

Motor Vehicle Enthusiasts Club



No 96

May 2015

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



A really neat Thunderbird for sure. But this months story isn't so much about cars as it is about old military stuff. Especially old fighter planes. I went to New Zealand to the Classic Fighters airshow at Blenheim in the South Island and they had a lot more than fighters. New Zealand is also home to some amazing collections of old cars n stuff too. You will hear about some of them a bit later.



Above: A Spitfire surveys the scene.
Below: Harvards wait their turn.



AJS is a brand usually associated with motorbikes

We had planned this trip several months in advance and pre purchased gold passes which gets you up close to the action without having to fight through crowds. An added bonus is a parking area up close. We arrived early on Friday and were just closing up the car when someone remarked “did you come here from Darwin?” There, with only one car separating ours from theirs was the crash repairer that fixed my Oldsmobile when a clown ran into the back of it a couple of years ago. A small world!

Experience has us arrive at these shows early as there is mobs to see. Even though it is on for three days it may change due to weather conditions or other unforeseen stuff, so you never skip seeing something on the context of it’ll be on again tomorrow. And this time there was one instance of something missing on the Sunday. That was the glider. Even after Spitfires and Mustangs carving up the sky, to see a glider doing loop the loops was pretty far out. But he only did it on Saturday.

But I am getting ahead there. On the ground there is good stuff. Right in front of the entry gate was the T bird and the same sort of old cars you would find in Australia. Beaut Valiants , Holdens and Falcons. All very nice. There were vintage tractors and stationary engines including something that I don’t see often, a hot air engine actually working pumping water. Apart from the aviation stuff, the thing that really stood out to me was the vintage military display. The first thing I came across was Hans, who had wandered off from the Battle of the Bulge, still dressed in his German army uniform complete with helmet and Mauser rifle.

A Corsair hidden by 2 Kittyhawks



This may have been common in 1917 but 8 Fokker triplanes and a bi-plane made quite a sight . They are all locally built replicas.

Below: With regards to the armaments, the cops would lock you up and throw away the key if you did this in Australia!

He was draped with belts of ammunition. I figured he was guarding the Focke-Wulf 190 parked nearby but then again he might be a saboteur intent in destroying the adjacent Kittyhawk. Either way if he was in Australia he probably would have ended up in the clink (with our gun laws). But as our walk progressed we came across the allied headquarters with the German camp right next door. And the Allies were outnumbered for sure. The German camp had (apart from German soldiers armed to the teeth) German music, German food, German wine and just about anything else you could have found in a WW2 German army camp. Right next door was Allied HQ but they just didn't seem to have put in the effort the Nazis had. Never mind, everyone got on well. But we had come to see aeroplanes and there was no shortage. To one side of the spectator area was WW1 planes and at the other end was WW2. In the WW1 compound once again it seemed the Germans were taking over. The most popular flying machine was without a doubt the Fokker Triplane. When you look up and see 9 of em coming at you all at once it feels a bit like you are stuck in a timewarp. Wind was a problem with these flimsy machines so their displays were in the early hours each day. But before the warbirds each day they had what they called a Renaissance Pioneer race.



Spitfires would generally sneak up on you from behind and crank it around right in front of you. The sound was as good as a dozen orchestras .

This was a relay race with 3 teams. Each team started with a runner who tagged a penny farthing bike that tagged an early automobile that tagged an early flying machine. There was a bit of carnage. All the runners survived but one of the penny farthings crashed, a couple of the cars were difficult to start as was one of the planes. Then there was the wind to contend with. The cross wind played havoc with the aeroplanes resulting in one out of control and breaking its back. (Nothing serious. It was a setup) And then just to wake you up a Spitfire would sneak up from behind and crank it over for a high g turn right there in front of you, and so low you are looking right down at the top of it, and just to keep you excited there would be another one right behind it. If you have never heard a Merlin at full noise you really should get yourself near one. (And if you didn't mind forking out some serious dollars you could have a ride in one). And just when you thought it couldn't get any better, they had another Spitfire. This one was a later Griffin engine model. The Merlin is 27 litres, the Griffin 37 litres. They are both pretty cool. But this was

just an entrée, they had a WW1 battle scene. The allies had a couple of tanks, the baddies had some artillery with foot soldiers on both sides shooting at each other with some serious explosions, but above it all, not far up in the sky, was where the real action was. Never mind there were more Germans up there, the spectacle was what it was all about. And you could always hear the Sopwith Camel with its genuine antique rotary Gnome engine. This engine has the end of the crankshaft bolted to the plane. The propeller is bolted to the crankcase. The crank stays still and the whole engine spins with the prop. And the carb has only one setting, wide open. To slow it



The Focke-Wulff 190 was reported in the news as having propeller troubles and was unlikely to fly. They got that sorted and it did fly but undercarriage probs on landing saw it unceremoniously carted off on a trailer. The pilot wasn't hurt. He carried on for the rest of the weekend flying his Spitfire.





This Sopwith Camel is another replica but it does have a lot of bits and pieces off the original, including the Gnome rotary engine. That old plaque below the guns states "In the event of the engine or the propeller being removed the guns must be re-timed" I believe they are warning that the prop will get shot off.



down the pilot cuts the ignition to half the cylinders with the result that as the plane is flying around it sounds like the motor is conking out. Brrrrruup, put put put put brrrrruup ptt ptt pt, brrrrruup pt pt. Even in the middle of a loop it makes these sounds. It is quite normal for this engine but it just sounds wrong, especially when its shooting up a Fokker. And once the smoke clears there are precision flying teams that carve up the sky in formation and make you sure they are going to have head-on collisions, and stunt pilots that can do sicko things, even fly backwards. There are demos from various vintage planes, and some from more recent times that had been tricked up for short takeoff and landing. With a bit of a breeze happening these fell-



This Avro Anson was purchased by a local bloke from a collection at Wangaratta in Vic. I believe he didn't have any firm plans as to what he was going to do with it. It had been modified quite a bit and had severe rust probs in the fuselage frame from carting live crabs from Tassie to the mainland in its previous life. He got a bit carried away and with around \$2 million and ten years he ended up with a brand new totally original plane. He even swapped the serviceable engines because they weren't the right brand. Inside and out it is now totally original. This plane was designed as a bomber and was used in the early part of WW2 as such, especially, with success, on submarines in the English channel. This plane made several bombing runs during the weekend and the pilot was a good shot always lobbing those bombs in the same spot. (notice the bomb falling)



ers were downright amazing how quick they could get off the ground, they use these planes to land at good fishing spots and the like.

Later on is the WW2 battle. That was really something. The Germans had a Tiger tank, a half tracked truck, several BMW motorbike outfits, some with machinegun attached, staff cars and stuff and lots of heavily armed soldiers. In the air they had a fair dinkum lifesize V1 flying bomb plus a couple of spares on the ground. Unfortunately their Focke Wulff 190 crashed on landing earlier (no one hurt) leaving their Messerschmitt ME 108 out there by itself. The Allies had nothing to match the Tiger on the ground but in the air they sure had superiority. Apart from the 3 Spitfires there was a Mustang, a Corsair, a Kittyhawk, Grumman Avenger and An Avro Anson fully loaded with bombs. A couple of Yak 52's were on the Allied side too. What a sight (and sound) it all was. The shockwaves from some of those explosions really got you in the face. The V1 was quite a sight. The big difference between this one and the real ones was this one could land. Whoever was operating the radio control sure knew his stuff. After terrifying everyone he landed it safely and in one piece even though it had no undercarriage.. The Spitfires and the Mustang got a bit carried away strafing the stationery V1's on the ground. They not only blew one to bits, they started a grass fire and the firefighters had to come out. They also half wiped out a second one. It seems they were both supposed to get make-believe blown up so they could use them for the next day's show. Arrr well it looked good.

Somewhere in there was a modern day glider. To see a glider do loops was something else. And for 3 days there was always something happening up there in the sky. It may have been old school fighters, vintage planes, helicopters or military stuff. But seriously sometimes there was so much on you just didn't know which way to have your eyes pointed.

And at the end of it all there was a flypast with all the post WW1 planes and with the Avro Anson doing the grand finale with a massive drop of poppies right over the spectator crowd in commemoration of 100 years of ANZAC.

The Allied and the Nazi HQ were right next door but there was no animosity until out on the battlefield. And didnt those big guns make a shockwave!





Overhaul and flying time record is blank because the engine is new.



The starter is interesting. Its called an inertia starter and the starter motor spins a flywheel up to 20000 rpm, then when you want it to start, a clutch is engaged which spins the motor over. You can spin that flywheel up with the crankhandle, engage the clutch, and away she goes. Doug gave a demo and it works trick!

With a nod of the head Doug and mate fired the two engines up simultaneously. You could feel them as much as hear them. In stereo it was glorious! Even though the trailer has steadying jacks, when the motor stoked up the suspension on the attached car moved like it was going to take off.



Shed art That's Doug Bell with his Allison V 12 engine. This was a crated spare engine for a Kittyhawk fighter during WW2. After assembling the new engine, and after fitting that stumpy wooden test prop, they would fire it up and run it flat out for an hour. If it didn't blow up they would shut it down and put it in a crate ready for use. This one didn't ever get fitted to a plane and was sold after the war to be put in a speedboat that never eventuated. It then lay in a shed for years until Doug found it covered in dust and chook shit. Being an engineer he dismantled it just to check it out and found a stripped big end nut. He also found every surface of every part inside has been machined to a mirror finish. When found 30 years ago it cost him \$3000.

Doug's inspiration to have this display came from mate next door (who's name I never discovered) Mate found his engine under a hedge where it had been for many years. Totally seized it took 9 months just to get it to move. And there were lots of bits missing. He never rebored it as the bores are too hard to machine and new sleeves were too expensive so it smokes a bit out of the odd cylinder, but it fired up instantly when required.. I was standing behind when they started them up. The sound , the aroma of the exhaust, the blast. Unreal !!





Bristol freighter was not airworthy but they did run up those engines and taxi it around. Another awesome sound burnt into my memory.



There were two WWI tanks. With close scrutiny they appeared to be genuine survivors. But talking to one of the operators I found this was not so. They are both replicas built from the original blueprints but with modified drivelines. One was basically a bulldozer in disguise (the owner was a bulldozer enthusiast) and the other was run by hydraulic motors.



The Tiger tank also looked and sounded totally authentic but my informant advised me it was fibreglass. I then remembered my thoughts about the welding where the armour plates meet, so I gave it a rap with my knuckles, sure enough, it was fibreglass!



The Yak aerobatics team could do this stunt over and over and never crash into each other. Quite speccy to see the whole routine!!



And there were casualties, as there were nurses to fix them.



“Dogfight over the Dardanelles” naturally it was the German planes falling with smoke trailing.





Looks like a Vampire jet fighter but is actually a Venom, a later higher performance version.



Left: Fritz was decked out to be a totally authentic German soldier. Not just a generic one, but from one particular unit. He may have been protecting the Messerschmitt behind him but he may also have been a saboteur to the Mustang nearby.

Being a wannabe undercover partisan demolition operator I was scrutinizing the German halftrack



for placement of explosive charges when I discovered a faded FORD logo and a crossflow Falcon engine. I supposed it to be a captured vehicle. Looked the part though!

All of these planes are privately owned. The pilots are tearing up the sky for their own enjoyment as much as entertaining us on the ground. Generally after they land they would taxi past and give us spectators a wave, but some would go a bit farther. The Grumman Avenger would stop and fold his wings and take a bow. The Pitts Special would turn on his smoke and spin around in 360's until you could barely see him.



Morris Minor Convertible

1957 Morris 1000 Coupe . i.e. sedan with roof removed.
All parts included. renovation and installation required.
needs a good clean out.
Five good tyres.
framework for soft-top (not pantagraph type) included.
Free To Good Home

Judi 0434 633 308
Geoff 07 5437 9665
gandjsamuels@bigpond.com



Question: When is a car not a car?
Answer: When it turns into a garage.

1969 Rover 3500 V8 sedan

Interior poor, body sound but paint faded
Engine runs well but rear main seal is leaking
Auto trans has been reconditioned.
\$700 ono
Ron 0448339539

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



Free stuff

Get your free ads in here
Give stuff away, sell stuff, get information, find
a lover. Got a story to sell? Whatever you like.
Email Ted at longtelescope@gmail.com
Or phone 89886049

Deadline.... The end of the month.

Previous editions

All previous editions of Transmission are now
available at mvec.weebly.com

1981 Honda Bol D'or

current club rego, \$8000 ono or will consider
cash and trade of useful machinery or equip-
ment. ph Glenn 0409715528.



Car Batteries

Every time I go to Exide batteries I can't help
being amazed at the cheap price they charge
MVEC members.
Really, if you need a battery you won't get a bet-
ter price. Or one near it, anywhere.
They are Exide Batteries in Tang St, Coconut
Grove. Tell em you are from MVEC .

Car trailer

5.8m x 2.4m, 2 spare wheels, checker plate
12 and 24 Volt, registered.

\$5000.00 phone Stan 89270117

Mechanic wanted

Mechanic wanted to work on 48 Chev ute and Corvette. Brakes steering etc. Work when it suits you. All parts supplied at workshop in Pinelands.
Paul 0438120571 b/hrs only

Services offered

Need assistance with your project, sand blasting, acid treat and prime, rust removal and welding, upholstery work, canvas seat covers , full seat renovation ,car and bike. aluminium and stainless fuel tanks? Reasonable rates due to low overheads. receipts for jobs available. phone
Glenn 0409715528.

Old car wanted for event.

Someone is organizing a corporate event at the Sky City pavilion on October 17th . Its a 1940's - vintage theme, and they thought of having a vintage car deliver the VIP and MC.

If you are interested contact

Scott Bellingham [02 8039 2900](tel:0280392900)

scott.bellingham@mci-group.com

Ford Bronco 4wd

Mechanically sound
Paint faded and shabby but is basically straight.
\$1000 firm

Ted 89886049 longtelescope@gmail.com

Ford Zephyr Mk2 1957

2.5Litre 6 cyl
Runs well
Good black paintwork
New tyres
Club rego
90000 miles
\$9990
Bob 0427279102



VW Karman Ghia 1963

Sought after classic
1.6 litre 4 cyl
Good condition
Good paintwork
Club rego
71400 miles
Bob 0427279102



Morris Cowley 1928

Partly restored
\$3000
Bob 0427279102





ALL AMERICAN EXTRAVAGANZA

24 MAY 2015
WINNELLIE SHOWGROUNDS

Open to all North American built cars

Entrants to complete a registration form for preferred parking by 15 May

Trophies in several classes to be awarded

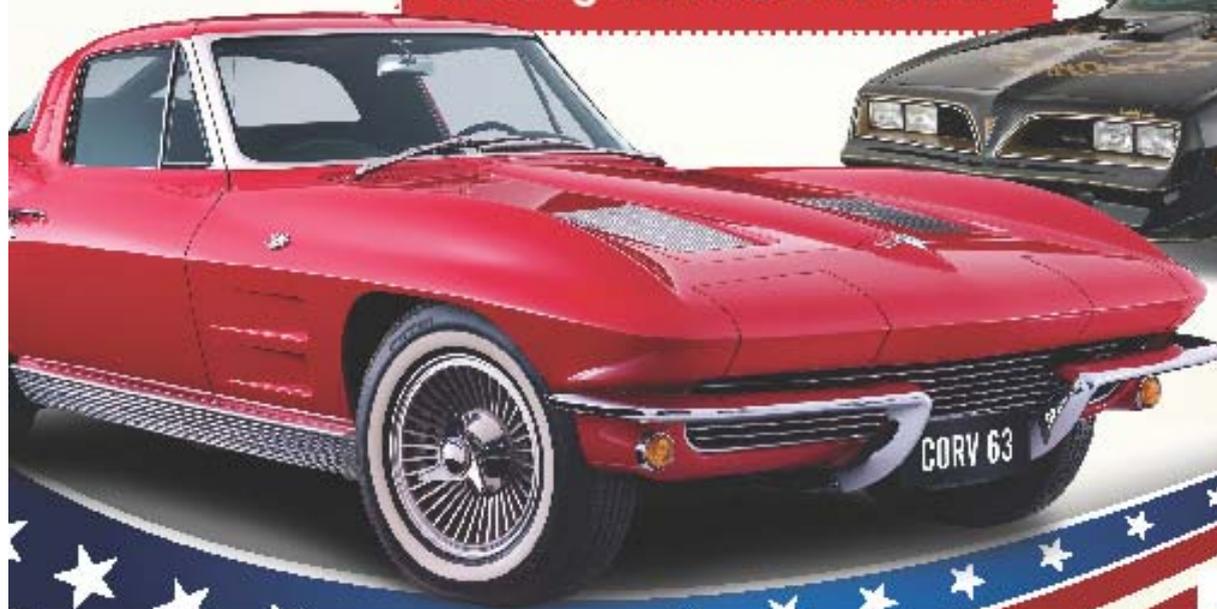
Food and drinks available

Gates Open: Display cars 8am-9.30am. Spectators from 10am-3pm

Admission \$10.00 per head, Children under 12 Free

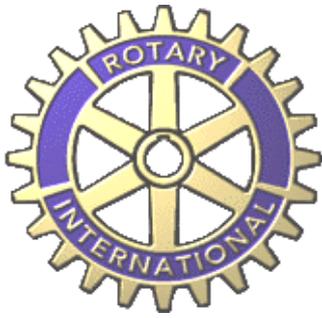
All proceeds to the Rotary Club of Darwin Community Projects

Starring the Andrews Sisters



For all enquiries call John Palamountain 0417 262 918
or email john_palamountain@shannons.com.au





SHANNONS ALL AMERICAN EXTRAVAGANZA



Winnellie Showgrounds
Sunday 24th May 2015

ENTRY FORM

Entry No.....

(Office Use Only)

Name.....

Address.....

Phone number (M)..... Email address.....

Vehicle details – Make..... Model..... Year..... Rego No.....

Member of Club (if a member).....

Your Motor Vehicle will automatically be entered in the Show n Shine by completing and signing this form.

For multiple entries please complete a form for each Motor Vehicle

By completing and signing this form the exhibitor agrees to participate in the Shannons All American Extravaganza in a responsible manner towards the grounds and facilities, other entrants and their vehicles and agree that as a condition of my participation, Shannons Insurance shall be under no liability whatsoever for death, bodily injury, loss or damage which may be sustained or incurred as a result of my participation, however caused, whether by negligence or otherwise.

All vehicles are required to be on site and assembled by 9.00am Sunday 24th for display. Vehicles may not be removed until after 3.30pm.

I also agree that my vehicle shall remain stationary for the duration of the show until 3.30pm, unless permission is given from the organisers to move my vehicle.



INSURANCE: If your vehicle is insured with Shannons it is protected whilst at this event.

If you are not insured with Shannons please check with your own insurer re protection at this event.

If you are not insured at all you will have the vehicle on display at your own risk.

Both now and in the future, Shannons are able to provide you with information about other insurance needs you might have. (please delete if you do not agree to a call from Shannons)

Vehicle owner signature.....Date.....

For all enquiries please contact; - John Palamountain, Shannons Business Development Manager, NT

Ph.: M 0417 262 918

Please send completed entry forms to Shannons PO BOX 86 BERRIMAH NT 0828

OR preferably email to E: john.palamountain@shannons.com.au

All proceeds to the Rotary Club of Darwin Community Projects

Friends of TAMINMIN LIBRARY Motor Vehicle Enthusiasts Club NT DARWIN TO THE DOO

Great family day out

SUNDAY 19TH JULY 2015 10am-1pm



Darwin cars and bikes meet at Qantas Hangar, Parap
at 8.30am, leaving at 9am to travel to
Taminmin Library, Challoner Circuit, Humpty Doo

Swapmeet- turn those old car & bike parts into \$\$\$

Rocker cover car racing 11am – 12noon

Darwin City Brass Band

Food & Drinks available

GOLD COIN DONATION AT GATE

Gate opens for participants at 7am

Enquiries

General car show Taminmin Library **89881200**

Swap site & rocker cover car racing **0474 208 405**



-Darwin Doo Car Show



The Motor Vehicle Enthusiasts Club presents



THE GANGSTERS BALL

LIVE MUSIC BY "BONNIE & CLYDE"

ALIAS HIDDEN AGENDA

BALLROOM & ROCK N ROLL DANCING

Sat 4th July 7 PM

Berry Springs Recreation Reserve hall

Cox Peninsular Rd, Berry Springs (next door to the school)

Due to prohibition era all alcohol is bootleg and you will have to smuggle in your own.

Please bring a plate of supper to share.
Tea and coffee provided.

Any kind of guns welcome but please ensure safety catch is on.

Dress: Formal as the 1920's prohibition era. Prize for best gangster couple

Please note there are no drinks or food on sale. Bring your own.

Bring your van or swag and stay the night.

Entry \$20 kids free

Contact Ted 89886049 or longtelescope@gmail.com



Bring your gangster car and have it be part of the show

WOTS ON THIS YEAR

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.

24th May Shannons All American Extravaganza see attached flyer. **Late entries accepted.**

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

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

Kurt Mussiger

There will be a wake for Kurt at the hangar on Sat 23rd May at about midday.

Kurt was the gent that did most of the restoration work on the traction engine "Mary Rose" that resides in the hangar.

The last word

Sitting on the side of the highway waiting to catch speeding drivers, a Police Officer sees a car puttering along at 22 KPH..

Says he to himself: "This driver is just as dangerous as a speeder!"

So he turns on his lights and pulls the driver over.

Approaching the car, he notices that there are five old ladies,

Two in the front seat and three in the back...wide eyed and white as ghosts.

The driver, obviously confused, says to him "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

"Ma'am," the officer replies, "you weren't speeding, but you should know that driving slower than the speed limit can also be a danger to other drivers."

"Slower than the speed limit? No sir, I was doing the speed limit exactly...Twenty-two kilometers an hour!"the old woman says a bit proudly..

The Police officer, trying to contain a chuckle explains to her that 22 is the highway number, not the speed limit.

A bit embarrassed, the woman grins and thanks the officer for pointing out her error.

"But before I let you go, Ma'am, I have to ask....Is everyone in this car OK? These women seem awfully shaken, and they haven't made a peep this whole time," the officer asks.

"Oh, they'll be all right in a minute officer. We just got off Highway 189.."