

Motor Vehicle Enthusiasts Club



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TRANSMISSION

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

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AUSTRALIA DAY



26TH January comes along every year and being an Aussie I always have to do as much Aussie stuff as I can on Australia day. Fun runs and barbies n stuff are all great but being a car buff, I can't help but be part of the OZ day ute run. And having a carload of Aussie animals

made it better. Can you see the Echidna, platypus, Kookaburras, Emus, Koala and of course the Skippies. The response from the spectators along the route was fantastic!



A one dog powered ute!



And driving a truck makes it possible to fly even bigger flags!

Being Aussie can be kickin' back in the back of a ute with the family.



Having a whopping great crocodile on the back of your ute is definitely a Darwin thing!





Jack and Maureen Burr went to great pains to create an old time outback scene in their Holden Ute. But the wombat kept trying to get out.



For most it was a challenge to display as many flags as possible. For others a small flag was ok with the extra space taken up with mud.



It took about an hour to do the cruise from the Hidden Valley raceway out to Casuarina and back to the greyhound club at Winnellie. All along the route there were bunches of Aus-sies, young and old. Thousands of them were parked in cars, sitting on cars, or under shades or shady trees with comfortable chairs and eskies with cool drinks and they waved flags right back at us and cheered and smiled. A great turnout!

The rains we had during the festival of speed weren't the first time wet weather had caused a problem. This photo was taken in the same area back in the days. And it's a Model T. Naturally!



Kalgoorlie and the National veteran rally

Here is a problem. We have a 1915 Model T speedster and the speed event is over. Should we take it home and lay it to rest in the shed? It just happened that right there in Kalgoorlie, right where we were, the national veteran rally was just starting. How convenient can you get, we blended right in amongst 84 other vehicles from before 1919. A total hoot!

Shirley and I had never been to a veteran rally before and I was a bit apprehensive being around all these immaculate and original vehicles. What we were driving was far from original as back in 1915 Fords never came out with twin carbs, extractors or, heaven forbid, shock absorbers, but the profile of it looked remarkably like the car on the logo for the event.

The first day was a cruise around the sights of Kalgoorlie. The thing that surprised me here was the amount of cars that were broken down on the side of the road. It seems a lot of these cars only emerge once in a blue moon for a rally and it takes a couple of days for the bugs to work their way out of them. By the end of the week breakdowns were a rare if nonexistent sight. Our problem was the car we were driving had been doctored and geared up to go faaaast at the races and we found the slowest speed we could do in high gear was faster than a lot of these cars could comfortably do at all. Consequently we passed a lot of cars. It was embarrassing



After a couple of days scenes like these seem like ordinary run of the mill stuff. Not! Its just unreal!



at first, but it was obvious by the waves and smiles that there were no hard feelings as we cruised past. There was one other car that had a bigger version of the same problem. This was the 1904 Napier L48. A 15 litre monster also with only 2 gears, both of them fast, it could get out of low at 50 MPH.

At the other end of the scale were the one cylinder cars and the high wheelers which would happily chug along all day but at a much more sedate rate. The rally was from Sunday to Friday but with the Sunday as just a sign on there was 5 days of cruising around the countryside. We found that we spent quite a bit of the time on the way out every day, on the wrong side of the road passing, so we would tend to hang about at the far end of the days cruise till most of the cars were long gone. That way we could cruise along at a comfortable speed without having to pass anybody. Most of the cruises were to historical or scenic places in the area like Coolgardie or the old pub at Ora Banda which was a round trip of over 160 KM. With our hanging about till everyone was well gone we almost missed out on the two up school out in the bush near Kalgoorlie. At the start of the rally they gave us a handful of dodgy money for this event but I had left it back at our accommodation. I wasn't all that bothered but a good samaritan thrust a handful of counterfeit cash into my hand so I had a go. It didn't take me long to double my dough but I'm afraid gambling just doesn't give the buzz that driving an old clunker does.



Dressing to the era was the norm here. That's Jan and Tom Callow. Remember Tom's toy box from last Sept? They are exercising the Model T.



The first day saw a lot of minor breakdowns. Things got better as the week progressed.

And sometimes things fell off or out of the cars





On these longer runs we were a bit concerned about running out of petrol. After getting 2.5 km/ litre hooning round the racetrack our 18 litre tank wasn't going to get us far even with our 4 litre tin in the boot. We needn't have worried. Driving more like humans we were able to do 170 KM without using the emergency supply.

In the middle of the week there was a gaslight parade. This, I reckon, was one of the neatest things I have ever been involved in. Everyone dressed in period dress and the locals came out in crowds to see. At dusk all the cars lit their gas and kerosene lights. (there were a few bodgy jobs with led lights) Then it was a cruise up and down for a couple of laps of Boulder, Kalgoorlie's next door city. The feedback from the crowds lining the streets was just fantastic. There were people still in their work clothes right through to whole families lining the street. They would actually applaud you as you drove past. It was just that good. There was one near miss though. Boulders main street is a divided road with a narrow median strip with historic buildings and angle parking on both sides. We don't actually know why, but a lady decided to back out of her park during the parade. Maybe she didn't want to get hemmed in for the duration, but she came out of her park in reverse with the accelerator pegged, mounted the median strip and continued across the other side of the road, still pegged. Crossing the concrete border of the median strip caused her steering wheels to turn and by the time she reached the parked cars on the other side of the street she had turned nearly 90 degrees and wiped out 2 parked cars. She then continued the turn and headed back towards the median and the original side of the road. When she hit the median curb the second time she stopped. She then got out and was sick. During all this, by more arse than class, she went between the veteran vehicles, miss-



Being a bunch of tourists we would always clog the carpark. This time it was at the super pit. The name really suits it.



Reminiscent of a stationary engine someplace? Its actually the precursor to a Super Snipe, a 1909 Humber.



Sometimes we would lunch in a park.

ing one by not much. Amazing stuff, but by the number of spectators that evening, the really amazing bit was that no one was injured. Anyhow, after a couple of laps everyone went home, but we started on our 3rd lap to have tea at a pub where we parked right out the door. When it was time to go just about the whole pub including the barmaid came out to see us light the lights with a match or two and chug off down the road.

And the last day was a drive to another neighboring mining town called Kambalda.

This day we even organised a ride in one of the cars for our landlady. As it turned out this was to be the only time in the rally that there was to be any kind of competitive event, if you could call it competitive. You see the winner was to be the car with the closest time to the average of all the cars. And there was to be two cars from each state or territory and there was only one car from the Northern Territory. Ours! So we used the same car twice. Once with me driving and our landlady as navigator and once with Shirley driving and me navigator. Well, we were driving a racing car so we were obliged to raise the average a bit. As we came sliding in to the



We took over Coolgardie for a day. Magnificent old buildings plus they had their own club for old cars n good stuff..



There are all sorts of sights to see in Coolgardie.



finish after our lap, the time keeper remarked “nobody ever did it that fast before”. Then it was Shirley's turn. “But I've never driven this car before”. “Which pedal does what?” she demanded. After a stressful time involving a tree, a car, and a gate we got back in a reasonable time and I realized you could drive this car pretty well all the time in high gear with a bit of clutch work. Needless to say we didn't win the prize but Shirl was hooked. She drove the 60Kms back to Kalgoorlie mostly hooning past other cars on the wrong side of the road.

And that was about it except for the grand finale dinner at the Boulder town hall. Everyone gets dressed up to the nines in period dress here and this old time hall suited the occasion perfectly. Probably the only thing out of place was the microphone and amplifier for the speaker.

Somewhere along the way we were told that this was the first national veteran rally that was represented by every state and territory in Australia, there had never been an NT vehicle before. Shirl and I reckoned it was so good we have registered for the next one in Goulburn in NSW. We'll let you know if the Easterners can put on as good a show as the WA crowd.



Sometimes youth find these cars intriguing .



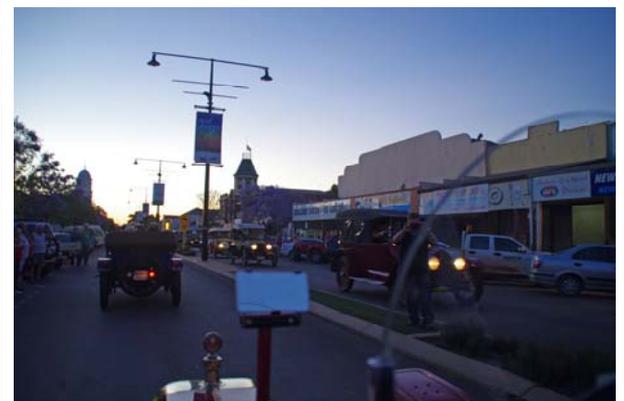
The locals treated us to a real live choir.



Malcolm Roy literally fires up his 1910 Hupmobile. Photo: Rhonda Guthrie.



Once again Dressing up rules. Linda and Peter Arnold ready to roll in their 1910 Buick. Photo: Rhonda Guthrie.





From my point of view the gaslight run was one of those better things I have been involved in. The whole of the street was lined with historic buildings which set the mood. The cars and the surroundings complemented each other, then add a totally enthusiastic crowd and you have a ripper night. Did I mention the weather was perfect?



Above: Burt St Photo Rhonda Guthrie



Right: The Schacht made do with reflected gaslight



Peter Briggs cleans the last of the mud from his 1904 15 litre Napier. It is interesting that the ignition switches are on the engineers side (passenger). Also there is a grab handle on the rear of the drivers seat for the engineer to hold on to. The driver can hold on to the steering wheel. As in our vehicle the passenger doesn't warrant a windscreen.



All the Napier vehicles grabbed their own corner.

1910 Fuller was originally used as a taxi in the SW of WA. In 1965 it was bequeathed to the Vet Car Club of WA with a condition that it be used and shown regularly. So the club made Bob and Jos Henley it's curator who use and treat it as their own. Any major expenses are handled by the club. The club has actually bought and imported vet cars and put them in the hands of other curators, to generate enthusiasm for old cars. Neat!





If you come from Germany you may have a different way of saying "Shack" but Wayne Brenand tells me that what most Aussies call it. He has owned it about 12 years, the first 2 were used mainly to sort it out. He had the main crank bearings redone a couple of times only to have them fail within a few miles. Then he took it somewhere else. They detected a bent crank. The 1908 Schacht is now quite reliable. But the lights were a bit poor on the gaslight parade.



The front axle hangs on one end of the leaf spring, the back axle on the other. Engine is a flat twin. Oil pump driven by a long coil spring round a pulley, v belt



John Wood pieced this 1912 Model T together from his mates vast collection of model T bits. He was able to find enough 1912 parts to make it accurate to that year. But the amazing thing, in my eyes anyhow, is that he built the tourer body completely of wood. Doors and all. They made the wheels too, complete with wooden felloes. Great!



Its all wood!





Left: Rod Holmes spent 10 yrs getting this 1911 Albion on the road. Apart from making the patterns and casting all the brass bits, the chain (it's chain driven) was of the wrong width. It took 2 blokes 5 days to cut 3/8" off the 1600 pins. Works fine now.



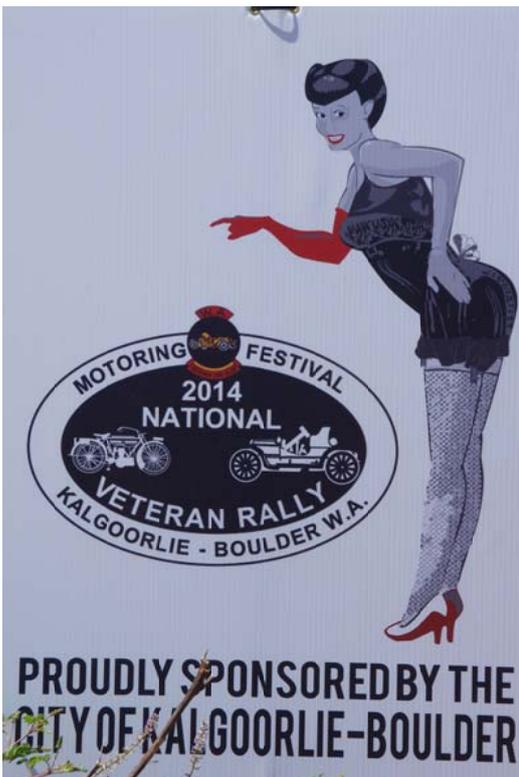
Above right: Another 1911 Albion, Bruce Carmichael's. I noticed a Winnebago motorhome towing a large 1970's caravan. Why would you ? I thought. Later I saw the back hinge up like an Antonov aeroplane and the Albion back out. Fits just neat!



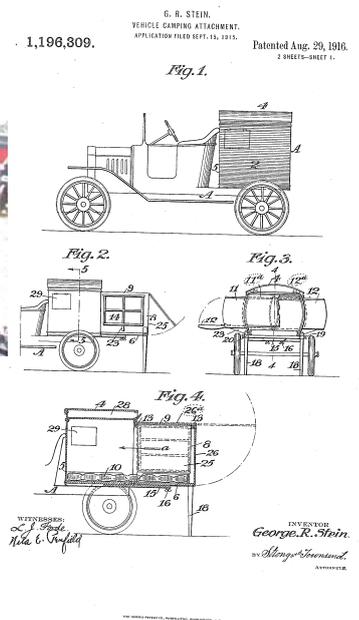
Below: If you followed these signs you didn't get lost.

Right: With Shirley driving we spent most of the time overtaking.

Lower right: That's Shirley and I wearing our safety gear.



Winnebago 1916 style. There are plenty of grey nomads out there in their flash Winnebago motorhomes but the actual idea of converting an ordinary vehicle into a luxury home is not even a little bit new. Don and Gaye Hill demonstrated this perfectly with their 1916 Model T. Don was one of the blokes that did the reenactment of the QANTAS founders' drive from Longreach to Darwin in a model T via the bush a couple of years ago. Maybe roughing it on that trip and the fact that the rest of the time he drives an airconditioned QANTAS airliner around the sky made him want a bit more comfort on this trip. Being model T people the platform for the luxury was not an option, but being a veteran rally it had to be of the era. Don found the blueprints of a patent taken out in 1916. It describes what modern day westerners would call a Winnebago. The original design weighed in at about 400Kg. Don changed some of the materials and reduced that to 180Kg and although the patent was approved back in 1916 Don waited till June to start building it. That was plenty of time as he finished it in September a full 2 days before they were to leave for Kalgoorlie and the vet rally. So off they headed from Queensland to Kalgoorlie in WA with a room boasting a queen size bed, wardrobe, pantry and kitchen complete with a hot water service heated by the exhaust, all on the back of their model T Ford.



1974 Renault R16 TL (manual)

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Steven 0417299455

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Stuff on the net.

Need a bit of action? Check this rally stuff out:

<https://www.facebook.com/video.php?v=554591681343697>

Or maybe something totally different:

<http://bangshift.com/bangshiftapex/now-youve-seen-footage-2012-pig-n-ford-races-tillamook-oregon/>

Ever heard of a Tucker? They were quite a car

<http://www.laubly.com/1948tucker.htm>

Ford Bronco 4WD 1970'S or 80's

Mechanically sound. Needs a tidy up. A good project
\$1000 or offers

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



Not for sale!

Paul Van Bruggen had his trucks out on Australia Day. The vehicle on the left is his 1936 Chev. It was it's first public outing. "It ran like a dream!"

WOTS 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.

19th Feb Thursday. Open day at hangar for the anniversary of the bombing of Darwin. Members invited to display vehicles and show visitors around.

22nd Feb Sun Model A restorers meeting at hangar.

3rd March Tues. WW1 1915 Borella ride arrives at wharf. Members encouraged to attend. If you have a period vehicle which you would like to display please contact Peet.

3rd May Sun. Open cockpit day at Aviation museum. MVEC will be running a sausage sizzle, proceeds of which are donated to Legacy. Helpers are needed. Plse contact Peet 0417855222 if you can help.

4th July Sat nite. Gangsters Ball at Berry Springs. Get dressed up and have a ripper night.

5th July Sun. Cricket match MVEC vs Holden club at Batchelor.

19th July Sun Darwin to the Doo. Car show and swap meet at Humpty Doo.



You are probably saying "You gotta be joking" , but no this is serious stuff. Engine is a Cummins .

Government study provides outstanding results . . .

CSIRO Officials admitted that they found about 200 dead crows on the highway between Noonamah and Palmerston, in the Northern Territory,

There was concern that they may have died from Avian Flu. The Territory Government approved and the CSIRO contracted a bird pathologist to examine the remains of all the crows. He confirmed the problem was definitely NOT Avian Flu, much to everyone's relief.

However, he determined that 98% of the crows had been killed by impact with trucks, and only 2% were killed by car impact. (*Didn't know there was a difference!*)

The Territory Government then hired an Ornithological Behaviourist to determine the disproportionate percentages for truck versus car kills.

After 18 months of research and \$2.7 million spent, the Ornithological Behaviourist determined the cause in the deaths.

When crows eat road kill, they always set-up a look-out crow in a nearby tree to warn of impending danger.

His conclusion was that the lookout crow could say "Cah", but he could not say "Truck".

