

# Motor Vehicle Enthusiasts Club

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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  
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or 89886049

## Bentleys terrorize Darwin



*Motor Enthusiast and Yacht Club Commodore Barry Stach flags in one of the entrants. Pic: Howard*

**42 Bentleys** were greeted with the chequered flag to mark their completion of the Bentley Drivers Club "Over the Top Tour." The Darwin Sailing Club was the final stop of a 22 day trek from Perth following the Coastal and the Victoria Highways. When they arrived in Jabiru they realised they had gone a bit too far so after an overnight stay and a short drive back they all arrived at Fannie Bay safe and sound. These cars came from all over the world, Italy, Ireland, England and Switzerland and other parts of Australia just for our beaut dry season weather. At the completion some vehicles were shipped back to where they came from but others continued on to their National Rally in Brisbane.



*Pics by Howard*

**Backup driver Kevin Cochrane** left his Bentley at home to drive the rescue vehicle and trailer. He reports.... "Back in Perth after a great run to Darwin, although not without breakdowns. 42 cars left Perth and 42 arrived in Darwin, so that was a good result. Had two headgasket jobs, one in Exmouth and one in Katherine. The entrant who we fixed in Katherine lent his spare gasket to fix the car in Exmouth, only to have his car trailered in to Katherine with the same problem. Dux, Heath, Iain and the Central Motors mob really looked after us, handing over the keys to the workshop and giving us free rein. We got a gasket from Sydney to Darwin and a friend of Iains picked it up at the airport (even though he was at the 19 mile) and it was in Katherine when we arrived that evening from Kununurra....."

Your members in Darwin, Peet, Howard, Leo and others whose names escape me were off great assistance with servicing facilities and storage for my trailer and L/Cruiser, and opening to suit us....."



*Which way to the Eiffel Tower, Monseir?*

## Holidaying with Hollanders.

By Steven Moore Pics by Steven

Citroëns. Not everyone's cup of tea granted, nor café for that matter. French cars are well, made by the French. The first time I saw one as a boy in the Seven-



*They made em convertibles too!*

ties it was zooming across the old Pyrmont Bridge in Sydney and I was mesmerized by the space age peculiarity of it, and having been first produced in 1955 with a production run spanning 20 years with 1455746 units built they possessed many technical developments that even some modern cars would benefit from! Rolls Royce and Mercedes-Benz have in the past embraced Citroën's unequalled suspension equipment on several models.

As a mild Citroën fanatic, I declare this as most Citroën addicts have at least multiples of various models, (ask a guy called Shayne Harris for instance!) my 1974 DSspecial is a car I am always fascinated by. I travelled to Paris in October 2005 to soak up the Citroën vibes at the grand procession of the DS 50<sup>th</sup> anniversary parade, and saw some of the one thousand and something cars that

drove around Paris over the weekend. (Over 4000 cars and owners congregated near Versailles in the previous days to celebrate the anniversary, even some Australians had made the pilgrimage but I was not connected enough to locate any Skippy's! Anyway all the fumes and Gallic honking and some stunning cars made up for the dislocated discourse I attempted with some owners, then it was off to a string of Latin Quarter bars for Guinness (was I drinking pints?..) to alleviate



*Peter and Steven in Kuta. The car is a Deese.*



*'47 Ford Mercury and '51 Ford with a 2cv in front.*

the misery of not being able to communicate with anyone. Parisians aren't the friendliest bunch, and having the highest volume of tourists in the world you can appreciate their attitude. "Which way to the Tour Eiffel, easy Monsieur I've only been asked 10 times this morning..." This year I had another great overseas Citroen experience but closer to home. Scouring the net for all things Deese I came across a great website called DS in Asia. There was a page on a Dutch bloke named Peter Van de Hoek in Bali [www.dsinasia.com/Indonesia/Bali.html](http://www.dsinasia.com/Indonesia/Bali.html)



*There's bikes too. A Zundapp!*

[www.dsinasia.com/Indonesia/Bali.html](http://www.dsinasia.com/Indonesia/Bali.html) who had several Citroens (an addict?) and as I was going there for Christmas I tried to contact him hoping to chew the fat about Deeses! The links didn't work so when my partner Danielle and I arrived in Ubud I got on the blower to Peter who was very courteous, told me to get down to Seminyak pronto the next morning at 8am and we'd go from there. Knowing I would just get totally lost on my rented scooter I hired a driver named Made for the day and we arrived in Kuta on time and knew Peter was close by when I spotted his DS23 parked at the beach complete with totally worn paintjob and that "been driven forever" look about it. (Recent updates mention his clutch has started to slip). Introductions done over coffee and Peter told me about his past in south East Asia, working as a helicopter engineer for Total in Papua New Guinea and Java. He settled in Seminyak in the early Eighties, retired, and proceeded to live the expat lifestyle. Speaking fluent Bahasa he has an extended family relationship with a family who share his large home and run it as a B&B on and off. Coincidentally he was meeting a friend that



*There a Morris Minor convertible hiding behind the 2CV*



Peter's garage. Citroen SM dismantled and Mahari

morning from Jakarta, Krisman Bahar who had made a book (just like a bought one!) of his mammoth car collection. .... It is quite a resplendent publication, a jaw dropper, he wasn't so much a restorer himself but an aficionado, paying for detailed restorations of cars ranging from Mercedes 280Se sports coupes to DAF Dutch military trucks. One day I'll be phoning him up to scope his collection! He was querying me about the value of Monaro's (cash register sound) as he had located two in Jakarta he was contemplating resuscitat-



Chev Fleetmaster

ing. Anyway We took off in Peter's D from Kuta, (he informed me driving an old car in Bali can be hell as the authorities want anything over 10 years old in a crusher, and rego is a right royal P in the A. However on the quiet he 'manages' as one would with difficult bureaucratic types...) anyway we swept past Schapelle Corby's residence and squiggled down some back lanes till we reached Bali Citroen Nirvana Central! Several large sheds take up the whole front of his block. (I never asked if these were part of the original house design!) I soon learnt Peter has been hunting down cars from all over the place, he knew the best finds are on outlying islands, cars from Indonesia's colonial days, tucked away and left to rot here there and everywhere.

Peter has 2 European spec Citroen SM's, (Speciale Maserati) that most MVEC members would recognize care of one in the hangar formerly owned by Howard Moses. Peter's were undergoing complete restoration having disassembled the vehicles and redoing everything. And I mean everything, one of the engines and gearbox had just come back from Holland where they were completely overhauled, the hydraulic lines were being totally replaced and he was prefabricating them out of copper by hand (a time consuming job) and due to their fiddliness, he photographs every part before removal so he can remember where it all goes on the reassembly! It's reasonably complicated stuff and by nature of the systems' design can lead to big headaches if not done in exact sequence. No short cuts here. They are both right hand drive models, I'm not sure if he has switched them over as they were originally all left hookers save a handful swapped in England, but he may well have. Next along were 2 more DS, one Pallas, with a big 23 EFI engine and *hydraulique automatique* gearbox and plush leather interior (designed for the German market originally) and 2 more Citroen D's, an early 1970's DS21- a



1967 upgrade as the standard Citroen ID or DS had a 1.9L motor. These were in varying stages of restoration. DS is pronounced “Deese” in French, which translates as goddess which is quite apt for a car voted as car of the century last year by the world’s leading car designers. Further along was a red Mehari, which is a Citroen with an ABS plastic body on a Citroen Dyane 6 chassis, upstairs a completely rooted DS Safari, otherwise known as a Break or station – wagon, precariously positioned, then in the other shed...

A 2CV with (as Peter illuminated me) a speedometer with a linkage that switches to the wind screen wiper! The faster you go the more window wiped! Fantastic. Now here’s where MVEC readers might get enthusiastic! Next to the 2CV a convertible Morris Minor, then an early 50’s Fiat Topolino. On the back wall the Yank tanks were lined up, handsome beasts but a tad forlorn. This is where Peter showed his colours as a complete car nut. Majestic old cars lined with chrome (if only they could talk) the stories behind these cars was fascinating but since I couldn’t didn’t hear him say Citroen in each sentence my attention began to drift... Well it was pretty hot...

First up a Ford Mercury Deluxe 8 which was rescued from an outer island, it had apparently served as transport for visitors too and from a local whoring agency.

Next to that a Ford Single Spinner, then a little white late 60’s DAF 44 estate, a Nederland sedan met de crazy variomatic rear wheel drive, finally a Chev Fleetmaster wagon, complete with a wood top and sliding shutters, a surfies dream machine I imagine, used forever as a Balinese market vehicle. It was a total gas man! A beautiful old bus. Above those a 1936 BMW sports car, in a million bits, bought from a well established elderly Indonesian collector who had had enough of it with restoration costs, the car apparently worth squillions, and two FAF’s, short for *Facile à Fabriquer* and *Facile à Financer* (Easy to Manufacture, Easy to Finance). These were crudely manufactured in Indonesia and other developing countries using 2CV- “*deux chevaux fiscaux*”, literally “two tax horsepower” equipment and unfortunately could be best described as downright ugly! Rare as of course. Another government industry initiative gone... wrong? Completing the

circle was a 1950’s Chev Dodge getting some panel work done by a local chap charging around \$300pw to work his arse off for! Oh last and not least a nice Citroen GSA parked out the back and a way cool Zundapp motorsickle. It was great talking to yet another buff like Peter, listening to lots of stories and learning some maintenance tips on Citroens and I’ve been promised a drive around Bali in his D next time I visit, although he is now tinkering with another Dutchy’s 2CV who wants to use it a holiday vehicle there.



*Top: the Quad cam SM powerplant  
Bottom: The Citroen SM with front removed*



## The next chapter in Colin DeLaRue's collection 1935 Norton 596cc OHC

Engine No. None – the crankcase is cast bronze/brass, with no identification

Frame No. None – the frame has been painted (grey undercoat and black top coat), not stove-enamelled, and has no identification other than a few foundry forging codes on the lugs.

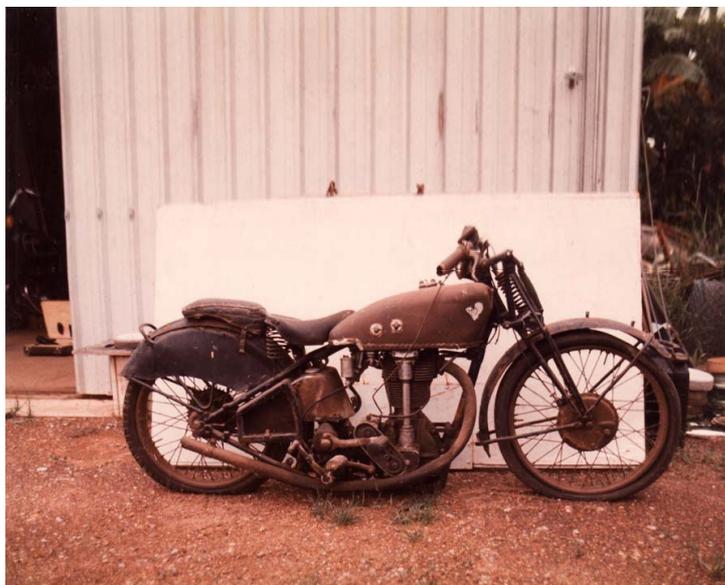
When found, it was fitted with a narrow 1930's-period racing sidecar, rather like a ballet shoe in appearance. The sidecar was built up on the basic frame of a lightweight Goulding touring 'chair' This outfit was bought in about 1964, from one Joe Vial, who ran a wrecker's yard specialising in early Jaguar cars at Blackburn, Melbourne. The bike, with its 1930's racing sidecar fitted, was tucked away in a corner of the yard covered with the bonnet of a Standard Vanguard and numerous sodden potato bags. It appeared that Joe's brother had cleared out his garage and the bike & sidecar had been dumped in the yard – probably because it was closer than the tip. The most notable things about the bike on casual inspection were the crankcase, rather roughly cast in bronze, and the faded legend "Norton 596" painted on the sidecar nose.

When, on discovering it, I asked Joe about the bike, he described it as an 'Oily Manx', essentially a prototype, that later evolved into the single OHC 'International' sports machine and the twin-cam 'Manx' of racing fame through the 1950's, 60's etc.

Joe and his brother had raced it in Victoria, mainly fitted with the side-car, prior to World War Two. It had 'blown up' in 1939, and had been rebuilt. It was being run-in when WWII broke out and was not used again. Its claim to fame, according to Joe, was that it held the record for the Whitsea hill climb. Judging from early photographs, it may be the '596' raced by Laurie Wren of Adelaide earlier in its life.

After protracted negotiations I bought it for £45. (Being in the 'impoverished student' category, the transaction caused a lot of soul searching.) It came with a box containing a set of engine shaft sprockets and a selection of alcohol jets for the carburettor, together with a spare high compression piston and a few other odds & ends.

In order to get it from the wreckers yard to where I lived four or five miles across town I enlisted the help of a friend to tow me on the equipage. Being towed through Melbourne suburban Saturday afternoon traffic on a sidecar outfit with only one grabbing brake and the chair hovering in mid-air on its dirt-track camber was something of a defining ex-



perience in my life – it brought home a profound conviction of my own mortality.

According to Joe the 'owner's manual' with tuning and gear ratio recommendations was around somewhere; he thought his brother still had it. At that stage I was leaving Melbourne for a couple of months, so I arranged to pick up the manual from Joe on my return. When I went around to the yard next, not only was Joe not there, but the whole yard had disappeared and a housing estate was going up. Despite extensive detective work I never located Joe or his brother.

Presumably the extra strength of bronze over aluminium justified the awe-inspiring weight of the unit. Various explanations have been offered for the bronze/brass crankcase, but no definite explanation has emerged. Alan Bruce and some of the old-time riders in Europe became very excited when they heard of it, saying that Norton had build a couple of bronze-crankcase 596's in the early 1930's for an attack on records on Brooklands and this could well be one of them. So far we have not been able to confirm this. The frame seems to be heavier gauge than a standard Norton 500 and has exceptionally low ground clearance, as if it were designed specifically for side-car racing.

Roy Bacon, in his book "Norton Singles" makes a short mention on p. 47 of a Norton 596 "Big Banger", observing that they were few in number, although some single-cam versions were built. Nevertheless, a few were about.

Early photographs indicate that at least two made it to Australia. For a short while after WWII, a twin-cam version dominated international sidecar racing.



**Remember the story of Kate Williams and her Suzuki Bergman Executive** in June's issue? I received this email about it.

Hi

I saw your MVEC No 43 newsletter and the page on the Bergman. I am the previous owner. It's true I didn't ride it much in the 2 years I had it.

Here's the story:

In Dec 2007 and same trip in Feb 2008, I went to Bali for a night then over to Lombok. I stayed up at Senggigi Beach area at a Resort and rented a scooter to get around on. It was so much fun on the first trip that I did it again. Also, a guy at work is heavily into the motorbike scene here in Darwin and I was talking to him about scooters and motorbikes, etc. One thing led to another and I started looking at scooters, not really wanting a motorbike. The appeal of a scooter is it's automatic transmission, in my opinion, leading to the simplicity of use. At my age I have changed gears more times than I care to imagine and I really enjoyed the automatic scooters on Lombok. I looked at a Honda Silver Wing that was for sale here at the dealer's showroom and made an offer which was not accepted. I then went to NTMC at Pinelands and inquired about what they had. The sales guy there gave me some great information so I ordered the Suzuki Bergman 650 Executive. I took delivery of it on Valentine's Day 2008 and was immediately impressed and happy with it. The storage under the seat is sooo handy for shopping, helmet stowage, etc. You could tour Australia on that Bergman no problems. With 2 up as well. I had someone on the back one time on a trip from Fannie Bay to Coomalie Creek Airfield and it handled it extremely well and it had plenty of punch on the open road! It's way, way superior to what you scoot around on in Bali/Lombok.

To explain the low kilometres, I just didn't ride it much until the last 2-3 months. Anyhow, I went back to Bali in December 2009 and this time rented a Honda Tiger 200cc motorbike and set off up through the middle of Bali with my luggage tied on to the back seat, bound for Lovina. That ride up through Bedugul was awesome, to say the least. Whoever built that road re-wrote the definition of what a hair-pin bend is. The ride was totally exhilarating and I wished I had the Bergy there. It would eat that trip. The trip back was through the mountains via Kintamani and Ubud and was awesome as well. I had become a biker! On a 200cc Honda!

Then, in Feb 2010, I went back to Bali, rented the exact same Honda Tiger and rode it right around the island coastal, with a helmet camera on, etc. I had found a new passion and loved the high speeds you can do on some of those roads. BTW, high speed

over there is up to 100 but you're usually only doing 50-75, believe it or not.

Anyhow, I came back from that trip much the better for those last 2 motorbike experiences, but still loved the Bergy. I started riding the Bergy to work from December 2009 onwards, taking the kms from 987 up to the 1,600 you reported. (I think it had 1,597 on it when I finally dropped it off.)

Then, one day, I had arrived home on the Bergy and my next door neighbour had as well. Next day when I saw him he said "What's the Hog all about?" I laughed and said "It's a not a Hog - it's a Suzuki Bergman 650 Executive scooter and I ride it all the time now." That's all that was said but it must have sowed a seed in my mind because I started looking up Harley Davidson info on their website and I let the whole thing permeate my subconsciousness. I rode the Bergy out to the NTMC where I bought it from and wandered upstairs to the Harley section. I had absolutely no idea what would happen to me. I bumped into a guy who had just bought a Triumph Rocket III and he started talking to me. He said if you're getting a Harley, get the Fat Bob. Well, the sales guy came over and started talking to me and I said "I am just letting the dream begin", as you do. He invited me to a "Ride The Range" day in May 2010 and gave me a thick sales brochure. I left there, it was a Friday. The following Friday I went back, again on the Bergy, and wandered in, still "just looking". I'd been all over the Harley website that week. He said "There's a Fat Bob downstairs actually - it just came in" I said "Yeah - I noticed it." We went downstairs, I took it for a ride, scared the hell out of myself, took it back and in a trembling, higher-pitched voice said "Yeah - I'll take it, thanks." I had to sit down after that.

They did an appraisal on the Bergy and we struck Version 1 of the deal. Over the weekend we managed to finalise a deal I was happier with and I rode the Bergy back to them for the final time and rode my new (11 mths old) 2009 Fat Bob home. The Fat Bob is a really nice, well balanced powerhouse. At 1600cc, it's 950cc up on the Bergy and you notice that when riding it. Also, it's a manual 6-speed, which I now quite like.

So, from a 110cc Yamaha on Lombok to a 650cc Bergy to a 200cc Honda Tiger to a 1600cc Harley Fat Bob. It's been a really nice ride thus far.

Regards

Paul Rawnsley

**Wanted:**  
**parts for 1960-1965 Mercedes 220 Sb**  
(Finnie Sedan)

- Sun visor (Driver's side)
- Passenger front door
- Front and rear bumpers in rechromeable condition
- Rear lights
- Chrome bits

Please contact Bart on 0451457048 (Perth)

**Wanted**

We are looking for another **cab for our International D1310** but it must be relatively rust free. Our cab is very tired and we want to replace it so if you know of one please let us know. Model about 1976 .

Maureen and Robert Newman  
0414 886 354

**Wanted**

I am looking for three 6.50 x 20 tyres in good condition for my **Dennis F1 fire truck** to give me six on the road and one spare, but I would take whatever number that are available. I'm also looking for either three 6.00 x 16 or three 6.50 x 16 tyres in good condition for my Morris JB van to standardise my tyre size. Thirdly, I'm looking for a brass screw-on radiator cap to fit the Dennis F1. It is internally threaded and has a diameter of approximately 2 inches.

Lou Cowan (08) 8988 4217

**Austin A95 Westminster**

This car has been evicted from shed (property sold) Looking for storage space or someone interested in helping work on it or maybe for sale.

Gwenda 0409826745

**Wanted**

I am in the process of rebuilding a **1934 Triumph Southern cross**. I brought the car as a basket case and find my self with out any seats. What I need is a pair of front seats out of a early Morris, Austin, MG, Triumph, Fiat or any 1930 ,40,s small car. Condition of cover is not important as they would need to be covered to match the rest of the car and modified to fit .

Paul Buenfeld 89889717  
Email jac09@bigpond.com

**A Reminder**

Don't forget your membership expired on the 1st July and unless you are one of the chosen few life members, you have to fork out some money and fill out a form.

Need something for your project?

This **Wolseley/Austin Freeway** is not too flash but does have the 6cyl engine in it. The owner says he wants some money for it. Not much I would say but it is at the hangar for you to have a look at.



**2001 VX Holden Commodore SS (Silver in colour)**

5.7 Litre LS1 V8 engine , auto Trans, Dyno tuned with VCM Suite making 220 RWKW 110,000 KLMs. Pacemaker 4 into 1 headers with 1.75 inch primaries into 3 inch collectors, hi flow cats, Xforce 2.5 inch system with Pacemaker stainless tips. ( whole exhaust system recently fitted new ) K&N cold air intake system.

Pedders lowered springs, with upper and lower rear camber correction kit fitted ( original springs included ) New rear tyres , fronts excellent. Currently has 5 months Registration. Tinted windows, upholstery as new , paintwork immaculate (always shedded) Sony MP3 CD head unit, Sony 6 inch splits in front, Kenwood 6x9,s in rear \$15,000.00 ONO .

Call Trevor on 0418897783 or Simon on 0401058703

### Wots on

**Sat 15 Aug Variety Club Bash** entrants at Noonamah Pub overnight. See the Batmobile and Spiderman.

**Sat 21 Aug Katherine Festival Show and Shine Car & Bike display** hosted by Katherine branch of MVEC. Good times assured. Kicks off with a BBQ with salad lunch for \$10. Show and Shine from 2.30-5.30 no charge. Lots of prizes! 6.30 till late- "Italian Theme" dinner at local member Pete and Sandy Balfour's rural property \$15 with kids free. Lighthearted videos during the night. Free camping for out of towners at Balfour's. Party atmosphere, good times guaranteed. Fancy cruising from Darwin with a big bunch of classic cars? Roll up at Coolalinga United fuel stop at 9am and you wont be alone. If camping is not your scene there is plenty of motel accommodation in Katherine. Just be there! For more details contact Editor.

**Sun 22 Aug Cadillac & La Salle Club** drive to Litchfield Pub for lunch. Meet Caltex Berrimah 10am.

**Frid 3 Sept - Classic car run** by Classic Holden car club. Classic car owners meet at Fishermans Wharf, 7.00pm, on the first Friday of the month for fish & chips and socialising before a cruise around Darwin.

**Sun 5 Sept MVEC's annual Father's Day Open Day**

That's open day at our hangar and a great chance to show off your cars and other stuff! Be involved!

**Sept 8th Monthly meeting** at hangar

The monthly meeting is always on the 2nd Wed of the month.

On the following Sun there is always a working bee at the hangar.

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

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**The Friends of The North Australian Railway** find themselves short of caretakers at the Adelaide river Railway Precinct. If you fancy camping down there for a peaceful day or two and having a yarn to the odd tourist give Trevor Horman a call on 0417 838 578

**Fathers day comes early for Dads at Berry Springs Preschool.** They are visiting our Hangar 9.30 to 11am on the 31st Aug and 2nd Sept. If you would like to help show some cute little tackers and their dads around just be there. (with your big toys if you wish)

### True Love.

An elderly gent was invited to an old friend's home for dinner one evening. He was impressed by the way his mate preceded every request to his wife with endearing terms such as: Darling, Honey, My Love, Pumpkin, Sweetheart, etc...

The couple had been married almost 70 years and, clearly, they were still very much in love.

While the wife was in the kitchen, the man leaned over to his host, and said: "I think it's wonderful that, after all these years, you still call your wife those loving pet names."

The old man hung his head. "I have to tell you the truth," he said. "Her name slipped my mind about 10 years ago, -- and I'm scared to death to ask her what it is."