

# Motor Vehicle Enthusiasts Club



No 90

Oct 2014

# 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  
[longtelescope@gmail.com](mailto:longtelescope@gmail.com)

**Happy birthday Old QANTAS hangar.  
Happy birthday Leo Izod.  
They are both 80 this year!**



The birthday cake was so big Leo had to help the NT Administrator , Sally Thomas , cut the cake.  
Leo really dressed up. New shirt, done up, and matching Sally's dress too!



*The beaut cake baked by Tim Modra.*

*The Queen's representative brought us a birthday card. She found one that was quite suitable too. It has an old biplane on it.*



*No visit would be complete without a ride in Leo's merry Oldsmobile*



*Leo gave Sally a guided tour of his extensive collection.*



*This young lady snaffled the first piece of cake but I managed to get in second. It was gooooood!*

*All these kids were having such a good time you would never guess it was supposed to be Dad's day.*

What a ripper weekend. The old QANTAS hangar is 80 years old this year, plus the most regular resident of it, Leo Izod, is in the same boat. So it was fair enough that we had a bigger than usual turnout. The Territory's administrator, Sally Thomas, arrived in her chauffeur driven limousine, NT-1, to check out all the stuff and to help Leo cut the birthday cake.

Leo had a good assortment of his antique engines chugging away out the front and as soon as the visitors came through the front gate they were attracted to the machinery like a magnet. Whether it was just that something was moving or the sight of different colored fluids gushing forth from the pumps, maybe the sounds or the beaut aroma of oil. Whatever it was there were a lot of mesmerized faces being drawn into the hypnotic spells of those flywheels whizzing round. And this wasn't just blokes either.

Saturday was the day when Sally Thomas visited and there was a good steady stream of visitors all day, but I noticed most of them were not particularly



young. Sunday was Fathers day and there was a marked difference in the crowd. This was young families day for sure. Lots of mums and dads with children. I assume they were giving Dad a treat by dragging him along here. Kids from the age of toddlers to teenagers were the go but I couldn't help noticing that neither the mums, nor the kids looked the slightest bit bored. They were all genuinely interested in all this stuff, old engines, motorbikes, cars and trucks. How else could you describe it. Just a Ripper weekend!



*Just one modern car. That's NT 1 the administrators chauffer driven limo.*



*Left: Possibly the old Toyota was feeling a bit threatened by one newish and one vintage Landrover . The newer one is leftover from the shitbox rally . The owner bought it for \$500 so it complied with the shitbox rules of cars costing less that \$1000*



*Left: Leo's pumps moving cryo-mutagen ooze had all ages mesmerized.  
Below: Stuff didn't have to be all prettied up to be on display here.*





*Kids aren't generally allowed to play in the cars at these shows, but when it's your grand daughter its ok. Ever notice that the average grand daughter is a whole lot better looking than their grand father.*



*Cameras were the order of the day. Kids just loved having their photo taken with old cars n stuff and mums (and dads) just love taking their pics with old cars n stuff.*





*The main hall was pretty well full of motor bikes. The cars were banished to outside.*



*Left: Something always goes wrong at an inopportune time.*



*It certainly seems that everyone that came to the open day found plenty to keep them interested no matter what their age or gender.*





*First showing of my 1915 model T project.*

*Left: Sometimes, not often, an old engine plays up.*



*It's a proven fact: The cutest ladies are always drawn to hot convertibles.*

*The bottom line: While having a drink and a rest every member of this family is choosing their cool car from the for sale ads.*



## Adelaide to Darwin slowly.....

I caught up with the Adelaide to Darwin Veteran Rally on their last night before arriving in Darwin.

The Veteran Rally was originally for one and two cylinder cars only but was expanded for three, four and even the outrageous number of six cylinders. There may have been even more but because of my limited time with them I certainly didn't get to check out every, or even most of the vehicles. Nevertheless to drive a pre 1919 vehicle from Adelaide to Darwin, about 2000 miles is quite a feat especially when you consider most of them don't have a roof. Actually a lot of them didn't even have a body as quite a large percentage of them were motorbikes.

I caught up with some of them at Coomalie on the night before they completed their journey. Of the



*Scott and his model T  
This was a fully optioned  
model. Had all sorts of  
stuff, headlights, speedo,  
joey gearbox etc.*



few that I did get a chance to talk to, it was obvious that they all had quite a story to tell.

Scott drove a 1913 T Ford tourer. This is an genuine unrestored model T and up until a couple of days ago the insides of the engine may have never seen the light of day, and if they had it was at least 74 years ago. To explain we need to go back 3 years. Scott found this car on a website, prewar-cars.com. In America they have barns instead of sheds, so they called it a barn find. But the history of this car went back even further. The papers that came with it show the original title address as "California Goldfield Nevada" The original owner



had driven into his shed back in 1940 with the intention to restore it to new. Obviously he never got round to it and there it stayed for 70 years. A model T enthusiast from Michigan came across it and decided it had to be saved and took it home but because he already had several model T's and one of this model he decided to sell it on, and Scott came across it on the net and bought it. That was 3 years ago and seeing it was running fine he decided it would be a shame to restore it. The suspension and steering bushes were all a bit sad so they were all replaced including the wheel bearings and the fuel line. And the tyres were so hard they had to be cut off with an angle grinder even though they were still pumped up. But by and by the work was the minimum to make it registerable and reliable. As for the engine and transmission, it sounded alright and went alright, so it would be silly to disturb something so original. And it purred along fine until 10 kms out of Katherine, then it started knocking. After a trailer ride to the camping ground at Coinda in Kakadu National Park Scott pulled the inspection plate off the bottom of the sump and found a loose big end. He removed the cap from it and to get a better look at the top half that was part of the conrod he pulled it and the piston down a bit. Bad move, he pulled it too far and the rings popped out of the bottom of the cylinder bore. Bummer!! So with great patience he pushed the rings back into the slots and managed to get the piston and rings back in the bore. The next problem was he pushed it up too far and the rings popped out at the top of the bore. Double bummer! Now he had no choice than to remove that cylinder head that had been in place since before 1940. With the head off it was an easy task to fit a spare rebabbit cap and with a bit of scraping and a couple of shims the model T was running again and by the time you read this it will have cruised the rest of the way to complete the trip to Darwin and in particular the old QANTAS hangar.



Barry Walters and Barry Walters, also known as B1 and B2 have driven the NSW Fire Dept fire appliance all the way from Melbourne. It's built on a 1925 Dodge 4 roadster chassis and the official title is a hose and reel carriage. Apart from carrying the equipment it also has seating for a bunch of firemen with cushions on top and footrests along the side. The only hiccup they had was on the way to Adelaide from Melbourne they had a small magneto problem which was easily



*Top: 1925 Dodge fire appliance. Top Inset: 360 degrees of cameras. When they get back to NSW they intend to set up a 360 degree projector in the pub and show a movie showing exactly what it was like to travel across Oz in a veteran rally. Above: B1 is not phased about the vintage Antonov biplane coming in for a strafing run. He is a commercial pilot.*

*Below: its not all old low-tech stuff here. What's the box on the dashboard for? I asked. It seems B1 and B2 like listening to opera. And this little device has the volume.*



fixed. B1 has owned the Dodge for 15 years and they are towing a small teardrop caravan on this trip.

Des Turnbull has had only 2 months to put together the 1907 Maxwell and have it running for the rally. He came across the vehicle on the net as a complete car but completely in bits. An older gent in USA had started on a restoration and dismantled it, acquired new guards and a new seat and other bits, but decided it was too big a job for such an elderly person. At \$13000 it seemed like a fair deal and with a freight bill of \$7000 still sounded good. The big catch was with the transport firm as it took them 12 months to get it to Australia. It still has its original pistons rings and bearings. At 107 years old it has done well with a mostly trouble free trip right across the country. The only problem was on day one when not far from the start at Birdwood, near Adelaide, it developed a serious knock. Assuming it was a big end failure he put it on the trailer till the overnight stop at Burra (reports of the overnight temp here vary between -5 and -10) and it was really just curiosity to see which bearing had died that caused him to look into the problem. He was checking the big ends while the flywheel was rocking back and forth and he realized that while the flywheel was rocking, the crank wasn't. Then they realized the flywheel was loose. This flywheel is attached similar to an old stationary engine, with a key that you knock in. It turned out that the key wasn't high enough to wedge properly in the slot. They fixed that by making some shims out of one of those cutters that you cut biscuit shapes out of pastry, then whacked the key back in and had a trouble free run all the way to Darwin. He and his son Wayne took turns driving it.

Alan Maden found the 1917 American La France in a Shannons auction and it appealed to him. (you wouldn't be a car enthusiast if it didn't) It was the first motorized fire appliance from Reno Nevada USA. Up until then they had used horses to pull their fire units, so they started being mechanized in a big way. At new it cost \$6000. At the time a model T was about \$400.

The engine is a massive 6 cylinder sidevalve but this is a twin cam crossflow sidevalve engine. It sports dual ignition with 3 sparkplugs per cylinder. Final drive is via massive chains on either side. Absolutely everything on it is crafted to be indestructible. And at the start of the trip it was running well but with an average fuel consumption of 1 km/litre it is no wonder it runs twin petrol tanks. But with a bit of fine tuning they have tweaked it up and it is



*Des Turnbull and the 107 year old 1907 Maxwell*



*Above: The 2 cylinder horizontally opposed twin engine.  
Below: The flywheel key that caused a bit of drama.*



*Maxwell rear end.  
The vehicle is lovely from which-ever way.*





getting 2 km/litre with the trip almost over. With 3000 kms to get back to Adelaide he was probably relieved he couldn't get enough time off work to drive it home. Its going back on a truck.



*Top: Alan Maden and his American Le France.  
Right: Three spark plugs per cylinder.  
Below : Something a bit different. Twin cam sidevalve. Its sad to hear American Le France have just closed their doors in 2014.*



*And of course there wasn't time to get everyone's story so here is just a snippet of what I saw....*



*Above: The Brush could be excused for looking nervous considering the top end's voracious termites. It has a wooden chassis and a wooden front axle.*

*Left: The snake is actually a horn. Overland has one on each side. Lower left: 1904 Oldsmobile was driven by an 80 year old lady from England.*



*Did I mention there were aeroplanes too?*





*Top: 85MPH Studebaker came on the trip just to try out the Territory's open speed limit.*

*Above: There was a large contingent of veteran bikes. They took quite a bit of maintenance to compete the trip. One bike devoured four pistons en route. Luckily they had a trailer mounted workshop following with lathe and welding equipment. Apart from machining up blank pistons, they fixed a stripped timing gear overnight by welding it up and filing out the teeth. Two ladies completed the trip on their late fathers bike that he didn't have time to complete before his time was up. The daughters finished the bike and completed the trip on it.*



*Below: 1909 Talbot. It is interesting to note the first car to drive from Adelaide to Darwin in 1908 was a Talbot.*



Need a veteran project to keep yourself occupied? Here is a great chance to get in on the act. Southward is in NZ.



The Southward Car Museum needs to make space for some new exhibits, and are offering 6 unrestored cars and 2 Minerva engines for tender.



**1910 ADLER WERKE (Approx year)**  
 Engine number: 4744K Chassis number: 04737B  
 Gross weight: 800Kg  
 Made in Germany  
 4 Cylinder, 3 speed gearbox  
 Wheel base 99 inches or 2540mm  
 Missing radiator  
 Complete rolling chassis with most parts to make patterns from  
 Hood believed to be off this vehicle  
 4 wooden wheels  
 Mechanical condition unknown



**1910 DAIMLER (Approx year)**  
 Engine Number: 18184 Gearbox Number: 22915  
 6 cylinder stevie valve engine believed to be 23hp, 3,921 liters  
 3 Speed gearbox with reverse. Worm gear final drive diff. Rear brakes only. Dual magneto and distributor. 4 x 20 inch rims, tyre size 920 x 20. Comes with front Guards, bonnet, side covers, Radiator and steering column and box, Vesta Accumulator Co Chicago headlights.  
 No body, mechanical condition unknown.



**1911 FLANDERS (Approx year)**  
 4 cylinder engine 20HP (135cu inch), 3 Speed transaxle transmission and enclosed driveshaft and torque tube. Wheel base of 100 inches or 2540mm. 4x 30in x 3in wooden wheels. Rear brakes only. Comes as a complete rolling chassis with radiator, front Guards, Firewall, Window screen, Steering column, Missing parts include. Rear tub section, Rear Guards, Lights, Running boards. This vehicle is believed to have been converted into a truck at some time. Mechanical condition unknown



**1914 MINERVA (Approx year)**  
 Engine Number: 26113 KK Gearbox Number: 20233  
 4 cylinder engine with 4 speed gearbox  
 Rear brakes only, 6 wire wheels 24inch x 4 inch to take 880 x120 tyres. Chassis. Wheels and spring have been sand blasted  
 Engine parts include. Carb and inlet manifold and water pipes.  
 Front drive shaft engine to gearbox, Transmission brake and universal, Crank handle, Bonnet latches and Speedo drive included.  
 No magneto or water pump for engine. No fuel tank. Mechanical condition unknown

P.T.O



**1914 MINERVA (Approx year)**  
 Engine Number: 26683 Gearbox Number: 26578  
 4 cylinders type KK. Wheelbase 129 inches or 3280mm  
 5 wire wheels 24 inch, to take 880x120 tyres. 4 speed gearbox with reverse GAV headlights and park lights, no tail lights  
 Hood is believed to be for this vehicle  
 This vehicle is very complete apart from the rear tub which has been removed.  
 Mechanical condition unknown



**1906 WOLSELEY SIDDELEY (Approx year)**  
 Car number: 6887  
 14hp, 26, 378  
 4 cylinder 14hp, 3 speed gearbox  
 Complete rolling chassis, 4 non original wooden wheels, Rear brakes only, parts missing include: front guards, running boards, lights, window screen, hood, fan. Has 1 original screen post. Mechanical condition unknown.



**MINERVA ENGINE BB**  
 Engine Number: Type BB 13424  
 This is a complete engine only missing fan and flywheel  
 Mechanical condition unknown  
 Very rare to find a complete Minerva engine in this condition.



**MINERVA ENGINE EE (Approx 1914)**  
 Engine Number: Type 30263 EE  
 Not a complete engine  
 Front cylinders have been removed, but come with the motor  
 No cylinder heads  
 Front engine cover missing  
 Broken front left side casting where front cover and water pump would have been  
 Mechanical condition unknown

Viewing is available at the Southward Museum from Monday 20th October 2014 and every following Monday, Wednesday and Sunday 11am – 3pm and also at our annual Auto Jumble on the 16<sup>th</sup> November 2014 or by prior arrangement

Tenders close 5pm Thursday 20th November

For Further Information please contact

John Southward - Email: johns@southwards.co.nz or Phone: 04 2971221



## Northern Territory Motoring Council Inc.

PO Box 86 Barrimah Northern Territory 0828

**Chairman:** Eric Hutton: 0409 273 738  
**Executive Officer:** John Palamountain: 0417 262 918  
**Treasurer:** John Obolovic: 0418 840 591

### ADDENDUM TO MEETING MINUTES 17<sup>th</sup> September 2014.

Note: This article also includes comments from the 2 days John and Rose spent on the road following the meeting and some personal notations by the editor.

Rose Senesi, National Manager of the Aussie Muscle Car Run for the Leukaemia Foundation addressed the meeting of the council attended by the club delegates and one extra member from each of the CFC and CHCC.

The event is in its 3<sup>rd</sup> year in South Australia originally starting from an idea from a GT Falcon Club of SA Show n Shine event. The 1<sup>st</sup> event attracted 36 entries of which all but 5 came back for the next event which had even more participants. The event this year in November has all but 5 of the participants from last year attending indicating those that have participated keep coming back for the fun of the event. This year it is coming to the Northern Territory and next year Western Australia also. The South Australian event this year is going to Bathurst – how good would that be. Rose put forward the proposal for the Northern Territory event to be held on the 23<sup>rd</sup> – 26<sup>th</sup> June next year immediately following the V8 Supercars event. Your NTM/C delegates endorsed the proposal.

The run will leave Hidden Valley raceway following a drag racing event for those who wish to participate, and will go to Jabiru on the 1<sup>st</sup> night. Next day will be to Katherine via Pine Creek for lunch. Day 3 will consist of a Show n Shine event followed by a Motorkhana style event on the beautifully grassed Katherine oval. Then off to Pine Creek for a Show N Shine in the middle of town and accommodation for the night.  
Accommodation, breakfasts and dinners have been booked for the 2 overnight stops.

It is anticipated the registration fee will be in the vicinity of \$1,200 including the above plus a few more secrets.

The event will have support crew mechanics and Security Guards to look after the cars when out of site of the owners at night.  
Each morning the cars will be scrutineered for roadworthiness.

The event is not all about big Aussie Muscle cars with big blowers hanging out of the bonnet. Far from it. It is focused on cars that competed at Bathurst from 1963 to 1977 (don't ask why these dates, cos I don't know, but 1978 saw the end of chrome bumpers and the introduction of plastic Commodores and the like).

When I look at photos from Bathurst in 1964 it was amazing what was racing – Volkswagen Beetle, Fiat 1500, Citroen, Vauxhall Viva, Ford Cortina and Anglia, Valiant, EH Holden, Renault Gordini, Humber, Hillman Imp and Hillman Hunter, Mini and Morris 1100, Triumph 2000 and 2500 and Studebaker and the list goes on. Of course later years, pre 1977, we saw the likes of Torana, Capri, Monaro, GT Falcon, Camaro, Mustang, Jaguar, Volvo, Nissan, Toyota and BMW and the list goes on again.

The event is anticipated to have 30 cars for the first event with a ceiling put on the manageable number so it will be "first in first to the start line". There is also a provision by the organisers to have up to 5 special interest vehicles entered in the event.

The event will be officially launched on Thursday 4<sup>th</sup> December at Parliament House by the Chief Minister. This arrangement is still tentative.  
John P is sourcing a few cars for this event with the idea being a cross section of vehicle makes and colours for the media.

You will be advised when the website and facebook pages are up and running for nomination forms to be downloaded, however it is anticipated it will be available just prior to the launch.

There is quite a bit of work being done behind the scenes by your Motoring Council to make this event happen.

In the meantime think strongly about taking some leave from your workplace, preparing your car for the journey and telling everyone you know with a car that fits the era to watch for the website update to cater for the NT.

In the meantime go to the [www.aussiemusclecarrun.com](http://www.aussiemusclecarrun.com) website and read all about the event and the fun the South Australian participants have had to date.

**John Palamountain**  
**Executive Officer**  
**Northern Territory Motoring Council Inc**  
**0417 262 918**

Maybe you have a muscle car and find this of interest...

*And if you feel like something a bit more cruisy and social come to one of our totally popular breakfasts where you can kick back and relax....*

## MVEC Breakfast at Fannie Bay

**Time** 9.00am 19th October the morning after AGM

**Where** Meet In the area opposite Lake Alexander

**Menu** Bacon and eggs, coffee, tea and juice

**Cost** \$5.00 per head children 12 and under free



# Motor Vehicle Enthusiasts Club Inc

## Notice of ANNUAL GENERAL MEETING 18 October 2014

**At the OLD QANTAS HANGER, MacDonald Street PARAP, NT.**

**Please arrive at 5.30p.m. for AGM to commence at 6.00 p.m.**

Agenda:

1. Opening:
2. Present:
3. Apologies:
- 4 Treasurer's Report:  
Motion: **That the Auditors Report be accepted.**  
Motion: **That the current Auditor, BDH Consulting, be reappointed.**
- 5 President's Report:  
Motion: **That the President's report be accepted.**
- 6 Motion: **That the Minutes of the last AGM be accepted.**
- 7 The Chair to declare all positions vacant
- 8 Election of Committee for 2014-15:
- 9 By-laws:  
The Chair advise that no new by-laws came into effect during the past year.
- 10 Motion: **That the membership fees for the 2015-2016 financial year be standardised to \$35 (family, single, country and/or half year) and that the joining fee be set at \$15.**
- 11 Meeting Closed.

Dinner available at 7.00 p.m.

## WOTS ON THIS YEAR

**The year is almost over . 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.

***There is no general meeting this month due to AGM***

- 18 Oct**            **AGM at hangar.**  
19 Oct            Fannie Bay Breakfast See notice 2 pages back  
2 Nov             Bike Run from Caltex Berrimah 8.30 a.m.  
29 Nov            Christmas Dinner at Nightcliff Sports Club  
7 Dec             Bike Run from Caltex Berrimah 8.30 a.m.  
26 January 2015 Australia day Ute Run

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



### Free stuff

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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 [longtelescope@gmail.com](mailto:longtelescope@gmail.com)

or phone 89886049

Deadline...the end of the month

A good friend of mine on the east coast has recently passed away. He was a highly skilled and meticulous restorer of British motorcycles, spanning the periods 1910 to 1970.

He had an extensive collection of bikes, most of which had been restored to the very highest standards, plus a few rare and complete originals awaiting his attention. We're talking here of predominantly exotic machinery which regularly brings five and six figure prices at collector's auctions. I mention this, only because disposal of his treasures will be handled in an orderly manner, and in the first instance I don't expect there'll be any inexpensive 'projects' on offer.

If any MVEC member has been contemplating the purchase of something British and a bit special, and has a realistic appreciation and is prepared to pay what it's likely to cost, they can contact me at:

[raysurvey@bigpond.com](mailto:raysurvey@bigpond.com)

PO Box 43124 Casuarina NT 0811

phone 0427 613 418

I'll need to know what sort of bike you are seeking, and your full contact details. I'll pass these on to the relevant person, who may contact you, either direct or through me. Please be patient, my friend's passing is very recent and there are more important matters to deal with just now.

Ray Smith

### 1947 Mercury sedan 4 door

Unfinished project , 90 % mechanical work done .  
New glass cut , wood grain on metal internal surrounds

\$10,000 contact Maurie 0407771319

### Space Filler—stuff on the net.

Check out this video from the goings on at the Great Dorset Steam Fair

Paste this into your browser

<https://www.youtube.com/watch?v=huQhqXiB800&feature=youtu.be>

Makes you a bit sad to see the Mary Rose traction engine sitting in the hangar doing nothing.

### Darwin Awards

If you were to line up all the cars in the world, end to end, someone would be stupid enough to try and pass them