

# Motor Vehicle Enthusiasts Club



No 123

FEB 2018

# 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)

## La Buire



If you have never heard of the La Buire brand you wouldn't be on your own. Only a few of them exist today. Allan Pitchers and Claire Bettess like stuff that is a bit out of the ordinary. They scored a beauty with this one.



**Lets face it, all sheds are beaut,** but it's what

is inside that really makes em really special. Some have been built especially to house a particular collection and some have the collection grow to fill the shed. Allan Pitchers and Claire Bettess' collection is in a fairly large shed but it is to the stage that there just isn't much room left to grow, but it's still growing. When you walk in the door, this is one of those places where you can't

help saying to yourself, wow! This shed is full, chock a block, no worries. And it's not all laid out in any particular theme, just full of really neat stuff. You have to pull your stomach in to get around the odd spot but there isn't anywhere you can look that doesn't have some neat item to attract your interest. Alan's other half, Claire, is into it just as deeply. Her collection of neat old stuff completely fills the house next door and they have recently built an extension there, so that collection can grow. But this story is about the cars. My first association with this collection started when I stopped in a parking bay somewhere along the Coorong in South Australia some years back. While waiting for the billy to boil a really neat Chrysler Royal ute pulled in. As it turned out when a Chrysler Royal becomes a ute it changes its name to a Wayfarer, but to me anyway, it's a Chrysler Royal. So, when by chance I just happened to park next to Alan and Claire in a caravan park someplace, I received an invite to see the rest of the collection, and it is quite a collection. Situated in the South Australian country town of Kadina, most of the stuff there has it's history from the surrounding districts.

The most recent acquisition is the 1912 La Buire. Allan hadn't been looking out for one, he had never actually heard of the name until a mate rang him to advise of it being in an auction in NSW. It seems that a retired doctor with a massive collection needed some funds to complete his latest project, which was restoring an early gold mining village (something along the lines of Sovereign Hill). Being of a fairly advanced age, the banks didn't seem to reckon he had enough years left to pay them back and would not



SOUTH AUSTRALIA—Road Traffic Act  
CERTIFICATE OF REGISTRATION OF MOTOR VEHICLE

REGISTERED NO. **197605**

Mr Albert John DAVIDSON,  
STRATHGROVE STATION,  
VIA OLARY

is the registered owner of the vehicle described herein and bearing the registered number shown above.

Type UTILITY	Make CHRYSLER	Engine Number PE 11021
Name of Insurance Company C.N.P.		Annual Registration Fee 11-0-0
Yr. of Mon. 1959	P.W. 61	Expiry Date 31 Dec 1961

H. E. KAY, Registrar of Motor Vehicles,  
North Terrace, Adelaide.

SHOULD YOU DISPOSE OF THIS VEHICLE fill in the notice on the back of this form and send it to the Registrar of Motor Vehicles immediately.

DO NOT give this Certificate to the new owner.

*H. E. Kay Registrar*

*Received by Mr Davidson 29 Nov 59*

WAYMOUTH MOTOR COMPANY (SALES) LIMITED  
42 WAYMOUTH STREET, ADELAIDE, South Australia.  
P.O. Box No. 422 F. Phone No. LA 4621.

Mr. A. J. Davidson  
Strathgrove Station  
Via Olary Sd.

Chassis Number 154 Engine Number PE1-11021 Registration Number 197605 C/N

To One 1959 model APE/SF Chrysler Wayfarer Utility driven Cabaluna Blue & fitted with 5.670 x 16 x 6 fly Suburban Sync supplying turning lights Less allowance on used dash Sedan

1542	3	10
1549	17	7
280		
1259	17	7

NET COST

*The Wayfarer is even more special with its paperwork from new. Any decent 1959 car had fins. This ute is no exception. But they are actually soldered on.*



advance him any dollars. Not to be beaten, Doc had a sale to convert a couple of bits and pieces into cash. The sale went on for 2 days with bidders from all over the world splashing their cash via the internet. The La Buire certainly grabbed Allan's attention because he headed over to Peel, which is near Bathurst in NSW. Although mates reckoned he didn't have a chance of getting the winning bid, he towed his trailer over there. The major worry was because this was such a rare vehicle, there would be Froggies bidding via the net. When bidding got under way it turned out the fears were unfounded as there was only one other party bidding on this item. Allan reckons that once the bidding got a bit earnest, his legs were shaking so much he had to sit down on the pile of bits and pieces that went with the car. But, obviously he had the last bid, as you can see in the picture, he is the one with it now. To give you an idea why you don't see a lot of La Buire's around, there are a grand total of 8 worldwide, and of 1912 models such as this one, this is the only known example anywhere. There were fifty imported into Australia, the rest have made themselves scarce. As was common back in those days, what was imported was a rolling chassis, the body was built by Everett Bros in Geelong. Would you believe parts are a little difficult to procure?



*1938 Singer delivery car. The black and white photos are of this very car in its heyday. It proves itself as a tough little car to tow such an outsized caravan. Bottom photo is the same car today. Some of the fabric body has survived. The plan is to reproduce the rest.*



The Chrysler Royal, or to be correct, the Wayfarer, came from the original owner's daughter in Wirrabara in 2007. Was bought new in Broken Hill by a station owner from Olary and came with an overdrive gearbox. The original invoice and rego papers are still with the car and it can be seen that it cost an extra £7/13/9 to have indicators, or turning lights, installed. The car has been repainted and the dash recovered, but the seats are original and have not been reupholstered.

1928 Singer Junior delivery car started life with a fabric body which was later turned into a buckboard when the car was used as a station vehicle. Parts of that body have survived and the plan is to rebuild the car





with that fabric body. The engine still runs perfectly, they are in the process of rewiring it at the moment. Alan bought the car privately from Wilmington where it had spent its life. The old photos show it being used to tow quite a large caravan. A tough little car and obviously it could handle it because, as I said before, it still runs perfectly!



1928 Singer Junior delivery van has been totally rebuilt with a lot of care and a bit of ingenuity too. Alan is especially proud of the roof and considers it a trade secret how they managed to get the roof made with its compound curve. Not a lot of these vehicles are known to have survived. There is one other in Australia and a couple in UK. Alan bought it in less than perfect condition from the same gent in Melrose that sold him the Gardner, but several years later.



*Lots of nifty ideas and attention to detail have gone into the Singer van. Check out the porthole windows in the back.. Turned from one block of wood.*

1955 Clipper Caravan was bought at a clearing sale. Claire asked of Alan how far should she bid to at the auction. Alan's reply was "until it gets knocked down to you" The van had only been used a half a dozen times in its life, the interior is just as new but it has never been restored. Outside the seams between the masonite sheets were originally canvas, they have been replaced with fibreglass and the exterior repainted. so the van is smicko inside and out. 1948 Ramsay caravan. Alan didn't practice what he preached when bidding for this van at a different auction. When the bidding reached \$2400 he pulled out, only to get berated by Claire as she really liked this van. It had to change hands a couple more times before he could get the chance to buy it for \$4000, and that sale caused a bit of friction in another household where the wife had instructed hubby to not let the van go for less than \$5000. But it's no wonder Claire is fond







of that van, it really is a beauty. It is not wired for external power, it has its own battery. No fridge, just an ice chest.

I need to point out the 55 van is paired to the Chrysler ute, the Ramsay to a Vauxhall. It seems to me there are a lot more cars in this collection, that may mean a lot more vans to come.

*Below is the 1948 van. Once again, it's just a time capsule. Caravanning was a lot less of a hassle then.*



*The insides of the Clipper are totally untouched since 1955*



*The van interior 1948 style. The red plastic sink is original.*







*The water tank is made of galvanised steel and lives in the wardrobe. Once again, it still works perfectly. Caravans were built to last back then!*



*More of the interior of the Ramsay. No fridge, but a perfectly functioning ice chest. Still working fine even at 70 yrs.*

*1937 Vauxhall coupe has been designated the tow vehicle for this van. It came from a clearing sale nearby. Sports a beaut dickie seat up back and a resident guard dog in front. Holden bodied, there are only 5 survivors of this model. Another one of that 5 is in the other shed.*

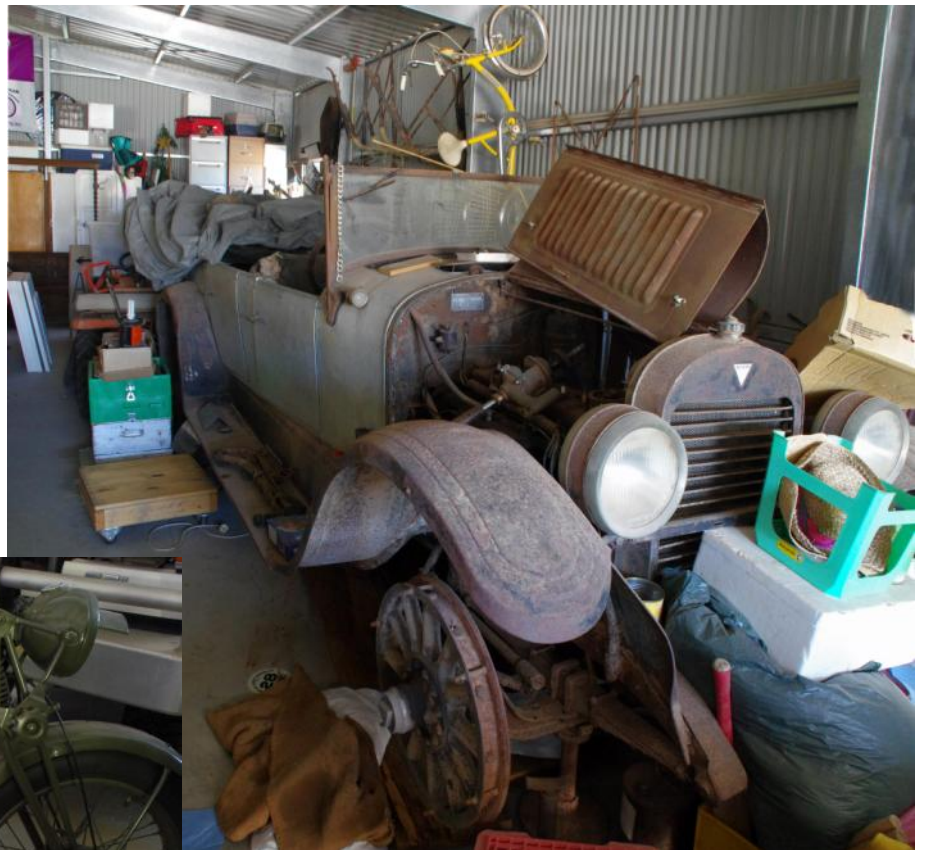






1926 Gardner. Was advertised for sale but it took Allan about 3 months to get round to enquiring if it was sold. This is the only known example fitted with a Californian top, a rigid roof and not able to be folded like a tourer. Bought privately from Melrose a lengthy and expensive restoration followed. The tail light lens is a bit of a sore point. Paid \$1500 for a genuine original in United States only to have someone drop it and break it. The one on the car now is a reproduction.

Claire's project, a 1925 Hudson Super 6, 7 seater. This one came from the big smoke in Adelaide. Has an aluminium body. This car is causing a bit of tension in the family. Claire has plans to paint it a beaut maroon colour. Allan has other ideas.



WM20 Beezer. Sat around for 30 odd years and took a lot of work to get it going again. They just put petrol in the tank!  
77 Holden was Allan's dad's car. Was a Dept Health car before that.





*1965 S600 Honda appears to be straight out of the showroom. They have rebuilt the engine but parts are really difficult to come by, even second hand. The exception was the water pump. They were able to buy a brand new one. It is currently running a Weber carby via a home-made manifold, which is impeccably finished. Original it had 4 Keihin carbs but the engine would not idle reliably, tending to increase revs and just run away. Grasping at straws, the Weber conversion seemed to make it better, but sometime later the points broke and a replacement set could not be found, worldwide. So the ignition was converted to electronic and since then the car runs so much better in every way, they reckon they may have misdiagnosed the carby problems, and will probably put the Keihins back on.*

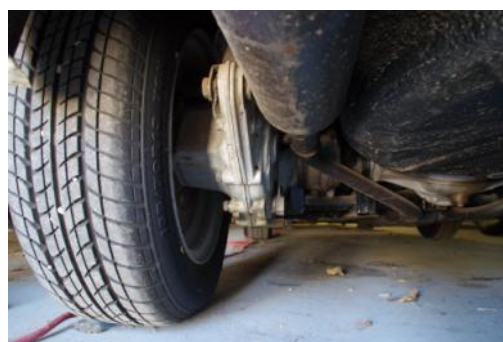


*The La Buire car is not common. What would the chance of a La Buire petrol tin surviving? But there is one in the shed!*

*And for the last word, there is stored someplace else, a 1925 Bean and a 65 Moke with only 35000 miles on the clock. Remember the early Mokes with the small wheels. This is one of them.*

*Final drive on these Hondas is by chain and sprocket enclosed in these beaut alloy housings. Attached to conventional diff housing where the wheel would normally reside.*

*That is a lovely hand crafted manifold for the Weber, but it would be nice to have the 4 Keihins on again.*





## Featured – Iconic Austin 7

The Austin 7, the brainchild of Herbert Austin, the Austin Company's founder, was produced in the United Kingdom from 1922 until 1939, purpose built as an economy car and, at that time, one of the most popular cars produced for the British market. It also sold quite well abroad. Its effect on the British market was similar to that of the Model T Ford on the US market, and it replaced most other British economy cars and cyclecars of the early 1920s. It was also licensed and copied by companies worldwide. A fact not well known is that the very first BMW car, the BMW Dixi, was actually an Austin 7 under license. In France they were produced as Rosengarts. In Japan Nissan used the Austin 7 design as the basis for its first cars badged as Datsuns. They were also sold in the USA as Bantams.

The Austin 7 was considerably smaller than the Model T Ford with a wheelbase of just 6 foot 3 inches (1.905 m), and a track of only 40 inches (1.016 m). It was close to half the weight of a Ford T at just 360 kg. It was powered by a 747 cc side-valve engine producing a modest output of 10 hp. Early cars did not have shock absorbers. Brakes were on all wheels, however at first, the front brakes were operated by the handbrake and the rear by the footbrake. A fully coupled four wheeled foot brake came later.

In the aftermath of World War I the Australian Government imposed a tariff on imported vehicles. However a tax concession did apply on imported rolling chassis and, as a stimulus to develop an Australian motor vehicle industry, there was a financial incentive for local coach builders to import factory built rolling chassis and fit uniquely Australian designed and built bodies leading to the establishment of an Australian motor vehicle bodybuilding industry in the early 1920s. The largest and best known of these Australian coach-builders was Holden's Motor Body Builders. Holden built an Australian bodied Austin Seven tourer and roadster model from the mid 1920's.

Several smaller coach builders also built limited numbers of Australian bodied Austin Seven Sports models between 1924-34 including; the Standard Sports built by Flood Motor Body Works, the Wasp built by William Greenin, the Moth built by Geo Sykes, the Comet built by Conoulty and the Meteor built by several coach builders with individual variations to the common design.

The Austin 7 was one of the first mass market cars world-wide to be fitted with a "conventional" control layout, as found on modern cars, far ahead of the popular Ford T produced in the same era.

Nearly 300,000 were manufactured worldwide.



Pictured left and on display at the Motor Museum is this 1927 Austin 7 Tourer.

The car is on loan from the Western Australian Museum.



Hello members of MVEC. My name is Will Van Bruggen and I'm 14 years old. I am working to raise money to fund an expedition to Ecuador and the Galapagos Islands with Good Shepherd Lutheran College through an organisation called World Challenge. World Challenge is an international organisation which facilitates overseas expeditions for school groups. There are three major elements to the expedition: physical adventure and endurance; exploring cultural highlights; and contributing to the community through local projects.

I am organising a fundraiser/open day on **Saturday 26 May 2018** at the Parap Hanger between **10am - 3pm**.

To help fund this trip, I will have a BBQ with drinks available for purchase on the day. MVEC members have agreed to give talks and run various machines throughout the day.

If you are able to bring your vehicle/bike, I would be very grateful. Please email me at [william.vanbruggen@ntschoools.net](mailto:william.vanbruggen@ntschoools.net) if you can bring a vehicle/bike or for more information. Please tell your friends and let people know. I look forward to seeing you there.

Thank you.



## *To owners of shiny 1920's to 50's cars*

Here is a chance to put your car in the limelight and help disadvantaged people at the same time and it won't cost you anything!

Below is part of a letter received by the club. The attached promotional poster gives an indication of what the event is about. The car is a 53 Packard which is obviously what they would prefer. But since my Packard is still a few years from looking like the one illustrated I would encourage anyone with a car from the period to put it on display.

Please email Ted [longtelescope@gmail.com](mailto:longtelescope@gmail.com) as soon as possible as we have to have it organised by 2nd March

You would be a mug to miss such a grand opportunity!

*I am on the organising committee for the Darwin Star Ball which will be held on Friday, 18th May. The Darwin Star Ball is a black tie charity event raising much need funds to help the Starlight Children's Foundation brighten the lives of seriously ill children, teenagers and their families in the Northern Territory.*

*This year's theme will be 'The Golden Age of Glamour' - our twist on Hollywood's Golden Age (late 1920's to 1950's).*

*We are hoping that a member of the Motor Vehicle Enthusiasts Club would have a car from this era that they would be interested in donating for us to use as a prop for the evening. I have attached a picture of a car that we have used in our sponsorship proposal, but would be happy for any style of car from that era.*

*The event will be held at the Darwin Convention Centre and we would be looking to have the car (or 2) parked inside in the foyer before entering the ball room. Ideally we would like to be able to use the car as a back ground/prop for photos, but I understand that some owners may not want people to have access to the car so we can discuss suitable options.*





## Tool sale

Submersible Pump 40mm with float switch lead and some hose.	\$80.00
Press welded to wheel rim stand plus large quantity of various size high speed drill bits	\$120.00
Fish tank or hydroponic pump with filter and medium balls	\$40.00
Drop Saw with 350mm blade in good condition	\$70.00
Metal Cutoff Saw, some extra blades, some extra blades	\$70.00
Belt Sander	\$40.00
9" Angle Grinder	\$40.00
5" Angle Grinder	\$40.00
2 X Panel Saws	\$80.00
Compression Tester, Dwell Angle Tester, Timing Light and accessories	\$120.00
Torque Multiplier 3/4"	\$50.00
Bore gauge set, smaller bores	\$80.00
Bore gauge set, Larger Bores	\$100.00
Die Set	\$60.00
Screw Gun in box	\$40.00
3/8" Socket Set new	\$40.00
1/2" Socket Set new	\$50.00
1/2" Deep / Long Socket Set	\$50.00
Bit Set for Die Grinder in box	\$20.00
Bit Set for Battery Drill or Screw Gun in box	\$20.00
Bit set for Battery Drill / Screw Gun in box	\$15.00
Sander, Electric Drill, 4"angle Grinder as one lot	\$80.00
Hole Saw kit, blades in good condition	\$20.00
Router, Large Heavy Duty and accessories	\$70.00
Assorted Taps and Dies and Die Stock most taps still in packets	\$50.00
Air Tools, Impact Gun, Ratchet and Drill good condition as one lot	\$150.00
8" Micrometer and test pieces	

Contact Kathy Cole on 0402 317 526

Or

Peter Roe at prolecs@hotmail.com for photos of items

These tools belonged to Duncan Sadler who was a member of MVEC and an Mechanical Engineer by Profession. There is quite a bit more that is not yet decided upon. I'm sure Kathy would welcome inspection and possibly offers on any item even as yet unlisted



### **Toyota Crown**

4 available (one fire damaged)

Late 1973 and 74 models. 4M motor 6 cylinder model MS65. All sedans with AM1 requirement (Australian motor industries)

Vehicles located at Barrow Creek Hotel. Price difference to attempt delivery to you or pick up from premises.

Nothing unreasonable to good Toyota owner.

Suggested purchase from site for 4 vehicles \$2800

Les Pilton 08 89569753 or 0429 202714

### **Sidecar for sale.**

Australian made 1940s or 1950s Murphy. Original steel body has been partially remanufactured in aluminium. Upholstery in excellent original condition. Complete Murphy chassis with all fittings, leaf springs, 19" wheel and mudguard, good tyre. Easily mounted to a swing arm frame but best suited to a motorcycle with rigid or plunger frame. In dry storage in Darwin.

Asking \$3,000 but will listen to offers.

Phone Ray 0427 613 418 or email

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



### **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](mailto: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](http://mvec.weebly.com)

## **The Motor Vehicle Enthusiasts Club**

**extends it's thanks to  
Shannons Insurance  
For it's continued support for the club**



### **WANTED XM / XP SEDAN DIFF**

I presently have a XM /XP ute diff in my XL sedan but it is revving too high in top (3 speed manual).

(Part # ARC4DA-4005-D 4.00:1)

I need a XM / XP sedan diff

Part # ARC4DA-4005-A 3.5:1

OR

Part # ARC4DA-4005-B 3.2:1

If you can help me out please call Tony on 0447354550 (cash or beer economy)

Kind Regards Tony McGregor.



## 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 about 7pm.  
Also there is a working bee at the hangar the following Sunday.

**March 11th 10 am BBQ** near East Point Military Museum with club bbq trailer for members and their friends. Reduced entry to museum or free if you are a Territory senior. Manager there will also give a blurb.

**April 25th 10am** Display after ANZAC day parade. Ring Peet 0417855222 for finer details

**April 29th 9.00 AM** Display and selling snags at Aviation museum to raise money for Legacy. Please bring your vehicles to put on show. This day is normally the "open cockpit" day where you can be a kid again and sit in the cockpit of the likes of a real Sabre Jet fighter and.... ack ack ack !! And shoot down a commie!

**July 15th Darwin to the Doo**, Always a good show. Details following as they come.

**And if you are motorcyclist**, on the first Sunday morning of each month there is a motor bike ride round Darwin or its hinterland. Ring Peter Grice 0459 81 81 31 for details.



## CELIBACY

Celibacy can be a choice in life; or a condition imposed by circumstances.

While attending a Marriage Weekend, my wife and I listened to the instructor declare, 'It is essential that husbands and wives know the things that are important to each other.'

He then addressed the men, 'Can you name and describe your wife's favourite flower?'

I leaned over, touched my wife's hand gently and whispered, 'White Wings Self-Raising Flour, isn't it?'

And thus began my life of celibacy.

