

Motor Vehicle Enthusiasts Club



No 67

Aug 2012

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



DARWIN TO THE DOO

*Meet "Splash"
That's him with his
1930 A model Ford.
Read about him, his
car and the Humpty
Doo event over the
page.*

“Splash”

His son rang him one day to let him know he had found a car for him. Bought from photos on Ebay, when he arrived in Victoria, it looked worse than it did in the pics. It was fairly neglected with flat tyres and bent rims and the engine was last fired back in medieval times. It came to Humpty Doo on top of a load of pipe. Splash is not one of those blokes who immediately get carried away and convert the old car into a million bits scattered all over the block. Rather than rip the seized engine straight to bits, Splash started by draining the oil and replacing it with diesel. He then flushed it through several times straining the solid bits from the diesel each time. He then dragged the rest of the rubbish from the sump with a piece of wire through the drain hole. More diesel through the spark plug holes and a tug on the crank handle every time he passed it eventually had it turning freely. All this went on for a couple of months. With the head off to lap the valves, those original pistons (still with Ford stamped on the crowns) didn't have excessive sideways movement so there was no need to remove them. Just a clean, and cleaning up the debris with the age old method of oiling the bore, bringing the piston up and down to push the debris to the top, wiping, re-oiling and doing it all again over and over till there is no debris to wipe away. The same head gasket went back on. He soaked it in a bucket of water for 2 weeks to swell the asbestos and it works sweet. The head needed 9 thou removed to get it straight, and back on it went. The only thing that really needed some attention was the distributor. The rebuild kit included a new shaft but the bushes had to be pressed in and reamed. A set of 1972 V8 Fairlane points and new plugs and it runs sweet. Not bad, especially when you consider the sump hasn't been off it! And the wheels are from a '35 V8. Splash noticed in an advert from SA, a picture of a car that had been there for a while, and all of a sudden it was sporting a different set of wheels. He rang them up and asked what happened to the old ones. They were just holding the floor down so he bought them, and these rims take 7.50 x 16 tyres. Easy to get. And to get them bead blasted to look nice was easy. A favour for a favour and they look great! So where is it all going to end? Flash has a side valve Mercury V8 waiting for a job but the only thing you can be certain of is that this won't be one of those hot rods dripping with chrome, nor will it be one of those immaculate restorations that make the car better than new. But whatever it ends up, there won't be any bog or plastic and it will be totally cool.



Splash's Ford is definitely a rod. He will fix up the rust a bit to get it through rego but there will be no bog in this car.



Seats are mostly original with a custom cushion for added comfort.



You can see by his T shirt on the front page, Splash is a side valve fan. He has a Mercury V8 that may well find it's way into the engine bay.

What you won't find on this car is one of those perfect paint jobs with polished chrome all over the place. This car will always look like it was made back in 1930





Two feral cars. David Hirst's Mustang vs Roach's Dodge. Dave's car lives further out. Does that make it more feral?



The city slickers like to call us rural dwellers “ferals”, probably because we are. So when the Friends of the Taminmin library at Humpty Doo arranged the Darwin to the Doo event, it would have been a shame if the feral vehicles were absent. And with all the car events that have been on lately with mobs of shiny, perfectly restored old cars, it was a breath of fresh air to see some grime and grease and rust on cars that really looked their age. That is, real *feral* vehicles!

And what a beaut event it was. If feral is not your forte there was plenty of shiny cars too. To keep the mood just right the Darwin City brass band were playing background music, but in keeping with the feral theme the normal impeccably dressed band members, as well as the conductor, were suitably casually dressed. A photographic display depicted all kinds of motoring stuff, and the collection of trucking photos from the nineteen fifties and sixties included road trains bogged so thoroughly you have to wonder how they ever got them mobile again. And plenty of these situations were smack in the middle of the Stuart Highway. And for a serious break in tradition, the barbeque where you could buy a burnt snag was not run by MVEC.

Maybe the ferals are getting civilised these days and taking their cars to mechanic shops to get them fixed, because during the festivities, Iris, the librarian, presented MVEC with a whole trolley load of car manuals from the library. But the day wasn't over yet! Early in the afternoon the crowd migrated to Brian Smith's, another feral MVEC member who lives just around the corner, where the trusty MVEC Barbie was fired up and with a bunch of chefs present we had a 5 star lunch surrounded by Brian's considerable collection of cars and general “stuff.” Others may not have noticed but to my sharp and trained eye, there was actually less cars in his collection than a few years ago. That doesn't mean Brian is running short of cars though. He has just moved one or two on. But he reckons one particular Humber has been moving interstate bit by bit as requests come in for parts. One particularly interesting car in the shed is a Humber Super Snipe convertible. It was converted from a sedan to transport the newly crowned Queen Elizabeth on her Coronation Tour back 1953. Its not quite in pristine condition but Brian is working on that.





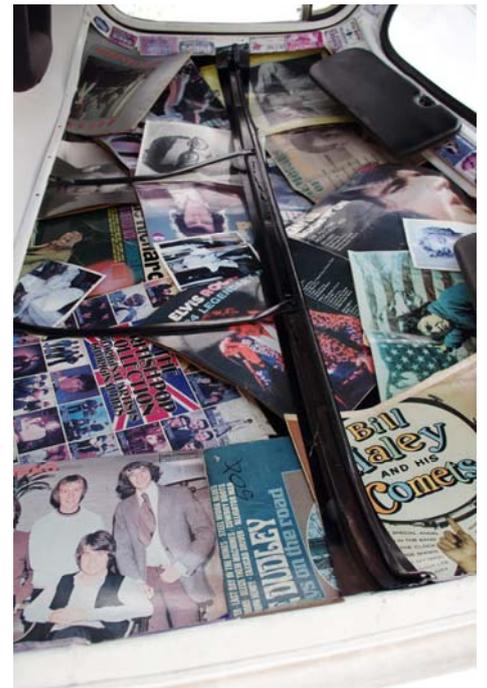
Cruise out to Humpty Doo and chances are you will see more cool cars than in the big smoke. Peter Morgan, better known as “Cookie” around these parts, is the owner of another neat truck that stuck to the old school rules of building a vehicle. Those rules being it doesn't have to be shiny and you can use anything you like. It's better if its unique and it's even better if it works.

Peter had a 54 Chev with plans to fix it up a bit when this 1948 Chev 3/4 ton ute was advertised in Alice Springs. Its actually a bitser, 48 chassis with 49 guards and bonnet. There was a catch though. The car was in bits with the body off it. A bloke has to do what he has to do though, so he headed down to Alice and spent 3 weeks putting it together. Then he drove it home. Now its a beauty. Under the bonnet is a 350 Chev V8 from a 72 Corvette with a turbo 350 Auto. An XJ6 Mk3 front end and a Jag V12 rear end gives it a severely low stance at the front. It suits the numberplate “LOWER 48” perfectly.

And don't expect super straight panels and gleaming paintwork here. It does gleam a bit in the sunshine because it's white, but it's matt white and when you put your greasy hands on it, it leaves a greasy hand-print that is probably close to indelible. It sports plenty of greasy handprints. And inside where some cars have fancy felt headlinings, Lower 48 has LP record covers, cool ones from back in the days. I better check my own record collection cos I recognise some of those covers. The floor was a bit rusty so why muck about welding little bits of tin in when you can make a whole new floor out of checkerplate. It'll last forever now. And as you look around the cab, you just keep noticing all kinds of little bits of yesteryear. A Coke bottle opener on the glovebox, drive in theatre speakers for the radio, bullet shells for knobs. It goes on and on. Cool....and the 54 Chev mentioned earlier is actually on a 2wd Toyota chassis and will probably resurface as a hotrod.

Inside is full of neat stuff. Check out the drive-in theatre speaker. There is another one behind the seat. The floor is a bit solid

Roof lining is LP record covers. Remember them?



Greasy hand prints just add to the decor



BRASSWORKS

The radiator is perhaps the one thing on every car that has one similar property. The property that I refer to is that they are a bit delicate. Hit a roo or an intoxicated person and they may get caught in the fan or just get bent, and then they leak. Some times they get filled up with muddy billabong water or just mud out of the rut you are bogged in, and they get clogged up. Sometimes the toxic water that gets put inside them eats them out from the inside. Or the solder gets old and falls out. The problems that can happen go on and on and sometimes the problem,

when you have a car that is not common anymore, and someone had swiped the radiator out of it years ago, is that you just cannot get one.

You don't have to sweat anymore. There is a place that can manufacture you a brand new radiator for whatever it is you want it for. The place is called Brassworks and they are in California way over in the USA but don't let that put you off.

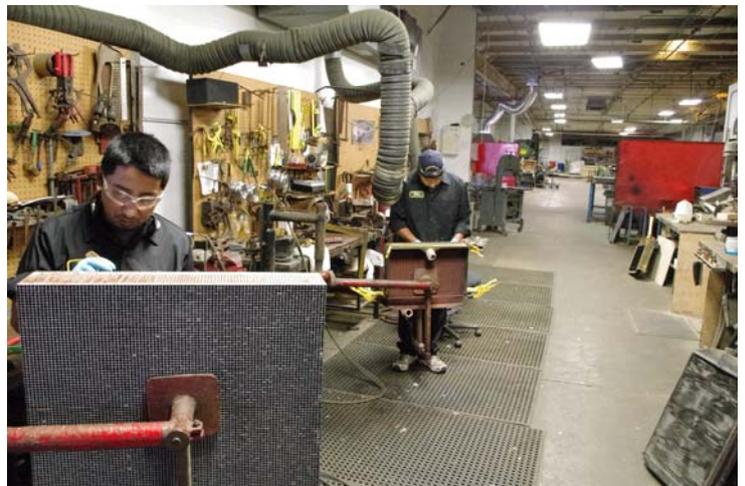
I ordered a 1914 Ford Model T brass radiator for the speedster I am building and dropped in to their workshop to pick it up. They gave me a guided tour of their operation and it was quite an eye opener. This is not your average radiator shop where they pull a radiator off the shelf and install it for you. Nor do they install a new core between your old tanks. They make every little bit of it right there on the premises, even the core. Only the actual tubes in the core are supplied in long lengths from elsewhere. Supplied in long lengths they cut them to the required length on site. The fins are cut from sheet and punched and the whole thing is held together in a gigantic clamp while the ends are soldered on. In the case of my model T the Ford insignia is embossed in the front panel of the top tank. It's all done here. Model T seems to be the specialty but it certainly doesn't stop there, they will manufacture a radiator for anything. Someone was building a replica Munster Koach. They had made a rough cardboard model and Brassworks were building a proper one from that. Another customer had sent a very corroded radiator from a Little (Chev predecessor). Rather than fix it, they were building a brand new replica. And for honeycomb radiators, not a problem. The way they organize a gap between all those cores was so simple it was amazing. These people are certainly craftsmen. And if you are one of those people I described



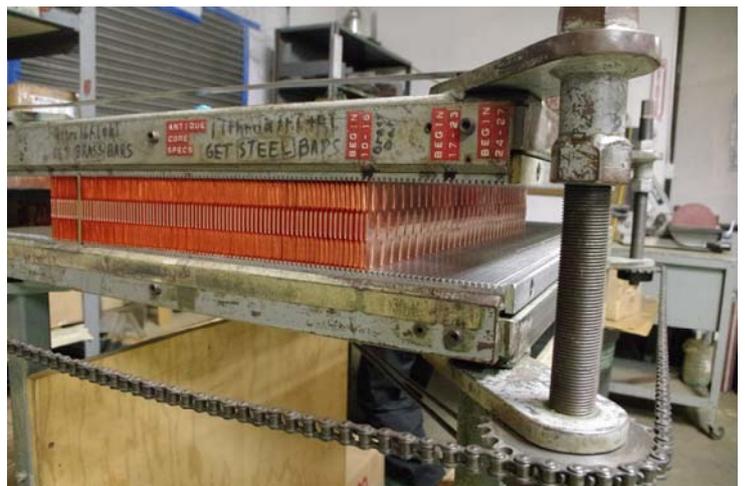
Above: That's Holen with a cardboard model that a customer has made to suit their "Munster Koach" Brassworks will make a working one from it.



Below: Building a honeycomb radiator.



Below: They have all sorts of custom built machines to hold it all together as it is being built.



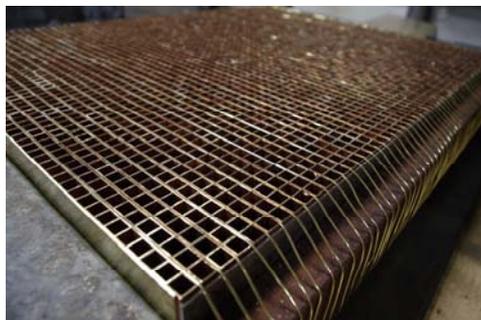
that never got a radiator with their car when they bought it and you don't actually know what it was supposed to look like, no sweat. They have a row of radiators as far as the eye can see, There is a fair chance they have one just like the one you need. They don't sell these old radiators, they use them as a pattern to make you a new one. That way you don't have to supply the one you don't have.

And if you reckon your new radiator would probably get wrecked while in transit home, they pack it in a sturdy carton and fill it with foam. I gave that packaging the ultimate test! I put it in the hold of an airliner. One international flight LA to Brisbane, handling in between plus one domestic flight Brisbane to Darwin. The radiator emerged at the end just as lovely as at the start.

Now I have this beautiful polished brass radiator, all I have to do is build the rest of the car to go with it!

Check out <http://www.thebrassworks.net/honeycomb%20radiators.aspx>

Simple method of getting the gap between the cores of a honeycomb radiator. They do round and hex tubes too.



Below: This is how the core starts out, just flat copper.



They have mobs of old radiators as patterns



"Little" radiator was brought in for repair (corroded with lots of small holes.) they are making a brand new one.



Model T tanks. They make it all here.



Cores assembled awaiting solder.



It is cricket! This is not a picture of hot chicks on hay bales. They are just part of the entourage with Australian test cricketer Glenn McGrath. He was in Darwin to open the Royal Darwin Show. It being the year of the farmer, and Trevor Feehan with the most farmable truck, got the job of delivering him to the job. Trevor considered the possibility of kidnapping Glenn, but since MVEC was victorious in the recent cricket match against the Classic Holden Car Club, he figured it would be pointless. So after delivering the cricket star he led the grand parade.



Katherine Festival

Car & Bike show

Multi club event, everyone welcome



Saturday 25th August

Meet United Coolalinga 9am for a 915 start

An easy cruise to Katherine for the Annual Katherine Festival

Car Show, Our hosts MVEC

Katherine will look after

lunch & dinner at a nominal cost.

Free camping at Pete & Sandy's south of town.



Contact

Wilko Van Syl (Classic Holden Car Club)

wilkovansyl@bigpond.com or 0401117977

Itinerary

915 leave for Katherine

12-2 lunch @ PowerWater social club Vic hwy complex

2-6 Car show at the council Chambers

6 till stumps Dinner & entertainment @ Pete & Sandy's

Sunday Breckky & return to Darwin at your liesure

1920's Dodge chassis wanted

Any condition bent or rusted not a problem, as need fittings off it.

Also any other Dodge parts.

Eric 89886075

EH HOLDEN

\$4500 Call Daniel 0448 650 263

or dblomendahl@yahoo.com.au



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Give stuff away, sell stuff, get information, find a lover. Got a story to tell? Whatever you like.

Email Ted at propellers@bigpond.com

or phone 89886049

Deadline...the end of the month

Landcruiser rims

5 stud. Good condition. 1 brand new tyre (the spare), 4 well worn (nothing spared!!)

\$150 ph Tim 89281182

PROGRESSIVE DINNER
A ripper night

**Sunday
19th August**

**Meet at
Hangar
5pm
bus leaves
5.30 sharp
for
mystery tour**



**Champagne will
be supplied to
toast the
sunset**

**BYO
drinks
(some
wine
supplied)**

**Bus returns
to
Hangar
for
coffee and
port**

dont miss out

Tickets still available at \$35 each
Get in quick **Contact Trevor 0407 189 136**

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



WOTS ON THIS YEAR

Heaps. 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.

- **19 August 2012 Progressive Dinner.** Great night. No washing up! Trev 0407 189 136
- **25 August 2012 Katherine Festival** Loads of fun, ripper weekend. See flyer 2 pages back.
- **2 September 2012 Fathers Day Open Day.** Peet Menzies. 0417855222.
- **30 September 2012 Observation Run.** Steve Hall. 0417 831 955
- **21 October 2012 Shed Show Ford Brunch.** Neil Bromley. 0400 420 120
- **24 November 2012 AGM then Xmas Dinner** at Nightcliff Sport Club.

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

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POST
PP 545393-00032**

POSTAGE
PAID
AUSTRALIA

NO SPEAKAH DE ENGLISH

A bus stops and 2 Italian men get on. They sit down and engage in an animated conversation. The lady sitting next to them ignores them at first, but her attention is galvanized when she hears one of them say the following:

Emma come first.

Den I come.

Den two asses come together.

I come once-a-more! .

Two asses, they come together again.

I come again and pee twice.

Then I come one lasta time.'

The lady can't take this any more. 'You foul- mouthed sex obsessed pig,' she retorted indignantly. 'In this country. we don't speak aloud in Public places about our sex lives.'

'Hey, coola down lady,' said the man. 'Who talkin' abouta sex? I'm a justa tellin' my frienda how to spell ' Mississippi !