

# Motor Vehicle Enthusiasts Club



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# TRANSMISSION

If you find you need more information about this club or just can't wait to join ring Peet Menzies on 0417855222.

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## National Vintage Machinery Rally



*Is this baby Ransomes dozer lost out there in Caterpillar territory? Not on your life It was right in amongst the big fellers and moving dirt just as fast. Just not quite as much of it. All this and more at the 13th National Rally of the National Historical Machinery Association.*

**Possibly** I have met my match. I am having trouble describing the sounds that I was subjected recently. Chug chug chug, clunk, whoosh whoosh, bang , click click click, braaaaaaaam , sssssssssss, eeeeeew. If you can imagine those sounds all at the same time plus a million more of them, then you might have an idea of what it sounds like to be at a national vintage machinery rally. Being there was no accident. I flew to Perth to be

close to Pinjarra where the National Historical Machinery Association had their national rally. For anyone who is interested in mechanicals, and that surely covers any vehicle enthusiast, this place is heaven. There were old cars there and some beauties too, but, this event was more about simpler machinery, but definitely not smaller. Once in the gate I was attracted to a gigantic 100 HP Crossley gas engine. It had a 50 HP Ruston to



was unreal. They fired them up one by one and gave a brief lowdown on the finer points of each one. Each tractor had a different starting routine, but the end result was generally a loud CHUG!, CHUG!, CHUG, accompanied by clouds of black and grey smoke. Then they would settle down to a slow idle where the whole tractor shakes with each firing stroke. With only one massive cylinder those power strokes seem to be quite some time apart. You use all your senses here. Sight, sound, touch, they smell great and you can't help feeling good.

When they manufactured these babies, they were obviously proud of all those mechanical bits, because they certainly didn't try and cover them up. There are gears and sprockets and chains and wheels. You can stick your finger in if you want to lose them. Obviously people were considered to be a bit smarter back then.

*50HP Ruston. Next door neighbour was a 100 HP Crossley* keep it company. They made the whoosh whoosh sound. These engines were not working hard but to see those 8 or 10' flywheels whizzing around and the massive pistons going back and forth and all accompanied by the whoosh woosh exhaust was enough to get me just a little excited. The problem was there was so much going on you didn't know which way to go next. The PA fired up and let us know there was a tractor startup going on at a paddock up the hill and you could catch a free bus up there. Blow waiting for the bus, we hoofed it up there real quick. And apart from more engines, there were tractors, and more tractors, plus a few more. And trucks, and bulldozers and machines that you had never heard of before. What all this stuff had in common was that it was old. And also that it worked. Some of this gear was over a hundred years old and looked like it. Other stuff was the same age and looked brand new, but the owners were always pleased to start them up. And the startup

But even the sound of these tractors couldn't mask the sound of a bunch of diesel engines running at full noise. We headed over to the source and found a bunch of bulldozers and other earthmoving equipment trying to dig down to China in as short a time as possible. Seriously, these blokes were at it, all at the same time. There were small bulldozers, tiny bulldozers, bloody big ones, scrapers and graders, all old and all at it at the same time in the same pit. It looked like there were traffic jams with one dozer tailgating the one in front. The big ones were working just as hard as the little ones, the only difference was the amount of dirt they shifted. They were all having a ball. And not having their passports in order, after a while they filled the hole in again, and dug it out again. By day 2 lunchtime they had dug it ten times. That was only halfway through the weekend.

*A single cylinder tractor startup is a memorable experience!*

And they had a grand parade for the tractors. There were a couple of grey fergies that didn't sound quite

*Sidevalve Ford V8 powered Fergie tractor. There were 2 of em. One was a special available from USA back in the days.*





*Cold weather makes good sights wherever there is steam.*

the same as when they came out of the factory. Two were sporting side whacker Ford V8's but the surprise was one sporting a late model fuel injected Holden V6. How did it sound? Just like any other V6 racing car!

There is no way you can see all the exhibits in one day, so the natural thing to do is come back on day two. That day started out real good as I was able to bum a ride in a 1926 Bentley tourer. It was an hour and a half drive so I was on cloud nine. More about the Bentley later.

This day was just as confusing as day 1. Just as you see something that is particularly neat, something else even better starts up and sidetracks you. I kept hearing this "braaaaaaaaaaaaaam" in the distance and when I would look I would see a large cloud of smoke over in the direction of the noise, somewhere over the Crossley area. The trouble was by the time I got to the area it would be stopped and I couldn't find what made that lovely noise. Eventually I found it. There, quietly idling on a trailer was a Commer Knocker engine. They would leave it idling and once

*How about a Fergie tractor sporting a Holden V6?*



*Custom 1956 Diamond T950 was seriously lovely. Done up from a wreck it sported murals of Princess Dianne. More than a sleeper, it has a kitchen and dunny.*



*Here's an oiler I have never noticed before. That bit of string gets driven round and round by the belt. On its way it gets dipped in the round bowl of oil then wiped on the bizzo which takes a drop off it. Then it drips in the square and runs down on the piston.*



*Above: Smicko Maple Leaf truck  
Below: 1955 Rhodes Ridley truck. Built to carry 170 tons when the average of the day was 25. It is big!*



every so often they would wander over and give it a good rev. So I hung around so I could be bathed in all that healing Diesel smoke. And would the owners come around and give it some herbs while I was there? Not likely, they would wait till I walked away a distance. The bastards! So I would come back and wait some more, but the best I could get out of them was a very short blurb. Never mind, the next day I got my fill of Commer Knocker somewhere else.

I could write about this rally for ever, there were working internal combustion engines, model steam engines, blacksmiths working and who had on display a damascus spear head he had made, there were pipe organs from small hand cranked to large trailer mounted, chain saw races, and a lot of old cars and motor bikes. There were the things you had never heard of before.

And there was stuff for sale. I left most of it there.

*A portable steam engine and boiler drives 4w 6v battery charger. Used during WW2 by resistance fighters to charge battery for 2way radio. Boiler was stuck in a hole and ran on sticks or anything. Unit on the table contains the double acting steam engine and dynamo.*

*Olds, it's the same engine as in my Oldsmobile car. Just jokin! But made by the same company 60 years earlier in 1910*



*8 stroke Aermotor from 1908. 8 stroke caught my eye. General consensus seems to reckon 8 stroke is another term for a hit and miss engine.*

*Do you ever get frustrated trying to decide which car to take to a certain event? This bloke has the right idea, there are 7 engines and numerous pumps bolted to the trailer.*



*1906 De Dion Bouton Cabriolet was a bit tall and stood above most of the other cars.*

*As you might expect at a machinery rally, there were millions of stationery engines*



*There was art!*



*1951 Brand new looking Land Rover had been driven 3400 miles from Helidon in Qld.*

*It's not just a blokey scene either. This terrific display of "Garagenalia" was owned by a lady!*

*See the inset for the radiator emblem.*





**Maurice Brockwell loved cars**, especially old ones. As long as anyone can remember he was collecting them. Living in a city can sometimes limit the space and consequently the number you can own. He came up with a scheme where he could own every car that excited him. The idea was to own it for a while, enjoy it, then sell it to make room for the next one. Some of the more unusual vehicles were a Messerschmitt, a Gogomobile and a Mazda Road Pacer, which is a rebadged HJ Premier Holden powered by a Mazda 13b rotary. Somewhere in the story Maurice and his wife Marianne moved onto a small agricultural property compete with a large and beautiful historic house and most importantly lots of room for a gigantic shed. The collection could have some breathing space.

In the beginning the interest was around Austin Sevens but later Studebaker was the make that was followed. The collection increased to about forty vehicles, eighteen of them Studebaker. They weren't all cars either, a few trucks stand out above the cars. But there is one point that is fairly amazing for someone with such a substantial collection. Maurice was a completely non-mechanical bloke. He didn't have a clue how to work on them. So since 1983 he has employed his good mate Kevin Cochrane to look after them. They drove these vehicles all over Australia and overseas to events, Kevin always came along not just for company, but also to make sure the vehicles would do the right thing. Sadly Maurice died suddenly back in 2002, leaving the collection in the capable hands of Marianne. And since she has been managing it, it has not been static. It has seen some cars being sold, but those vehicles that were near and dear to Maurice have been kept and there have been some additions as well.

Take an abbreviated tour of the shed.....

*This Studebaker truck, a 96" BBC is a style restricted to a prime mover . They were limited to 96 inches from the Bumper bar to the back of the cab, hence the initial BBC. Other trucks would be given a bit of styling up front but because of the limitations on length the front was chopped off immediately in front of the radiator giving it that blunt appearance. It was imported from USA in 1985 and restored and registered in 1987. It then towed a double decker car transport and was used to carry other club members cars to interstate events. Amongst other trips it travelled from Perth to the 1897 Gympie rally in Qld and the 1989 Cessnock in NSW. The engine is a 2 stroke Diesel designated 4/53 . The 4 indicates 4 cyl, 53 is 53 cubic ins / cylinder*

*The shed! Mostly classic cars but some notable modern ones as well. Marianne realised she needed a brand new Bentley. Its on the right in the picture. A W12 engined 2007 GTC. The C is for convertible. To see it go through the process of converting itself is poetry in motion. To close the boot you just press a button. You only have to close the doors to the second latch. The car will do the rest!*

*There is an MGB and a Corvette under the covers on the left.*

*Below: Keeping the GTC company is a 1992 Continental Bentley. Another convertible, this one was in Darwin last year for the Bentley Rally from Perth, manned by the all-girl team of Marianne Brockwell and Sue Cochrane.*





*This 1925 Rolls Royce Silver Ghost came from a Melbourne Barrister who would buy any Ghost that looked like it would be sold overseas, just to keep it in Australia. It has been fitted with a Vauxhall body. Maurice and Kevin drove it to Canberra for the Federation Rally. They took it to South Africa for another one.*

*Maurice and Kevin drove this WW2 Studebaker truck from Alice Springs to Darwin as part of the "Back to the Track" commemoration in 1995 where military vehicles travelled up the old "track" as the current Stuart Highway was called back in 1942.*

*After its military career was over the truck was used as a water carrier at Cocklebiddy on the Great Australian Bight. After its useful life was over it was parked in front of the roadhouse as a tourist attraction while it rusted away.*

*When Maurice became its owner it was in a sad state having been out in the salty environment and having been vandalised. As luck would have it a truck wrecker in Perth had most of the parts needed to bring it back. A brand new in box headlight was obtained to replace the missing one and the colour to paint the whole vehicle was obtained by matching that new headlight.*



*Mk 4 Jag underwent a 10 yr restoration. Wood in floor and doors was rotten. Was finished in time to be wedding car for their daughter. Ford Capri next door was the first one registered in WA and was Marianne's own car. And it never leaked.*

*1934 Derby Bentley. This complete body was built by a local craftsman, Roger Fry in the late nineteen eighties.*

*1935 Daimler straight 8 behind. Ex wedding car. Perfect!*





*Maurice was right into the Variety club too. This is his 1934 Studebaker Dictator bash car. Runs 16" Riley wheels as the original 17" are too hard to come by. Naturally Kevin was the other team member.*

*The oldest Studebaker in the collection, a 1914. Came from Canberra in 1985. With a rebuilt motor they drove it back to Canberra in 1988 for the Bicentennial Rally. During the rebuild they balanced the motor and were able to cruise at 40 MPH.*



*1941 Packard 110*

*1980 Bentley T2 was sold but later on they bought it back!*



*Convertible 1963 Studebaker Lark*



*'35 Bentley with another hand built body by Roger Fry. He can scale up a full sized body from one known dimension in a photo. An example is the rivets on a bonnet. If the distance between the rivets is known, say an inch and a half, then he will work out the rest of the information from that. But he will only do it for Bentley or Rolls Royce.*



*And wherever there are cool cars there are cool visitors. This one is a 1963 Avanti, a Studebaker engined fibreglass bodied sportscar. This vehicle was spawned by Studebaker late in its life..*



*1926 Bentley 3 Litre Speed Model. The Speed Model is a shorter wheelbase, a larger radiator and the wire wheels as standard. Note the lack of drivers door and large economy size back door.*

**Kevin Cochrane has a hard life.** He actually makes his living playing with old cars. Kevin looks after the magnificent collection of Maurice and Marianne Brockwell, and that includes maintenance plus restorations where needed. Some of them have been a bit in depth, taking up to ten years, but the standard of the finished article is breathtaking.

So what does a bloke like this play with when not at work? How about old Bentleys. Kevin came to Darwin with a Bentley Rally in 2010 but not as a driver. This time he was driving the support vehicle, spending his time getting broken down cars on the road again.

But it's not all work. In his own shed here is a 1926 3 litre Speed model Bentley and he drives it regularly. On my first evening on my recent trip to Perth Kevin took me to the monthly meeting of the Veteran Car Club down there. When he picked me up in the Bentley I reckoned all my birthdays had come at once. Winter time down there it's a bit chilly. But with the roof down as long as it's not raining (it wasn't) it's an absolute blast. You need a coat for sure and maybe it was cold but I was enjoying myself so much I can't say I noticed. This car was meant to move and it certainly does. Kevin doesn't nurse it either, drives it like it was meant to be. The first thing I noticed was the tall gearing, it seems to go forever in first gear. Naturally there is no synchro on a gearbox of this age and the gears are not evenly spaced. Third and fourth are very close. Consequently there is a bit of experience needed to get quiet changes. Kevin doesn't have a problem there. And as you hoot off down the road that long bonnet is right up there just under your nose showing you which way it wants to go and it loves going round bends. This car would be a total blast on a windy mountain road. Another thing that can be a problem on old cars, but is not on this car is the headlights. On high beam these nearly melt the bitumen. Unfortunately when you dip them they dip so much that

they only light up the road around your feet. All the time there is this glorious exhaust note all around you.

As if that ride of half an hour or so each way wasn't enough, Kevin offered to take us to the old machinery rally in it. The Bentley was going to be an exhibit there. This time it was an hour and a half each

way. Rain was forecast so the roof went up but there are no sidecurtains. Shirley came this time and being a gent I offered her the front seat. She declined, preferring the rear and that is when we noticed the unusual door setup. This car has only two very small doors, one front and one back diagonally opposite. The reason is to maintain the stiffness of the body. This is a sporting vehicle, no unnecessary comforts here.

The body is a bit unusual, built on the same principle Wyman used back in the day. The body is covered with vinyl with some slight padding. Under this covering is an aluminium cowl, but the rest of the body is wood framed covered with plywood. The actual timbers in the framework never meet. There are metal brackets on the end of every timber and these brackets are screwed to the other timbers wherever a joint is required. The result allows the body to flex without the normal creaking you might expect.

*Generator driven off the rear of the OHC and is located the other side of that beautiful cast aluminium firewall. Twin G5 SU carbies. Charging is not automatic. You have to remember to switch it on, and turn it off.*



This car has been around. Kevin shipped it to Ireland for the reenactment of a very early motoring event. He and his wife Sue then drove it around England and Europe for two months. Then there was a similar story in China.

The next longer trip will be from Perth to the national rally in Mt Gambier SA next September .



When someone has a neat car, I always have to enquire what else that person might have lurking in the shed. Almost without fail there is lots more. In Kevin's case naturally it's another Bentley. This is a 1923 model. It is completely dismantled and you can see just what makes these cars so unusual and so special.

On the massive cast aluminium firewall, but also on all sorts of other bits, you can see scribe marks and centre punch marks from marking out at new. There is a massive hole near the top and this is where the generator mounts. It is driven off the rear end of the overhead camshaft, but is actually under the dash. The engine itself does not have a cylinder head as such. They call it monoblock construction and the head and cylinders are cast as one, sitting on an aluminium crankcase. OHC, 4 valves per cylinder and the cam is driven by a massive bevel drive off the crank and also runs the water pump and the magneto.

*1923 chassis with crankcase in position. You can see where the generator mounts through the firewall*



*Monoblock construction, cylinders and head cast as one. Crossflow and note two ports for each inlet or exhaust. Sparkplugs on both sides too.*



*The other side of the engine. Notice the rack containing a set of spark plugs on top at the rear.*

*Below left: The cam drive.*

*Below right: Massive brakes stop great but steel drums screech a lot.*



*Monoblock construction with head and cylinder cast as one. 2 spark plugs and 4 valves per cylinder.*



*And Kevin offered me a drive. Life is getting better and better!*



## Planes Trains and Automobiles

The Top End Flying Club are having an open day at their airfield at Noonamah on Sunday 9th October. The last time they held this event they had around 5000 people through the gates (admission— gold coin). So this year will probably be bigger, but to make it better, their president came to our monthly meeting to give us a personal invitation to display a bunch of cars. We even get a shed to put some of them in under cover. Apart from showing off cars there will be aeroplane displays going on all the time. Sport planes, old planes, new planes, choppers, girls, ultralights, microlights, even the RAAF will be hooning around in the air with their latest model toys. But, to know how big an area to reserve we need to know how many cars will be on show. To reserve your place ring Peet 0417855222. And as for the trains, sorry, the phrase just popped into my head from somewhere.

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Deadline...the end of the month

## DATE FOR GANGSTERS

Criminals with a sharp eye will have noticed the date set down for the next Gangsters Ball was 7th July 2011. You don't have to panic.

The actual date is 7th July 2012.

Sincere apologies for any stress caused.

## Wanted

**Front cross member suit 36 Chev sedan.**

Ian Jamieson 0893906778

## A few more sights from the machinery rally, not necessarily for sale.



*IHC Famous 12hp was for sale. \$13000 ono  
Beautiful but I couldn't fit it in my suitcase!*

*They assembled this Bradford engine from a box of bits to running condition in 4 hours.*



*Trailer mounted pipe organ played a variety of tunes. The conductor was animated.*

*Trailer mounted Commer Knocker idled the day away but it got me running every time they gave it some revs !*

**The Motor Vehicle Enthusiasts Club  
extends it's thanks to  
Shannons Insurance  
For it's continued support for the club**



## WOTS ON THIS YEAR

**Actually, there is not all that much left. 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.

- Sept 18 Club run to Adelaide River (Railway Museum), meet at Coolalinga at 9.00 a.m. Check out Richard Luxton's historic WW2 Beaufighter airfield on the way. \$8 lunch at museum.
- Oct 8 AGM date has been **changed** to Nov  
23 Club run Daly Waters pub anniversary is **cancelled**, at least for this year. It seems the pub had their years wrong, the anniversary they are interested in is next year
- Nov 12 AGM . 5.30 PM at Les and Maralyn Wilson's place, McMillans Rd Berrimah. After the meeting there will be a barbie supplied.  
Note: there is no gen meeting at the hangar in Nov due to the AGM!  
20 Club run  
26 Christmas dinner at CAZALYS
- Dec 9 Chris and Kathy's Christmas show

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### Bagpiper at a Funeral

As a bagpiper, I play many gigs. Recently I was asked by a funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in the back country.

As I was not familiar with the backwoods, I got lost and, being a typical man, I didn't stop for directions. I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch.

I felt badly and apologized to the men for being late. I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play. The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man. And as I played 'Amazing Grace,' the workers began to weep. They wept, I wept, we all wept together. When I finished I packed up my bagpipes and started for my car. Though my head hung low, my heart was full.

As I opened the door to my car, I heard one of the workers say, "I never seen nothin' like that before and I've been putting in septic tanks for twenty years."