

Motor Vehicle Enthusiasts Club

No 130

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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

Dodge Town



Andy Noske has good reason to be smiling. He has just registered his Dodge Fast Four. But this is not the only Dodge in his shed and he certainly has one that is a bit different...



Andy has got lots of neat old stuff, but nothing quite sets the place off like an old car. He settled for a Dodge Standard six from around 1928. Not quite in pristine condition he said to the wife that it would be a garden ornament. And he did put it out in the garden, well just for a couple of weeks. Then he brought it back into the shed. A bit later it went back out into the garden, then back into the shed. That cycle went around a few times while he figured out what to do with it. You see he had a bit of a job getting some of the bits needed to make the engine run. The distributor had disintegrated into a crumbly mess of aluminium oxide and the starter motor was missing. Try as he may, he couldn't source replacements. Someone had attempted to drill out a broken stud in the block and had drilled right through into the bore. There was lots of seriously worn stuff. The garden ornament was looking like a distinct possibility. Then, in a moment of sheer inspiration he came up with the idea to make it an electric car. Mark 1 attempt was to put the motor from an electric forklift into it. Once he pulled the six cylinder engine out there was no shortage of room for the

A pretty normal looking old Dodge Standard 6. The original rust colour is preserved with linseed oil.. Historical repairs are proudly displayed.. The only thing that gives away its secret is that it runs so quietly. And that number plate: the C is for a commonwealth government car before they invented "Z" plates.



If you look closely through the bonnet louvres you can just get a glimpse of this car's secret. The motor is a model designed for the likes of something the size of an F100.





If something goes completely awry and you need to panic stop you can push the clutch pedal. That unplugs an Anderson plug and disconnects the batteries....

electric replacement. It even looks a bit lonely in that gigantic engine bay. The conversion was pretty straightforward. A piece of steel plate bolts to the bell housing where the petrol engine would normally be and the electric motor bolts to that, with the motor shaft sticking through the plate. Andy removed the splines from the centre of the clutch plate and attached that to the motor shaft to link up with the splines on the input shaft at the front of the gearbox. That's about it. You don't need a clutch with an electric motor, you can use the gears, but the only ones you really need are forward (top gear) and reverse.

Anyhow the forklift motor turned out to not be the best choice. On its first test run the car pulled a wheelstand out of the shed and was on its way in to the bush when Andy decided to get a motor more suited to the task. It now runs a motor that is suited for the likes of something around the size of an F100. The accelerator operates a potentiometer that gives a very smooth power control. As I said, there is no clutch, but there is still a clutch pedal. It is not connected to a clutch but to an Anderson plug under the floor. If something goes awry and the car gets a mind of its own and takes off, by pushing the clutch pedal, the Anderson plug instantly gets unplugged and the entire battery supply is disconnected. And I had a drive. Just unreal! The car just moves along without making any noise. Just so different than anything. Great!



The wooden tray is actually built from new timber expertly aged to look old. Currently used as a workhorse on the block, the plan is to replace the lead acid batteries with lithium. That should give a range of 300 kms at 100kph between charges. The Dodge will then become Andy's work ute.



Part of the battery bank lives under the front seat, the rest under the tiltable tray. Battery chargers are a permanent fixture. The car is plugged in to the mains when not in use. Currently running on 72v the motor is designed to run at 120v. Has been running this way for 2 years but with lower voltage current drain is high. Plan is to replace with lithium batteries and to increase voltage to 120.

And those batteries are a bit heavy. Airbags help keep things level.

It says STANDARD SIX. Don't believe everything you read!



But Andy has a lot more than the electric Dodge. That was just where it all started. The photo on page one is of his Dodge which he has just registered. Not on club plates either. A fully registered Fast Four!

Once again no flash paint job here. Andy reckons he is colour blind so there is no point painting his cars some bright colours, besides this is an old car, it should be proud to look its age. He bought it via Ebay and when it arrived it appeared to have been painted with something along the lines of cold galvanizing. It looked terrible so he scrubbed it all off with a wire brush on an angle grinder. Underneath he found remnants of its original paint surviving from the nineteen twenties. There were also small rust holes in the guards and a nice coating of surface rust all over with the odd crack repair from back in the days. So to preserve it all Andy gave it a coat of linseed oil. That stops the rust from advancing while preserving that antique look.

It had a cracked block, probably a result of frost, but a can of Nulon in the cooling system fixed that no worries. It is assumed that the engine cracked its block early in its life as the bores are in remarkably good condition and still have the honing cross hatch pattern on the original sized bores. There was \$1000 for a reproduction distributor as the original was missing, a couple of new tyres and replating of the headlight reflectors and the rest was just incidental bits and pieces.

And once he had the distributor sorted and the carby clean, he gave the crank a turn. And on the 3rd turn it started. Since then he has fixed the starter motor and the crank is just for fun. And of course the car passed the ultimate test, the test at the rego shed. And it passed! Now we have some real motoring history on the road!



Fast 4 with period upholstery. Engine block had frost cracks but was easily fixed and now is in use.

Below: Original blue paint on the door gives an idea of the colours available back in the days.





*Brakes are called "steeldraulic"
They work great! For the cable
outer Andy used a spring for
bending tubing, the inner is
braided stainless often used on
fences.*



*Above: Fast four original timbers with patina.
Websters dictionary defines patina as "a special
quality or impression associated with some-
thing" It sure fits these cars!*



*Left and below: 1924 Slow Four. An
older restoration, work in progress to
bring it up to standard.*



But of course every motor enthusiast has room for at least one more car. This one is a 1924 slow four. I believe that it was originally just called a four but when Dodge released the fast four naturally the previous one became slow. This car is bit different than the other two in that it has pretty paint and normal upholstery. It's an older restoration job from the 80's and just to be a bit different from the rest of the collection Andy is at work bringing this one back to the normal shiny restored condition.



The story of Elsie by Malcolm Roy.



Hi my name Elsie

I started life in Balcutha Otago NZ first registered on the 10th Sept 1930 as a phaeton car. I was with two families in that capacity for twenty years until 1951 when I had a major operation (or was it an early sex change) and was transformed into a more practical vehicle of the time being a well back runabout truck. I served another three owners in this capacity in the Oamaru area for another ten years.

I was introduced to the Roy family in 1961 when purchased by Mr John Robert Roy a Moonlight Farmer with six sons who needed a reliable farm runabout. At that time I carried the yellow and black registration plate LC 639, and it was from the first two letters that I was named "Elsie."

At the time of purchase I had a damaged rear mudguard which was soon attended to with two hammers to be put back to near where it should have been, not as pristine as new but still presentable. A spare tyre carrier was farm made and fitted to my left front mudguard, not of the flashy well type but one where the spare tyre could be carried giving more room in my tray.

For the next fifteen or more years I served the family well teaching those six sons how to drive and the basic mechanics. With the occasional transplant to keep me going I for filled my duty as a farm runabout in Moonlight. The harsh Otago winters were not kind and over time I was replaced but never forgotten being put into a shed. My last venture out was at the opening of the Macraes Gold Mine in 1990 where I proudly took place in the parade with new sign writing on my door, a tongue in cheek comment to Doug Hood, who with huge modern machinery had recently developed the mine.

I sat languishing in a shed being the depository for hundreds of starlings for another twenty five years until ownership was passed onto Mr Roy's fourth son Malcolm, who could see that my life was destined for further greatness. I was removed from my twenty five year resting place in January 2016 cleaned and started before being transported in the most undignified manner firstly by trailer

then container on rail to a new destination. When the doors of the container were opened I found myself in down town Auckland the first time I had ever ventured so far from Otago, with happy faces all around I was soon at my first ever car display. I looked rather shabby amongst the other members of my family and attracted a lot of attention much to their disgust, but if this is what it's all about I can't wait for this next stage in my life to continue.



After my first display at the Galaxy of Cars, January 2016 in Auckland, I was retrieved from being terminally ill to what was to be a total rejuvenating mechanical experience, but until that started in late April 2016, I convalesced in a lovely shed that was devoid of starlings.

The medical profession is only catching up to the mechanical profession with the interchanging of parts and I am thankful to the surgical mechanics that worked on me. Not only were original parts sourced and donated by other concerned Model A custodians in Auckland, but new parts were also incorporated in my resurrection from the lonely shed that I was subjected to for twenty five years contemplating my outcome.



As can be seen from the above photos any dignity that I may have had was stripped and my bare skeleton revealed to show a weakened state, especially in my front cross member which had seen the attempt of repair. This was replaced by another cross member.

My main heart, the engine, was subjected to severe scrutiny and on closer examination it was revealed that I could quite easily have been placed in the terminally dead class. Investigation exposed what I had been subjected to internally and to name a few: I was fitted with two differing types of pistons, my camshaft was damaged due to the tappets being fitted upside down, my valves were worn out with one valve permanently open, nails were used abundantly in the place of split pins and my cam gear was glued to take the slack out of the hub. No surgeon works alone and when extensive mechanical examination takes place extra mechanical opinions, although not often sought, are freely given. The next door neighbour, a retired engine re-conditioner proclaimed, "This is the worst ever put together engine I have ever seen." A definite testament to what Henry Ford's Model A Ford's can be subjected to and still work.

I had arrived in Auckland with another engine transplant in my tray, but close examination after removing some grime revealed the word "DICKIE" and that revealed why it was not in me. This is because it also could be classed terminally dead after internal investigation, as multiple (5) cracks were found in the block near the exhaust valves.

My well worn clutch had loose rivets and my gear box was also suffering from years of use. The good thing was my diff did not leak any oil, but scrutiny there found that it will not leak if there is nothing inside to leak out.

The accessory parts that keep me functioning were also scrutinised and repaired or replaced as required. The generator was the first piece of my old self to be transformed with a rebuild, new brushes fitted and with a coat of paint it looks like new.

My radiator posed a problem as wire had been used here to hold this part of me together, a practice that was not confined to the radiator. This wiring practice was the demise of my radiator and a new one had to be sourced to make sure my future life was not going to be short lived.



The hubs were inspected, crack tested and new drums and studs were fitted, relined with new bonded shoes as I am expecting to create quite a speed and do want to be able to stop when required. Steering was rebuilt as it is important to go in the correct direction. Wheels were sandblasted internally and new tyres fitted. The outside of the wheels were kept with their original patina to match my body as I intend to be able show that I have been and still will be a great work horse. The left hand side of the diff was taken off to fix the oil leak at the banjo housing, the main reason for there being no oil contained inside.

My body was also in a sad state of repair and the removal of a piece of tin in my tub showed just what Corriedale urine and the constant outside weather conditions I was subjected to in my life on the farm in Moonlight can do. My front guards had tears and cracks, my cowl was badly rusted and my doors would hardly shut. Valances were repaired along with the doors and the cowl was rejuvenated with the rusted sections and parts of the sub-frame replaced. My fuel tank was also repaired where it had rusted out.



My tub was the subject of much attention with the rear cross member non-existent in some areas and only six rivets and a bit of rust holding the top to the bearers. This required large amounts of donor material, but now it is back to where it was meant to be, thanks to the ability of the plastic surgeon/mechanic.

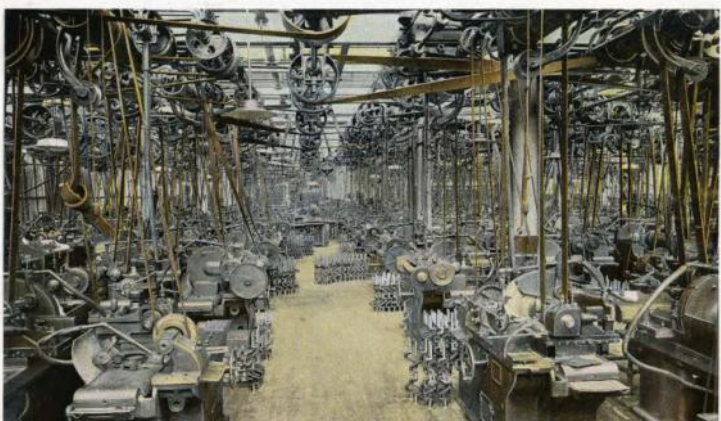
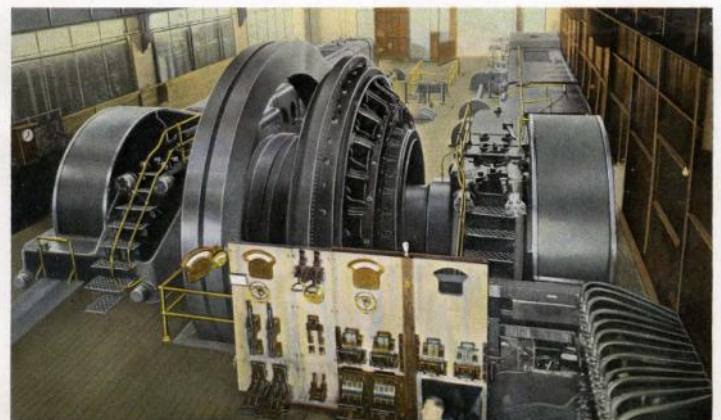
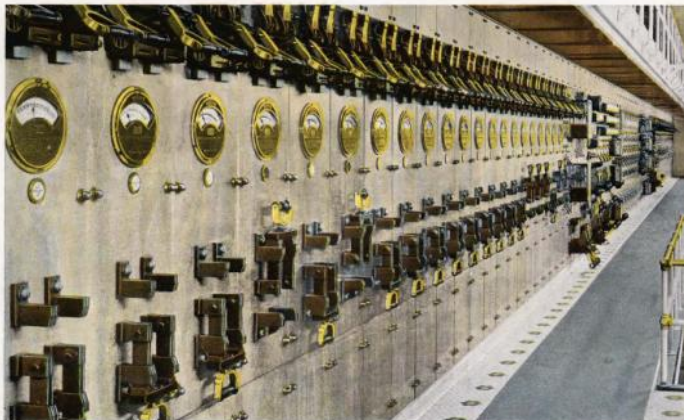
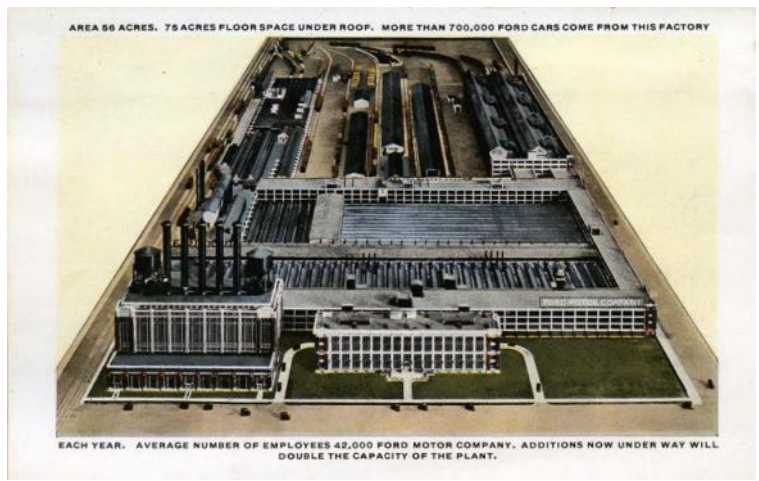
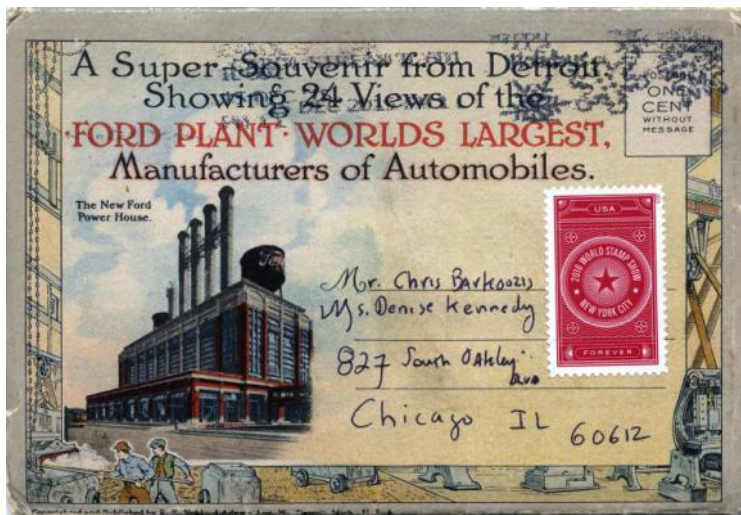
While all of this was going on another block that was in much better condition than the ones I had was sourced and sent off with other internals to the engine re-conditioner. He took his time to make sure all my vital parts were in the best condition for final assembly and installation which took place at the end of October. New seats were fabricated out of second hand canvas awning, which are much better than the chaff sack coverings I had to live with on the farm.

With all my parts in place and after a short test drive my big day came when I ventured to the compliance centre to see if in my present condition I can legally venture out onto the public roads. November 30 arrived and I travelled the short distance to the compliance centre to be met with lots of laughter from the mechanical testers. I was not too put out as they did not know what I knew and that is when you are in the hands of competent repair people you should have nothing to worry about. This was the case, with only minor adjustment needed for me to gain my Warrant of Fitness and Registration with my old black and white DQ 972 plates.

I am now occasionally seen on the streets of Auckland getting my joints moving freely again, all the bugs out of my system and I do create attention that is deserving of someone eighty six years old, with the patina to show it. I just can't wait to attend the Galaxy of Cars show again next year (2017) and show those that scoffed at my appearance that I am still a worthy workhorse.



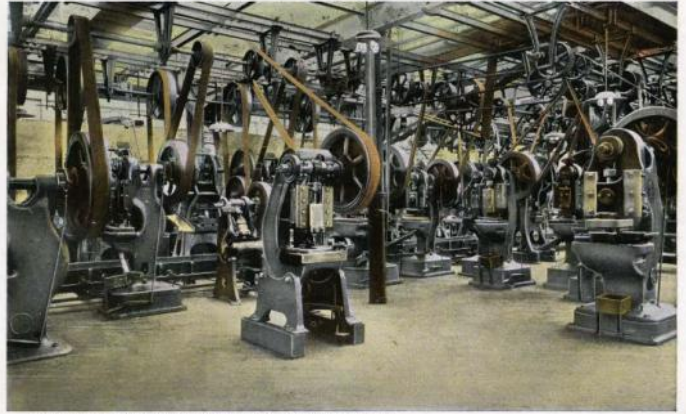
Foot note: The "Rivals of Doug Hood Ltd" was painted onto my door for my last outing in Moonlight when at the official opening of the Macraes Gold mine I took place in the parade complete with pick and shovel. Doug Hood a well known Earth Moving Contractor from Ashburton had the initial earthmoving contract for the mine.



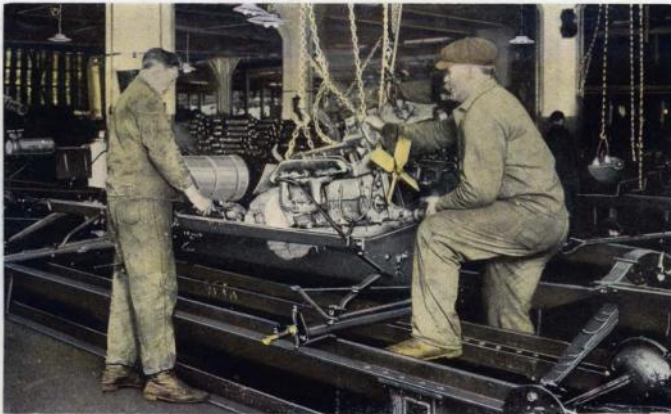
A reproduction of a fold out postcard from the Ford plant in 1917



PISTON MACHINING DEPARTMENT. VERITABLE JUNGLE OF BELTS AND SHAFTING.



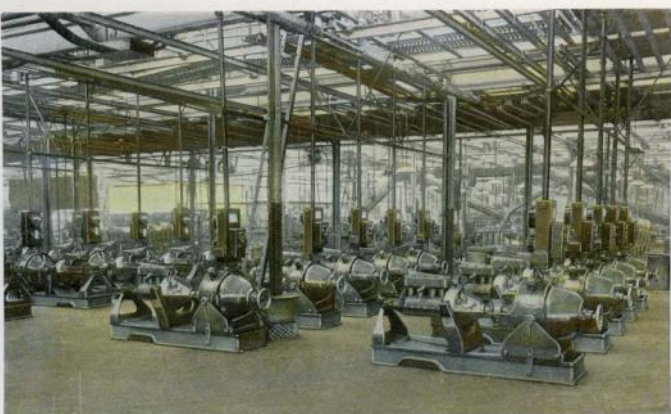
PRESSED STEEL DEPARTMENT, WHERE SMALL PARTS ARE MADE.



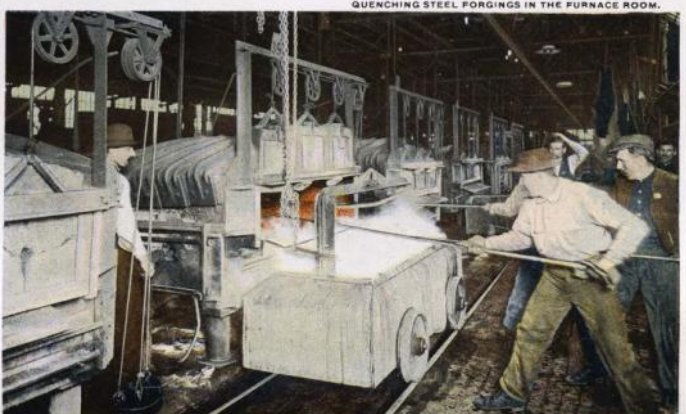
SETTING THE MOTOR, DURING THE FINAL ASSEMBLY.



MOVING CONVEYORS HASTEN THE MOTOR ASSEMBLY.



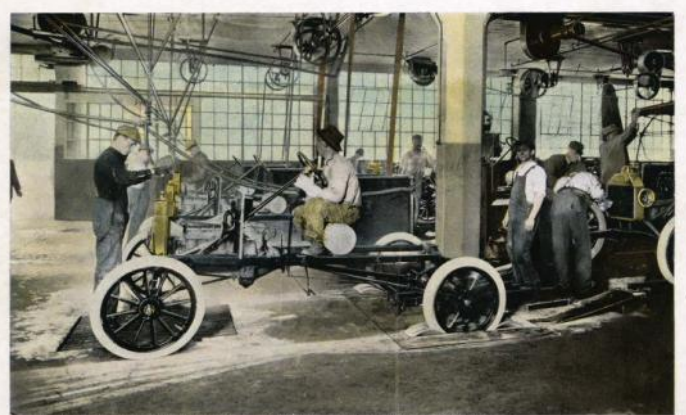
FORD MOTORS RECEIVE A THOROUGH TEST ON THE ELECTRIC "BLOCKS."



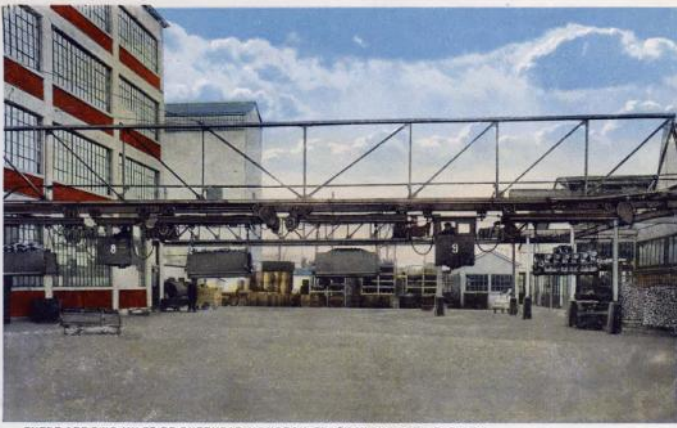
FORD HEAT TREATMENT GIVES WONDERFUL STRENGTH TO AXLES, STEERING RODS, GEARS, ETC.



THE FINAL ASSEMBLY LINE.



AT THE END OF THE ASSEMBLY LINE. CARS RUN FROM HERE ON THEIR OWN POWER.



THERE ARE TWO MILES OF OVERHEAD MONORAIL TRACK IN THE FORD FACTORY.



MAIN CRANEWAY. SHOWING STORAGE OF OVER \$1,000,000 WORTH OF STOCK.

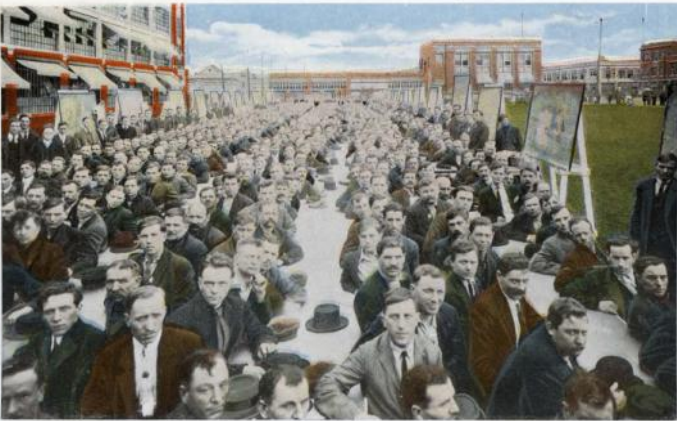


THE FORD MOTOR COMPANY HAS ITS OWN MOVING PICTURE PLANT.

FORD "MOVIE MEN" GO ANYWHERE TO GET PICTURES.



FORD MOTOR BAND OF 56 PIECES.



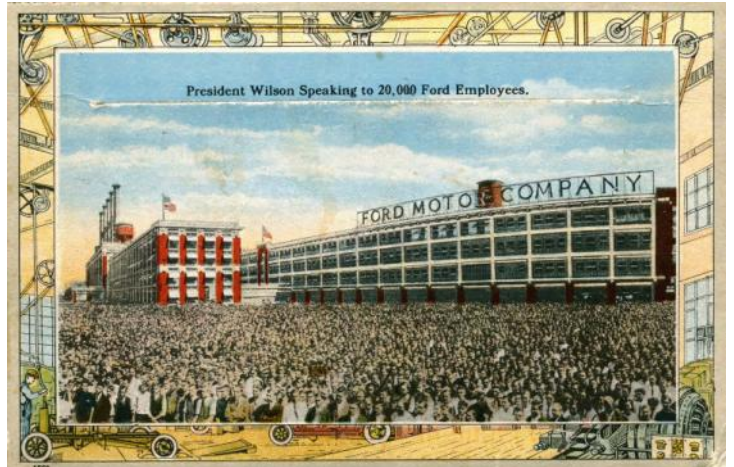
FORD ENGLISH SCHOOL ON FACTORY LAWN.



THE FACTORY HOSPITAL IS EQUIPPED TO RENDER SERVICE IN ANY EMERGENCY.



THE GARAGE, WHERE CARS REMAIN ALL DAY IN SAFETY.



President Wilson Speaking to 20,000 Ford Employees.

INTERESTING FIGURES.

The Ford Motor Company was organized June 16, 1903. The history of the greatest automobile production is given below, recording one of the most phenomenal industrial developments in the world's history.

In 1903-4, to Sept. 30, there were made and sold... 1,708 Ford cars.
In 1905 the Company built and sold..... 1,695 Ford cars.
In 1906, there were made and sold a total of.... 1,599 Ford cars.
In 1907, the total of cars made and sold was..... 8,423 Ford cars.
In 1908, the production and sales reached..... 6,398 Ford cars.
In 1909, the phenomenal growth began with.... 10,607 Ford cars.
In 1910, the production jumped to a total of ... 18,664 Ford cars.
In 1911, there were made and sold a total of.... 34,528 Ford cars.
In 1912, production more than doubled, with... 78,440 Ford cars.
In 1913, a new high water mark was reached with 168,220 Ford cars.
1914 saw an even greater triumph achieved by 248,307 Ford cars.
While 1915 crowned all efforts with a total of 308,213 Ford cars.
1916 Ran the Figures up to 533,921 Ford cars.
The minimum production planned for this year 1917 is 700,000 Ford Cars

There are now over 2,000,000 Ford Cars in Service.

Following are the approximate amounts of various materials entering into the manufacture of 700,000 Ford cars, based on the figures for previous years.

Four carloads of spark plugs each month.
310,464 tons of steel.
80,811,500 sq. ft. rubber cloth material in the tops.
2,800,000 each of wheels and tires.
3,500,000 lamps.
6,209,280 feet of Vanadium steel shafting and gear axles.
2,950,000 feet of exhaust pipe.
3,450,000 sq. ft. of glass in Ford windshields.
9,800,000 pounds of steel in Ford magnetos.
24,791 miles of wiring used in magnetos.
3,041,825 pounds of solder.
6,158,000 sq. ft. galvanized metal in gasoline tanks.
45,000 horse power developed in Ford power house.
22 tons of coal per hour, used for power.
29,512,000 cubic feet of gas required each day.
1½ miles of conveyor tracks.
312½ gallons of lubricating oil used every hour.
35,000 gallons of fuel oil used daily in heat-treating steel.
100,000 people are engaged in making and selling Ford cars in all parts of the world.

Kawasaki W800 2011 model.

Done 10150 ks. Its in Original condition. Tyres chain battery and the rest of the bike is all original Only things changed is oil and filters when serviced and some replacements on factory recall.

Includes original toolkit and handbook.

Bike is in Queensland.

Please make an offer.

Tony Bolter mobile ph 0413 061 554

or home [07] 5428 2801



1946 Vauxhall "J" series gentlemen's 4 door saloon. Only 2 owners, all original paper-work. Owned by Maurie Thwait for 35 years. Complete but not running. Minor work needed. A project in the making. \$4,000.

Rob Doble. 0488 44 22 00



1979 Porsche 928S.

5 speed manual, 4.7 litre, 300bhp front engined V8. Faster than a Porsche turbo of the same era and way better handling with near perfect 50:50 weight distribution. Covered approx. 135,000 kms.

This vehicle is unregistered and has not been driven for many years. The brakes are seized and need a full rebuild, the tyres are old and hard and the vehicle needs recommissioning. However it is complete, in good order inside and out, and was running and driving well when it was last used.

Some new parts, still packaged, are supplied, (mostly for the brakes) with the car.

Sell to best offer, unreserved.

Chris Lugg 0429010753

1970 Oldsmobile 98 convertible

Cruisy Yank tank perfect for cruising on balmy top end evenings with the top down. Or drive anywhere. Power operated roof. Aircon. \$20000.

Ted 89886049 longtelescope@gmail .com.



1963 Matchless G12 CSR 650cc

This bike is currently owned by John Lear, a fastidious Caterpillar Technician who is heading south. The bike has been rebuilt with John's usual eye for detail and complete details on the rebuild are available to serious buyers as they are too numerous to list here. This is an Ex Police Bike and in beautiful condition. The asking price for this bike is \$12,000 ONO. Please contact John on 0484 615 774.



1957 AJS 16MS 350cc

\$10,000 ONO. Please contact John on 0484 615 774.



Major collection of Classic Motor Cycle parts, and technical information Clearance Sale, located at the MVEC / Qantas Hangar, McDonald St., Parap Contact John Lear 0484 615 774.

'Jampot' magazines ranging from the original A5 size to the current A4 Glossy magazine (in special binders) covering a wealth of AJS and Matchless parts and rebuild information. These are a monthly publication, original cost over 14 years approx. \$800.00. Asking \$50.00 for this valuable collection.

Parts books, Service manuals, and other special publications for AJS and Matchless motorcycles. \$20.00

Parts book and Service Manual for 1984 Moto Morini 3 1/2 Strada, new condition. \$20.00

Matchless 650 twin engine and gear-box parts, 2 spare crankshafts (one used original, and one reconditioned) \$100.00

BSA M20 / M21 engine and gear-box parts \$50.00

Matchless 500 Twin crankshaft and cylinder barrel assemblies unknown condition \$20.00

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

1964 Matchless G12 CSR 650cc

\$12,000 ONO. Please contact John on 0484 615 774.



1984 Moto Morini 3 1/2 Strada 350cc

The Air cleaner has been fitted since these images were taken. There is some work still to complete on this bike, a touch of Black Paint but most of the effort required is Elbow Grease.

The asking price for this bike is \$4,000 ONO. Please contact John on 0484 615 774.



Crate of older model bike parts, Alloy wheel hubs/brakes, AJS/Matchless, Norton, and Suzuki fork parts \$50.00 the lot

Pair of New Rear Suspension units, to suit 350/500 single models 1957/8 Dented upper covers in transit from UK (Repairable) \$100.00

Sundry engine / transmission mounting plates and special tools made for rebuilding these bikes, \$20.00 the lot

Contact John Lear 0484 615 774

For Sale

1964 Rambler Classic 660 V8 Sedan

Phone John Lear on 0486 615 774

\$13,000 ONO

This Vehicle has had a rotisserie Rebuild. All Paint and then the Rust was removed then repaired and and re-sealed. The Floors have new Carpets and Underlay, a New Hood Lining, the Bench seat replaced with BA Ford Bucket seats, new Wiring Harness, Electric's sorted by Chris Tinning at A&C Auto Electrics in Coconut Grove, the 287cu inch Engine has been dismantled, cleaned, new Rings, Bearings, Seals, Timing Chain, Gasket's, Heads and Valves cleaned, refaced and seated and the Water Pump replaced. The Auto Transmission has been dismantled, including the Valve body, cleaned and reassembled then the front and rear seals replaced along with the mounts, the differential has been rebuilt with all new seals and bearings. The front wheel bearings and seals replaced. The Braking system has been rebuilt including all hydraulic piping, hoses and rubbers. The front suspension has been rebuilt, including all bushings, the steering box, bearings and seals, control arm and idler arm and steering linkages. The body has been repaired and additional work done to replace things like Baily Channel rubbers, door hinge pins and all Door Seals. The list goes on and it's available for inspection to those seriously interested. I'm a mature Caterpillar Technician so the jobs been done properly, the body's not perfect but it's sound, mechanically it's as good or better than when it came off the line 55 years ago. If you are seriously interested please contact me on the number above to inspect. I am asking \$13,000 ONO which is what she owes me, receipts are available.





Doonamah
Tavern
& Rodeo

Scrounges C.C.

SHANNONS

THE
SALVATION
ARMY

CNR WOODROFFE AVE & TEMPLE TCE,
WOODROFFE NT

SAT JULY 20th

SWAP MEET

SHOW N SHINE

ALL CARS & BIKES

STARTS 7am

ALL PROCEEDS GO TO THE SALVATION ARMY

PRIZES FOR PRE 1970 CARS AND PRE 80'S BIKES

\$15 PER SITE - CALL TO BOOK YOUR SITE

CALL PETE PH 0413019005

The North Australian Motor Sports Club are holding a Lap Sprint event at Hidden Valley that's called "Have A Crack @ the Track" and they are looking for participants. The Link below will take you to their current news-letter or you can ring Sam Withanage on 0428 433 761 for details. It's a great way to spend a day and will give you the opportunity to spend some quality time in your vehicle with like-minded people but in a controlled environment.

On 20-21 july

<https://www.namsc.org.au/news-1>

Stuff on the net

Remember the wall of death? As a young bloke I would never miss it at the show. And there were a couple of rival troupes trying to outdo each other. It morphed into the globe of death, then they would take the bottom out of the globe while they were riding around in there, just to make it a bit more dangerous. And then they added pretty girls as pillion passengers. That definitely made it better! But alas I haven't seen one in Australia for many years. But I did come across one in UK about ten years ago with a sweet young lady riding with the blokes. Well she has grown up a bit since then but is still riding and exciting the crowds.

<https://www.youtube.com/watch?v=P5Ztnli7W0g&pbjreload=10>

Oh and what sparked my memory of Kerri Cameron and what led me to find this video was another collection of wall of death photos.

<https://selvedgeyard.com/2009/12/05/the-wall-of-death-daredevils-lions-riders-fairs-oh-my/>



Kerri Cameron riding the wall in 2007

The last word.

A cab driver reaches the pearly gates. St Peter looks him up in the big book and tells him to pick up a gold staff and a silk robe and proceed into Heaven. Next in line is a preacher. St Peter looks him up in his big book, frowns and says, "Ok, we will let you in but take that cloth robe and wooden staff". The preacher is shocked and replies, "but I am a man of the cloth. You gave that cab driver a gold staff and a silken robe, surely I rate higher than a cabbie". St Peter responds matter of factly. "This is heaven, and up here we are interested in results. When you preached, people slept. When the cabbie drove, his passengers prayed!!