

Motor Vehicle Enthusiasts Club

No 124

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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.

GPO Box 911 Darwin 0801

In Katherine call 89710605 .

Newsletter enquiries to Ted longtelescope@gmail.com

\$15 SPECIAL



Well it was a few years ago, but that's still not a bad start to a project. And notice the handlebars aren't chromed or nicked. That's because back then they had a far superior finish called Japaning. A process that can be likened for the period to modern powdercoating. It handles being out in the weather a lot better than nickel.

1913 350cc Sunbeam

Owned and restored by Harold Dewar

Back in 1978 Harold Dewar attended an auction in Sydney and forked out the outrageous price of \$15 for a box of bits that looked like some kind of old motorbike. It was part of a deceased estate. One bit that was identifiable was the fuel tank. That was a Douglas, but the frame had been modified to make it fit, so it probably wasn't a Duggie. Whatever it was that he had bought, it was a good deal as there were two brand new tyres in the box. It took another 3 years to find out exactly what it was. All he had to identify it was a 3 digit number on the engine and gear-box. Eventually a bloke told him it was a Sunbeam, from 1913. Harold was an interstate truck driver at the time and since he found out there was an original example up there, it wasn't long before he had organised a trip. The Qld bike had been restored but as it had been complete before the restoration, and nothing had been lost, it was exactly as it had been at new. Harold copied everything on it for his own bike. He was living in Mt Gambier at the time and reached the point where he had a rolling frame with an engine fitted. Then he moved to New Zealand, and not being happy with the paintwork so far, pulled it to bits and



Check out the routing of the cables in a pocket built into the handlebars. That is attention to detail.



started again from scratch.

When you consider that he had to manufacture the odd bit, (you can't buy these bits at the local motorbike shop) and the fact that he had it finished in about one year, it is quite an achievement. Harold didn't own a lathe back then, so basically with a hacksaw, a file and a drill, he made the valves, valve guides, keepers and collets, valve spring supports, complete exhaust including the muffler, pipe and brackets. Not to mention the engine plates, brackets for the footboards, rear stand, carrier, toolboxes and the seat frame. He had the seat cover made by a saddler. He made the handlebars and one set of levers, (copied from the one set he had) gear lever and linkages and the clutch sprocket, which he later found to have the correct number of teeth for a 500cc engine. (did I mention this is a 350) The gearing this provided made the bike perform well on the open road but was a bit sluggish in the hills. Later he changed the gearing to standard. The engine had been converted to an air compressor and since there has been no need for ignition the idler gear to the maggie had been discarded. The exhaust cam had been removed, but luckily had not been lost. The idler gear was replaced with a shelf item that had the correct diameter and number of teeth but an incorrect offset. Harold made a bush to correct that problem and the engine is still running that gear and bush to this day. There was the problem of sourcing a concertina type spring for the advance retard mechanism. That spring was donated by a pair of secateurs.

A couple of years into its rebirth the magneto played up with a breakdown of insulation. Would you believe a feller in Christchurch had a new armature for a 1913 magneto sitting on his shelf!

The mudguards he found in a pushbike shop, still wrapped in brown paper with "made in England" written on them.

Back in its heyday this was one up market bike, promoted to be in a class of it's own. "The gentleman's motor bicycle". The company was run by a John Marsden who was somewhat of a perfectionist. Having started out as a Japanner, (could be likened to the finish from today's powder coating) branching into bicycle manufacturing and using his japanning process on the bicycles they had a vastly superior finish. In 1912 when he ventured into mo-



At the first attempt, Harold put the correct number of teeth on that clutch sprocket for a 500.



And this bike is all chain drive.

But I hear you thinking "but I see a belt pulley on the back wheel" Well that is the opposite to drive, it is the brake, and a block rubs on the inside of it when you want to slow down.



tor cycle building, he maintained that high quality build and reputation. Using the Japanning process on the bikes it gave a superior finish and there was very little nickel plating on these machines. They were also promoted as “an all weather proof motor cycle” This is why you don’t see any chrome on the handlebars on this example, originally it was japanned, not plated. Harold’s 1913 model is completely chain driven and has 2 speeds and a kickstart, unusual for this vintage. There is a something that looks like a pulley on the back wheel, the rear brake. A block rubs on the inside when you want to slow down. The sidevalve configuration of this engine only lasted for one year, a new design overhead valves. The new design was kept until the end of the 350’s production run in 1935. Incidentally Sunbeam was the last manufacturer to win the Isle of Man TT with a sidevalve engine. That was in 1925 on a 500. They made 843 of this particular model. Harold personally knows of 5 others that still exist, interestingly most of those are in the 700 engine number range, the same range as his. Recently he found one that has the engine and gearbox number exactly 101 numbers earlier than his. So after that year of working on the bike it was time to ride it. The first run was the Dunedin to Brighton

rally. That went so well that he has repeated it 8 times. It has been on the road 33 years since the restoration and has seen enough miles to wear out quite a few sets of tyres and has been a reliable ride. Moving back to Australia, naturally he brought the Sunbeam back with him. The Australian authorities took a different attitude than those in NZ when he took it over there. Bringing it back into Australia was a problem. As far as they were concerned, it was a new bike and a new import, they had no record of it ever having been registered before in Australia. Harold pointed out that it was worn out when he bought it and as he had to rebuild it, how could it get worn out if it hadn’t been registered here. He might have well argued with a brick wall but he did manage to get it devalued by 75% for the purpose of stamp duty. And back in Australia it has seen 4 national rallies. Not a bad start at \$15.

What has me puzzled is that this a Pommie motorbike and there was no puddle of oil under it when I took the photos, and no, I haven’t photoshopped the drips out!

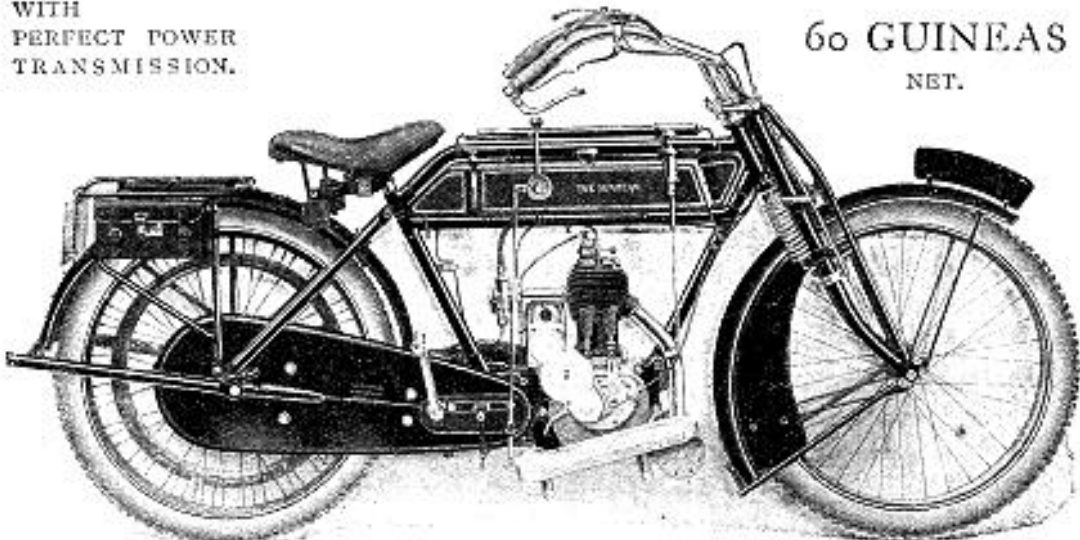
The advert is from the previous year, 1912, but the same vibes are there.

THE GENTLEMAN'S MOTOR BICYCLE.

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PERFECT POWER
TRANSMISSION.

60 GUINEAS
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J. MARSTON, LTD. — 9, SUNBEAMLAND — WOLVERHAMPTON.

LONDON: 57, Holborn Viaduct, E.C., and 158, Sloane Street (by Sloane Square), S.W.

Output limited—order now and avoid rush.



1910 FN (Fabrique Nationale)

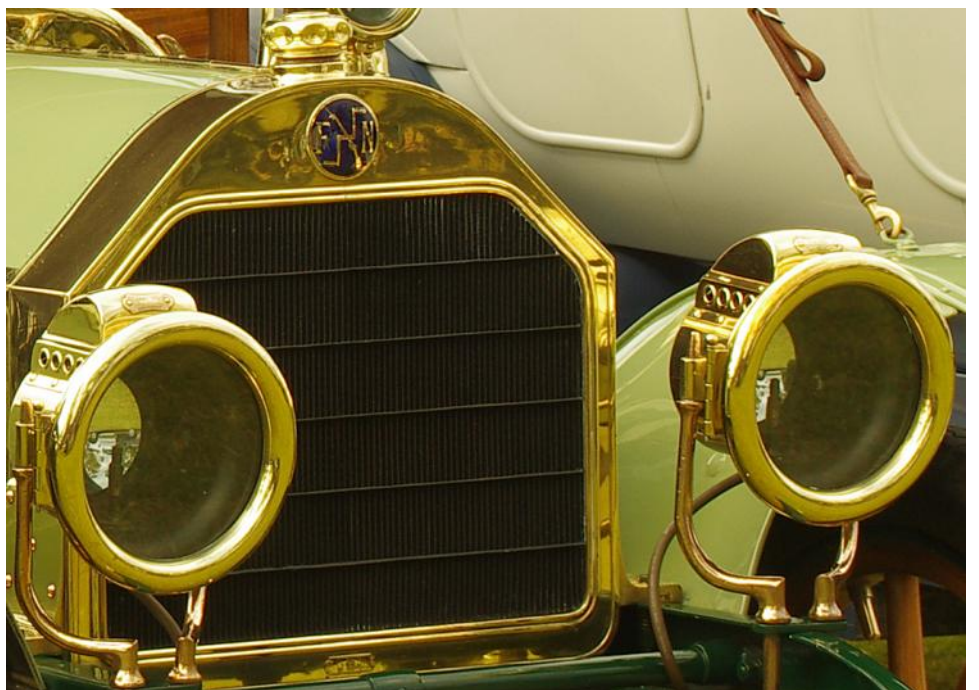
Owned and rebuilt by Ian Barnes

This vehicle was sold by it's original owner to a Mr Freeman of Freemans foundry in the River Murray port of Echuca. He removed the back half of the body and converted it into a buckboard or utility, in modern day terminology. That foundry was involved in the maintenance of steam boilers and he used the FN as his work vehicle along the River Murray servicing boilers on paddle steamers or sawmills or stations in the area. Perhaps it was getting a bit rough after all its hard work as it was not traded in on another car, but was abandoned on the banks of the Campaspe river in a billabong. As the river in its natural state would flood regularly, the FN would annually be submerged and then dry out as the waters receded.

Years later, in 1955 someone came across the remains and moved them to a convenient place under his house, probably with the intention of fixing it up, but as we all know, good intentions often don't come to pass. Those remains sat under the house for another 30 years before Ian Barnes learnt of their existence and he was able to

Ian with the magnificent FN.. Being a gold miner he has to wear a gold watch.

And the radiator is not a reproduction it actually survived and is the original.



gain possession of them. At that stage there was nothing left above the chassis, no body at all and no wood in the wheels.

With such a daunting restoration project, Ian points out you need to have a mental picture of what it is to look like at the end. This car in its original form had been a roadster, but he decided on something more fitting to a car from Belgium. The front seat of early cars was just a carry over from horse and buggy but the rear seat was just an afterthought. King Leopold, the king of Belgium, had given it a bit more thought and after he had designed a chaise lounge for his daughter, he had it incorporated into a tourer and called it a Roy De Belles body (translates King of the Belgians). Ian's projected image was of this style as it was a uniquely Belgian design.

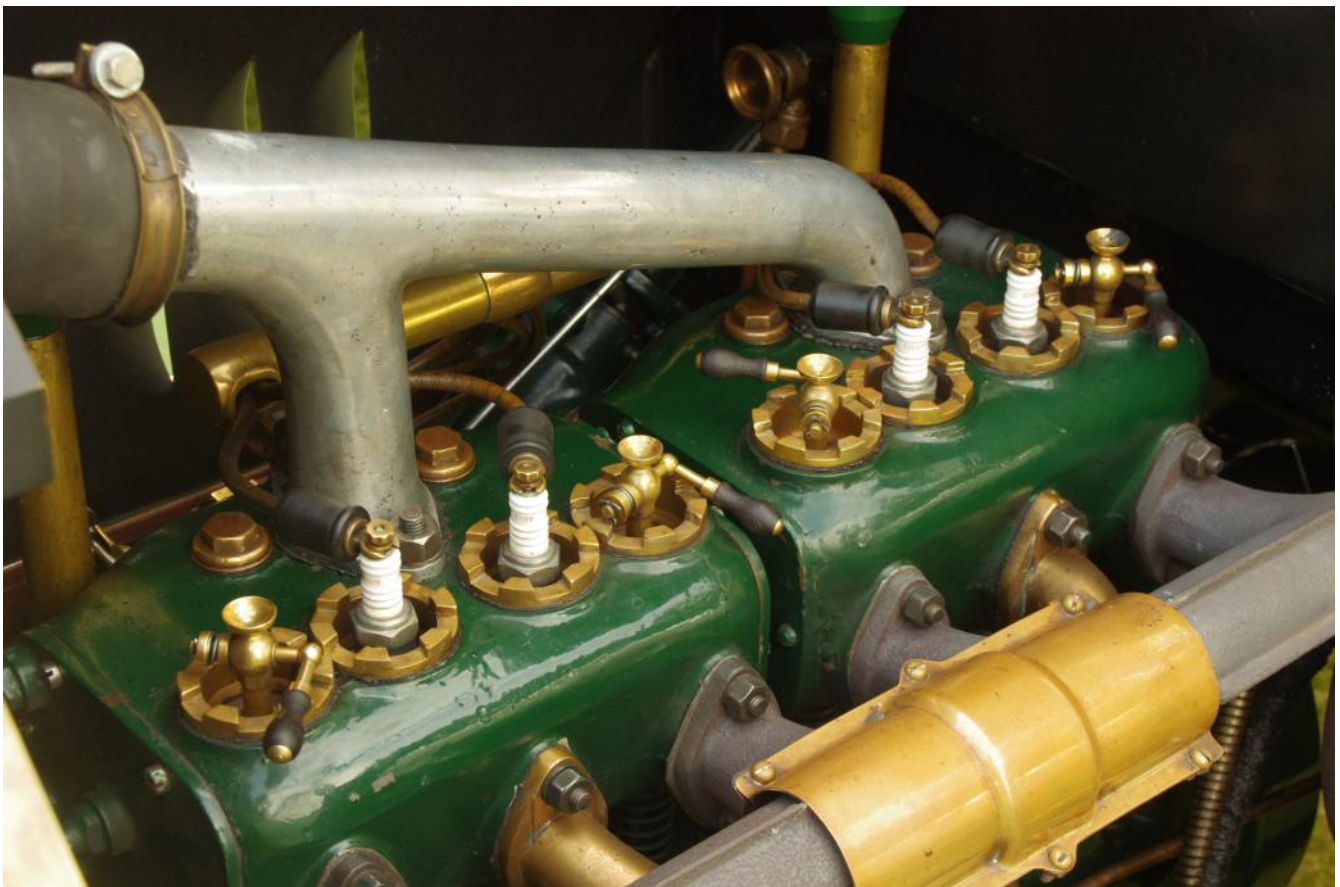
This was no couple of week restoration. Ian was an underground gold miner and would work on the car when time permitted. He had no formal education on building bodies or machining, just a burning enthusiasm to see the project through to completion and to do most of it himself. the only jobs he farmed out over the whole project were the wheels and the upholstery. And the finish all over is impeccable. The mechanicals were no big deal to him as he had all the necessary machines in his mine workshop and the experience and ingenuity that came from keeping the mine machinery functioning stood him well in making and machining parts for the FN.

And when it was finally finished and he started it up, well, I don't think there are adjectives that ade-

quately describe the feeling. Feeling good is probably a bit of an understatement! Its first outing was a national veteran rally in 2005. Since then it has done 15000 trouble free miles. At one charity event he was dubbed in by an organiser to tell a gathering of people about his car. Put on the spot Ian let it slip that in some original sales blurb it stated that when the engine is idling it should be no problem to have a pencil to stand end on, on the radiator, or a coin, and not have them fall over. Straight away, some smart arse in the crowd shouted "well, come on, put your money where your mouth is". Ian didn't have a pencil, but did have a coin and sheepishly placed the coin on the radiator cap, and wouldn't you know it, it stayed put. I think Ian was as surprised as the mouth. Cameras were snapping all over and it ended up as the cover photo on the "Brass Notes" newsletter with a caption underneath stating that, yes the motor is actually running.

Ian does have a copy of the original owners manual for this car. In it's original form it was written in Flemish but they did offer a version translated into English. An excerpt states "*Always remember when driving your moteur, be well aware of the fact that this is a living breathing thing and to treat it accordingly, and to only throw into gear gently and to throw it out of gear in exactly the same way.*"

Smicko engine is 1.5 litre. Doesn't shake!



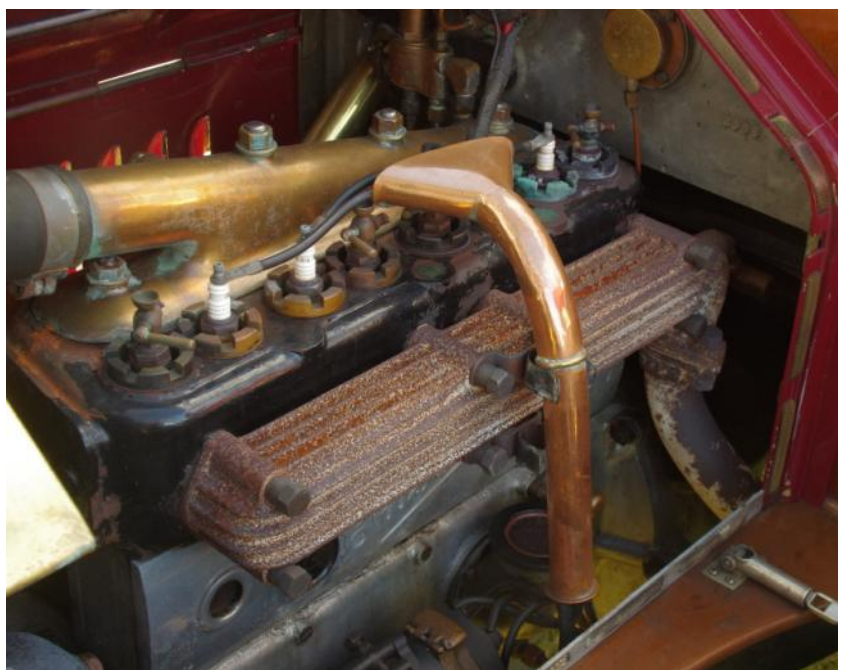


1912 Crossley

Owned by John Handley

The Crossley started its life on a station near McInlay in NW Qld. The Crossley agent in Melbourne was a cousin of the station owner, a Mr Howey. As is pretty well the norm in remote areas, once the car reaches the end of its useful life, it gets dismantled and becomes useful in different ways, as a pump or sawmill or as parts to keep something else going. The car became scattered over the property and then the Howe family decided to sell the station, so the new owners inherited the junk lying around. The new owner recognised the remains of the Crossley as worth saving and over time collected the bits from all over the property. It was by no means complete and missing the radiator, carby and lights, not to mention lots of little bits and what panels did exist were fairly sad and all except the bonnet were not fixable.

But he didn't keep his find for himself, he forwarded it all to his brother in law, Howard, who was an old car enthusiast. That happened in about 1962. Howard very slowly did the car up over the coming years until the Bicentennial rally in 1988 was looming. With such a significant and once in a lifetime rally happening the Crossley was



finished. Not as a rush job, but as one of those one in a million jobs that stand out because of their attention to detail. On this car even the slots in the screws line up. He drove it on the Bicentennial rally from Brisbane to Canberra but after that big event it had very little use. Some restored cars seem to deteriorate from lack of use, but not this one. It still looks brand new. Howard died a few years back and the Crossley was put up for sale.

Step in John Handley the current owner. Howard had been a friend of John's so he knew the kind of workmanship that had gone into the car and although John is an ex professional car restorer there was no work needed on this car. And since he has bought it he has discovered it to be the oldest running Crossley in the whole world. They made them from 1903 but only one exists older than this one and that example is as found and not in running condition. It lives in a museum in England.

John Handley is the third owner of this car since new.

That bonnet is the only original panel on the whole car.



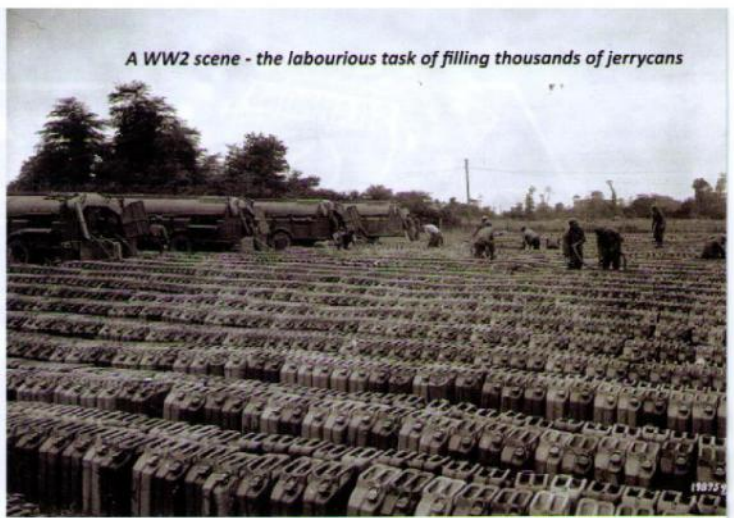
As an indication of the attention to detail that went into this car, note that all the screw slots are in line!

And to make it easy for the driver, those levers all over the steering wheel have their function engraved on them.





US troops unload jerrycans or jerricans



A WW2 scene - the labourious task of filling thousands of jerrycans

The remarkable history of the jerrycan by Nigel Mason

In the early nineteen-thirties the German army reasoned that if they were going to fight a mechanised war they would need a far better fuel container than any of the current types. Most contemporary fuel cans were made of thin tinplate, frequently merely soldered together. This made them fragile and easily damaged by rough handling. They also often had screw-on caps that could get lost and needed a special spanner to loosen. The cans were often an odd shape that made them hard to stack and awkward to carry, would not pour without sloshing and gurgling, which meant that you usually needed a large funnel or at least a separate spout, and last but not least, if they were filled right up and left in the hot sun the petrol would expand and burst the can.

The Germans came up with a design that was made entirely of steel plate and was essentially pressed in two halves. The halves were welded together and the weld was inside a sunken gutter that protected the weld from damage. The flat sides of the can were stamped with a deep, large X shape to stop the sides from bulging. The bottom corners were well rounded to minimise damage, the can was narrow so that it did not bump the legs when being carried, was tall enough to not require excessive stooping to pick it up and was rectangular in plain view to make them stack side by side efficiently. The cans were designed to hold twenty litres of petrol and to weigh twenty kilograms when full. This made life easier for the loadmasters!

Originally, the insides of the cans were coated with a plastic compound developed for beer containers. The idea was that the cans could be rinsed out and used for water, but this did not prove a success and instead cans for water had a large, white cross painted on each side.

The can has a spout that is designed to allow pouring without the need for a funnel. The cap is fixed on a hinge so that it cannot get lost. The hinge is designed to allow the cap to stay open without being held, thus freeing up both hands to hold the can while pouring. The cap is opened and closed by means of a lever device that can be quickly operated with one hand. The lever enables the cap to be tightly closed.

There are three handles on the top, which at first glance, looks to be two too many. The can is normally carried with the centre handle while the outer handles allow a can to be carried between two people. If two empty cans are placed side by side they can be picked up with one hand by grasping the two adjacent handles. So one man can easily carry four empty cans, two in each hand. If he was a burly type, he could carry four full cans! But the main use of the outer handles is that they make it very easy to pass the cans from hand to hand. So a line of men can set up a 'bucket brigade' and quickly move hundreds of litres of fuel. The handles also make convenient tie-down points.

The handles are made from the same steel as the main body of the can and they are rolled to make a handle of comfortable diameter. Anyone who has carried one of the old four-gallon kerosene tins with the handle seemingly made from coat hanger wire will appreciate that particular design detail!

Behind the handle the top of the can rises to a distinct hump. This creates an air pocket that ensures that the can cannot be filled completely up. Inside the spout is a breather tube that leads into the air space and prevents gurgling when pouring. The air pocket makes a chamber to allow the petrol to expand if left in the hot sun and stops the can from bursting in the heat. The air space also means that when the can is full of petrol and falls into water it will float!

The Germans mass produced the can in secrecy by the thousands and stored them in a guarded hangar at Templehof airport.

In WW2 the British first came across the can in the Norway campaign, quickly saw that it was much superior to their own and collected up all they could find for their own use. British soldiers usually called the Germans 'the jerrys', so the German can quickly became the jerrycan. The British quickly began to mass-produce the jerrycan, essentially identical to the original German design. After a couple of false starts the Americans also started to make it, again to the original design. In preparation for the invasion of Normandy the British made literally millions of jerrycans.

Just after D-Day President Roosevelt went before Congress and said: "They were among the first supplies landed on the beaches of France. When the US 1st & 3rd Armies broke out of Normandy it was in these jerricans that the petrol our tanks and lorries needed to keep going was sent forward. Without these cans it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German blitz of 1940. Cargo planes and even combat planes were loaded with them & carried them forward to airfields. Lorries of every size, jeeps, armoured cars – everything that rolled on wheels – loaded up with jerricans & rushed them to the front lines. They were tough enough to be dropped off lorries in motion without bursting open. They could even be dropped from the air into rivers & streams, or they could be dumped overside from ships, because they have air pockets at the top which make them float even when filled."

At the end of WW2 it was estimated that about twenty-one million jerrycans were scattered around Europe.

Today the jerrycan is made world-wide (my own was made in Croatia!) and is the standard issue for NATO countries, the Israeli military, many African countries and many of the former Warsaw Pact countries. It is still made essentially to the original design, eighty years later.

So next time you are down at Super-Cheap and you see jerrycans on display and you don't already own one, buy one, even if you don't need it. You can put it in your garage and tell yourself that you own an iconic piece of history. A classic piece of twentieth-century industrial design.



The jerrycan has stuck to its original design

JOE'S WHEELS

Here's something that shows a bloke has just too much spare time on his hands. Joe Young needed some wheels to put under his stationary engines. It makes em easier to move. Some blokes get a hunk of old bore casing or some handy bit of scrap pipe and grab 4 bits of steel rod or mebbe a bit of reo bar for spokes and weld em to a smaller bit of pipe for a hub. It gets your engine off the ground enough so you can shove it around. Purely functional stuff. Maybe the winter was so rotten in Tassie he couldn't get out of the shed and needed something to generate heat as well as kill the time. Have a look at what he has made and see what you reckon. They really are works of art.

Joe got his hands on some gas pipeline, 14 inch diameter with 10mm thick walls and cut 3" thick slices. Those are the tyres. The hubs are 2" bar, once again 3" wide and bored for a 1" axle. But the piece d resistance are the spokes. Using some 8.5" pipe he cut off slices 1.5" thick then cut those pieces into 4 quadrants. Each quadrant made one spoke and he gave each wheel 8 spokes. To end up with those spokes in line, he made jigs to hold it all straight while he welded them to the hub, then put the hub with spokes attached, in the lathe and turned the tips down enough to fit in the 14" pipe, then welded the outside of the spokes to the rim. That is a lot of welds for one wheel. Of course each engine needs 4 wheels and there are 3 engines of the same brand, but they are different models, Imperial Super-Diesel Engines 1929 CC, 1940 SD, 1950 CE. It would look a lot better if they all had their own individual wheels, so you can see in the photos the variations of the theme.



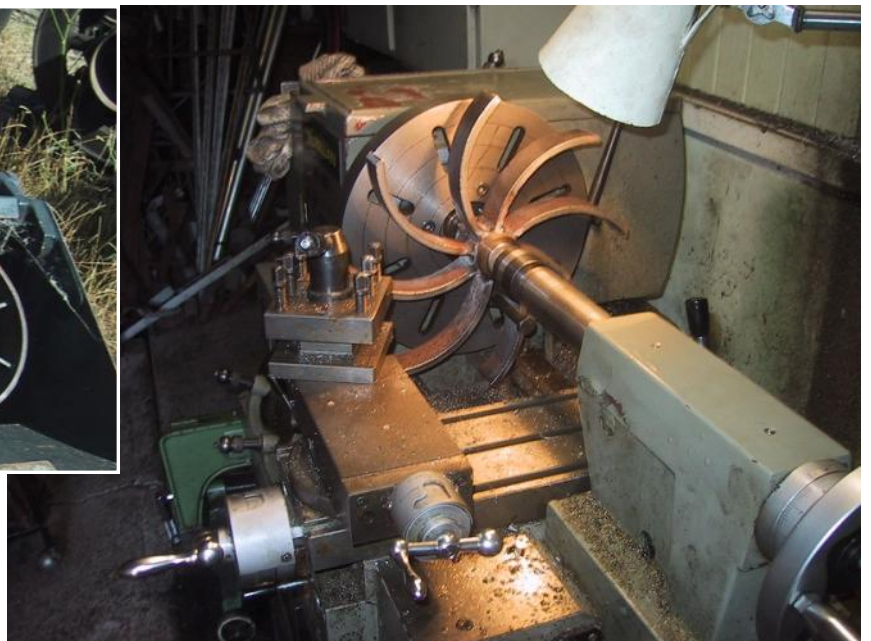
The parts for one wheel.



The jig for welding the straight spokes to the hub



The 3 variations of the type



Turning the spokes down to fit inside the rim.



Royal Flying
Doctor Service

Celebrates



YEARS

FAMILY FUN DAY

Darwin Waterfront

6 May 4-9pm FREE ENTRY

The Kicks plus local support acts

Circus Show & Workshop | Stilt Walkers | Fire Show | BBQ
Inflatables in the lagoon | Food stalls | Raffles, Door prizes & much more



**90
YEARS**



Royal Flying
Doctor Service



9NEWS



Lottoland



DARWINWATERFRONT



Northern Territory
Airports



FREE Show and Shine

Tell your friends!

Open Day
Old Qantas Hangar
22 Holtze Street, Parap

Sat, 26 May 2018
9am - 2pm

All vehicles welcome:
vintage, classic, hot rods,
motorbikes and trucks

There will be **talks** and **tours** throughout the day.

Gates open from 7.30am - 8.30am to bring
your bikes or vehicles. We look forward to
seeing you there!

There will also be a sausage sizzle, drinks
and cake for morning tea available for
purchase to raise funds for a World
Challenge initiative for one of our members.

For more information email
william.vanbruggen@ntschoools.net



For Nissan TD42 owners.

After skiting about how I could always get my trusty Nissan Patrol with its old school, super reliable TD42 engine, going again if it ever stopped in the bush, I recently had to eat humble pie. It stopped just a bit north of Adelaide River. I diagnosed the problem as an open circuit in the fuel cut off solenoid. No solenoid pulling in means no fuel, no engine run. I had to get the AANT tray top to take it back to Adelaide River, but luckily, there a learned gent was able to tell me that to get it running in such a situation, all you have to do is unscrew the solenoid from the injector pump and remove the plunger, then replace the solenoid minus the plunger and spring, and voila, it will start and run as normal. The only catch is you have to stall it to stop the motor running. I never realised how grunty the engine is until I had to stall it on purpose.

Then I looked into buying a new solenoid. The cheapest price I could find was about \$150 inc freight. But during my search I saw a photo of a Landrover solenoid and it looked identical but was about \$35 inc freight. So I took a punt and ordered one. It turned out to be the same part and now my Nissan is working perfectly again.

So if you have probs with your fuel cut solenoid just type RTC6702 into Google and see what you find. I just did and now I find I can get the part for \$27.30 including freight from UK. It is listed for a Range Rover 300 tdi. Lots cheaper than \$150 when listed for a Nissan Patrol. And now I can go on skiting.....

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



1927 Plymouth Ute for sale. Good condition. Contact Stan 89270117

Vincent Black Lightning

I read in a US bike club magazine a report on a bike auction at Las Vegas. That lead to a bit of research..... The record for the highest price ever paid for a single motorcycle was just shattered by a 1951 Vincent Black Lightning that went for US \$929,000 at a Bonhams auction in Las Vegas. The record was previously held by a yellow 1915 Cyclone owned by Steve McQueen which is one of just six known to exist today. It sold for \$775,000 in 2015.

This isn't the first record set by this particular Vincent. One of 31 models of its kind ever built, this Black Lightning was owned by racer Jack Ehret who used it to set Australia's land speed record of 141.5 miles per hour. That historic achievement, combined with the fact that it's already a sought-after collectible in unrestored condition with original paint, was enough to push the price to almost seven figures.

Then I read in an Australian club magazine that it was an Aussie that had bought the bike and he had to fork out something in order of \$125000 in GST to get the bike back into Australia from where it left about 12 months ago.

Then I found this bit on the ABC.

<http://www.abc.net.au/news/2018-02-03/vincent-black-lightning-land-speed-recordmotorcycle-auction/9390634>

Wots Always On

All events listed on this page are club events for club registered vehicles/bikes

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.

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

On the first Friday of each month the Chrome Bumper Cruise is on at Fisherman's Wharf open to all clubs

Wots on April and May

Heritage Coach Tour and BBQ 19th April 5.00pm for 5.15pm start. A 48 seat coach will pick up guests from the Hangar for a Heritage tour around Darwin then return for a BBQ and explore the Hangar after, limited seats are usually available for a small fee on the bus for members wishing to do the tour. If you bring your vehicle it will be on show.

ANZAC Day 25th April, after the Darwin ANZAC day parade the Military Museum at East Point is putting on a free sausage sizzle for MVEC members, our vehicles from the parade will be on show out front of the museum.

On **April 29th the Aviation Museum's Open Cockpit Day** in support of Legacy is on again starting from 9.00am until around 3.00pm. Members are asked to bring their club registered vehicles/motor bikes for show and help with the sausage sizzle that we put on every year then donate the proceeds to Legacy.

Sunday 6th May 4.00pm to 6.30 pm Royal Flying Doctor service 90th birthday celebration at the Waterfront. All clubs are invited to put their vehicles on display in the carpark at the front of the convention centre and support the RFDS. Flyer attached.

Saturday 26th May, open day at the Hangar to raise funds for young member Will Van Bruggen, flyer attached. You are invited to put your vehicle on display.

Stuff on the net

Russian road rage

https://www.youtube.com/watch?v=qb_7DNs6XvA

Roadside service

<https://www.youtube.com/watch?v=6Gdhzu5FtSU>

Why you shouldn't annoy heavy machinery operators

<https://www.youtube.com/watch?v=H6WPUZKV7TA>

And on the more serious side, the fantastic story of a 16 year old young lady who travelled around the world in 1922 in a Model T. You will need a bit of time to read the text and watch the videos. Enjoy!

<https://jalopnik.com/the-first-woman-to-drive-around-the-world-crushed-banan-1824231577>

SENIOR PARACHUTE CLUB

Yesterday my daughter e-mailed me AGAIN, asking why I didn't do something useful with my time.

"Like sitting around the pool and drinking wine is not a good thing?" I asked.

Talking about my "doing-something-useful" seems to be her favourite topic of conversation.

She was "only thinking of me," she said, and suggested that I go down to the Senior Centre and hang out with the fellows.

I did this and when I got home last night, I decided to play a prank on her. I e-mailed her and told her that I had joined a Parachute Club.

She replied, "Are you nuts? You are 84-years-old and now you're going to start jumping out of airplanes?"

I told her that I even got a Membership Card and e-mailed a copy to her.

She immediately telephoned me and yelled, "Good grief, Dad, where are your glasses?! This is a Membership to a Prostitute Club, not a Parachute Club."

"Oh man, I'm in trouble again," I said. "I really don't know what to do. I signed up for five jumps a week!!" The line went dead.

Life as a Senior Citizen is not getting any easier, but sometimes it can be *fun*.