

Motor Vehicle Enthusiasts Club



No 81

Oct 2013

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



Lizzies Convene!

For the benefit of all the non-old Ford savvy people out there, one affectionate term for model T Fords back in the days was "Tin Lizzie". So what better name for an international rally for the old vehicles than "Lizzies Convene in 2013". Being the owner of

one of these beauties, and because it was as close to home as you could hope for, I attended. The town of Tanunda in the Barossa Valley in SA is normally associated with producing lots of wine, but for 1 week in October it was noted for lots of model T's!



*Above: Model T's growing amongst the grapevines.
Below: The only T with Territory plates, at registration.*

I suppose the simplest way to get there was to drive the model T but being impatient types we trailered it the 3000km from Darwin to Adelaide. I thought I might be embarrassed but when we got there we found 95% of the T's there had been trailered. Shirley and I had never been to one of these rallies so we didn't actually have any idea what we were in for. During the couple of days previous to the start we saw model T's on trailers in towns up to 150kms away.

Day 1

We had seen model T's all over the place, even the motel we were staying at was chock full of them but we were a bit unprepared for the first night's function. It was in this whopping place called Chateau Tanunda. We had been there earlier to register and there was mobs of room. When we rolled up at night it was so chock full of model T's we had to search hard for a spot to park. And once inside and we saw the size of the crowd we knew this was one serious event. There were 154 model T's from every Australian state plus a couple from USA and NZ with at least 2 persons but sometimes 4 in each car.

The next day's event involved about 100 Km of cruising about on minor roads. We were handed route sheets for the whole week. They were laid out a bit like rally style with stuff like TL at 1.1 Km or TR at 36.9 Km. The turn right or left was ok but since most model T's don't have speedos or odometers and those that do with the distance in miles, the instructions were a bit of a worry. It turned out well though as there were special signs everywhere you had to make a turn. And it wasn't one big convoy to drive all the other motorists nuts. It was all spread out and some times there wasn't another car to be seen, other times maybe groups of two or three. One high point was early in the day when two young fellers with their mum had pushed the button at a pedestrian crossing. We had stopped and the kids were looking away communicating with Mum, then when it went green for the pedestrians one young lad calmly looked up to check for traffic. And when he saw what he saw his eyes lit up like saucers. Mum! Mum! he was pointing at us and all the old cars lined up behind. He was so excited! And he was waving as hard as could be, with both hands



Invading the small town of Eden Valley. You wont find any other type of car in the photo. It was the same in the opposite direction and on both sides of the street.

Our T at the very flash Chateau Yaldara. It seems the feller that built the place became very wealthy by coming up with a new idea of selling wine in flagons instead of bottles and lowering the price. Smacks of Henry Fords ideas with selling cars.

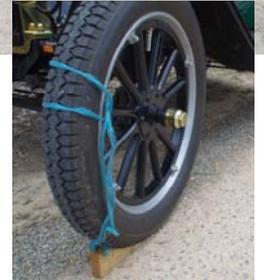


too. He kept it up right across the crossing and when we moved off on our green light he was still just as excited as at first! Made you feel good. About 40 Km and we invaded a little town called Eden Valley and stopped for morning tea. I wondered what the locals thought, but the few that were around seemed to reckon it was all pretty good. Another 40 Km had us passing a winery with a name that seemed familiar. Possibly the lunch stop I thought. A couple of other T's had the same idea and chucked U turns. So did we. That had every other car stopping too, just like sheep. Someone started gesticulating and waving cars on. This was not the place to stop. We chucked another U turn and carried on to a real flash Chateau called Yaldara. You could get on the grog for free here, in the name of wine tasting, but as it turned out, this wasn't the place for lunch. That was back at the place we had been ushered away from. We had been a bit too early before. This time they welcomed us and we were presented with a good meal in a whopping hall lined with wine kegs. Next was a guided tour of a collection of priceless antiques put together by the now deceased creators of the magnificent Chateau Yaldara. The antiques were all very pretty but I could see there wasn't much enthusiasm for this sort of stuff amongst the old car people. They hankered for rusty mechanical stuff. All in all a real good day, but the weather was always a worry. Ominous black skies made me a bit apprehensive at times and the winds gusts were so strong that at one point I was concerned that the engine was seizing up. I needn't have worried, it was just that driving into the wind was akin to driving into a brick wall, especially when climbing a hill at the same time.

There were a few breakdowns and more than one had to be trailered back to their accommodation. There was also one accident. A model T driver had forgotten to take into account that model T's don't have brakes and when a modern car cut in on him, jammed the skids on, locking up the back wheels and skidding into the back of the modern, glancing off and mounting the gutter, shearing off a wooden bollard that was meant to protect the customers of a bakery while they were enjoying their lunch, continuing on through the tables and customers and through the front window of the shop. Luckily no one got even a scratch. The model T got trailered back to the local Ford dealer. It had a severely bent front radius rod, but with a bit of work with a press was straightened out enough to be back on the road. It still had a slightly bent front axle and dings in the front guards but it was back in the rally. These model T's are pretty tough! This model T had only 50 Km on the clock since a total ground up restoration. Even with old school aftermarket high perform-



The carpark at Chateau Yaldara was on top of a steep hill. Note the extra parking brake in front of the left car. The inset shows a more high tech variety of the same idea.



Another flash winery. If you were a rally official you got to park your car on the doorstep. But I couldn't help wondering about the spelling above the beautiful verandah.

And inside we had lunch thinking about the contents of all those wine barrels



ance brakes, when driving one of these cars you always have to remember to keep your distance from the car in front.

Next morn saw some patches of blue sky but seriously strong arctic temp winds. Out came more layers of clothing plus leather jackets, coats, scarves and gloves and an arctic style hat. We put on enough clothes to be mistaken for the Michelin man but we realized we left the flying goggles home. Bummer! This was a longer trip on mostly minor roads. We took over a small town for morning tea. Then 135 km to lunch at a winery then 90 odd kms back to Tanunda . It was so cold we stopped at a café for a hot cup of tea and found we were sitting with Jim and Ann Maree McKern who stayed at our place in Darwin during the model T centenary tour right round Australia during 2008. It was warm in that café so we were not in a hurry to leave but we got the vibes that the proprietor wanted to close. So we left. We hadn't gone all that far when we noticed the scenery looked surprisingly familiar. So familiar we recognized it as the way we headed out that morning, so we

chucked a u turn. What had happened was that while we were happily yakking away in the café, the tail end Charlie and breakdown vehicle had passed us and taken down all the direction signs. Now we had to rely on those previously mentioned course directions. Luckily we could remember the way we had headed out in the morn. Wed was the rottenest weather you could wish for. Literally blowing a gale complete with torrential rain. Never mind. There was a break in the rain while we took part in a funkhana event. For those of you that have never driven a model T suffice to say it's different than a normal car. Put the clutch and accelerator in a different position than a normal car makes it interesting. Blindfold the driver and it takes on a whole new perspective. It also shows up any flaws in your navigators ability to speak English or their ability to transmit instructions using voice only. There were other events

It was nice of them to put up a ford sign but what else would you drive on a day like this?



To give you an idea how tough model T's are. This T has just demolished the back of a modern car plus a shop front and sundry other items. Apart from a bent radius rod it sports two bandaids on the front fender. When this car rolled up at our motel it had a grand total of about 50 Kms on the clock since John had done a total rebuild and his wife Jan had never actually had a ride in it. The first days event was several times that distance. He didn't miss one day of the rally.



You didn't really have to navigate, just follow the signs. But if you spent too much time in the coffee shop you could be in trouble.

We were detoured over this picturesque old bridge to be welcomed by about 20 photographers from the local camera club. (Photo by one of the camera club members)





Funkhana day at Seppeltsfield. Lotsa cars but few takers for the actual fun stuff.



Ralph and Lesley were ready to take the glory for Queensland.



Three cars on the course at once and all drivers blindfolded. There were no fatalities!

Right: Lesley tosses the NT News equivalent . You had to toss it over the roof. No roofless cars allowed here.



Below: That's seriously blindfolded.



Right: That's Wally from Alice Springs, the other Territory entrant risking his life for the honour of the Northern Territory.



where the passenger had to learn the forgotten art of chucking a rolled up newspaper over the roof of the car and attempting to lob it on your front verandah, and a couple of seemingly simple, but actually quite difficult things, like parking on bit of tin or driving exactly 1 metre.

The original idea was to have a couple of cars to represent each state but it seems Qld and NT scared the rest of em off so just a handful did the event. And we came second. Whoopee! But only first place got grog for prizes.

Thursday the weather improved and we were off to Birdwood and the car museum. We were there only 4 days before for the Bay to Birdwood.

Never mind, this time we had the place to ourselves and it was also dress up day. And didn't some of the entrants look great. Kids got in on the act too. But when it was time to leave a few cars had traction problems on the damp grass. Can you imagine a model T doing a burnout? With wheels spinning freely this was as close to it as you could get.

The last day was just a short jaunt of about 50 km for lunch at an oval at Kapunda and here on the last day, the weather was about as perfect as you could get. At the footy oval all the model T's parked nose in right around the perimeter. It wasn't a complete circle but not far short. Quite a sight to remember. But it wasn't all over yet.

When we were almost back to our accommodation in Tanunda I heard a tinkling sound. Shirley heard it too. She reckoned it sounded like a brass hubcap had fallen off and was rolling along the road.. I chucked a U turn and drove back slowly looking for whatever may have fallen off, but not finding anything I stopped to have a look under the bonnet. While the car was idling I could hear the funny noise come and go. It seemed like something to do with the fan bearing. I took a step backwards while I had a think and heard the jackhammer working on the driveway next door.



Martin's 1916 speedster was so good that wherever he stopped there were people dribbling all over it. He built it to replicate an advert from the period. He succeeded for sure but the cars previous life is interesting too. It was discovered as a wreck and restoration had started and a C cab ute body had been built which



sported some beautiful woodwork. The work had gone into intermission as the owner had some financial woes when Martin spied the model T and offered to take it , minus the body, in lieu of the debt owed to him. The offer was accepted and the speedster was begun. It runs twin standard model T carbs but the tricky linkages only begin to open the second carb butterfly when the first is three quarters open. It also sports a Rajo ohv head. Martin's son was also part of the rally driving a model T truck. And his grandson was in the rally too. Three generations all playing with old cars. Spot on!



Left: Michael recalled when he was driving on a T rally in the Snowy Mountains. After hooning around he lost drive to the back wheels. The motor was running ok but there was no forward motion associated with it. He stopped and put on the handbrake. Naturally all the "experts" hurried over to help diagnose the problem. They pulled the cover off the transmission and crawled around underneath but could find nothing wrong. The T has an enclosed tailshaft so you can't actually see what is happening there so the next step was to jack up the back wheel to check the diff. After it was off the ground they tried to spin it and finding the handbrake on Michael released it. The back wheel fell straight off and someone caught it as it headed off down the mountain. The axle had broken right at the outside end and it was just the hand brake shoes holding the wheel in place. A close one!



Another beautiful Speedster belonging to Peter Murphy. Body is all hand made and meticulous attention to detail is showing. Its just as smicko under the bonnet. Once again handcrafted manifolds and 2 standard carbs with innovative linkages that only bring the second carb into the game when the throttle is close to wide open. While I was talking to the owner a pretty little girl jumped on the running board so her dad could take her photo. But did she really have to put her shoes on that lovely red paint on the mudguards? Makes you wonder.

Breakdown car was only to be used if T was beyond fixing on side of road . there were 4 on day 1, 3 on day 2. The biggest hard luck story was a bloke had driven all the way from NSW towing a camper trailer and he had broken his crankshaft. Bummer big time! Another was attending a rally in Vic on the way to this one. He broke his crank too. Still attended this rally but with car on the trailer. On the good side someone drove his T 1460 kms to the rally without a problem.



Driving into Birdwood the track was lined with old Fords. It shocked the FJ Holden so much it turned to stone!



This was dress up day. The cars were polished to the max and so were the people. You could have been in 1920 no probs. Except for the smart phone.



This is dress up day.

Alan and Julie long looking very elegant.



It's a family affair too.



Naturally there is always time to kick back with the other ladies.



Trouble is there are always these bloody gangster types. Kingsley is the one that is responsible for all the bullet holes in our car.

And who won prizes for all their trouble? Who cares. Everyone is a winner at shows like this! Its just great to be part of it.



*Above: Look closely and you will see 150 odd model T's 3/4 the way round the oval
Left: 1913 models were given special place due to 100yrs this year.
Below: There were always T's everywhere.*



*Our family photo.
Just some of the model T owners at one motel.*



Above: You go out at night for tea and it's still the same. Model T's everywhere.

Vic Boardman. 99 yrs and 2½ months old reckons he never stands still, that way the termites can't get him. Apart from 3 model T's, 2 1913's and a 1914, he has 30 old Chevs all nicely restored plus another 30 unrestored.

They give you these name tags you hang around your neck. The idea is that because of all the wine produced around the area, you may get into it a bit too much and forget what your name is.





How could you have a big do like this right in the middle of one the biggest wine making districts in Australia and not have some special drop. We weren't disappointed. There was even a choice of red or white.



Straight from Hi tech to low tech. On the way home we stopped off at Lake Hart to boil the billy for morning tea. Next minute we were surrounded by the Malaysian team for the world solar car race. Maybe they got sick of the latest technology but they absolutely loved the model T. Every single member had to climb in and have his photo taken. And honk the horn too! This bloke is their team leader.

Below: Some people get intimidated by the wide open spaces. They don't know what they are missing. Naturally its always comforting to know that conveniently parked on the trailer behind is a totally reliable vehicle that will even start with a flat battery, should your car not start in the morning.

To top it all off we used the T as our daily car while in Alice for a couple of days. What I took as the ultimate compliment was to find a note stuck under the windscreen wiper to compliment on a cool car and would I drive her teenage daughter to her high school formal Friday night. I was ticked off I had to be on my way Thursday.





Motor Vehicle Enthusiasts Club Inc.
GPO Box 911 Darwin Northern Territory 0801
Established 1986

President's report for the Motor Vehicle Enthusiast Club Inc.2012/13

Welcome to this year's report, the club has continued along on an even keel this last year thanks to the efforts of Julie and Shane and rest of the management committee and all the people who have helped along the way

Our membership has risen steadily this past 12 months.

Sadly we lost 2 members this year Trevor Feehan who was a foundation and committee member since the club started, we miss Trevor's tremendous knowledge of all vehicles made before pesky computers were put in vehicles.

Allen Marshall another valued member also passed on.

On a happier note I welcome our southern representative from Victoria Bob Kennedy to this meeting, welcome Bob

Club Registration Scheme

We have seen a large increase in motor cycles on club registration the last 12 months; To cater for these members Pete Grice has put together a comprehensive list of monthly runs for the coming year thank you Pete.

Details will be in Ted's newsletter.

Cars and Utes on club registration have also increased in numbers; and we will be encouraging those members with club registered vehicles to attend at least some club events in the future, the scheme was never meant to be a source of cheap registration with no allegiance to the club.

Finances

We have continued with Bendigo Bank as our main bank with 3 accounts listed namely:

- investment account currently \$29097.91,
- Statement account \$27463.51
- Card account \$590.40

Katherine

Our Katherine members have moved into their new club house and are showing us the way by staging highly successful events and show and shine again this year

Model A Restorers

This past year saw us set up the model A restorers branch of MVEC to facilitate the arrival in Darwin in 2016 of model A Fords from all round the country, an initiative of Noel and Kath Neil, Chris Armitstead, Kathy Cousins and Doug and Cheryl Brooker who visited the model A convention in Ipswich

Newsletter

Ted Mumme continues as our newsletter guru and doing a first class job and is also in charge of our web page

<http://www.mvec.org.au>. Thank you Ted

SHANNONS Insurance

Once again a big vote of thanks goes to Shannons and John Palamountain for the support given to us through the year

Hangar

A small group of people headed by Leo Izod and Tom Bertinshaw who keep the hangar open on a day to day basis and also include Rowan Charrington, Mike Wright, Bob Sharp and Pete the Plummer, who clean, work on club and various projects and are always ready to welcome visitors, without their input we would not be in the sound financial position that we are in today.

- Our licence with Museums and Art Galleries for use of the Hangar is being drawn up and will be ready for signing in January,
- We continued with committee meetings starting at 5.30 pm on the 2nd Wednesday of each month, followed by a sausage sizzle before the member's meeting at 7.30, with added goodies donated by Tim Modra from his Fannie Bay Outback Bakery, thank you Tim
- Attendances at our monthly meetings this year have averaged between 30 and 45 members and guests.



Motor Vehicle Enthusiasts Club Inc.
GPO Box 911 Darwin Northern Territory 0801
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Club activities this past year have included

- November Christmas dinner at Nightcliff Sports Club
- 26th January Australia day Ute run
- Tuesday 19th February Bombing of Darwin open day.
- 24th February breakfast at Cornucopia
- 24th March Brunch at the Military Museum
- 25th April ANZAC day and open day
- 28th April open cockpit day BBQ for legacy at the Aviation Museum
- 19th May motor bike run through Litchfield
- 19th May AHMF day of motoring
- 24th May Redex rerun by Peugeot car club from Sydney used our facilities for maintenance
- 23rd June club run to Adelaide River
- 6th July Gangsters Ball at Berry Springs
- 14th July MVEC V HCCC match at Bachelor
- 21st July Darwin to the Do run to Taminmin High School with visit to Brian Smith's after
- 26th July Darwin Show Grand Parade
- 3rd 4th August Rejex rally
- 10th August overnight at Coomalie Airstrip
- 26th/29th August visit by Riley club dinner at the Hangar sponsored by SHANNONS
- Father's Day open at Hangar
- 25th August motor bike run to Wangi
- 20th October Fannie Bay brunch

Peet Menzies
President



MVEC CHRISTMAS DINNER 30th November 2013

PLACE Nightcliff Sports Club

TIME 7.00pm for 7.30 start

COST members and guests \$25.00 per head

Children under 16 \$12.50

Children under 10 Free

Bring a small present for your child if you would like Santa to hand it out

Please make sure your payment is in by the 18th of November for catering purposes, or you may miss out. Place payment in an envelope in the lectern at the Hangar with name and number of people, or online BSB 633-000 Acc.142473552 include your name and Nightcliff Sports so payments can be verified or mail to PO box 911 Darwin 0801 before the 18th November.

KRIS KRINGLE



To enter into our Christmas Kris Kringle raffle, each person is asked to bring a present under \$10.00 and you will then receive a ticket in the draw

Some food for thought:

It is roughly 12 months to the Perkollilly "centenary of speed" event near Kalgoorlie in WA.

I wouldn't miss it for quids. I am putting a car together to be part of it.

This will be one fun event. The organiser, Graeme Cocks has pointed out that when he asked for expressions of interest in the event, he had 50 replies within 48 hours. He has also stated that anyone with a pre 1940 vehicle is eligible to enter. If you don't have one of these cars you could always get one. You have 12 months to arrange it. Alternatively you could be a spectator.

And having watched these fellers over in WA racing these old cars I can assure you they have a lot of fun. If there is anyone around the Territory that is interested in racing with some old clunkers up here please give me a call. It would be great if we could get something going locally.

And to make it even better at Kalgoorlie the National Veteran rally is being held to coincide with Perkollilly.

If you would like the info about these events forwarded to you send me an email or use the old fashioned telephone.

UPDATE NUMBER 1. SEPTEMBER 2013

PERKOLLILLY 1914-2014



HELP US CELEBRATE THE CENTENARY OF WA'S ORIGINAL MOTOR RACING TRACK !

Welcome to the first newsletter for the Lake Perkollilly 1914-2014 Centenary of Speed. In this and regular newsletters over the next year we will tell you how you can be involved in the event either as a participant or a spectator.

The Centenary of Speed will be held at the old Lake Perkollilly motor circuit near Kalgoorlie from 16 to 19 October 2014. It will be on the weekend before the National Veteran Rally being held in the City of Kalgoorlie-Boulder. The Veteran Rally is expected to attract 100 cars and motorcycles constructed before 1919.

So why celebrate Lake Perkollilly? The claypan has a remarkable history which goes back almost as far as the motor vehicle in Western Australia. The first racing began at the claypan in 1914 and continued right through to World War II. A grandstand was even erected to cope with the crowds. It is our own Brooklands or Indianapolis. Lake Perkollilly has always been a legendary part of our

State's motoring history and we think that it is appropriate to celebrate this history.

The cars which competed at Perkollilly were not just racing cars – vintage sedans and tourers, even taxis raced for many years.

Every year, cars and motorcycles would be driven from all over the State, shipped on trucks or loaded onto the express train to get to Lake Perkollilly for the September event timed to coincide with the Goldfields horse racing round. The teams often arrived at the claypan a week before the event to tune their machines. On race day, thousands of people arrived by car, truck, motorcycle, bicycle, charabanc and often aircraft. A line of cars stretching a kilometre along one side of the claypan would be full of picnickers and the races would begin!

Our plan is to welcome pre-war cars and motorcycles on the claypan just like the good old days and recreate the race days of long ago. Join us!



Lake Perkollilly 1914-2014
Centenary of Speed
For information contact:

Graeme Cocks
PO Box 297
Inglewood WA 6052
Australia

Email: gacocks@inet.net.au

2002 Mazda RX7 Spirit R Type B

55,000km

No modifications

Beautiful condition

Asking price: \$34,990 ono

Contact Steven Fenato in Sydney:

0418 166 032



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Get your free ads in here.

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

BSA Bantam motorbike

Good running order

\$3500.

Please phone Drew 0428438527

1981 Mercedes 500 SEC Coupe (

Excellent condition

\$ 8000.00.

Please phone Anne 89459967



1959 Ford Zephyr ute

in good condition. Can be viewed at the hangar

\$ 5000.00

Please phone Anne 89459967



**The Motor Vehicle Enthusiasts Club
extends it's thanks to
Shannons Insurance**

**For it's continued support
for the club**



WOTS ON THIS YEAR

The year is getting on. Come along and enjoy!

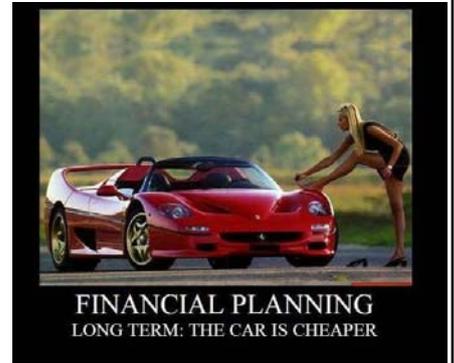
On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq beforehand. Also there is a working bee at the hangar the following Sunday.

Wow there is not a lot left this year. Here's your chance to catch up on some jobs in your shed.

30 November 2013 Christmas Dinner at Nightcliff Sports Club

For all the motorcycle persons (not game to call them bikies as we will all end up in the clink) Peter Grice has put together a calendar of motorcycle club rides for every month of 2014. There are slow rides around town and blasts further afield. The first one is on the 5th Jan and is described as a "slow cruise"

Details next month.



If undeliverable return to
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FINANCIAL PLANNING

Dan was a single bloke living at home with his widower father and working in the family business.

When he realised he was going to inherit a fortune when his sickly father died, he decided he needed to find a wife with whom to share his fortune.

One evening, at an investment meeting, he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away.

"I may look like just an ordinary guy," he said to her, "but in just a few years, my father will die and I will inherit \$200 million."

Impressed, the woman asked for his business card and three days later, she became his stepmother.

Women are so much better at financial planning than men.