

Motor Vehicle Enthusiasts Club

No 50

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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 08 89886049

Australia Day Ute Run



It's a tough call for a bloke when the event specifically calls for a ute and he doesn't have one. But heck! My model T has been judged to be one in the past. Its been called a ute, a truck and a car. I thought it was a bus. Off I went to the Australia Day Ute run. It turned out it wouldn't have mattered which car I brought as long as it had wheels you were welcome. When I arrived at Hidden Valley racetrack quite late, the feller on the gate told me to go right round the crowd to the very front to be with the other "heritage" cars. There was a bunch of classic cars there and a few utes amongst them but with the likes of a 1960 Cadillac and a GT Falcon, it certainly wasn't restricted to utes. The utes that were there were lovely. Catching my eye were an unrestored 1950's Chev, a Ford Mainline and a Model A

Here's a true blue Aussie shieler Tiffany with her hotrod themed "Aussie icons" It, and she, sure are. Great!

rod. I was about to head off to take photos but, nope, I was told we are about to head off . A bunch of Variety Club Bash cars led the parade, followed by us “heritage” vehicles, then the first hundred utes. And then there was the rest of the 580 utes. Some of the “heritage” vehicles were a bit shy of Aussie markings, but most had at least a couple of flags, but the everyday utes sure made up for them. Some of those utes had so many flags you could barely see them. And the police gave that first section which included the first 100 utes, an escort. That meant there was an uninterrupted procession with the traffic lights locked on green and police on motorbikes blocking other traffic at every intersection so you could just cruise and interact (honk, wave, cheer) with the spectators. And the spectator crowd was wildly enthusiastic and there were a lot of them. They were well organized, parked under shady trees with eskies and deck chairs and they loved the cars and they showed it. A great bunch of Aussies cheering another bunch of Aussies! And amongst the cheering crowd you can’t help noticing there are a lot of new Australians out there but you know they are dinkum Aussies by their enthusiasm. The cruise went out to Casuarina then back to the Greyhound club at Winnellie and lasted a bit over half an hour for each vehicle and and well over an hour overall. The spectator crowd stretched from the gates at Hidden Valley all the way to the entrance at Winnellie. A real good show for any Aussie. Make sure you’re there next year.



Jack Burr’s HQ won best ute last year.



Aussie icons in the back of Tiffany’s hotrod.



It was a real family affair!





These are “heritage” cars



A 4 bloke powered ute race. Ladies had a go too. The fastest time won a carton of Bundy Rum!



Right and lower right: A truck? Nope, just a brute of a ute. Sported a spa, barbie, dunny and all sorts. They were handing out meat pies early in the day, later it was thongs and other Aussie stuff!

The shirt says it all!





National Veteran Rally

Launceston in the sunny state of Tasmania was the venue for the 2010 National Veteran Rally over eight days and with about 100 cars entered. I happened to be there by coincidence and a stroke of luck. We went along to check out their gaslight rally. There were some pretty smooth looking vehicles here and lots of brands that I had never heard of and models I had never seen. The standard of the restorations made you dribble a bit. You see all these cars were made before 1919. Once it started to get dark everyone fired up the acetylene generators and lit their gas powered headlamps and kerosene sidelights. White a sight! One of the owners suggested I come along to their starting point the next morn to see them start on their days run. The start was at a really neat historic Building named Franklin House, but it paled into insignificance with all this impressive machinery chugging around.





1911 empire from NSW. Trailered to Melbourne then driven on the ferry to motor round Tasmania This car was made by the Stutz company and was the predecessor to the Bearcat. It's a bit of a rare model, there are only 4 of em in existence



This 1914 Metz was bought at auction as a pile of bits, only recognizable because the new owners were familiar with the make. The Clutch/transmission is achieved by pressing a roller against a disk spinning on the end of the crankshaft. Press the roller near the middle you get a low gear, move it out you get a higher gear. Then chain drive to the back axle. Nice and simple. There is a transmission brake plus brake drums in the rear drive sprockets.



V12 Packard. Chinese writing on the windscreen due to it having been in China to compete in the Peking to Paris rally.

The gaslight rally was held right outside the National Automobile Museum of Tasmania and to celebrate they threw their doors open for free. And what a neat collection they have. Some real whacked out stuff like the 1937 Cord, Silver Ghosts, old Jaguars, big American stuff, but there was also down to earth stuff like a Beetle but, to me anyway, the cream on the cake was my first bike, a 305cc Honda Dream. Stuff like this seems to get forgotten amongst all the polishable alloy on some of the flash Pommie bikes but the memories associated with this bike to me are golden.



The Honda went like a cut snake. It didn't handle all that well and ground clearance was always a problem even though my bike had upswept pipes. (They called it a street scrambler) There was no tacho to tell you to stop revving it so you revved it forever, and it held together remarkably well. And the brakes were not bad. (By 1960's standards

1937 CORD MODEL 812 WESTCHESTER SEDAN

The stock market crash in the early 1930s killed the luxury car market. To combat this recession Cord created a "baby Duesenberg". The result was a medium-priced, front-wheel drive car which ultimately led to the Model 810, introduced at the 1935 New York Auto Show, followed by this Model 812. It brought with it style and performance, possessing features well ahead of its time, with a coffin nose, retractable headlights, and power from a V8 engine sourced from a sister company, the Lycoming aircraft engine corporation.



1916 Champion.

Built in Launceston. Powered by a 650cc JAP engine and has a 3 speed Sturmey Archer gearbox in the rear hub.



The large diameter exhaust functions well at high speed. It funnels air in the front which sucks the exhaust from the headers as it passes. Has a cover over it for street driving. A lever next to the driver operates a butterfly to the rear of the exhaust to change from straight through for racing or baffled for street use

1916 Ford T Speedster

The owner is Jock McLean and his car is no ordinary model T Ford. It was bought as a speedster but modified further to be a typical car that a young bloke would have had in the era. A 1920's hotrod. It has a lengthened chassis at the front and the dropped axle is mounted forward so the chassis can sit behind the transverse front spring instead of over it as normal. With the back spring set lower the whole car sits quite low. So low the sump plug looks to be in danger of getting wiped off. The trailing arm which normally attaches to the engine sump has been extended to pivot a couple of feet further back. Naturally a speedster has a racer body. It is built over a wood frame, seats 2 with no doors and a fish tail back containing a boot. 2 tiny windcreens deflect a few bugs. In the engine bay the T engine has been replaced with a model A but retains the T transmission. Attached to the back of the T transmission is a Model A gearbox so there is a gear lever sticking out the floor. This is unusual for a model T, the gears are normally changed using the left pedal which also doubles as the clutch. Also unusual is the reverse gear pedal has been dispensed with, the model A gearbox reverse is used. The throttle and advance levers are still on the steering column but they serve no function. This T has a foot throttle. The wheels are made by Sankey and are made of steel and won't break. But the **BIG** surprise about this T is the brakes. It has hydraulic discs on the back. Jock had the brakes die on one of his other cars once. Luckily he and his car survived and he has no intention of repeating the experience. Even the handbrake operates the discs. Jock has raced this car 3 times in the "Targa" Rally being the first vehicle out in 2000. Driving on the edge, unfortunately, he blew the engine every time.



He invited me to come on one of the National veteran Rally events so here I was sitting in the navigator's seat. I was seriously excited!! My only concern was freezing to death. This was not exactly Darwin weather. Luckily Jock pulled a couple of leather skullcaps out of the boot. With many layers of clothing and Shirley's skiing gloves I was actually snug as a bug in a rug. You have to sort of slide down to get in. And off we went. We didn't go to the place where all the others started, we caught



A model T that passes other cars is a new experience to me. Here we are passing the last couple on the Flying mile at Longford



*A Model T with disk brakes!
And shocks too.*

them up the road just a bit and merged into the cavalcade at a roundabout. The first thing I noticed different about the speedster was the gearchanges. Jock doesn't use the low gear in the T transmission at all. All changes are in the model A gearbox and with 3 gears instead of 2 there is always a ratio that is close to the one you want, unlike the T transmission which has a gigantic leap from low to high. And in the power department this car gets up and boogies. We were able to pull out and overtake fast and with ease. And our route for the day took us over part of the old Longford road racing circuit. We pulled onto the old Longford straight, "the flying mile" and naturally we had to pass all the cars we could find. What a blast! During the Targa 2000 this car was clocked by the police speed camera at 130KPH. (no he didnt get a ticket, it was a closed road) We didn't get up to 130 this day but we were scooting along and it was surprisingly vibration free and was stable. This car also has shock absorbers on the rear. Jock says with a smile "Its a

fun car to drive!" I reckon that's a bit like saying there's a little bit of salt in the sea. There were quite a lot of spectators parked along the route all smiling and waving but the end of the cruise was in the grounds of another historic mansion and they combined the event with another car club which saw an even bigger display of old vehicles, this time right up till the 1960's. And even though it was in Tasmania it didn't rain. Not on the way there anyway.

Jock's association with cars doesn't finish with the speedster.

He wanted to move from an outer suburb to the middle of town but the blocks were too small for the required shed. Not to be beaten he dismantled the back half of the house and dug a great big hole. 170 truckloads of dirt came out of it. Then he bricked it in, covered it over and rebuilt the house over the top. There is a driveway/ramp down to the shed. And the shed is like a showroom. It is decorated with all kinds of motoring associated wall hangings, not to mention a bunch of neat vehicles. With all the cars around it is the perfect place to have a party.



Especially when you consider it is underground and noise proof!. He entertains regularly in here, mostly with motor vehicle enthusiasts. A new project gets an unveiling party, a new engine has a motor starting party. They all take turns at

Jock and co pilot well dressed for Tassy weather!



1969 Minimatic. They only made them for 3 years. This car was judged best original in Tassie. Jock bought it for his Dad 15 years ago.

Super Lite has an option "launch control". Use your imagination!



sniffing the carby to make sure it has never had petrol in it. They call it a petrol sniffing party! At a theme party guests have arrived with tool boxes full of grog and wearing paper disposable overalls with "Team McLean" written on them! With a projector attached to the ceiling and projecting motor racing associated photos and special coloured lighting on the vehicles, this is the perfect setting for any motor vehicle enthusiast and he has had 45 of them at a time! And there always has to be a little something extra tucked away just to make you wow a bit more. Behind one unassuming door was a small room which was completely decked out with matchbox toys! All floodlit and behind glass, unmarked and displayed with their original boxes. Every wall was covered. And the shelves below were chock full of other general good "stuff." There was even a gold plated screwdriver set that Jock won as a lucky door prize at an Engineering seminar. The matchbox collecting got off to a great start when Jock was able to acquire a large number of them from a newsagent who had been keeping one example of every model he sold. They had never been on the shelf and some of the boxes had been wrapped in tissue paper for 15 years. Another branch of the display is of Porsche. Apart from the models there are keyrings, badges, and any small item that might have Porsche written on it. And this room was built just to house the model collection!

Jock's current project is number 32 of a Superlite Coupe, a kit car by Race Car Replicas USA. The monocoque chassis is built from 6mm alloy and a fibreglass body with a severely lovely standard of finish. The design is a bit unusual as they came up with the shape of the windscreen first as aerodynamically that is the most important part. Then they designed the rest of it to compliment the screen. The engine is a Chev LS3 V8 with a Porsche G50 gearbox. Extractors off a Camaro. All the alloy parts including the suspension are machined from one 500kg block of the stuff. They just start the computerised milling machine and retire to the pub. When they return all the bits are there. And why did he choose this particular car? He wanted something nice and a bit different. I think he has succeeded!

Porsche is ex drug runner's car from USA. When Jock pulled the doors to bits to work on the window mechanism he found parcels wrapped in white plastic bags in there! After a worrisome couple of minutes he found they were the electric locking mechanisms wrapped up to keep em dry.





Jock and Shirley check it all out. Note the projector attached to the roof and the screen behind the Superlite coupe. The walls are decorated with memorabilia and there is special lighting to emphasise each treasure.

In the far corner is a 1929 Hupmobile. This vehicle was going to have the back cut off so it could be converted into a school bus at a remote mining town but the government would not allow them to use it. So it survived.



A 1995 F1 Ferrari replica



The matchbox showroom is a separate entity and is breathtaking. As is the main showroom, the lighting enhances the experience.

Matchbox toys started when a young lad needed something for a "show and tell" at school. His Dad made him a detailed model sized especially to fit in a matchbox. Son showed it at school and it attracted so much interest that the rest is history.



And from outside you would never guess this is all happening beneath this unassuming heritage home.

Disasters, disasters, disasters. MVEC members that survived Australia day finished with a BBQ and social evening at the hangar.

There was a collection taken up for the victims of the Qld floods which amounted to \$505. It was then decided to top it up with club funds to \$2000. Trouble is before it could be sent they had a cyclone, then WA had a bushfire followed by floods in Victoria. (lucky we live in a safe place that never has problems) So it was decided to also donate \$1000 to the cyclone victims, \$1000 to the bushfire and \$1000 to the flood appeal.

Bad girls good wine

Remember Rosalies Corvette in December's issue? Last thing I mentioned was about a TV ad. Well they did make it and you can see it on Utube

<http://www.youtube.com/watch?v=RpZqkfXG6Jg>

And Rosalie is the chauffer driving her own car.

Getting out of the shed

Next weekend the 19, 20th Feb is the commemoration of the bombing of Darwin weekend. Our hangar will be open to the public from 9am till 3.30 and is a perfect chance for you to put your car on display and to be there to welcome the visitors and answer their queries.

The following Sunday the 27th we will be having a breakfast at East Point reserve. Starts at 8.30 and all you have to do is enjoy yourself as someone else will do the cooking. With disposable plates so there is no washing up, what a great way to start the day! Another chance to go for a cruise and show off your vehicle. There is a \$5 charge for the beaut cooked brekky. Don't like cooked brekkies? Just come along for the social aspect and to give your car some exercise. It'll love you for it!

And it has occurred to me I have just written 50 issues of this magazine. I think I need a beer!

A man was dining in a fancy restaurant and there was a gorgeous redhead sitting at the next table. He had been checking her out since he sat down, but lacked the nerve to speak to her.

Suddenly she sneezed, and her glass eye came flying out of its socket toward the man. He reflexively reached out, grabbed it out of the air, and handed it back.

'Oh my, I am so sorry,' the woman said as she popped her eye back in place...

'Let me buy your dinner to make it up to you,' she said.

They enjoyed a wonderful dinner together, and afterward went to the theatre and later had drinks. They talked, they laughed, she shared her deepest dreams and he shared his. She listened.

After paying for everything, she asked him if he would like to come to her place for a nightcap and stay for breakfast. They had a wonderful, wonderful time.

The next morning, she cooked a gourmet meal with all the trimmings. The guy was amazed. Everything had been SO incredible! 'You know,' he said, 'you are the perfect woman. Do you treat every guy you meet this way?'

'No,' she replied...

'You just happened to catch my eye...'



Motor Vehicle Enthusiasts Club Inc.

GPO Box 911 Darwin, Northern Territory 0801

Established 1986

ABN 53 188 296 033

PATRON

Dr Chris Burns M.L.A.

CLUB OFFICERS

PRESIDENT:
Ph 0417 855 222 e [Peet Menzies](mailto:hmenzies@ozemail.com.au)
hmenzies@ozemail.com.au

VICE PRESIDENT:
Ph: 8985 1474 e [Brian Bates](mailto:brian.bates@bigpond.com)
brian.bates@bigpond.com

TREASURER:
Ph. 0407 288 755 e [Julie Danvers](mailto:Julie.danvers@ntschoools.net)
Julie.danvers@ntschoools.net

SECRETARY:
Ph 8927 9640 e [Stuart Duncan](mailto:mvec@bigpond.com)
mvec@bigpond.com

PUBLIC OFFICER:
Ph 8927 9640 e [Stuart Duncan](mailto:mvec@bigpond.com)
mvec@bigpond.com

COMMITTEE MEMBERS

John Lear
Ph 8927 0664 e jomale1@bigpond.com

Bob Archbold
Ph 8927 9102 e maureen_archbold@bigpond.com

Chris Armitstead
Ph 0419 489 816 e carmitstead@ingham.com.au

Steve Hall
Ph 0417 831 955 e berrimahtaxis@austarnet.com.au

Trevor Feehan
Ph 8985 1540 e pfeehan@optusnet.com.au

Barry Stach
Ph 8981 2344 e barrystach@gotalk.net.au

Leo Izod
Ph 0418 851 770

Shayne Harris
Ph 0418 944 359 e shayne@pioneertracks.com

EVENTS COORDINATOR

Phil Reader
Ph 0408 470 215 e birds@bigfoot.com.au

ALL CORRESPONDENCE TO:
Secretary, GPO Box 911 Darwin, NT 0801

CLUB HEADQUARTERS & WORKSHOP:
QANTAS Hangar, MacDonald Street, Parap

Phone: 89420758

Email: mvec@internode.on.net

Website: <http://www.mvec.org.au/>

MEETINGS:

Second Wednesday of the month at QANTAS Hangar
Committee meeting 5.30pm then sausage sizzle before
General meeting at 7.30pm

NEWSLETTER - *Transmission*

Editor Ted Mumme
Ph 8988 6049 e propellers@bigpond.com

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week after the monthly meeting. (Except January)
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of month prior to publication.

KATHERINE BRANCH CLUB OFFICERS

President Ian Locke
Ph 89739570 e iaian.locke@powerwater.com.au

Vice President Heath Vincent
Ph 89721668 e titan74au@yahoo.com

Secretary Melinda Vincent
Ph 89710020 e titan74au@yahoo.com

Treasurer Doug Glasson
Ph 89739554 e ydglasson@bigpond.com

Activities Officer Danial Oliver
Ph 0408082716 e difflock86@yahoo.com

Catering Officer Sue Ford
Ph 89712768 e susan_frd@yahoo.com.au

Historian Bill Harding
PH 89711586 e sir-william@aanel.com.au

Web Master Luke Drennan
Ph 0437796088 e luke.drennan@ntschoools.net

Committee Members

Doug Glasson Iaian Locke Yvonne Glasson Bill Harding Scotty
Holden Ian Drennan Kath Neil

MEETINGS:

last Wednesday of the month 7.30 p.m.at Katherine Museum

MVR authorised Club Registration Inspectors

Full list available on:

<http://www.nt.gov.au/transport/mvr/registration/inspections/index.shtml>

Darwin

Greg Jenkins Motors, 370 Stuart Hwy, Winnellie 8984 3252
Dougs Service Centre, BP Nightcliff, Progress Dr, Nightcliff 8985 3374
Phil Kerr Service Centre 11 Harriet Place 89814630
Gibbsy's Automotive 4 Wedd St 8941 4482

Palmerston Rego Repair Centre 25 Beresford Rd, Yarrowonga 8932 7188

Darwin Classic Motorcycle Repairs 123 Doxas Rd Humpty Doo 89882885

Berrimah Taxis Steve Hall Coonawarra Rd Winnellie 0417 831 955

Katherine

Central Motors First St, Katherine 8972 1668

Cadillac Transport Repairs 3264 Emungalan Rd 8971 2440

Tennant Creek

Paul Talbot Automotive 85 Paterson St 8962 3581

Alice Springs

Outback Mechanical Recovery 58 Sargent St 8952 1087

1977 Triumph Stag.

Hard top soft top, 3L V8 automatic, body work and paint job in good condition, complete motor rebuild 2 years ago with low mileage since and all receipts available, starts runs and rides beautifully.

Mid-life crisis over, it is now time to sell.

\$12,000 ONO

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Aidan



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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

Wanted

Aircon compressor clutch or complete compressor Frigidaire A6. This was standard GM compressor on any GM V8 from 1960s and 70s including Holdens

Ted 89886049 propellers@bigpond.com

FOR SALE

1963 Ford Compact

Good clean car

Runs well

\$ 10,000

Phone Jacko in Katherine on 89722903 a/h

Wanted for FJ Holden

Interior Door Handle (plastic)

Front Eye Bolt for leaf springs (wide 1954 model)

Rear Passenger Door Lock

Dave 0408085755 or 894 20878

1969 MGB Roadster MK II

british racing green

1800cc motor with factory fitted overdrive

- soft top with roll bar

- 7 months rego

- good condition

\$11,000, contact Snow on 0428 146 763



The motor vehicle Enthusiasts Club

Extends its thanks to

Shannons

Insurance

For its continued support for the club

Wots on this year
Lots!! Come along and enjoy

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq beforehand. Also there is a working bee at the hangar the following Sunday.

Feb	19, 20th	Bombing of Darwin Hangar Open days 9 to 3.30. Display your cars.
	27	Club run b/fast East Point 8.30 \$5 per head. Someone else cooks. Show off cars.
March	19	100th anniversary commemoration of Palmerston becoming Darwin. 10am sharp start down Cavenagh st. Right into Knuckey st Pre 1930 cars park in mall until approx 2pm
	20 Tentative.	SHANNONS club day/MVEC Club run.
April	10	Combined Classic Holden Car Club run to Bark Hut. Meet Coolalinga United 10am
May	15	Australian Historic Motoring Federation National Motoring Heritage Day
	21,22	Club run o/night Peet and Judes place Mandorah
June	18	Fund raising at hangar with band (SIDS for kids)
	27	Club run to Adelaide River Railway Precinct with Classic Holden Car Club
July	9	Gangsters ball at Berry Springs Hall. Get dressed up. Have a go at Dancing.
	17	CHCC/MVEC Shannons Trophy Cricket Match at Batchelor
	30 31, 1st	Rejex Rally

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August	21	Club run Jim Coopers amazing Ford collection plus late breakfast at Charles Darwin Nat Park
	27	Club Run Katherine festival or Alice Springs Transport Hall of fame reunion
Sept	4	Fathers Day Open Day HANGAR. Show off your cars.
	18	Club run
Oct	8	AGM
	23	Club run Daly Waters pub anniversary
Nov	20	Club run
	26	Christmas dinner at CAZALYS
Dec	9	Chris and Kathy's Christmas show