CRUIZIN!



to the BARK HUT!

Did you ever go to a show run by a particular brand car club? Its bound to be good but when all those vehicles are all the same brand maybe something gets lost. But as you can see in this photo, MVEC shows no preference to any brand, era or style. It is true there are two Fords there but you would hardly reckon they are similar.

From the left are T Ford, Mercedes Benz, Triumph Tiger m/bike, Ford Zephyr Mk2, Valiant AP6 Ute, Triumph Stag, Sunbeam Talbot and Morris Minor.

This was the group that cruized to the Bark Hut Inn on the Arnhem Hwy last Sunday. Just for a drive on a lovely day!

Just to stop malicious gossip I have to report there was actually another Triumph involved. It was reported the Colliers, out for the debut run in their Pontiac convertible, had starter problems at the first stop of the journey, Windows on the wetlands. Howard was last seen in his Triumph heading back from the Bark hut to render assistance. We later saw the Pontiac, obviously running now, heading towards the Bark Hut shortly after we began our return journey.



Howard reckons its just a little bit cold in Tassie!!

Left: That's the Alfa next to the MGB

Alfa Romeo in Targa Tasmania Rallye

by Howard Moses

Originally an MVEC project car, the Alfa Romeo Veloce GT 1750 was feeling a bit miserable from lack of attention. My love affair started when I purchased it from the club. Over the next 3 years I prepared it as a rally car and after testing at Hidden Valley circuit, I put the Alfa on a train to Adelaide.

The drive across the Great Ocean Road to Melbourne is seriously curvy and was an absolute blast. I could see the true potential of the Alfa as a Gran Turismo vehicle.

On a cold brisk late April morning, several classic cars rolled off the Spirit of Tasmania ferry at Devonport to be greeted by our Tasmanian tour guides : Geoff and Sonia in an immaculate 1928 Model A Ford tourer and Paul and Cheryl driving a 1965 Chevrolet Impala SS 2 door. We quickly formed a convoy and drove to Christmas Hill Raspberry Farm for breakfast and a very warm Tasmanian welcome.

This was the beginning of the Shannons Classic Historic Rallye section of the 2009 Targa Tasmania.

The mainland entrants were:

1957 MGA 1600 – Alan & Noeline McKinnon

1960 Austin Healey BN7- John & Jenny Mason

1965 Holden HD Sedan – Davvyn & Kirrilly Mason

1965 Ford Mustang – Vic & Kaye Zammit

1965 Porsche 912 – Rowland & Judy Swanson

1965 Ford Mustang Convertible – Rodney & Jenny Williams

1967 Izuzu Bellett 1600 GT – Lindsay & Chris Kahler

1970 Alfa Romeo GT Veloce – Howard Moses

1970 MGB GT – James Casey & Yvonne Hosking

1973 Holden Torana LJ XU/1 – Brad & Kara Halsey

1975 Datsun 260Z – Ken & Barbara Glover

1975 VJ Valiant Charger R/T – Brian & Julie Turner

That afternoon we made a leisurely tour of rural NE

Tasmania to Launceston and a welcoming dinner party at the Grand Chancellor Hotel, featuring Tasmanian salmon and all the trimmings. Things were looking good.

Day 2 Temco Prologue

At 7am all the cars were covered in a minus two degree frost. Nevertheless we assembled to set off from the hotel car park, for the 30km journey to the rally point at BHP Temco for morning tea with the Temco workers. The Prologue in nearby Georgetown is an 'around the houses' event, reminiscent of those halcyon days in the fifties and sixties of racing around closed roads, with hay bales deployed in front of lamp-posts and trees, and hundreds of spectators

Instantly I was transformed and focused as our group became the forerunners around this 5.7 km circuit. The Alfa was wheel spinning out of most corners, holding the revs above 5000 rpm, and the Klaxon blaring to a cheering crowd !

Every car in the entire rally had one run around this course. For the race competitors it was a timed event to determine the race position for the official start.

Lilydale 1st stage – Leg 1

Again we were the forerunners of this leg, 5.5 kms of narrow twisting road through the tiny hamlet of Lilydale. The surface was rough and there was two sets of train tracks to cross and plenty of large trees alongside the course . I managed to miss them all!

After running this leg, our group headed for the east coast, while the main rally group continued on for many more stages in north and west Tasmania. The scenic east coast highway was a driving challenge through forests, mountain terrain and farmland valleys out to the coast. These were public roads, and all drivers were supposed to observe the posted speed limits and local road rules. A hidden hazard was negotiating



corners where the road had been sheltered from the sun, raising the possibility of black ice and a super slippery road surface.

Huge fully laden logging trucks were another hazard and a reminder to keep left. Once again I managed to miss them all.

As the tour progressed a performance pecking order emerged; The Torana XU/1 was usually in front followed closely by me and my Alfa, Valiant Charger R/T, Datsun 260Z, Chev Impala, Porsche 912, MGA 1600 and HD Holden. The two Mustangs, Izuzu Bellet, Austin Healey, MGB, Model A plus a local VW Beetle and a local Mazda RX7 sweeper, were happy to cruise along in the rear.



Freycinet National Park

We stayed for 2 nights in the eco oriented Freycinet Lodge overlooking Coles bay.

I was really impressed with no TV in the cabins. I took a hike around the Hazard mountains behind the lodge and over to honeymoon bay where I saw an incredible amount of wildlife including a large seal lounging on the rocks.

On our scheduled day off, 7 of us made a journey in the early morning to Elephant pass before this road was closed off for the competitive racing stage. As we waited for the competition cars to arrive, the tem-

perature seemed to drop despite the sun trying to peek through the trees. I built a fire to warm up and fill in time. It was still very cold! But it was well worth it! Our view of the competition cars was superb; an uphill hairpin bend. It was amazing to watch the very different driving styles, and to see the classic cars keeping up the pace. The following day our performance group was even more motivated. Just one moment's lack of concentration on the part of the XU1 pilot gave me the opportunity I had been after. May 1st, a day I will always remember brought the little Alfa Romeo first into Orford ahead of cars that were twice the capacity !



Final in Hobart

All the rally cars converged for the official finish that weekend in Hobart.

Our historic rally group was invited to display our cars on Parliament grounds, followed by a scenic tour to the summit of Mt Wellington overlooking the city. Alas the Alfa temperature gauge started to climb. I returned to the hotel to discover a blown head gasket !

However there is a special provision in the Targa Tasmania for competitors with broken cars to finish on foot carrying some part of the car. I crossed the official finish line carrying a coil and lead to qualify for the Targa plate.

We ended the tour with a magnificent five course dinner on the stage of the Tasmanian Symphony Orchestra auditorium. I was presented with a Trophy;

An antique Eagle brand petrol bowser in miniature, and in reply I gave a brief outline of our Enthusiasts Car Club in Darwin. It was interesting to learn that in NSW there is a similar club; The Pittwater Bay Enthusiasts Club.

The organisers : TasVacations/Octagon Events/ Shannons, thanked me for coming all the way from Darwin to participate, and extended an invite to other entries from the NT for the 2010 rallye see : www.tasvacations.com. I for one will be an entrant in the next rallye, as I feel obliged to actually finish in a car; maybe a Triumph or Citroen !



Mini Powered motorkhana special!

We hadn't even arrived and sights like this were common

The Albany Classic

About the same time Howard was in Tassie, Shirley and I went to WA.... As I headed out of Perth I spied a chrome bumper up ahead. It was on a trailer. Getting closer I feasted my eyes on a mint MGA complete with racing numbers. I know where you're going mate, I thought. The same place I am, Albany's around the houses event, the Albany Classic. A bit later Shirley and I were trying to identify another vintage car from the back. When it turned off it revealed a severely stretched '57 Chev. During the next 400 Km we saw nearly every classic car ever made. This was sizing up to be a great weekend! Sat morn saw the first hill climb. There is a perfectly placed hill right in the middle of town. A steep run up to a majestic memorial to the Desert Corps but with an S bend near the top. It doubles

as a real good hill climb venue. There was all kinds of classic machinery here and there was none of this "be gentle these are beautiful old cars" stuff. These fellers were giving it absolutely everything. A 1927 Chrysler and



With air under front and back tyres, you don't reckon he was trying!!!



Ken Eade discovered his Valiant as a wreck. It was a racer in a past life. It's a beauty, you can see it keeps those Holdens at bay!

a Ford model A won my vote. Both cars in vintage racer form laid rubber seemingly forever with the model A's tyres screeching making the atmosphere complete. Down at the wharf was a motorkhana event. Much like our Rejex Rally except they had one extra class. These were cars which looked a lot like a go kart but with the engine bolted out front. A bit bigger really but with a Mini or Subaru powerplant and transmission. The way they accelerated turned and stopped was nothing short of amazing.

The main event, the Albany Classic, was on Sunday and right in the middle of town. Over-

night they erected barriers. Seriously large concrete barriers separated the crowd from the cars and strategically placed steel mesh separated the city centre from the rest of the world. At \$6 to gain entry including a glossy program no one was complaining. As I entered I was getting the vibes. A real buzz! In the pit area you could have been dead and in heaven. Talking to the owners of the cars I learned that most of them were either fair dinkum old racers or replicas of a particular old racer that had distinguished itself on racetracks mostly in WA. The Millar Ford was a reproduction of an Indianapolis racer. It was a big car sporting a sidevalve V8.



1930 Austin 7 and 1929 Triumph. Front engine racing cars!

Motored along too. There were plenty of sixties cars. Cortinas and Escorts were well represented, but no group couple match the enthusiasm or numbers of the Minis. 2009 is the 50th anniversary of the first Mini and we counted 41 of them on the track at once. And there were a few "Jems", sporty looking fastback cars based on a Mini. Made in Adelaide, there were about a dozen manufactured. 7 survive.



28 Chrysler and 28 Ford. These cars were the 2 fastest cars in WA!! The Ford laid the best rubber for sure!

There were warmup events. The weather was cold and showers, but I never really noticed with the sounds of all these machines echoing as they hooned around these city streets. The course was tight and made tighter by the concrete barricades. Passing was difficult and absolutely forbidden in certain places. The main street was a definite no no and the drivers were ordered to be on their best behaviour. There was one long straight, a stiff uphill but having cross streets made the surface a bit wavy and a solid concrete barrier around the sharp left hand at the end. After a couple of practices and parades of Minis the first event got away. Seconds later, maybe a third of a lap in, the race leader, coming out of the chicane, lost it and planted the front of his lovely Alfa into the concrete barriers. I heard this loud clack-clack-clack as the concrete barrier fell onto the bonnet and in domino fashion 30 metres of the concrete wall fell down onto the track. With no where to go there were a couple more vehicles with bent fronts and rears. Ironically the name of the chicane was "Shannons Slide". There was no racing for a bit as they had to get machinery around to rebuild the barrier. After a few events the track dried off and the drivers and the cars really got motivated. There were events in which you could slot just about every clas-



The start of the main street. The Jag is forbidden to pass here!

sic car but the one that really got me going was "front engine racing cars." Brands didn't matter here. Some of the names were new to me, but the sights were unreal!. Some of these were real old open wheelers. Some of



The blown MG fires up. That's a genuine 1955 Holden NKD racer behind. It even runs a FJ instrument cluster and steering wheel centre

What a sight. It sounds even better than it looks!



The Miller Ford replica. An Indianapolis racer. Coming down the hillclimb.



And there were two blown MG's

them gigantic compared with the car next door. They were all driven to the limit and the sound was out of this world. Seeing these babies under hard cornering, tyres distorted and definitely drifting with seriously solid concrete barriers close by was almost as good as it gets. It could only be better if I was the other side of the barrier and driving.

Some of the lineup was a 1926 Bartlett Special, 1934 Bugatti, 1956 D type Jag, 1935 Millar special (Ford), 1939 Standard 10, 1929 Triumph, 1933, 49, 54, 55 MG's, 1929 Rileys (Brooklands special), 1928 Model A Ford, 1930 Austin 7 special and a 1955 Holden NKD (far out Holden racer). As far as I know the Alfa was the only bingle and there were no injuries there. But there were 4 separate incidents where racing had to be delayed while the ambulance took 3 spectators and one official to hospital. I certainly get the emotions when the cars are blasting round the track. Now I realise its important to maintain your fitness so you can handle the excitement during these events! Like when Martin Dennis broke away from the pack in his Datsun 1600 (it had just rained and the track was wet) he then proceeded to lap several other cars. Then on the second to last event when Geoff Whall in his 1970 V8 Capri was leading, very closely (2 feet) followed by Russell Cooley in his XY Falcon GT, once again Martin got loose and was cornering on two wheels to catch em up. They finished in that order rubbing bumpers. Fantastic stuff! And the last event was Minis. Millions of em! And the sound of a bunch of Cooper S at full noise was a fitting end to the day!



John Manley

Part of the Albany Classic were classic car displays. While I was checking out his 1959 S1 Bentley John Manley commented he had another Bentley at home. I didn't catch what type, but when he invited me to come round and have a look, it didn't take me long to accept. Typical of car buffs there was a large shed. What I found inside was not what I was expecting! Lowering my sights there were these massive chrome headlights complete with chrome mesh over them, and chrome pipes and bits and a chrome grill in there somewhere. Stretched out behind was one of those bonnets that go on forever. Green with a tiny windscreen. Straps over the bonnet. 3 chrome exhausts sticking out the side of the bonnet and a chrome exhaust pipe right down the side and out the back. I was standing over a beautiful classic Bentley racer with no barrier to keep me away! I was seriously excited!

The car was a Hayes Special.

John had been to England back around 1980ish and come across one of these cars and realised he had to have one. It was based on a 1951 Bentley sedan with the chassis shortened 15". The body was fibreglass of exceptionally good quality, the whole thing being hand



built. John met the manufacturer who couldn't give a firm figure to have a vehicle built as prices for components were rising so fast in those days. The price of the chroming especially was a significant portion of the value of the vehicle. John did not have sufficient cash to order one. Sometime later he returned with the



necessary funds but alas, although there had been about 13 of them, the gent was building them no more. But luck was with him. A car dealer mentioned a gent who enjoyed a playboy lifestyle, had a large collection of classic cars and who needed to shed a car to realise a bit of cash flow. The car up for grabs being the revered Hayes Special, John was off to the Scottish border and became its new owner. A wooden crate was built around it, and with the crate in a container it eventually arrived in Western Australia.

And John took me for a burn around Albany in it. Getting in takes a bit of thought. Practice might make it easier. But once you are in you feel like you are part of the car. Your legs disappear down behind the dash somewhere, the tiny windscreen is close and behind it is that bonnet disappearing in the distance showing you where to go. And there is the sound of the exhaust. Not loud, just lovely.

Sharing the garage is the 1959 S1 Bentley but what some might find surprising is a 2CV Citroen Dianne. John's first car was a 1925 Citroen, a 4 cylinder 7HP. The Dianne is a 2Cyl 7HP. John has owned it about 7 years and it is also a beauty. We went for a burn in it too. It just floats along. Takes my thoughts back to the "Raid" stories. Hmmm!





Checkout this 1928 Chev. I met Don and Robyn Sherlock at Maree in SA's north. They have driven this vehicle just about everywhere outback that modern day 4wd buffs would think is difficult. And they have done it all towing a camper trailer. The map on the tailgate gives the general idea.

They bought the car from a bloke that had converted it from a tourer. At age 70 he had gone to night school to learn the art of car body building and built the roadster body. When Robyn and Don got their hands on it the car had never been off the bitumen. It was also in poor mechanical condition. Both of these things would change.

First it gained an overdrive. One of only 52 made in California, USA. Next the compression was raised from 4.5:1 to 9:1, Commodore V8 valves and hardened seats, the head was ported. Then a massive 20kg removed from the flywheel, a modern day cam and the motor balanced. That makes her a hottie I reckon. There are 2 fuel tanks, 82litres gives a 400km range. The front tyres were given to them.

They were 50 yrs old and brittle but had never been on the road. Don points out he has driven them from Melbourne to Perth, then Broken Hill, White cliffs 10000 km and more and they won't wear out. But he is still trying and determined to do it

They were in Darwin a few years back. I remember talking to some of their group. They had come to Darwin to kill 10 days. They had travelled from Melbourne to Alice to go across the Gunbarrell Hwy. Bad timing! Heavy rain caused flooding west of Alice so they came for a cruise up to Darwin in the hope the waters had receded by the time they got back. They didn't just go across the Gunbarrell, they also did the abandoned bit Warburton to Jackie junction to Giles *at night*. They have been to Cape York and all over but check out the map, they get there by the most remote tracks possible. But things can get a bit dull if nothing ever goes wrong. One trip things did go a bit wrong. At the highly populated metropolis of Nullarbor Roadhouse (pop not many) they broke a crankshaft. Whoops! Lucky there is a phone

at Nullarbor. They rang good mate and mechanic Bill Eldridge back in Melbourne on Fri. (Bill has been known to pour white metal bearings using a camp fire as a forge, baked beans tin as a crucible and round fence post as a mandrel) Good mate he must be as he ripped the motor out of his own Chev, chucked it in the back of his Landrover ute and by Saturday was swapping the good motor into Don's Chev. Don continued the trip around WA but just to make sure they didn't get too cosy the Chev broke another crank at Kalgoorlie about 4 weeks later. This time

Robyn spat the dummy and insisted they fly home. They had the car trucked back to Melbourne.

Why did it break 2 cranks? It seems both cranks had been ground in past

life and at the edge of the journals there is meant to be a radius of metal left as a relief. The journals did not have this bit left there and the journals finished in a sharp right angle. This is where they had broken in both cases. Don now has a spare crank already properly ground waiting at home so if he ever has a similar problem he can have it sent to wherever he is. He also carries a spare set of crankshaft bearings. Being prepared makes it unlikely he will have that sort of problem in the future. He once broke a tailshaft, then found a 38 Chev tailshaft was the perfect size to slip over the break, welded it on and it's still working fine.

And where are they heading for from Maree this trip? Oh just up the road to Mt Isa, Cape Crawford, Darwin, Kununurra, Marble Bar, Mt Newman, Tom Price then Leonora to Kalgoorlie and back to Melbourne. All in 3 1/2 months.



The map on the tailgate says Don and Robyn and Chev have been just about everywhere there isn't bitumen



Katherine Motor
Vehicle Enthusiasts
Club

**Katherine Festival
"Show & Shine"
Car & Bike Display
Sat. 22nd August
2009**



Proudly sponsored by



The Details



As part of the 2009 Katherine Festival (formerly known as "The Flying Fox Festival") the Katherine Branch of the Motor Vehicle Enthusiasts Club of the Northern Territory and Shannons Insurance are pleased to host the 2009 Katherine Show & Shine Car and Bike Display.

WHEN? Midday onwards Saturday 22nd August 2009

WHERE? Commencing at the Power And Water Social Club Recreation Rooms Katherine (see map)

HOW MUCH? Free Entry to "Show & Shine" BBQ and salad lunch \$10,00 per person. Stew and damper dinner. \$15,00 per person.

Programme of Events:

Midday - 2:00pm Meet & Greet BBQ lunch Katherine PAWA Recreation Rooms.

2:00pm - 2:30pm Drive to Katherine Council Grounds and prepare cars / bikes for display.

2:30pm -5:30pm "Show & Shine" display and judging.

5:30pm - 6:00pm Presentation of trophies courtesy of Shannons Insurance.

6:30pm onwards "Stew and Damper" dinner at local members Pete and Sandy Balfour's. Some light hearted video presentations will be screened after dinner.



TROPHY CATEGORIES:

Trophies will be presented to the winners of the following categories, courtesy of Shannons Insurance:

- Best Modified vehicle
- Best Original vehicle
- Best USA vehicle
- Best Japanese vehicle
- Best British Vehicle
- Best European vehicle
- Best Australian vehicle
- Best Bike
- Best 4WD vehicle
- People's Choice vehicle
- Mike Smith perpetual trophy for 'Best Wheels'
- Participation Medallions for all vehicles entered

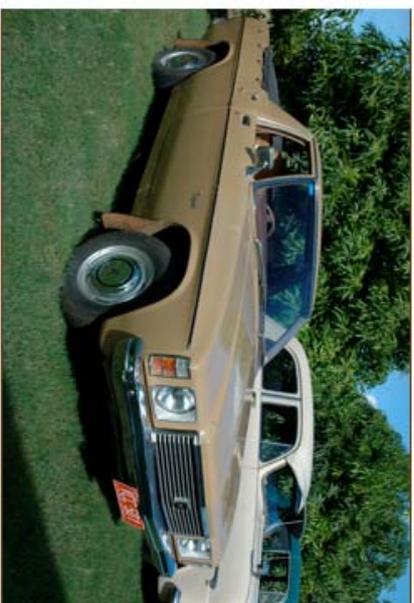


For out-of-towners

Please feel free to take advantage of our members' Pete & Sandy Balfour's hospitality and enjoy free camping on their rural property located very close to Katherine town. Otherwise there are several Motels and Caravan Parks to choose from.



So come and join us for a relaxing day enjoying good food, good fun, good cars, good bikes and good fellowship. The Katherine Festival main event is on the same day, time and location as the "Show & Shine" so there will be tick markets, displays and events to further explore and enjoy. Looking forward to seeing you there!



We would be rapt if members of your organisation could join us for this event.

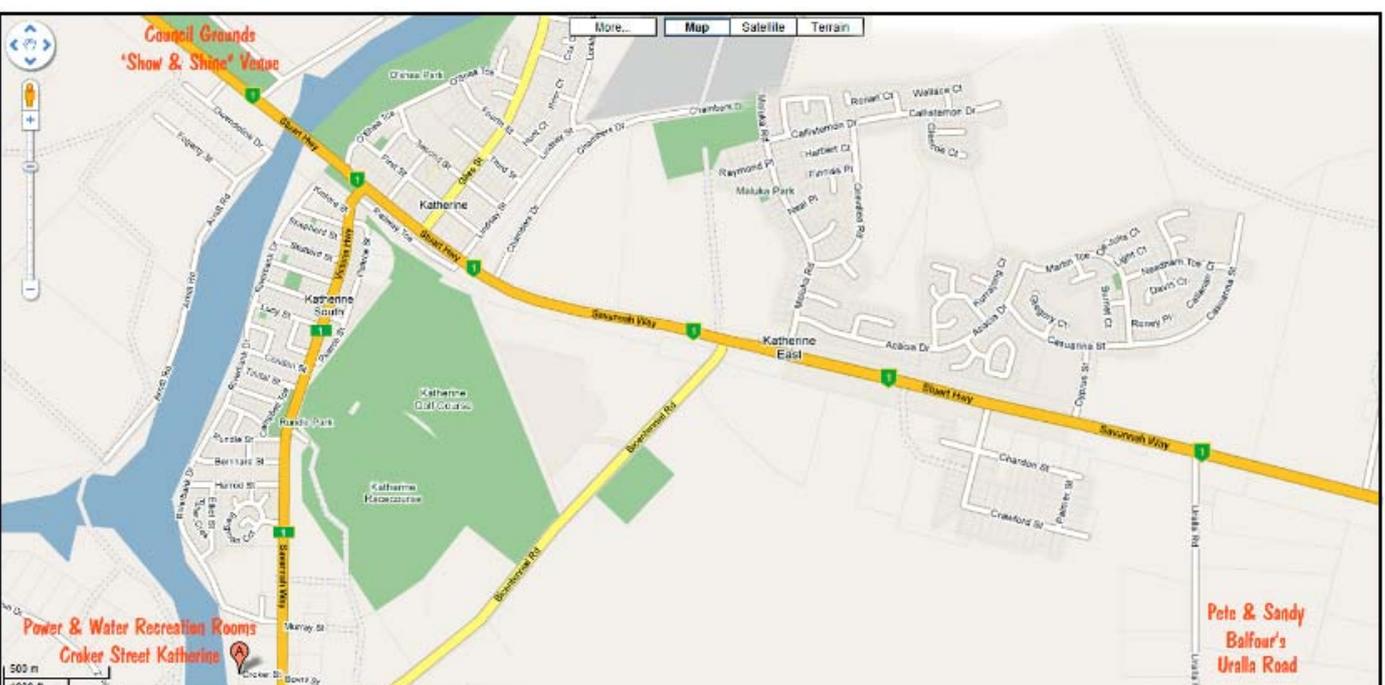
It would be greatly appreciated if your Club was keen to participate that you contact us to help us with catering and accommodation arrangements etc.

Please see the contact details below.

Katherine Motor Vehicle Enthusiasts Club

PO Box 1389
Katherine
Northern Territory
0851

Phone: 0428 563 067
E-mail: sir-william@aanet.com.au



CAR BADGES

The club has a bunch of beautiful metal badges to decorate the grille of your favourite car. You can also put them on your 2nd and 3rd favourite too. Or you can get in early for Christmas. They cost \$40 and look great. Get them from the hangar!!

Wanted

Old motorcycle speedo that reads in
Miles Per Hour.
Stan 89270117

REJEX COMPETITORS!

I have heard a few rumblings about rules and other worries associated with the coming REJEX rally.

Put your mind at rest! It is run by the same persons, just under the umbrella of a different organisation, hence the rulebook. Don't worry about it!

If you had a good time in past events just come and continue the good times. Same cars, same people. Nothing has changed. See you there! And this year I *will* finish in my model T.

Free stuff

Get your free ads in here. Give stuff away, sell stuff, get information. Whatever you like. Email Ted at propellers@bigpond.com or 89886049.

Deadline.. The end of the month



Would you cross these people?

They'll be looking for you at the Gangsters Ball!
Better be there eh!

A blonde, wanting to earn some extra money decided to hire herself out as a handywoman and started canvassing the neighbourhood.

She went to the front door of the first house and asked the owner if he had any odd jobs for her to do.

"Well, I guess I could use somebody to paint my porch," he said. "How much will you charge me?"

The blonde quickly responded, "How about \$100?"

The man agreed and told her that the paint and everything she would need was in the garage.

The man's wife, hearing the conversation, said to her husband, "Does she realise that our porch goes all the way around the house?"

He responded, "That's a bit cynical, isn't it?"

The wife replied, "You're right. I guess I'm starting to believe all those dumb blonde jokes."

A short time later, the blonde handywoman came to the door to collect her money. "You finished already?" the husband asked.

"Yes," the blonde replied, "and I had paint leftover, so I gave it two coats - no extra charge."

Impressed, the man reached into his pocket for the \$100 and handed it to her.

"And by the way," the blonde added ... "it's not a Porch -- it's an Audi."



The motor vehicle Enthusiasts Club

Extends its thanks to

Shannons

Insurance

For its continued support for the club

WOTS ON THIS YEAR

- | | | |
|------|-----|--|
| July | 11 | Gangsters Ball at Berry Springs Community Hall. Cops (Elliott Ness and mates) welcome too! Press your pinstripe suit. Oil your machine gun.. Cost \$15 kids free
We now have two live professional acts (real good rock n roll plus middle of the road stuff) plus another playing recorded music. Bring a plate of supper. Don't miss it! |
| | 12 | Working bee at hangar |
| | 19 | MVEC vs Classic Holden Car club cricket match. At Batchelor oval. A blast!
Leave Caltex Brmh 8am Wishart at 8.30am. Lunch supplied.Small charge.
bring drinks and chairs |
| Aug | 1-3 | REJEX Rally Fantastic fun, Be there! |
| | 12 | Monthly meet at hangar |

If undeliverable return to;
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- | | | |
|---------|----|---|
| Aug | 16 | Working bee at hangar |
| | 22 | Katherine Flying Fox Festival car show |
| | 23 | Mystery Run Palmerston to Dripstone cliffs for sunset tea.
Meet at 3pm in carpark between Police Station and Council Chambers (off Chung Wah Tce). Bring your own everything. |
| Sept | 6 | Fathers day car show. |
| | 9 | Monthly meet at hangar |
| | 13 | Working bee at hangar |
| October | 14 | Monthly meet at hangar |
| | 18 | Working bee at hangar |

*Where can you drive a 1928 Chev?
Don and Robyn's tailgate shows it's any-
where you like!*

