

Motor Vehicle Enthusiasts Club

No 38

Dec 2009

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



Ashleigh Holland is Santa's chief helper this year. As you can see she has car parts in her bag. You better be good!

*Merry
Christmas*



The White Scout car puts a new slant on the term "Streetfighter"



Cameron Stone's home looks just like any other place in suburbia. Until you get to the driveway. Then you begin to get the idea that here there is a serious collector of large things. If you ignore for the moment, the massive B52 tow tug just in the gate, you can't help but notice the WW2 M3 Scout Car parked under the carport. It's too big to fit in the shed. This is a massive vehicle with wheels on the front axle but half-tracks at the rear. Built by White in USA it was a lend lease vehicle in Europe and at the end of World War 2, along with a lot of other stuff, it was bought by the Israeli Army. They gave it a sand-coloured colour scheme and fitted a 90mm Besser anti tank gun. In this configuration it saw action in 1967 during the six days war. The vehicle came to Australia via means that aren't quite clear and was used on a

property at Margaret River in WA where tourists could have a go at driving it. It was given an American colour scheme and markings, but the identification and instruction plates were, and still are, written in Arabic. Cameron bought the vehicle about 6 months ago from the tourist venture and intends to convert the colour scheme back to how it was with the Israeli army. By a remarkable coincidence he was travelling on the Ghan

railway at the same time as a couple of Israeli blokes. They were invited round and were able to translate all the instruction plates. It turned out these blokes' dad was a General in the Israeli army and were able to contact him to get even more information about the vehicle. This is one heavy duty vehicle. Heavy is the only word you could use to describe lifting the bonnet. It's an armour plate. It would be a bit silly I suppose to have an armour plate bonnet and a plastic grille. The grille is louvred armour plate. You can open it to let air into the radiator or you can close those louvres to keep the bullets out. The doors are armour plate, so are the windows but you can fold a bit down so you can see out. It's a bit heavy on the steering but it would have to be the ultimate vehicle to be driving when someone cuts in on you and you want to engage in a bit





of road rage.

I mentioned the tow tug. It seems it was sent to RAAF Darwin to push Orion and B52 aircraft around but there was a catch. No one could get it started. After exhausting every avenue to get it going it was put in a government auction and sold at scrap value to a local who stored it on an industrial block where Cameron spied it. He enquired of the owner if it was for sale to be told that it was not possible to be got running and that it was only good

for scrap and the price was \$1400. Obviously Cameron fancied it and asked his secretary if there was a few bob in the



It helps if you can read Arabic!

The tow-tug. The bottom hitch point is for Cessna the top is B52

Left: That's Jeff the chief mechanic. The bonnet is seriously heavy. It's armourplate!

*Above: The drivers view. The sunvisor thingy will lower down to stop getting bullets in your eyes
The safest vehicle in the world to be in 5 o'clock traffic.
That's the 90mm gun mount just behind the front seat.*



petty cash so he could buy it. She fobbed him off somehow.

Soon after was his 40th birthday and what do you reckon might roll up gift wrapped and all! You guessed it, the tug!

Cameron has mates in the defence force, that's where



*Check out the gear selector. Its automatic.
The ladies can drive this one!*



The Staghound as built



And in it's current state

The driver sits up front on the left. The big hole in the top is for the turret



he got this addiction, er, fascination with military stuff. He was in the reserve driving Leopard tanks. Having some of these defence mates round for a barby they checked out the Douglas Tow Tug. It has the same engine as the Vietnam era armoured personnel carriers. They knew these engines. Attacking the injectors with a piece of wood while Cameron was cranking it, it started. It runs like a charm and it has only 50 hrs on the clock!

Under the verandah of his house, just next to the barbie is a massive diff and an equally massive cast gun turret. The turret gives it away that there is something else in Cameron's life, but its not obvious what it is. That's because the main bulk of the vehicle that owns the turret is elsewhere at his workshop. Its full title is a "Chevrolet Medium Armoured Car M6". They refer to it as the Staghound. This one had been rescued from a gunnery range in NSW. Lucky the shooters had been rotten shots. It was unscathed apart from a row of machine gun holes in a box that hangs off the back of the turret. \$25000 and it was on its way to Darwin on a

truck. The seller also had a shed full of brand new spares that Cameron could access as he proceeded with his restoration. Unfortunately he sold the whole lot as a package deal to a collector in Texas USA and Cameron still had a long way to go...

Cameron is a bit busy running his business so he needed someone who could make the dreams happen. Enter Jeff Andrews. A friend said to Jeff one day "Can you fix tanks" Jeff thought about it a bit and pictured one of those things you store rainwater in and replied "Yea, no worries" That was about 18 months ago and he has been working on it ever since. The target for having it finished is ANZAC Day 2010. When Jeff took on the job someone else had already pulled the front half to bits. Jeff dismantled the back half which includes the engines and transmission and is well on the way to having that part back together. That leaves the front section where he has a jigsaw and just his wits to figure where it all goes. I



*Left: the carrier for the turret. It sits on rollers and turns smoothly and freely. The gunner sits in here
Below: Some people reckon they have it good with twin camshafts. You can't beat twin engines!*



The machinegunner gets to look at the view through this slit or if things get too hot there is the shutter to lower..



don't think he will have a problem. Jeff works 4 hours a day on the project and has had the hull totally naked so it could be sandblasted and painted. It has two 6 cyl engines that have been totally reconditioned. The gearboxes and transfer case had been full of water and in a bad way, but they were able to get a brand new old stock replacement. The radiators have been recored and are safely bolted in the vehicle.

Just to give an idea of how it is with these vehicles, Cameron received a phone call from a collector in Europe. "Do you have radiators for sale?" was the question. How much are you willing to pay? Was the reply. "Money is not an issue. Are they for sale" was the reply. The radiators are still safely bolted in the Staghound.

When it is finished, be it by ANZAC Day or later, the Staghound will be a real head turner.

Left: The ultimate barbeque conversation piece. The turret is cast, is seriously heavy. It dwarfs the barbie. There are one of the axles behind it

Meet Jeff, the multi talented bloke who has accepted the challenge of making all this stuff look and run like new.



ALFA ROMEO Return to Darwin

by
Howard Moses

The Western Ranges were snow capped and clear as Qantas flight QF1010 approached Tasmania's southern airport near Hobart.

An hour later I was reunited with the Red Alfa Romeo coupe, 1970 model Veloce GT 1750. Four months earlier, the Alfa had participated successfully in the Targa Tasmania 8 day Historic Rallye.

On the last day of the rally the Alfa retired to Fogerty's Italian Garage for head gasket replacement and service.

When the weather is fine in Tasmania it is a brilliant time to go driving..

Saturday morning, bright and clear, heading for Wineglass Bay in Freycinet National Park, I retraced the rally course in reverse. By noon I was at the Tasman coast looking at the distinctive Hazard Mountains jutting out from the sea. The nine mile beach road delivered me to the top of Wineglass bay.

Alas, the wind was blowing 40 knots, so I pressed on to Bicheno – famous for fresh lobster, local wine, cheese, and Hazard Ale.

A Sunday drive north on the Tasman hwy and the Alfa was in the company of two Mazda MX5 sports cars. We toured the coastal road and a BMW Z sports coupe joined in our mini rally to the Bay of Fires.

Back in St Helens for lunch a crowd gathered around the Alfa, asking questions about the 38 year old coupe, the Territory, MVEC, and the next historic rally next year . .

I am entered in the 2010 Targa Tasmania Historic Rallye in a 1963 Citroen DS Safari with my co driver and friend Peter Dekker.

Sunday afternoon was a spectacular drive inland up through the forests and pastures, with little traffic and no logging trucks operating.

The September off season is terrific for accommodation.

Scottsdale Lord's Hotel had rooms for \$30 in the sprawling, old style, corner brick building on Main street.

The next stage is known as 'The Sidling', like a rally special stage with

A winding road through the forests, over a pass and down into the Tamar valley.

Finally the rain arrived and I drove to Grindelwald Swiss village resort.



The Alfa on the great Ocean Road in Victoria

Every building was in Swiss Chalet style. A \$280 a night suite was on sale in Travelzoo.com for \$72 plus a \$20 voucher for Suisse dinner.

With a day to spare, I drove out west to the Hellyer Gorge another special stage up to the top of the mountain at Waratah.

The return ferry Spirit of Tasmania effortlessly transported the car and myself, overnight, in comfort to Melbourne.

A few days later I was travelling West along the Great Ocean Road, mid week and in light traffic. This is a splendid Gran Turismo road, hugging the rugged coast, with plenty of places to stop, Bell's Beach, The Twelve Apostles – there are only 7 left, as the Southern Ocean consumes the land.

Back on the Princes hwy the sun sets in the direction you are going, making safe driving impossible. I was in Port Fairy a picturesque historic village, stone buildings from last century, a fabulous safe marina in the river mouth and one main street of 2 blocks. Catalina caravan park let me have a powered site for \$15 for to pitch the tent.

Crossing into South Australia, the next day, several large storms broke, dropping heavy rains and driving speed down to 50 km/hr. I took the Southern Ports hwy and found it was clear out by the coast at Beachport.

The final leg into South Adelaide was heavy rain all the way. I let 5psi out of each tyre and filled the petrol tank for extra weight. The Yokohama C series tyres handled the wet conditions. Near the ferry crossing at Wellington there were areas of standing water on the road, and rising!

At Christies beach that night I had a dinner rendezvous with MVEC members Jo and Pancho Nelder, Lorraine and Garrey Colliver and host Kiwi Bob and



This baby at the Birdwood show is a Bristol. Hand crafted and powered by Chrysler V8. How about the nifty cupboard in the front guard. The one on the other side contains the spare.

Sandy, former Darwin car enthusiasts. Bob had just completed a beautiful maroon paint job on a 1956 Morris Minor, Sandy had done all the upholstery in light blue on the home sewing machine. They were entered in the Bay to Birdwood classic rally that Sunday. Garrey was also entered in his white 1965 Pontiac Parisienne, but the car was still incomplete in Darwin. It was arranged that I substitute this entry with the Alfa Romeo.

Never in my wildest dreams have I seen some many classic, beautiful and ugly cars in one place – 1800 classic machines in the 1955 to 1977 age bracket. My Alfa Romeo Veloce was the only series two in the rally, and only entrant from the Northern Territory. I took 508 pictures and these have been posted on the MVEC computer in the library – double click on Bay to Birdwood folder on the desktop to views these images.

The Bay to Birdwood rally is a 70 km run from the Bay north of Glenelg along the dual carriageway, climbing up into the hills on a winding road through the Chain of Ponds to the National Automobile Museum in Birdwood. Crowds of spectators lined the route wearing raincoats, waving scarves and flags. Some had built temporary shelters with fires going to keep warm against the wind and rain. At Birdwood acres of classic cars parked in fields for viewing. The rain stopped for lunch, prize giving and merriment. On the drive back the Alfa fell in with a pink Leyland P76, red Jaguar V12 E type, a 1967 Isuzu Bellet GT and a Ford Fairlane Sprint. We travelled in this company to Glenelg beach

Throughout my journey I kept logs of distances travelled and fuel used.

In Victoria the max speed limit is 100km/hr. In top



gear the Alfa tachometer is reading only 2,200 rpm at this speed, and my fuel consumption averaged 32mpg in the old language.

Heading north again on Monday morning I took a back roads through Truro alongside 'Van Gogh' fields of yellow maize to Robertstown, a tiny rural hamlet. The General Store was built in 1912, the inhabitants looked like they had always been there among the musty smells and paper thin wooden floorboards. This area connects with the Goyder hwy at Burra, and onto Port Pirie. At dusk near Pimba the sun was again directly in my face, so I camped out at a roadside rest stop. Two cyclists arrived after dark, and told me how they always rode across the desert at night! A Scots and an Aussie cycling the world. They scoffed down a huge meal and rode off into the night. I did some early morning driving and in anticipation of wild animals I had fitted kangaroo whistles and set the spotlights in a cross pattern to illuminate the sides of the road. Just as the sun came up I came across 2 large kangaroos in the middle of the road. I was able to brake safely, the kangaroos did a mad dance and shot off into the scrub. The cross winds picked up beyond Coober Pedy and a concentrated driving effort was required. I was making steady progress as I crossed into the Northern Territory. The first road-

house at Kulgera was a shocker, icy reception, exorbitant prices and a greek chorus of blokes drinking grog and staring in frosty silence. Not a good first impression of the Territory.

Near the turn off to Ayers Rock, I passed a brace of Triumph TR2 sports cars on their annual TR2 one make rally to the big rock. That night I set up camp in a field at Stuarts Well, an interesting and friendly place. It is like a mini farm with horses, donkeys, camels, ostrich, kangaroos and camels all managed on a sprawling property littered with old machinery. The countryside is spectacular, roads are good and most traffic was going south. I counted 55 car and caravan 'grey nomad' travellers leaving Alice Springs .

At the NT speed limit of 130km/hr the Alfa tachometer was reading 3300rpm. The Alfa title of this model ' Gran Turismo Veloce' 'Grand Touring Speed', seemed very apt, as I ate up the miles to Darwin.

I managed to have a most refreshing swim at Mataranka Thermal springs, black cockatoo country. After a short pit stop at Central Motors Katherine I drove home, and reached Parap at 2.25 pm Thursday October 1st.

Some calculations:

80 hours total, on the road from Adelaide
\$506 in 98 fuel from Melbourne – 98 Octane BP Ultima or Caltex Vortex

6,000 kms in total from Hobart

The Alfa Romeo is now undergoing a phase two, mostly cosmetic, restoration.



*The bloke with the Bristol also owns an Alvis.
Here I am following him through the Adelaide suburbs on the way to Birdwood. He lives here and hopefully wont get lost!*

Massive Warehouse Clearance Sale

XT 600 Tenere, (640 big bore kit) new tyres, gold rims. Hasn't been started for a few years. Found it in the chook house when we moved house. Was wondering where it got to. \$500.

(if it doesn't sell, the kid's will get a really fast go kart soon!!)

'86 CR 125 (Honda) Found it on a beach in the Cocos Islands. Rebuilt the motor, new tyres, no brakes. Haven't started this one for a few years either. You guessed it, it was behind the XT. \$500

XL 185 (Honda) Another Cocos bike. After a few months the local Cocos Malays decided to save me a trip to the dump and kindly brought this one straight to our house. Last rode it about 3 years ago. The chickens were roosting on this one. \$200

Truck for sale

1975 International. 345 V8. 6t flat top tray. Beautiful paint, new tyres, new brakes, needs work to complete \$6000.

I have photos of all the above (too late too be included with the ad)

ph. Tim Modra 8928 1182

email tim@modramob.com.au

Holden EK wagon
186 red motor
no rego, good body
needs clutch, front end work
\$2500
Phone Shane 89760820

1988 Moto Guzzi 1000GT
\$10000 ono Werner Allmich
Phone 0417 647 868



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.
Got a story to tell?
Deadline.. The end of the month
January is editors day off. **No Jan edition.**

1980 Ford Escort GL 1600.

Suitable for wrecking or restoration. Vehicle is complete although not driveable due to suspension damage. The body is fair with some rust. Mechanically OK with 1600 cross flow engine and 4 speed gearbox. It was running when laid up approx 4 years ago. I'm asking \$200.00 ono.
Contact Rod Barker on 0418 891 878.

1964 Mini Panel Van

850cc engine . Original car with original engine.
Never been restored
Been in A/c storage as an office showpiece since 2005.
\$4000 no offers please
Phil 89889746

1966 HD Holden Special Sedan - Rego til April 2010. @ 82,000 miles on the clock with original paperwork, receipts and factory workshop manual
\$2,500 o.n.o 0419845955
Or emailto pilgrim@bigpond.net.au



Lost---a contacts phone number.

Would the person who rang Stan about the 4x13" Mag wheels to suit a Humber Vogue please phone again on 89270117. thanks Stan.

Standard 10 motor car
Wanted
Please phone Bob
0412844610

Wanted
4 Combat rims to suit
1944 military Jeep
Barry Stach 0417776339

Kawasaki GPX 600

1989 model
\$200
Luke 89886049 ah



The motor vehicle Enthusiasts Club
Extends its thanks to
**Shannons
Insurance**
For its continued support for the club

Wots on next year

Jan	Australia Day Ute Run. No details apart from it's on for sure No monthly meeting in Jan
Feb 11th	Monthly meet at hangar
15th	Working bee at hangar
14-23rd	Bombing of Darwin commemorations and open day at hangar

Following Cyclone Tracy on Christmas Day 1974 the Navy issued a General Recall notice to all sailors. HMAS *Vendetta* was one of the ships which came to Darwin. The following is an extract from the webpage on the history of the ship.

On passage back to Sydney, the story of one of *Vendetta* (II)'s sailors circulated around the messdecks. When the General Recall message had gone out recalling ship's companies for the mercy dash to Darwin, one of the sailors had been interstate on leave. He had gone to his local police, and after explaining the situation and the need for urgency, he was provided with a 'speed-exemption' ticket permitting him to exceed the speed limit to return to his ship. Naturally, he took every opportunity to emulate Jack Brabham and, inevitably, he was stopped by police. His 'speed-exemption' ticket resulted in him completing his journey with a police escort. On his arrival at Garden Island, however, the police gently but firmly retrieved the ticket just in case he was tempted to use it again.

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

PRINT
POST
PP 545393-00032

POSTAGE
PAID
AUSTRALIA



Life's just Ducky. Have a Merry Christmas!!

Not long ago and far away, Santa was getting ready for his annual trip...but there were problems everywhere.

Four of his elves were sick, and the trainee elves did not produce the toys as fast as the regular ones so Santa was beginning to feel the pressure of being behind schedule.

Then Mrs Claus told Santa that her mum was coming to visit. This stressed Santa even more. When he went to harness the reindeer, he found that three of them were about to give birth and two had jumped the fence and were out, heaven knows where. More Stress. Then when he began to load the sleigh, one of the boards cracked and the toy bag fell to the ground and scattered the toys. So, frustrated, Santa went into the house for a cup of coffee and a shot of whiskey. When he went to the cupboard, he found the elves had hidden the liquor and there was nothing to drink. In his frustration, he dropped the coffee pot and it broke into hundreds of little pieces all over the kitchen floor.

He went to get the broom and found that mice had eaten the straw it was made from.

Just then the doorbell rang and Santa cursed on his way to the door. He opened the door and there was a little angel with a great big Christmas tree. The angel said: "Where would you like to put this tree Santa?"

And that my friends, is how the little angel came to be on top of the Christmas tree.