

Motor Vehicle Enthusiasts Club

No 41

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TRANSMISSION

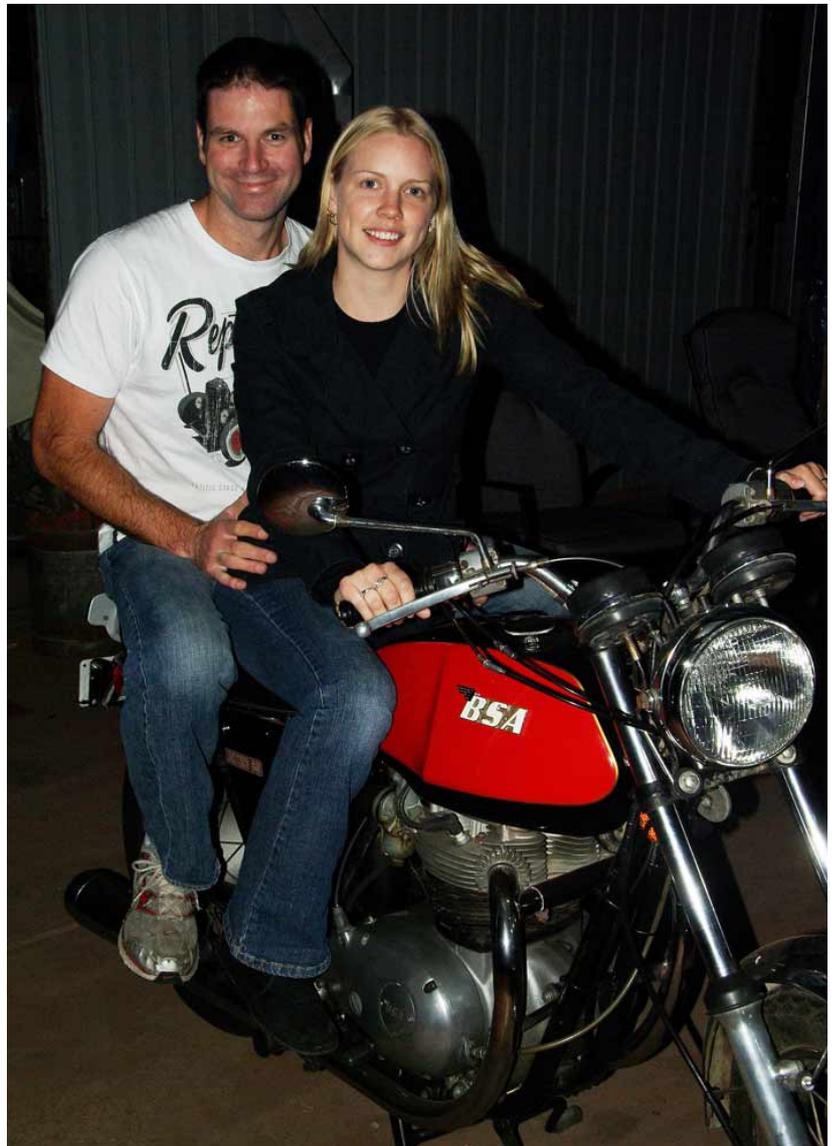


The voice of the Motor Vehicle Enthusiasts Club

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

Collecting in the big smoke

A T shirt displaying a hotrod prompted me to ask Ben if he was interested in cars. The mention of a bunch of motor bikes prompted me to ask if I could come and have a look. At the doorway to the shed I realised you don't have to live in the bush to accumulate lots of good stuff. You see I was in the heart of suburban Adelaide in South Australia yet there was enough stuff in this garage to keep the most experienced rural collector (means lots of room) dribbling. First you had to get past the bikes. Gleaming right there in front of me was a mint BSA A65 Lightning from 1972. I could spend a lot of time here..... This was a bit of a whirlwind visit with a definite time limit which was probably just as well because I would have loved to get all this stuff outside to see it better. I had to be content with what might be called an overview. I looked over another BSA, a 1951 B33 500. There was a 350 still in bits and a '79 RM125. That's a Suzuki motocrosser for those uninitiated in the world of dirt bikes. Still on the Japanese scene was a perfect example of one of Honda's best 4 stroke dirt bikes, the XL250S Motosport from 1980. But as we got inside the shed it turned out that Ben is not the only collector in this family. Ben's Dad Kym has the same problem. And Kym's



The 650 Lightning is such a well styled motorcycle it is difficult to improve it's looks. Ben came up with the perfect solution with the lovely Carly!

Dad had the same deal. Grandad's collection of car badges adorns the shed wall. Grandad also collected 1937-48 Buicks. Kym has a 1926 Dodge. It is a bloody ripper! It's been squeezed in the shed completely surrounded by other good stuff and it has dust and cobwebs. It runs beaut and hasn't been restored. To restore it would probably take away a lot of its appeal. As happens with a lot of these old cars, it started out as a tourer and was converted into a ute later in life.

Kym came across the car at a little town named Yongala out in the sticks in SA. Yongala has the honour of being the coldest place in SA. (bloody cold for a Darwinite) He travelled past there a bit doing the rounds for his job. A bloke there had a yard full of old cars. Kym asked if he would sell the Dodge and the feller asked what he had to trade. A 1927 Chev truck plus another \$2000 and he became the proud owner of the Dodge. It didn't take much to get it fired up and it's been in two Bay to Birdwood rallies plus it gets used regularly in the Cornish festivals they have at Wallaroo on York Peninsular, an old mining area in SA. Anyone who has travelled the North of SA will probably have been to the Flinders Ranges and in particular Wilpena Pound where there is a chalet from back in the days. Kym has the genset that ran the chalet in its early days. It's powerplant is a 1919 4 cyl Dodge engine which powers a 12v generator. He's got the odd spare gen too. A whole cupboard full of em. There are a couple of Landrovers, a 1960 series 2 and a 1957 Series 1 which they drive around Wallaroo. Kym has an XB GS Falcon, Ben only has the bonnet from his XBGT. I didn't get round to ask what happened to the rest of it. More bikes with a 1981 Honda 900 and a Kawasaki Ninja as a daily rider. Kym has a bike too, a 1952 Matchless 500.

How's that for a shed full in the middle of the big smoke? But wait, there's more. Remember Granddad? He bought a beaut 1965 Dodge Phoenix and after using it for 15 years what do you reckon might have happened to it? It's under a cover under the carport!



The interior of the Dodge Phoenix under wraps. Unrestored and all original



The Dodge genset from Wipena



A couple of bonnet ornaments gracing the genset radiator

That's Kym with one of the spare generators. He has a cupboard full of em. There's a lot more good stuff than them too!





*Kym's Dad's badge collection graces one wall
Another wall displays the spark plug collection*



*The 1926 Dodge.
It just slots in perfectly in the middle of the collection.
You can see there is good stuff everywhere!!*



The B33 hides behind the Lightning



Life is tough for Ben. It takes a lot of thought to decide which bike to take out next



43 CROCODILES

Can you imagine my feelings? I am talking on the mobile phone when this radical thing that was probably once an FJ,

sails past. I hung up that phone call as quick as I could, jumped in the car and with a quick u turn I did a quick check how fast the Capri I had just bought for Shirley, would go. Lucky the FJ driver wasn't hooning too hard. I only caught him up because he was checking his mailbox after parking his car.

With a name like "CROC" on the numberplate you could have been forgiven for thinking this car had something to do with Darwin, but, the owner assured me his name was "Croc" and wasn't going to answer to anything else.

Once upon a time it was a 1948 Holden, known as an FX where I came from. About 1968 and 1969 a bloke gave it a severe makeover. This feller incidentally was deaf and dumb. Obviously his disability didn't affect his ability to sculpture a motor vehicle. Sometime later it fell into disuse and became a gutted shell. It sat in the front yard of Croc's brother Tony's wrecking yard

waiting for the day it would be restored to it's former customized glory. Croc convinced his brother Tony to sell it to him in the year 2000, then with his help and a lot of work they got the FX running again. It really is quite a radical custom. When you look at it there is something about it that doesn't seem quite FJ but it obviously is an FJ. The answer is it's got a fair bit of FE in it. The bonnet and cowl are from an FE. There has been several inches taken out of the doors but the side windows are normal height. And there is the one piece windscreen. The bottom half of the firewall is FJ, the top half FE with the swinging clutch and brake pedals from the FE. The floor has been dropped 1 inch. The side skirts are all steel. The radius is made by splitting a length of steel pipe. They are also open underneath so they don't fill up with water and rust. And the front opening bonnet is an ingenious design built by Tony. To

open it you first slide it forward a few inches then it tilts forward. There appears to be a small bonnet scoop but it's actually a handle you can grab. Without it you would have a lot of trouble opening or closing the bonnet.

It runs a 161 Holden red motor with a Toyota four speed box and an EH diff. Steering is a rack and pinion from an Austin 1800. Radiator is from an LH Torana and front disk brakes off a HR with a chassis kit to stiffen it all up.

Croc had a target date to have it



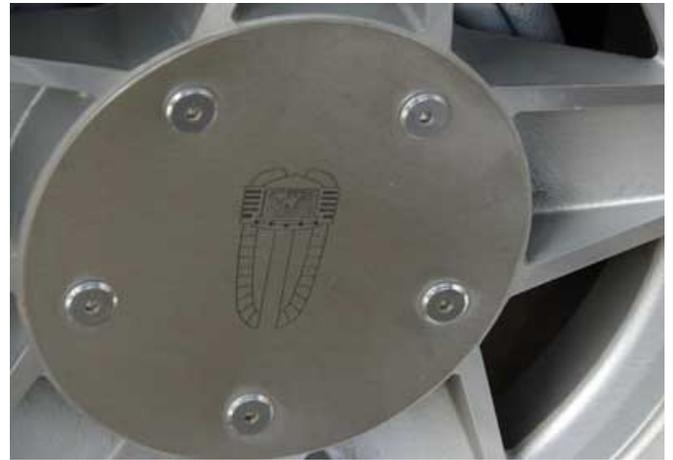
all finished and registered. The date was 28 Nov 2008. Why? Because it was the 60th birthday of the Holden. He had it finished on the 26th and since then it hasn't been sitting around. He has driven it 20000km . The first job was to get to the Early Holden Nationals in Brisbane for that special birthday. During that trip the Holden returned 9 litres per 100km, that's better than 31mpg. Not bad eh!



*There is almost no filler in this car. It's all steel!
43 is the year Croc started life's big journey*

*Engine is 161
The little bonnet scoop is actually a handle to make lifting the bonnet easier*

Check out the neat engraved hubcaps



Croc is the president of the club "Southern Earlies" Early what, I wonder?



OLD OLDENS

Croc reckoned I would enjoy a visit to his brothers business, Old Oldens. So off I went to introduce myself to Tony Dowsett and his wife Wendy. I found the address easily enough and sure enough there were a bunch of old Holdens around the front and a wrecking yard full of em out back. There was a weather worn and very old looking Old Oldens sign on the wall above a stained glass leadlight window. The motif in the leadlight was the Holden emblem. Not bad either! Then I walked in the door and into a different world. This was Utopia! You didn't even have to be an old Holden lover to appreciate this place. Every square foot of every wall was covered with good stuff. There was chrome everywhere. Flash wheels, hot up stuff and general bits of cars and memorabilia. So many people like the place that they are donating old stuff and its

all going on display. There are pedal cars, old trikes and the latest thing seems to be hats. All this stuff isn't limited to the walls either. The ceiling is literally dripping with goodies and the floor, well you wouldn't want to walk through in the dark! I felt especially privileged as I got to see some of their collection in their back room which is a bar with extras. One wall is a billboard poster Tony coerced out of a bloke who was putting them up. It depicts a family shed setting and Shell oil being poured into an FJ. Apart from the big poster there was an amazing collection of photos of old time custom Holdens. It brought back memories of my high school days when I used to see this really beaut custom FJ on the way home from school. I reckon it was metallic blue and it had AP5 Valiant bits grafted all over. The Valiant used to have a stainless badge right across the front of the bonnet. Cut down across the front of the FJ bonnet it read "ALIAN". It was so great it still sticks in my mind. Wouldn't you know it. Tony and Wendy knew all about it. They could tell you all about any custom FJ anywhere any time. Their library on the subject is almost certainly the most comprehensive anywhere. And there are all sorts of other goodies too. Even the original pattern to the FJ steering wheel centre and horn button is there. Priceless!! Actually, everything there is. But wait there's more. There's still the workshops and the wrecking yard. There was quite a variety of cars in the workshop. They were all old Holdens for sure and the most modern was probably an EH, but there were cars



Meet Tony. Anything to do with old Holdens he can help you!

so perfectly preserved or restored that they might have been bought new last week and there were radical vehicles with V8 powered FJ's and the like. Rust repairs were a common task undertaken here. Basically anything you want done to your early Holden, Tony can do it, except the paint. He farms that out to elsewhere. Another common job is moving the battery to a compartment in the rear mudguard accessed via the boot. He cuts a doorway in the side of the boot and uses the piece of metal he cut out to fashion a neat door. The battery sits in a custom made compartment. The front floor is commonly raised to provide clearance for a different gearbox. V8 conversions are no probs as are chassis kits which stiffen the body up.

There is certainly a demand for Tony's work, he hasn't done any advertising for 12 years and has no shortage of customers. After completing a rust repair job on an FC body shell it sold in 5 days. There was an EK wagon waiting for its rust to be cut out and replaced. It will sell for \$5000. Customers often buy a shell like this and then get Tony to do an engine swap or disk brake conversion or whatever takes their fancy.

The wrecking yard makes your heart beat fast too. Its just lots and lots of old Oldens. I spied an old Commodore in there too but Tony's excuse was that it was just there to rip the mechanicals out of it.

Tony is working on one car here that is a bit special. This one is for himself. Its an FX panelvan that he has widened 8 inches. He has incorporated bits of a Vanguard to get the shape in the rear guards he desired. Its got headlights from a Mercedes and Ford Landau

Red FJ used to belong to croc. Turquoise EH is just lovely



The whole wall is one big Shell oil poster centred on an FJ

Below: One of many scenes comprising Holden stuff



Below: Neat battery box in rear guard



tailights with handmade extractors for the 305 Chev engine. He knew exactly how he wanted it to look. It had to have widened steel wheels. He had them made specially. And when might he be planning to have this magic machine finished? The Shepparton Nationals start on 26th Dec and Tony will be entering in this car.



Tony's personal FJ runs Mercedes headlights

305 Chev engine runs custom built extractors

Dash is EK with modern instruments

Just to be different: A Chrysler Royal 2 door with a chopped top. Just waiting for a new owner



A piece of art: An EK tail light cast from metal. Beautiful!

Wanted

BSA Motorcycle parts and/or bikes
Looking for new project
Please contact Steve 0429852861

Free stuff

Now that's got your eye
Get your free ads in here. Give stuff away, sell stuff ,
get information, find a lover. Whatever you like.
For photos to be published they need to come to me
straight out of the camera with no editing at all.

Email Ted at propellers@bigpond.com
or phone 89886049.

Deadline.. The end of the month



Old Oldens

54 Morrow Rd
Lonsdale SA
08 83842757

Email: oldoldens@bigpond.com

Tony hasn't broken his record for not advertising. I placed
this notice as a service to you Holden people ...Ed

ANZAC DAY

There are a couple of alternatives. The dawn service starts at dawn, that's around about 6am and experience has shown that the traffic gets quite thick. Then you have to park and walk to the War Cemetery. Its amazing to see bumper to bumper traffic out in the middle of the bush, but that's how patriotic we Aussies are. So if you wish to attend the dawn service you need to allow double your normal time to get there. An alternative is to travel down on Sat and camp at the ARSS (Adelaide River Show Society). Its a good camp ground, even has a pool.. Then its a stress free get up early and 15 minutes to the dawn service The dawn service is quite a moving experience and well worth attending. But if you aren't up to all that, maybe a cruisy drive down on Sunday might suit you. Meet at the Caltex at the Berrimah lights to leave at 8am and pick up the ferals (rurals) at the Noonamah about 30 mins later. Then travel on to the Historic Railway Precinct where you can indulge in some tea and scones and have a brief tour of the site. Even if you have visited the Railway precinct before you will find lots of new exhibits. They are a hard working bunch!

Mandorah Run

Should you reckon you would like to be involved in a bit of club activity that doesn't involve blisters then come for a drive to Mandorah. Peet has this great Barbie powered by a 5 inch chrome exhaust stack off a Mack truck. All you need to bring is some salad to share, your bathers and a chair, and maybe a coldie or two. Peets place is right on the beach and the sea wasps will be gone by then. Just shoo the crocodiles away and have a beaut swim while we cook the barbie. And on the way home you can drop into our place at Berry Springs and indulge in Shirleys cakes and marvel at how one bloke can accomplish so little in so much time on so many cars. Enquiries on any of these events call Ted on 89886049.



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

Wots on

- April 18 (Sun) Working Bee at Hangar (9am to midday)
Also MVEC is cooking and selling sausage sandwiches at the Aviation Museum Open Cockpit Day which raises funds for Legacy .
- April 25 (Sun) Anzac Day – Club Run to Adelaide river. See previous page for details.
- May 3 (Mon) (May Day) SIDS Mystery Car Rally (\$20/car) 9am at Palmerston Civic Bldg
- May 12 (Wed) Club meeting – Guest Speaker Shane Davidson will be talking on plasma cutting, what can and what can't be cut.
- May 16 (Sun) Run to Mandorah. A barbie at Peet & Judy Menzies beachside resort, then Tea and Shirley's homemade cakes while you check out the inactivity at my place at Berry Springs
More details please see previous page
Alternatively there is a working Bee at the hangar or National Day of Motoring
- May 22-23 (Sat Sun) Shannons Motoring Extravaganza You can show off your cars!
- July 18 (Sun) CHCC vs MVEC Cricket Match @ Batchelor. Always good fun. Come and have a bat!

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After landing my new job as a Bunnings Warehouse greeter, a good find for many retirees I lasted less than a day.
About two hours into my first day on the job a very loud, unattractive, mean-acting woman walked into the store with her two kids, yelling obscenities at them all the way through the entrance.
As I had been instructed, I said pleasantly, 'Good morning and welcome to Bunnings. Nice children you have there ... Are they twins?'
The ugly woman stopped yelling long enough to say, 'Hell no, they're not twins. The oldest one's 9, and the other one's 7. Why the hell would you think they're twins? Are you blind, or just stupid?'
So I replied, 'I'm neither blind nor stupid, Ma'am, I just couldn't believe someone slept with you twice. Have a good day and thank you for shopping at Bunnings.'
My supervisor said I probably wasn't cut out for this line of work.