

Motor Vehicle Enthusiasts Club

No 52

April 11

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

Darwin's first parking ticket



Back in 1911, just after the ceremony that gave the name of Darwin to our fair city, the Chairman of the newly named Darwin District Council, Matthew Zarimis, writes the first ever parking ticket. After all there are signs that clearly state “ No vehicular entry to the mall”



Aaron Smith, Pearling Master, and mate Thomas Spedding, the Clerk of Palmerston District Council, driving the outrageously modern 1926 Dodge had no problems chatting up some of the sweet locals. They landed a parking ticket from a jealous District Council Chairman.

Darwin wasn't always Darwin. Cap'n Stokes named Darwin Harbour in 1839 when he first saw it but the settlement that grew up on it's shores was named Palmerston by the bloke that surveyed it, George Goyder, in 1869. The locals called it Darwin anyhow and lobbied to get it made official. 100 years ago in 1911 they succeeded and in memory of that event there was a ceremony on the 19th March in the Mall. MVEC was involved with a bunch of period cars. The cars that attended were all 1920's vintage which would have made them all futuristic concept cars for 1911 but by the enthusiasm shown by the crowds, nobody realised or cared. As soon as we arrived the Chung Wah Society unleashed their dragons on the crowd. It was a really good show although a couple of small kids were a bit worried they were about to become lunch. Then a small crowd assembled from a time warp,

Below: With great pomp and ceremony the Palmerston District Council Chairman reads the proclamation that changed Palmerston to Darwin.



all in authentic attire from 1911, complete with all the pomp and splendour of the era, and the District Council Chairman read the proclamation which changed the name of the town of Palmerston to Darwin.

1911 or 2011 girls just seem to be around cars!



I was given the news that my car was overflowing with elegant young ladies. I raced back only to find Emily Robinson and Stacey McGregor had abandoned my 1921 Ford truck for a much more modern and comfortable 1926 Dodge tourer.

Even the Territory Wildlife Park was there. Wally the Wedgetailed Eagle wasn't too sure about it all.



Commemorative scrolls of the occasion were handed to all the guests

100th Anniversary of the Naming of Darwin

A request was made on 17 November 1910 by the Government Resident, Justice S J Mitchell, at Palmerston, to the Honourable E L Batchelor in Melbourne to change the "most unsuitable" name of Palmerston. A proclamation was made on 3 March 1911 (gazetted on 18 March 1911) to change the name from Palmerston to Darwin.

1911 South Australia surrendered the Northern Territory to the Commonwealth

1911 Name changed from Palmerston to Darwin

1915 Darwin Town Council was created

1918 Darwin Rebellion occurred

1919 Ross and Keith Smith pilot the first flight from England to Australia

1921 Population of Darwin was 1,400

1929 The Star Picture Theatre opened

1930 Amy Johnson piloted the first solo flight from London to Darwin

1932 Darwin Defence Precinct established

1932 Continuous electricity infrastructure set up

1937 Darwin Town Council abolished at its own request

1937 Pioneer aviator Amelia Earhart flew into Darwin

1937 Darwin RAAF Base established

1939 Darwin Town Management Board formed

1940 Darwin's first reticulated water system was established

1940 Around 10,000 allied troops arrived in Darwin

1942 Bombing of Darwin kills around 240 people

1942 Military administration of Darwin was formed

1945 Resumption of civil administration in Darwin

1951 First Darwin Show

1952 Last execution at Fannie Bay Gaol

1955 First Darwin Cup races

1957 Council was increased to twelve members and a Mayor

1959 Darwin was granted City status

1961 Population of Darwin was 15,500

1966 Harry Chan was elected as Mayor

1969 Civic Centre building officially opened

1974 Cyclone Tracy struck on 24 December

1975 Dr Ella Stack elected as Mayor and Lord Mayor in 1979

1976 Arrival of the first Vietnamese boat people in Australia

1977 Her Majesty the Queen visited Darwin

1978 Self Government commenced in the NT

1981 Museum and Art Gallery of NT opened

1986 Darwin Entertainment Centre opened

1992 50th Anniversary of the Bombing of Darwin

1994 Official opening of Parliament House

2004 The Ghan makes its inaugural journey from Adelaide to Darwin

2011 Celebration of the 100th Anniversary of the Naming of Darwin at Raintree Park

1910s

1920s

1930s

1940s

1950s

1960s

1970s

1980s

1990s

2000s

arwin
City Council

www.darwin.nt.gov.au



Manton Dam is full! Quite a sight.



Gang Wars

With two rival car clubs meeting at Coolalinga at the same time, there was a concern that a large rumble might be the result. Wheel braces, jack handles and tyre levers were all carefully placed so hands could be on them in an instant.

Maybe it was the change in the weather. After all there has been so much rain lately that the planned drive to the Bark Hut Inn had to be called off due to the road being under water. The new destination was Adelaide River. The Stuart Highway was reported to be in pretty sad condition too, but the rain stayed away for the day and the sun came out so the day looked promising. This was a Classic Holden Car Club (CHCC) event but they had invited MVEC to come along for the day. It is well known there are a few Falcon and Valiant owners in MVEC, not to mention every other brand of car ever made, so this could have been seen as a setup to break a few wind-screens or bend a door or two. The proverbial trap! Being a Holden Club day, just to be nasty I had to drive my Falcon.

When I arrived at Coolalinga I had good reason to be concerned, there were mobs of Holdens but only a few MVEC cars and only one Falcon. Me. Gulp! Luckily reinforcements rolled in but there was no way MVEC's numbers equalled the Holdens. And as it turned out there was no brawl and everyone got on great.

About 30 cars cruised down to Manton Dam wall to check out the massive volume of water coming over the weir. A bit of careful sleuthing revealed the water had been a lot higher than it was at the moment. The caretaker said it had been up to the windows in the machinery shed. You probably wouldn't want to be there while the water was that high. After a good look around we cruised on to Adelaide river and the pub for lunch. Even after a couple of beers there was no animosity between the car owners. Maybe it was because the tucker was good too. But the day wasn't over yet. Trevor Horman invited us over to the Historic Railway Precinct. A short guided walk by Trevor revealed some newly discovered bits of historical interest.

And not one punch was thrown. And it didn't rain. What a ripper day!



MY FIRST “RESTORER” by Barry Stach

It was Easter 1962 when I hosted a few blokes from Lakes Entrance in Victoria who had come to Torquay to try the surf. Weeks later they invited me down for a weekend to repay the hospitality and tryout their local spot called The Bluff. It was then I laid eyes on their ‘board wagon’ – a ’34 Ford 5 window coupe. No bonnet, no grille, radiator from another make, no bumpers but running guards off what looked like a 36 Olds, but a flat-head V8 and registered!!! (wow).

I convinced them that they should sell it to me for 5 pounds (pre decimal currency). So many weeks later I got a lift down and together with one of the owners who was now living up town, we drove through the night and arrived back in Melbourne at sunup.

I had been studying American Hot Rod magazines for years during my time as a ‘Herald’ boy selling newspapers on the streets of Fitzroy and Collingwood so was overawed by my purchase – a real Ford Coupe!!

My only problem was that I had absolutely no money and was attending RMIT with a view to a future in something. I spent the next 6 months playing with my car and managed to get some help from a family friend to “channel” the body, made new seats, replaced the floor, painted it dark blue, used Kiwi chrome (silvafros) on the engine and other prominent parts including the Kelsey Hayes wire wheels which I sprayed using mum’s vacuum cleaner. The carby, was a Stromberg 97 (chromed), and it had motorcycle front guards. Dad found a grille for me but it did not fit the radiator very well but I managed to make it look like a hot rod. It had a surfboard rack which was just perfect.

The gearbox had a nasty habit of jumping out of 2nd gear when decelerating, a trait common to vehicles of that era either occurring during acceleration or deceleration which was why many of the cut down dirt track racers of that era had a steel hook welded to the bottom of the dashboard to hold the car in second gear.

Came the big day when I was to drive my ‘rod’ down the coast for the holidays so I loaded up my board and headed down the Geelong Road. All went well for a while when it started to run a little rough and the chronic misfire got worse as I entered the outskirts of Geelong. I found a garage, and the mechanic diagnosed the problem as a failed condenser. I was fortunate that this was one

of the “old” garages which was owned by or employed a mechanic and what he didn’t know about Fords wasn’t worth knowing. Before long he had it humming and the last part of the journey to Torquay was a breeze with the V8 sounding as sweet as the day it was made.

Dropped off my gear at the family campsite and went for a drive to show my board wagon off to my mates. It was not long before I was pulled up by the local police senior who was accompanied by 3 others from Geelong. Out to impress each other they made a big show of chasing me and pulling me over for a roadworthy check. I was given a thorough once over which resulted in my car being put off the road. Tough on crime in Torquay circa 1963 – you bet!

The following ‘defects’ were recorded:

Non standard front mudguards (They must be original as a stone could fly out and injure somebody)

Non standard front bumper (It must be the original)

Excessive play in the steering (tie rod end)

All attempts to reason with the authorities failed and I resigned myself to the fact that they had it in for me and spent the rest of the Christmas break going surfing in other people’s cars, it was cheaper but not as much fun.

At the end of the holidays I was allowed to drive it back to Melbourne for ‘repairs’ and subsequently had the un-roadworthy sticker removed up there, much to the amusement of the local Melbourne police who, apart from the tie rod end, felt I had been harshly dealt with.

Crestfallen, I realised that no matter what I did, my car would never be allowed back in Torquay which was where I spent nearly all of my time. I was at the crossroads and mum never really liked the car very much as it cost a bomb to refuel among other things.

If I could not go surfing in my pride and joy then I would sell it which I did for the paltry sum of 25 pounds following which Mum bought me a Morris Minor side valve low light convertible which my mates nicknamed “The Mechanical Shoe”. It was a very practical solution when practicality was not on my agenda and served me well for many years.

My next foray into a restoration would also involve a Ford and take place some 41 years later and at the other end of the country.

All in all a character forming exercise.

A Passion for Citroens by Howard Moses



Howard's 1974 D Special complete with grass and sticks hanging from the bumper from getting lost in the bush during the Rejex rally

My first experience with the Citroen marque was a Traction Avant Light 15, English built in 1952. It belonged to my school mate, but I was not that impressed as the Citroen was slow compared to my Morris 1000 convertible that was tuned to MG specs – twin carburettors, free flow exhausts and mild camshaft.

However the Traction Avant was regarded as a very cool car to have when I was at University, especially for bohemians and beatniks !

A 1965 ID Safari was the first Citroen I owned. This was the ex- service vehicle for the Citroen agents, Archibold Motors. I spent a beautiful honeymoon with my wife Deborah, travelling in the Citroen Safari on a



Howard and the beloved 1972 SM

grand tour of New Zealand's South Island. Fitted with snow chains we also climbed the icy winding road to reach Mt Cheesman ski field. The following year we also bought a 5 speed DS23 which was very quick, smooth and comfortable. We attached a limpet suction cap on the bonnet to mount a 16mm film camera to film tracking shots for a series of 16mm films I was making at that time. On a trip to Europe we bought a Citroen GS station wagon in Germany, and travelled to the Alps in Switzerland, Italy and France. The GS was a superb touring car. Loaded with our ski equipment we safely crossed continental Europe and visited some major ski resorts. After a tour of Scotland in May, we sold the GS in England for 500 Pounds which was the same price we paid in Munich; 1200 deutschmarks = 1200 NZ dollars in 1984 ! My interest in Citroens continued in Darwin a decade later. I restored a 1974 D Special which is my favourite car. This D is painted Golden Yellow and



has competed in one Rejex Classic Rally to Katherine, and achieved a third place in a motorkhana held in the rain !

The most exotic Citroen that I ever owned was a 1972 Citroen SM, special Maserati, which I rescued from a shed in Darwin. The SM featured a V6 Maserati race motor and triple DSOE 45 Weber carburettors. An amazing car to drive, but quite thirsty at 12mpg.

The SM is now in Melbourne undergoing a final restoration with a new owner.

In 2010 I was privileged to co drive and navigate a 1961 Citroen Safari in the Targa Tasmania Historic Rallye. That was a great tour across Tasmania. The Safari demonstrated great roadholding ability, especially on rough roads and in a storm on the east coast, which saw two other cars leave the road.

Last year I drove a Citroen BX 16 valve GTi from

Melbourne to Darwin, 7,470 kms via the Alpine way, NSW coast and western Queensland to Darwin. This model BX is quick and has good fuel economy. Manufactured by the PSA group in France it features a Peugeot double overhead camshaft motor of 1905cc, a Bosch fuel injection system from Germany, Alloy wheels manufactured in Italy, Body designed by Marcello Gandini of Milan, Italy, and the suspension, brakes and steering are pure Citroen hydropneumatic. Fitted with composite bonnet and fairings, the BX 16 valve is a modern lightweight (1025kg) sports saloon that develops 160 brake horsepower and has ABS all wheel disc braking system.

Andre Citroen was a flamboyant, innovative car manufacturer. His philosophy was to produce useful, reliable and affordable cars that could help improve people's lives. The engineering and design of Citroen vehicles was bold, radical and well ahead of the times. Andre was also a pioneer in human relations : the first to introduce paid holidays and medical care for Citroen factory workers. Andre also established the first network of Citroen service centres across Europe. Altogether this makes me particularly proud to be a Citroen owner/driver. One day I would love to own a new series DS3 or DS4 with the very efficient turbo diesel motor and attractive body styling.

With a name like "Howard" why would you go anywhere else! The car is the BX16 GTi



National Heritage Day of Motoring

This is a national event with similar runs happening at the same time all over the country. The idea is to demonstrate there is a large interest in heritage motoring in Australia.

This year the event is run by MVEC, Chris Armitstead being the coordinator. The general layout of the event has changed and promises to be great.

Date: Sun 15th May

Start at the Little Mindil carpark. That's the new carpark at the left of the Mindil Beach Casino.

Time: 1.00 pm for a 1.30 pm start.

There will be two routes, one for slow cars, one for the rest. These routes will intersect where there will be a social break then will continue with both groups arriving back at Little Mindil about 4pm for a display. Prizes will then be handed out.

The prizewinners will be decided by a raffle draw!

Come along and show off your car and let it be known there are plenty of voters driving old cars!

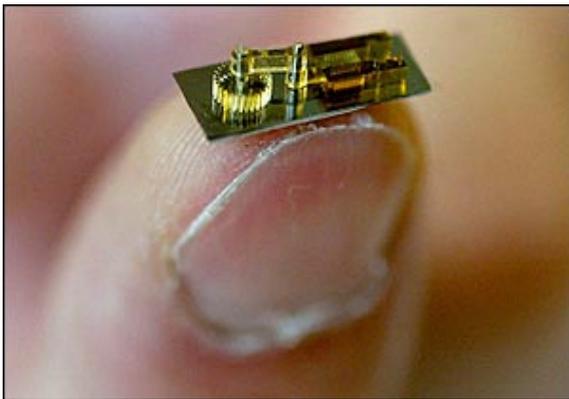
Enquiries please phone Chris 0419489816
Or email carmitstead@ingham.com.au

Gangsters Ball is on again in July.

Double agent Audrey Grace is a car enthusiast and also a dance instructor. She has offered her services to any members who might like to have **dance lessons** before having a whirl on the dance floor at our upcoming ball. Ring her on 89483089

Stuff on the net

Small capacity engines.



This engine has a massive 1mm bore!

When I received a story about microscopic internal combustion engines I have to admit I was somewhat sceptical. The picture of the engine sitting on the tip of a finger brought on the thoughts of another hoax. So I did a bit of research on Professor Kyle Jiang, the name in the story and discovered he is for real. http://www.eng.bham.ac.uk/mechanical/about/people_jiang.shtml

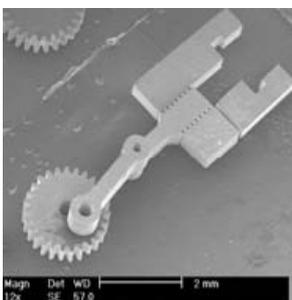
He joined the University of Birmingham in 1999 as one of the founders of the microengineering and nanotechnology group in the School of Mechanical Engineering and now is the chairman.

<http://www.eng.bham.ac.uk/mechanical/documents/jiang-microengines.pdf>

A summary of the engine project states:

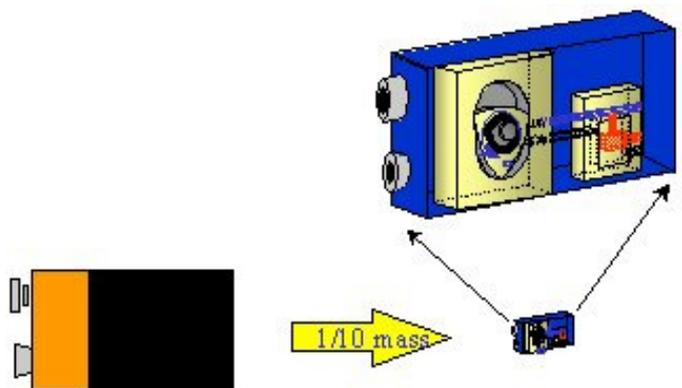
PROJECT DESCRIPTION:

General hydrocarbon fuels have an energy density over 100 times more than current batteries. Microengines are designed to convert the chemical energy of hydrocarbon fuels either to mechanical energy to drive microdevices, such as micro air vehicles and microrobots, or to electric energy by driving a micro-power generator to produce electricity. The micro-power plant can be used to power portable electronic devices, such as notebook computers, PDA and mobile phones. It may ultimately replace some battery applications. The microengine research at Birmingham started in 1999.



This is the rotor against the date on a US 1 cent coin. The rotor is about the same diameter as a match shaft

With a bit more looking <http://www.me.berkeley.edu/mrcl/resources/Project%20Overview.pdf> I found Researchers at the University of California at Berkeley, Micro-Rotary Combustion Lab (MRCL), are creating a miniaturized power source that will last 7-14 times longer than conventional primary batteries (lithium or alkaline). This new “portable power generation system” will be powered by a rotary (Wankel) internal combustion engine. They have already developed the world’s smallest rotary internal combustion engine. About the size of a stack of pennies, the “mini-engine” could someday replace batteries as a more efficient portable power source for anything from a laptop computer to a digital camera. This is the first engine of its size to deliver power on a continuous basis. However, this breakthrough is only a first step toward the development of a “micro-engine” 1000 times smaller in volume (about the size of one of the letters on a penny) which is a new frontier in the development of internal combustion engines, since it pushes the limits of combustion, fluids, and fabrication. The motivation for the research is that a liquid hydrocarbon fuel has about 50 times the energy density (energy / weight) of a battery. This means a portable power source using a 20% efficient mini-engine with a liquid fuel tank would weigh the same as a battery but could last about 10 times longer.



A concept diagram of the rotary engine and petrol tank in a 9v battery case. Can you imagine dropping into the servo and filling er up!



His and hers glasses, his and hers towels. How about his and hers 1st prize trophies at the same meeting.

Mollie and Owen Gray are a fair dinkum MG couple. They both had their own MG's Molly's was a TF but not a classic. She bought a brand new one in 2005. They still call it an F series but it is known as a modern TF. As with the classic TF it is a convertible but Mollie had a hardtop for it as well. Mollie has since parted with it but not before she won first prize at the MG Concours event.

When Owen was an apprentice he would always have his eyes on the MG's but they were out of his price range. It wasn't until he retired that he forked out the dollars and bought a 1969 MGB. He didnt buy just any old MGB either. With a bit of detailing he won a cupboard full of prizes at concours events and drove it all over the country in the process. So why would you ever sell such an outstanding example of such a fun vehicle? A visitor was checking out the car and straight away offered \$25000 for it. "Its not for sale" replied Owen. Half an hour later the same gent upped the offer to \$28000. "Nope, its not for sale"replied Owen. Not 5 minutes after he had left the same person rang from his mobile phone, this time the offer was \$30000. "Sold" Owen replied. You see Owen knew of another MG he knew was for sale and which he would have dearly loved to own, but the price put it out of reach. With the sale of the MGB and with some extra dollars he quickly became the owner of an MG RV8. The RV8 is built along the lines of an MGB but with a bit of restyling around the front and back and with 4 inches added to the wheelbase. It is powered by a 3.9 litre Rover V8 and uses the Range Rover's 5 speed gearbox. Its a bit more luxuriously appointed than the classic MG's with beaut leather seats and aircon. In 1990 they made 2290 of these cars in UK. 75% of them went to Japan. This one is one of the last 10 manufactured. It was brought to Australia from Japan and needed a couple of small mods to conform to Australian design rules. Those included strengthening the doors and adding a stoplight on

the boot lid. And does it go? I went for a ride in it. It's an absolute hoot and it does 0 to 100 in 5.9 secs.

Back in the days when Owen was an auto electrician, a customer brought his car in for repair. The customer was a gentleman of generous proportions and he suspected there was a problem with the electric height adjusting mechanism in the front seat as sometimes smoke would emanate from around the seat. Owen found there was a can of WD40 under the seat. The gents weight would cause the seat to sag and press on the can. The smoke was the WD40 spraying!



The



*The Motor Vehicle
Enthusiasts
Club
presents*



Gangsters Ball

Live music by **“THE MOBSTARS”**

Featuring **Alan Campbell & Bill Roy**

Ballroom & Rock n Roll dancing

Sat 9 July 2011 7pm

Berry Springs Recreation Reserve Hall
Cox Peninsular Rd , Berry Springs (Next door to the school)

Due to prohibition era all alcohol is bootleg and you will have to bring your own.

Please bring a plate of supper and anything you require to drink
Tea and coffee provided.

Tommy guns and all other guns welcome please ensure safety is on.

Dress: Formal as the 1920's prohibition era.

Prizes for....

best gangster and moll couple

best gangster car

Bring your van or swag and stay the night. Alternatively accommodation available nearby at Lakes Resort. For accommodation book well in advance.

Entry \$15 kids free Counterfeit notes not accepted

Bookings welcome

Contact Ted 89886049 or propellers@bigpond.com



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 just beautifully.

\$12,000 ONO
Mobile, 0415722366
Home, 08 89324113



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

Wanted

Motorbike suitable for restoration project
30 yrs of age or older. Condition not important.
1970's vintage is ideal.
Ring Dick 89327264

The Australian Tax Office decides to audit Grandpa, and summons him to their office.
The auditor was not surprised when Grandpa showed up with his lawyer.
The auditor said, 'Well, sir, you have an extravagant lifestyle and no full-time employment, which you explain by saying that you win money gambling. I'm not sure ATO finds that believable.'
I'm a great gambler, and I can prove it,' says Grandpa. 'How about a demonstration?'
The auditor thinks for a moment and said, 'Okay. Go ahead.'
Grandpa says, 'I'll bet you a thousand dollars that I can bite my own eye.'
The auditor thinks a moment and says, 'It's a bet.'
Grandpa removes his glass eye and bites it. The auditor's jaw drops.
Grandpa says, 'Now, I'll bet you two thousand dollars that I can bite my other eye.'
Now the auditor can tell Grandpa isn't blind, so he takes the bet.
Grandpa removes his dentures and bites his good eye.
The stunned auditor now realizes he has wagered and lost three grand, with Grandpa's lawyer as a witness. He starts to get nervous.
'Want to go double or nothing?' Grandpa asks 'I'll bet you six thousand dollars that I can stand on one side of your desk, and pee into that wastebasket on the other side, and never get a drop anywhere in between.'
The auditor, twice burned, is cautious now, but he looks carefully and decides there's no way this old guy could possibly manage that stunt, so he agrees again.
Grandpa stands beside the desk and unzips his pants, but although he strains mightily, he can't make the stream reach the waste basket on the other side, so he pretty much urinates all over the auditor's desk. The auditor leaps with joy, realizing that he has just turned a major loss into a huge win.
But Grandpa's own lawyer moans and puts his head in his hands.
'Are you okay?' the auditor asks.
'Not really,' says the lawyer. 'This morning, when Grandpa told me he'd been summoned for an audit, he bet me twenty-five thousand dollars that he could come in here and piss all over your desk and that you'd be happy about it!'



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.

May	15	Australian Historic Motoring Federation National Motoring Heritage Day. This event is now to be coordinated by MVEC making it just right for our members to participate. Mark the date!
	21,22	Club run o/night Peet and Judes place Mandorah
June	18	Fund raising at hangar with band (SIDS for kids)
	26	Club run to Adelaide River Railway Precinct with Classic Holden Car Club

Reminders of upcoming events are being distributed via SMS. If you would like to receive them and have a mobile phone contact Steve on 0417 831 955

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

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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
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