

Motor Vehicle Enthusiasts Club



No 58

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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.

GPO Box 911 Darwin 0801
In Katherine call 89710605 .

Newsletter enquiries to Ted
propellers@bigpond.com

Life is fun in a red convertible!



I always went along with the generally accepted notion that red cars always were the most cool, attracted more shielers and even more important, always went faster. Well the first two points are probably difficult to argue but since Geoff Roberts and his wife Rob have been cruising and showing off their *red* 1948 Ford Anglia, I have had to accept that this little car is the classiest and the coolest, and I won't go into the subject of ladies being attracted where Rob might read, but to be realistic this is *not* a fast car. Rob tells me that Geoff would sit up in bed with his

laptop computer studying the cars for sale. He would do this relentlessly for just about, ever. He would never get bored with this task, searching for the perfect car. Being a considerate husband he would consult with Rob asking her what she thought would be the ideal vehicle to buy. She didn't have any particular tastes, but stipulated it had to have a back seat and room for four and to have a roof.

Geoff was not new to playing with old cars, he has had a bunch of classic Jaguars, the last one a Mk 10 and then there was a SWB Series 2a Landrover for

about 10 years. He was an MVEC member in the late 1980's but converted those toys into education for his kids and interest in classic motoring was put on hold for a while. Fast forward to retirement and the mind wanders to those more important things that we have put off...

Geoff had a fair idea what he wanted, he looked at Singers, Morgans, MGY's but obviously the Anglia stood out amongst the others. After 2 years of searching he came across it in "Just Cars" magazine. It was just black and white photos but after contacting the owner he got a handful of colour pics. Maybe the seller was good on the human nature department because the photos had the bloke's cute 3 year old granddaughter at the wheel. Grand-kids were just what Geoff and Rob intended to put in that obligatory back seat. After thinking on it for a month, the seller who was in Adelaide rang to let it be known there was another party coming to inspect the vehicle that weekend. No pressure to buy though, Geoff was assured.

So Geoff broached the subject with Rob. "Have a look at these photos" he says. There is a catch he explained. There is someone else interested, he pointed out. How do you reckon he felt when she said "go for it"!

The bloke was after \$12500. Geoff rang him back and offered \$11000 and it was accepted. So Geoff did an internet transfer of the funds. The bloke rang back in 30 minutes and was amazed it could happen so quickly. "Just don't sell it to anyone else" Geoff replied. Geoff believes the gent selling the car was actually pleased that the Anglia was going to someone that would maintain it in its original trim. He had owned it for 38 years. This bloke had bought the car off the second owner in 1972 when he was 16 years of age. It had been sold new in Melbourne to a lady. Almost immediately she went to Adelaide where she sold it once again to another lady from whom the seller had bought it. By 1986 it was getting a bit tired and was taken off the road for a total restoration. During the restoration it was souped up a bit with the 8hp engine replaced with a 10. That rebuild took 6 years and was so complete even the speedo read 00000 miles. Since then it has been in every Bay to Birdwood rally in Adelaide. The speedo now reads 3000 miles. The gent also owned an early 1912 T Ford and a similar vintage Maxwell and was more interested in the veteran scene and so was shedding the Anglia. But with his long association with it and the major restoration he was anxious it was not sold to someone that would use it for the basis of a hotrod.

You can see by the smiles that Geoff and Rob have a lot of fun in this little car but I reckon the ulti-

mate compliment is when the lovely bride requests the Anglia to deliver her to the church on time. And if she is a little late, that's because it's fashionable, certainly not because the Anglia is slow!



Suicide doors make it easy for the bride, Jacqui, to disembark. Not so easy for the father of the bride. Photo: Rob



The first time I saw the Anglia was at the heritage motoring day. It had the bonnet up! Not from problems though, just giving the V8 boys some competition.

The correct terminology for this body style is not convertible, but a tourer. And remember one of Rob's conditions was it had to have a roof!





Sam Brown looks after the hubcap dept

A shed full of parts

Remember the days when wrecking yards were full of good stuff. All sorts of bits of any cars were piled all over the place and you could look around and hunt through piles of bits till you found exactly what you needed? And even if you didn't find the exact bit, you had a fair chance of getting something that you could make fit and even if the worst possible thing happened, and you went away empty handed, you had a great time checking out all sorts of other good stuff while you were hunting. Those times were a long time ago, eh? But not entirely. The blokes of the Veteran Car Club of WA have come up

with a great idea. They call it their parts shed, but in reality it is an amazingly well organised wrecking yard, but just for their own members. They started off with a shed but that just got extended and extended. Now they have just built a large new one with a high roof, chock full of shelving, just right for whole engines and panels and big stuff.

The stuff comes from all sorts of places, one of the more common is deceased estates where family members are cleaning up a property and find all sorts of car and mechanical stuff. When the club gets a call like this a bunch of members will roll up with trailers and take the lot. They will then take it back to the shed to sort out what is worth keeping and





Everything is in departments. This is the gearbox dept. Top shelf is panel dept

what is junk. Properties, especially farms changing hand also are a popular source. New owners want to clean the place up and may make an offer to the club to clean the place out, otherwise the bits may end up at the scrap metal dealers. Service stations and parts suppliers that have closed up have provided a lot of new old stock parts. Other stuff may come as a direct donation and other members may bring in excess stuff to swap for something they may want. Whatever the source may have been, the end result is an amazing collection. One of the fellers there claimed it to be the most extensive collection of old car parts in the Southern Hemisphere. I wouldn't doubt it for a second.

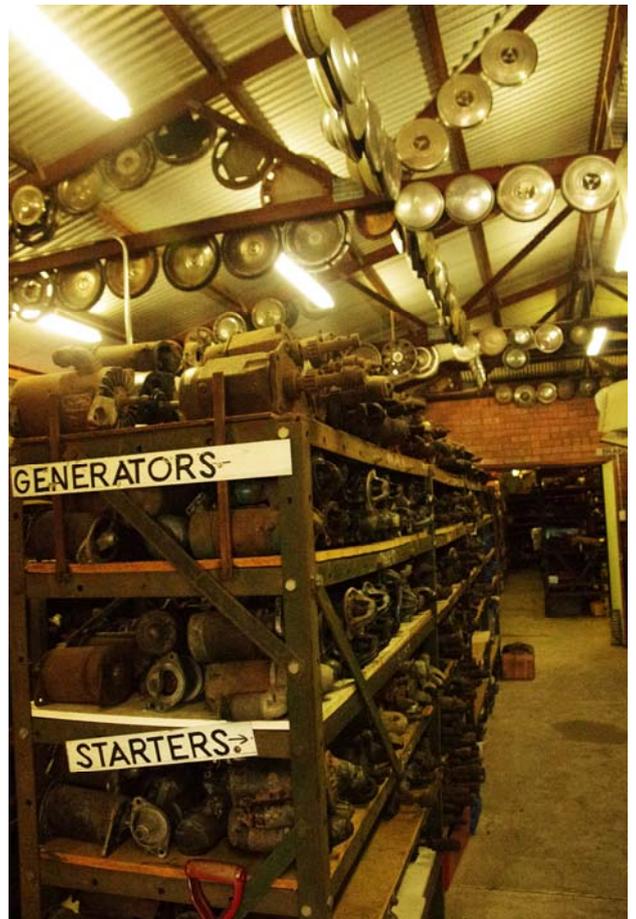
Obviously you can't keep everything, and there have been times when certain items get a bit out of hand. An example was when they had something like 40 of a particular type of starter. To be able to keep a large variety they have to keep numbers down to a manageable level so they have a scrap metal section. If there is too many of something or something is too deteriorated to be able to be used, it goes on the scrap metal heap and is sold. That money goes back into the place and there are times when they will actually buy stuff they consider worthwhile. The whole idea is a service to members to make it easier to find parts for their cars. Once in a while they have a Saturday open day when they invite members to come and look over the place and make an offer, just to get the stuff moving. If some gear sits on the shelf too long it may be scrapped to make room for something else that is more likely to be of use. And as we all know some things get put off and put off. And then they may



The scrap dept. Doesn't have to be worn out.



Cant find that obscure piston?





Need an engine for your Olds?



Maybe a slant six Valiant motor or a 200 Falcon. They are all here. There are Holden motors too! And just about anything else!



How about a sidevalve Ford V8?



Mebbe you only need a cylinder head for your Chev.

find the part they wanted has been melted down as scrap. Naturally there is a bit of disagreement as to what goes in the scrap bin. Even the scrap is managed. The price of scrap metal fluctuates a fair bit, so they just keep on stockpiling when the price is low and when a favourable price comes up they sell the lot. At one sale there were ten 44 gallon drums of scrap starter motors!

If you need a project there is no problems either. There were two very old Fiats for sale and from time to time they have collected enough bits to put together a whole car and sold them as a project. More than one T Fords have left the shed in this manner.

And I met at least one feller that said he joined the club just so he could buy stuff from the shed!

There's a fair chance the wheel you are after is in this lot.



And there is always that glass display case to put all those beaut gauges and other little odds and ends that would otherwise get misplaced





Sometimes you may have to dig a little to get to the part. One of these diffs, for a Rugby, was being used as a rotary clothes line. The owner invited the club to come and remove it.



Spare wheel covers. Seen these in the wreck yard lately?



A bit past it you might reckon. No fear! These blokes attacked it as a team effort and dismantled it and recovered a surprising number of useable and good condition parts. Nothing wasted though. The rest is scrap metal



Beaut Fiat project for \$1500. There ws another for \$500.



Grilles are no problem.



Part of the panel dept. Note the writing on a lot of the panels. If someone can positively identify any part, it gets written on the part immediately.



And if the unthinkable happens and your necessary bits are not here there is an old fashioned blackboard to advertise your needs!



Some classic vehicles parked on Coomalie airstrip. You can see by the silhouettes this is normally reserved parking for a Harvard(left) and a Beaufighter

Planes Trains and Automobiles

On our club run to Adelaide River we actually were involved with all three of them, maybe not in that order. But the day was a blast and this is how it rolled out through my windscreen.

After gasbagging for a bit at the start, I was told the others were getting going. Having been totally gripped in the conversation I assumed that meant I had done my usual trick and had gotten left behind, so I jumped in the car and headed off and once I was out on the highway I noticed there were still a lot of classic cars in the carpark. Furthermore there weren't any of those aforementioned neat cars stretched out down the highway in front of the bonnet. It seemed I had jumped the start. What to do? I cruised along at 50 odd MPH and hoped they would catch up. Right behind me were David and Sarah Hirst in their GT Falcon. I could imagine their frustration driving such a car so slow. Never mind, it is a lovely sound when a sporty V8 gets given its head. David pulled out and disappeared into the distance and by and by, the rest of the crowd caught up and I could cruise a bit faster.

Soon enough we were at Richard Luxton's. The service was impeccable! Right under the shady tree at the start of his WW2 airstrip there were cups of tea already made. I had just started drinking it when a sporty looking aircraft drops out of the sky and lands right next to us. After a short hello, the couple were back in the air entertaining us with loop the loops and triple upside down somersaults with pike, and the like. It was all pretty neat and close enough to see too. While we were there a couple more planes dropped in as well. We all had a look at some of the historical photos of Coomalie airstrip during the war, and then Richard's major project, an Avro Anson aircraft. These aircraft have a close connection with the area and Richard has enough bits to put together a substantially complete example. And he can always keep a crowd entertained with his amusing stories of aviation in those earlier days..... It seems during the war years the Yanks sent one of their bombers to Adelaide to stock up on supplies. Where do you put all this stuff in a plane designed primarily to drop bombs? Being innovative, as everyone



Trevor Horman addresses some of his very attentive history class

was back in those days, they wired the bomb bay doors shut and stuffed the bomb area chock full of goodies. After the plane was loaded an RAAF Lancaster bomber appeared in the skies above the city, hooning around as a promotion for the purchase of war bonds. When the Yanks saw this display they just had to get up into the sky and out class the RAAF's antics and off they went doing high-G turns and the like while they showed off over Adelaide. The problem was that all those supplies were just stacked on top of the wired shut bomb doors. The setup was not really designed for aerobatics. Those doors burst open right over upmarket North Adelaide and jettisoned large amounts of beer and other desirable stuff. Adelaide's Anglican Bishop reckoned all this stuff that landed in his yard was manna from heaven!

And all the time there are more aeroplanes dropping in at Coomalie. Then it was on to Adelaide River. Luckily for me Geoff Smith managed to get behind and once again I was sub-

A mustard gas bomb. Who said Australia never had chemical weapons?



jected to the lovely wail of the Corvette as he sailed past.

I have been to Adelaide River Railway Station (the building is not actually a railway station, it is a refreshment room) lots of times, but every time I have been there I see new “stuff”. They keep coming up with new items, some of them *large*. And with Trevor Horman explaining the significance of these things, the place all becomes very alive as it would have been back in the old days. Someone asked where do you find all this stuff? “Oh we just find it laying around in the grass” Trevor replied.

And quite apart from all this interesting stuff to look at, we were presented with a beautiful choice of meals at lunch time. There was even cake afterwards, no washing up and to top it off MVEC copped the bill. What a blast! .

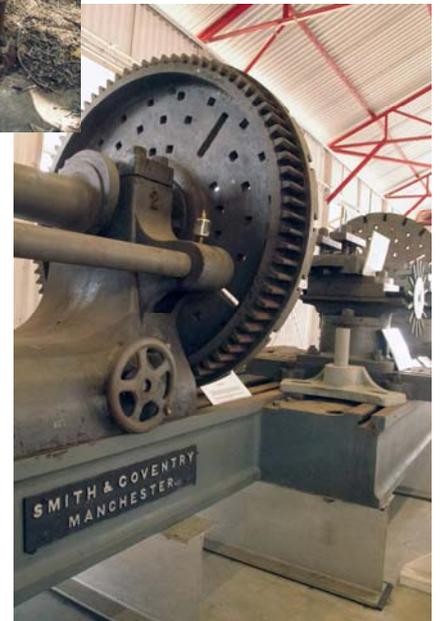


Leo Izod spied this concrete foundation with bolts sticking out of it. The spacing of those bolts suit a Southern Cross YC engine noted Leo. So he donated them an engine to put on it.



Right: Massive lathe for reconditioning train wheels. Works too!

Left: Nifty device that is placed over the rails and is towed. It levels out the ballast between the rails. Sort of like a gigantic wire broom. Found it in the long grass.



A de Havilland DH 86 circles inside the hangar looking for somewhere to land.....

Actually our hangar was built to house 4 of these planes. Tom Bertenshaw went to great pains to build this scale replica of the aircraft that was Qantas' standard aircraft at the time. This was a bit of a team effort, Stuart acquired the kit from Nth America, Tom built it and Rowan got it up in the air.



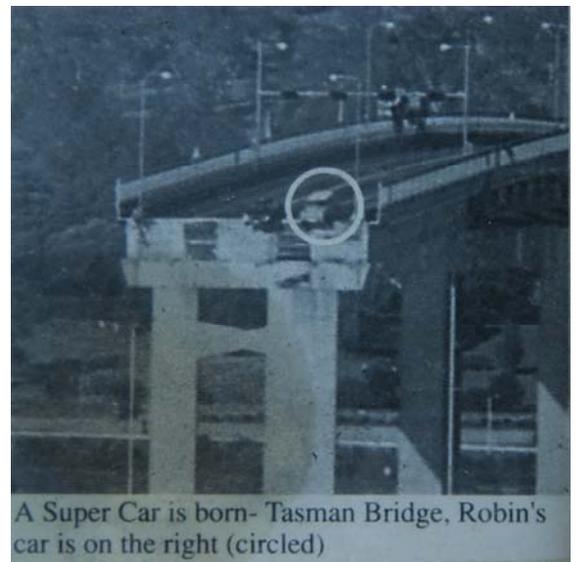
Robin Tripp is one car enthusiast who doesn't go running around buying cars willy nilly. You see he has only ever owned one car. He has owned it for quite a long time and the car itself has quite a story to tell.

It is a 1959 FB Holden built as a test car before the model was actually released. There are the odd little extra "things" around it that hints to it's history. Things like extra terminals on the voltage regulator where they could attach their instruments to record statistics on the electrical system. It also has coil springs on the rear. Unheard of for an early Holden.

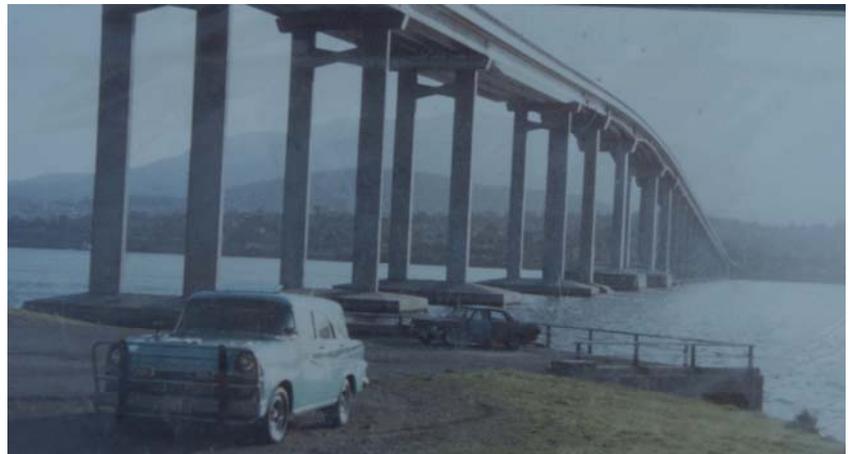
It was meant to have been in Sydney for the models release but somehow it didn't make it as the first registration was in January 1960 in Hobart. It's next claim to fame came on 5th Jan 1975 when a ship ran into the pylons holding up Hobart's Tasman bridge, which resulted in a large section of bridge disappearing just when the FB was crossing it. Some readers may recollect the newspaper photos at the time showing cars that had come to a halt with their front wheels hanging over the resulting precipice. This is one lucky car as the FB was one of them and it survived. It would have been fair enough if the driver had a heart attack, after all it was a fairly big drop. Maybe the owner reckoned he had used up his luck with that car as it was in this year that Robin bought it, and it hasn't been out of his sight since. After driving it all over Australia, in the 1980's he put it in a container and sent it to Europe and drove it all over there. He has a photo album full of colour prints showing the Holden in all the iconic places. Even cruising along next to the Berlin wall.

Robin used to live in Darwin but is based in Qld these days. You occasionally see him around Darwin on Holidays though. Naturally he drives the FB over and is still clocking up miles. The odometer has actually been round the clock 26

Newspaper clipping showing the lucky escape for the FB!



Below: The FB and the Tasman bridge after it had been repaired. That's a long way down out in the middle!



Above: The Berlin wall. Below: Switzerland. Photos: Robin



times . That's a heck of a lot of miles so you can understand the engine has been rebuilt a couple of times. It's so regular Robin knows when to plan for the next one. It gets a rebuild every 500,000 Kms, and it still has the original engine it came out of the factory with. Robin is a windscreen fitter and back in the 1970's you couldn't buy a laminated windscreen for these cars. So he had 10 of them especially made. He has 2 left! The other thing that has been replaced is the paint. 35 years ago it was repainted the same colour as original, Colleen green with Sherwood green flashes.

Recent pictures show the FB Holden is still remarkably original, especially considering this is also a daily driven vehicle. It still has a lot of miles left in it yet!



Motorbike owners please take note It's time to wash your bike.

The next MVEC club run is designed especially for you. Ride the lovely curvy bitumen road to Wangi Falls via Batchelor.

Meet at the Noonamah Pub at 8.30am on 20th Nov to leave at 9.00am.

There will be a support vehicle with a trailer following so if you have doubts about reliability you have no need to worry. Also you can unload any bulky junk (food ,drinks) so you can have an uncluttered bike through all those bends.

As far as I know this is the first ever MVEC event ever aimed at bikes. Lets have a great rollup and make it the first of many similar events.

Any bikes are welcome. Small ones, big ones, old ones and new ones.

And cars are just as welcome too.

Its been 31 years since my Norton was last registered. I will have it on the road for this event. Come and welcome it back to the road.

Enquiries: Ted 89886049 propellers@bigpond.com

Photo: Courtney Mcfarlane.

That's Renee scrubbing up the Triumph. Will she be on the ride? Come along and find out!



XP Falcon Ute 1966.

250 crossflow, 3 speed, goes like the clappers. Lots of bits including chrome, badges, spare Ford doors, visor, original owners manual. A bit dusty from sitting but starts and drives no worries. Last registered in Tasmania. It won the Beaut Ute pre-1970's category at the Royal Darwin Show a few years ago! Comes from a busy household - needs a gentle hand and some good lovin'. As is for \$3,000. Can email photos on request. Contact Tim or Shani on 8928 1182 or email shani@modramob.com.au.



STOLEN CAR TRAILER 4.5m x 2.0m

Taken from outside our house in Anula, Sunday 25/09/11 ≈8:30am.

Dark grey, tandem axle, ramps slide under rear. Valiant sports rims with 80% SAVA light truck tyres.

NT rego TF4287.

Please ring Tim on 8928 1182.



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Deadline...the end of the month

1967 Cadillac Convertible

6.3 lt motor

New under dash Air-conditioner

Rebuilt Transmission

New water pump

New battery

New 650 Holley Carbie

Hydraulics on roof work perfect

Drove from Sydney to Darwin faultlessly 18 months ago and was previously used as a wedding car. \$26,000.00 ONO

Contact Troy on 0419 178 340



Read about this car in Transmission no 42

Wanted

front cross member

suit 36 Chev sedan. Ian Jamieson 0893906778

Wanted

A front bench seat for a Holden EK-FB to sell? Condition not too important if frame ok .

jac09@bigpond.com

or 89889717 home number Paul

Wanted

Old film cameras.

1970's 60's 50's till bc.

Ted 08 89886049 or propellers@bigpond.com

**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.

- Nov 12th AGM 5.00 PM** at Les and Maralyn Wilson's place: 1051 McMillans Rd, Knuckeys Lagoon. Les will park an old car out front as a marker. After the meeting there will be a social with barbie supplied by club. Bring chairs, drinks and bathers and towel for pool.
Note: there is no gen meeting at the hangar in Nov due to the AGM!
- 20th Club run especially for bikes!** Meet Noonamah pub 8.30am for 9am start, then ride to Wangi Falls via Batchelor. All bikes and all cars welcome. See page 10.
- 26th Christmas dinner** at CAZALYS at Palmerston
Also Katherine's toy run
- Dec 9th *Chris and Kathy's Christmas show has been cancelled***

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

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POSTAGE
PAID
AUSTRALIA

Two Ladies Talking in Heaven

Woman A – Hi Wanda

Woman B – Hi Sylvia. How did you die?

Woman A – I froze to death.

Woman B – How horrible!

Woman A – It wasn't so bad. After I Quit shaking from the cold, I began to get warm & sleepy, and finally died a peaceful death. What about you.

Woman B – I died of a massive heart attack. I suspected that my husband was cheating, so I came home early to catch him in the act. But instead, I found him all by himself in the den watching TV.

Woman A – So, what happened?

Woman B – I was so sure there was another woman there somewhere that I started running all over the house looking. I ran up into the attic and searched, and down into the basement. Then I went through every closet and checked under all the beds. I kept this up until I had looked everywhere, and finally I became so exhausted that I just keeled over with a heart attack and died.

Woman A – Too bad you didn't look in the freezer – we'd both still be alive