

Motor Vehicle Enthusiasts Club



No 137

JUNE 2020

TRANSMISSION

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

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Newsletter enquiries to Ted longtelescope@gmail.com

Long live the Empire!

No we are not talking about the British Empire. This about an aristocratic motor car called the Empire. There are only three of this model known for sure to exist anywhere in the world. There is probably a fourth, but how lucky would I be to be at the same place that two of them happened to be at the same time.

John Stanley with his 1911 Empire at the national veteran car rally at Forbes, NSW in 2018.



The Empire 20 made by the Empire Motor Car Company in Indianapolis is one of the rarest of American cars and it has a very interesting history. Production only survived for two years from December 1909 — 1911 during which time a mere 632 cars were produced. Their last model, the Model C, was engineered by Harry Stutz.

The Empire Motor Car Company was formed in 1909 by four of the biggest names in Indianapolis at the time. Arthur Newby was president of the National Motor Vehicle Company; Carl Fisher was the founder of Presto-O-Lite; James Allison subsequently achieved fame for the development of the Liberty aircraft engine and Robert Hassler was an engineer from National. Coincident with the formation of the Empire Motor Car Company, Newby, Fisher and Allison joined with Frank Wheeler of Wheeler-Schebler carburetors to build the Indianapolis Speedway.

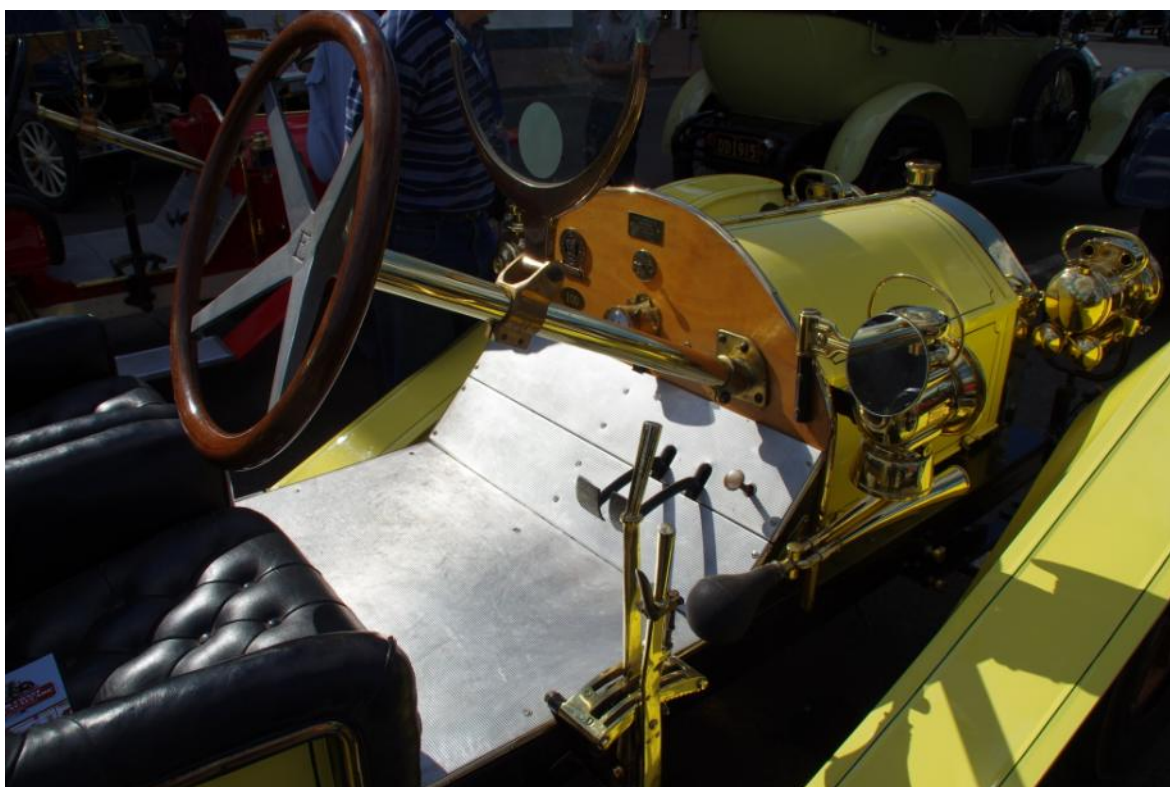


The Indy speedway was opened with a disastrous 2-day race meeting on 19th / 20th of August 1909. The race surface was dirt and after several accidents involving the death of five drivers, the meeting was abandoned. As a consequence, 3.2 million bricks were then hastily used to repave the surface and the new track was officially opened on December 17th 1909. This date coincided with the release of the Empire motor car and the first car to lap the new circuit was an Empire 20 Model B. The company boasted they were going to produce 5000 of them and that they were going to sell like hot cakes and if you want one you had better get your order in quick. They didn't quite meet their target.

The Empire car was introduced in two models. There was the Model A which was a conventional runabout for three passengers and there was the Model B racer with just two bucket seats and higher gearing for faster speeds. Both had the same 3 1/2" bore by 4" stroke, 2.5 litre T-head engine developing 20 HP and both were chain drive. (A T head is a crossflow sidevalve head. Has twin camshafts.) By the end of 1910,

289 of these cars were built selling for \$800 for the runabout and \$850 for the racer.

With their preoccupation with the speedway, the owners of the Empire car company seem to have lost interest in building cars and this gave Harry Stutz an opportunity. Stutz was engaged by the Empire Motor



Car Company as consulting engineer in March 1911. He already had his own company; the Stutz Auto Parts Company producing Stutz designed and patented transaxles. For Empire, Stutz redesigned and built their Model C. This retained the same 20 HP engine but was fitted with a Stutz transaxle replacing the earlier chain drive. It sold for \$950. In 1911 only 343 Empire cars were built and it can be assumed that no more than 250 of these were Model C.

At the end of 1911 the Empire Motor Car Company was liquidated. However, while still engaged by Empire, Stutz formed the "Ideal Motor Car Company" and built a car of his own for the inaugural Indy car race. This car was built in a period of just five weeks and was almost identical to the Empire model C except that Stutz fitted a much larger Wisconsin 6388 cc motor. This car placed 11th in the race and Stutz referred to it as "the car that made good in a day". In 1912 the Ideal Motor Car company was reorganised to become the Stutz Motor Car Company and the famous Stutz Bearcat released. Given the similarity between the two cars and this sequence of development, it is reasonable to consider the Model C to be the prototype of the Bearcat.



John knows very little about his Empire's history. It was acquired by Sydney veteran car enthusiast and foundation member of the Veteran Car Club of NSW, Alan Rose-Bray sometime before 1970. Alan probably knew the car's story but unfortunately that info died with him. After Alan's passing the car went into the hands of his brother who did nothing with it. Eventually he handed it and a pile of parts to a bloke on the condition that he could keep the pile of parts after he had done up the Empire. But the brother's death saw an end to that restoration and the car



was offered for sale. That's where John stepped in, and he completed the job to the magnificent standard you see in the photos. He admits though, that most of the difficult parts of the job had already been done. The gearbox had been rebuilt and a brand new crankshaft had been manufactured by a firm in Melbourne that specializes in building drag car engines. Incidentally the body on this car is not a reproduction, it is the genuine original. And how fast does this Indy car go? Well it cruises nicely at 80 kms, certainly goes faster but needs a bit more space on the road then.

The other Empire's first owner was a wealthy squatter from the New England District of NSW by the name of Moffatt who maintained a stable of cars of many makes. The Empire Eagle Roadster was his favourite sports car and as such, he gave it plenty of use. It was in his possession from 1911 – 1918, however troubles with the gearbox and the condition of the roads back then caused the car to be quickly reduced to a battered heap so he abandoned the car on a huge rubbish tip at an old disused gold mine at Hillgrove (near Armidale NSW). She remained on the dump undisturbed, and the years, and exposure to weather, were taking their toll.

Sometime later when a Mr Tom Feint either owned the dump or held salvage rights under licence, a Mr Bill Pearce discovered the Empire's existence and subsequently purchased the car. He then transported her to his



home in Walcha, NSW, but on closer inspection his enthusiasm waned and he declared the vehicle unrestorable. As a result, Colin Bryson, who resided in Miranda, was able to purchase the Empire from him in 1956 and complete the restoration.

Following Col's untimely death after suffering a stroke while crank starting a T Model Ford in 1983, Don Grant of Sydney, who had lived next door to Col & Paula Bryson, purchased the Empire, at the time in pieces and requiring some work. The car had been known as Emmy Lou.

In 2011, "Emmy Lou" had a number of problems at the National Veteran Rally which was held in the NSW Southern Highlands. The clutch failed repeatedly, the car boiled in very cool conditions, and she was generally looking tired, so it was decided to give her a ground up restoration. With that under her belt, she was running like a dream until "Emmy Lou" suffered significant damage in an accident on her first local outing. With a bent chassis, damaged radiator and timing case, and more, you can see by the pics she has been fixed once again and is good for another 110 years.

An interesting point is that when John Stanley first got his Empire on the road and on one of its first outings he was approached by a gent who advised that he had once owned one of these vehicles. That gent turned out to be Bill Pearce, the feller that considered the red car beyond redemption..





This Little Aristocrat

Jumped into instantaneous popularity with dealers when it appeared last autumn. And its popularity with the public is instantaneous whenever and wherever it appears upon the streets. Its long, lean, racy lines, its noiseless smoothness of operation, its quick getaway and high speed attract general attention. And its superb riding qualities make every demonstration a sale.

In the beginning we could not promise anything like the number of cars demanded. Since then we have more than trebled our capacity and can furnish cars to fifty more agents for 1910.

Some of Its Features

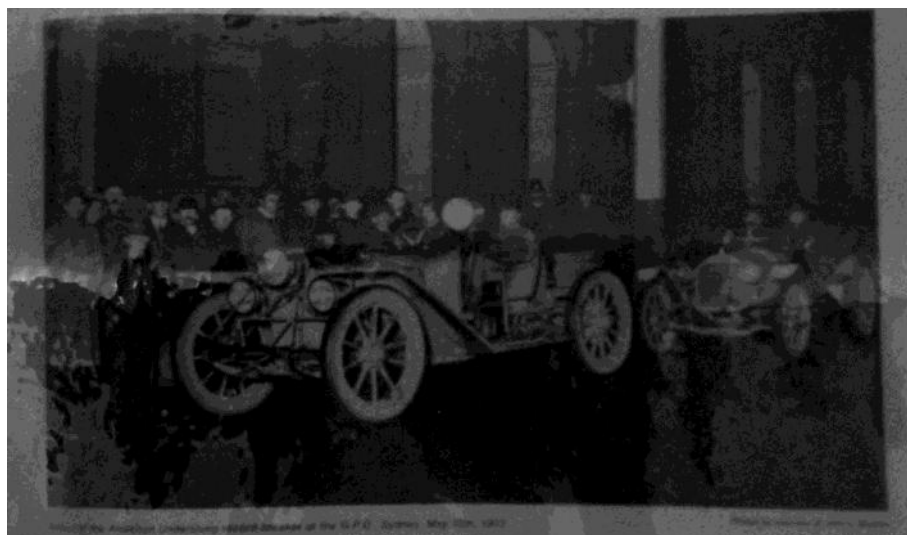
Four cylinders, "T" Head, $3\frac{1}{2} \times 4$, water cooled; dual ignition with Remy magneto; 96" wheelbase; 32 x $3\frac{1}{2}$ tires with Q. D. rims; $\frac{1}{2}$ elliptic springs in front and four-sided platform springs in rear make it the easiest riding car built and equally easy on tires. Motor, clutch and selective transmission assembled as a unit, in perfect alignment; double side-chain enclosed drive.

Empire Motor Car Company
INDIANAPOLIS INDIANA

Please mention The Automobile when writing to Advertisers

A period advertisement for the chain driven B model.

An Empire Model C is known to have competed in the 1913 Melbourne to Sydney race. Winner of this race is recorded as being a 50 HP American Underslung. In a photo of the winner outside the Sydney Town Hall, parked behind the American Underslung is an Empire 20 Model C. Did it place second? Where is this car now?

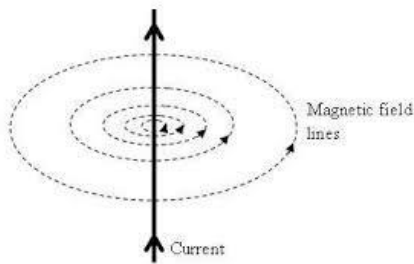


Condenser or capacitor?

Over the years I have heard it asked, what does the condenser in your distributor do? There have been many theories but none really get to the point. Let one that is experienced in the black art of magnetism and electronics explain.

One of the reasons given has been the condenser is a spark quench and saves your points from burning away. While this is quite true it is not the only reason for it to be there. If it were the case your car would run without it, but your points would burn away faster, but experience says that if your condenser is crook, your engine will not run. To explain it one needs a brief explanation of the properties of a capacitor and how magnetism and wire behave when they get together.

Condenser and a capacitor are different names for the same device. For reasons unknown to me, in the automotive world they are called condensers, elsewhere, capacitors. You can liken them to a water tank that fills with water, but they fill with electricity and you can fill them and empty them very quickly. We call that charge and discharge and it is the ability to do that incredibly fast that makes the condenser give you that beautiful juicy spark that you love to see.



This is a simplified diagram of a piece of wire with the magnetic field around it. If you can think of dozens of wires sitting next to this wire, they would be the secondary and they also get cut by the magnetic field every time the points open. The secondary winding is connected to your spark plugs.

In the graph to the right, take note at the left hand side, of the discharge current. It starts at a very high rate. The charge curve is identical, just in the opposite direction. It is that very high current at the start of the curve that is significant in this story.

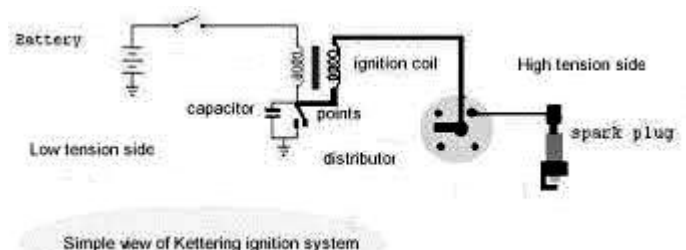
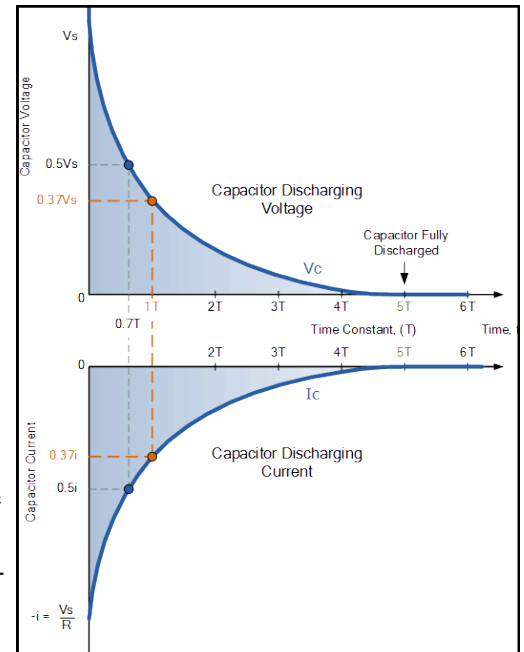
The other part of the story is the coil. It's called a coil because it is a whole lot of copper wire wound up in a coil. It would work ok if the wire was laid out straight for maybe 50 metres or more but you would have trouble fitting it under the bonnet, so they wind it all up to fit in the convenient little package called

the coil. They also put another coil of wire in the same package, called the secondary, it has a lot more turns than the first wire.

When an electric current flows in a wire it produces a magnetic field around itself. When the current starts the field moves out around the wire. When the current stops the magnetic field collapses and as it does that magnetic field cuts through the wire and induces a voltage that attempts to maintain the current that caused the magnetic field in the first place. Now if you consider the secondary coil, there are heaps more windings on the secondary and when that magnetic field collapses it not only cuts the wire that caused it, cuts lots more turns of wire on the secondary and induces heaps more voltage in the secondary.

Now in our ignition system as that magnetic field is collapsing and inducing that voltage to sustain itself, it has a problem, as the reason the current stopped running is the points in the distributor opened. The magnetic field is collapsing but it is inducing a voltage that is attempting to maintain the current that caused the magnetic field in the first place. The effect of this induced voltage having nowhere to go, is arcing across the points and because there is no real path for the induced current there is not much happening in the secondary. In short, a very weak spark. Your car won't run.

Enter your friend the condenser. When the points were closed, the condenser was shorted out and totally discharged. When the points open and the magnetic field begins to collapse, and it generates that voltage that wants to sustain itself, instead of being hampered by open points which it will arc across and attempt to destroy to have its way, it finds a totally empty condenser. And you can see by the graph that it presents a virtual short circuit to this induced current that just wants to flow. The effect is to encourage that collapsing field to collapse as quickly and violently as possible. The effect to you is a juicy spark, your car will start and your points won't burn.



I have come across a couple of articles on oil and the effects of zinc. Interesting reading.

The first is from the Rockauto newsletter.

Diesel Oil, Flat Tappets & petrol Engines

"Zinc" or "Phosphorus" on an oil bottle label usually is referring to the additive zinc dialkyl dithiophosphate (ZDDP). ZDDP helps prevent wear, especially where the camshaft contacts the lifter in flat tappet lifter engines. Newer engines (since the late 1980s) have roller valve lifters and therefore do not benefit as much from ZDDP.

The anti-wear benefits of ZDDP were recognized in the 1950s. The oil of the 1950s had only about 300 parts per million (ppm) ZDDP. The concentration of ZDDP in motor oil gradually increased until it reached a maximum of 1200 to 1400 ppm in the 1980s. (More than 1400 ppm of ZDDP in oil actually starts to increase engine wear.)

Unfortunately, it was discovered that ZDDP makes catalytic converters for gasoline engines less effective by gradually coating the catalyst material with phosphate. To satisfy the latest API Service "SN" oil standard, oil manufacturers only put 600 to 800 ppm ZDDP in their oil.

For over a decade, car enthusiasts with flat tappet lifter engines have been debating whether the 600-800 ppm ZDDP in new "SN" oil is enough protection. Oil experts say that it is enough wear protection once the engine is broken in.

The flat tappet lifter equipped engines in my family fleet were all broken in around a half century ago. I still like to dote on my old cars by giving them a little extra ZDDP as long as it does not require too much hassle or extra money. Valvoline VR1 Racing Oil has been one convenient option. It does not qualify for the "SN" rating because it has too much ZDDP and it is "not recommended for extended use in vehicles with catalytic converters."

Another new, less expensive possibility may be the 10W-30 oil made for some of the most modern diesel engines. Some old car enthusiasts have long recommended oil for diesel engines because it frequently contained more ZDDP. Unfortunately, diesel oil was typically only available in a heavy weight such as 15W-40.

The label on Motorcraft's 10W-30 oil for diesels says it "contains more than 1000 ppm phosphorus for better wear protection." That is 200 to 400 more ppm at little or no additional cost compared to "SN" 10W-30 oils. The Motorcraft diesel oil label also says, "do not use in gasoline engines equipped with catalysts."

I am testing the Motorcraft 10W-30 for diesels in the 351 under the hood of my 1971 Ford LTD convertible



Tom Taylor,
RockAuto.com

And another article I found on the net. A bit dated, especially the prices, but the story is the same...

OILS FOR A CLASSIC CAR

This is a copy of an article on page 15 of the CHACA Journal Jan, 2006.

{It was sent in by Graeme Tibbett, better known as Tibby, from an article by Chris Lowth, a member of the Caboolture Club. Patrick Bedard is another name to appear. It is not clear who contributed the extra comments and assumptions added to the stuff obtained from the Internet. I have only copied what was printed}.

During my weekly fill at the local Caltex station, I saw they had introduced 'Classic' motor oil for old car engines in good condition. As it was rated SG and not the current SK or SL and did not bear the words 'for older engines' or 'reduces oil consumption', I felt it was worth looking into it. A search of the Internet produced some interesting information, especially www.earthlink.net which referred to the November 1999 issue of Car and Driver magazine and a column by Patrick Bedard that is of great interest to all of us with "old cars we want to keep alive as long as possible".

It stated: The column is about engine oils. The technical information in the column came from one Ed Kollin, who was a research chemist at Exxon for many years and who now is Director of R&D for Lubrication Science in Jersey - in other words, a guy who almost certainly knows what he is talking about. Here are some of the relevant facts:

1. Remember the synthetic oil ad that showed an engine running after it had first been filled and then drained of oil? Apparently the oil contains a 'miracle molecule' that allows the engine to run for a while after the oil has been drained. The 'miracle molecule' does this by clinging to the metal surfaces very tightly, so tightly that it displaces the anti-wear additives in the oil which were put there to protect those metal surfaces. This means that for long-term use, that oil actually wears your engine faster than conventional oil.

2. Today's motor oil meets SF specs. (now SL) - the oil our older car engines were designed to meet something like SA or SB, or at most SC specs. (This is the SAE specification on the little circular label on every good motor oil sold in the USA). Usually we are told that the newer oil is better, but is it true? And if true, better in what way?

3. Engine oil contains many additives, and the primary anti-wear and anti-oxidation agent is a chemical by the jaw-breaking name of zinc dialkyl dithiophosphate (ZDDP for short). ZDDP, while good for engine wear and reducing corrosion/rusting, it is bad for catalytic converters: as a result the modern SJ and later rated oils have about 25% less ZDDP than the old SA and SB oils.

4. New cars, to make the catalytic converters live, need lower levels of ZDDP. But this is a compromise, which results in more engine wear and corrosion. Our older pre-catalytic cars want a bit dose of ZDDP to keep engine wear down.

5. New engine oil may be good for catalytic converters, but are not as good for your engine from the point of reducing corrosion as the old oil was.

6. Fuels today often have oxygenates - MTBE or Ethanol added to them in big cities in the USA. Traces of these oxygenates get into the engine oil, and apparently these chemicals are, to quote "tremendously corrosive", and they attack gaskets, seals and certain metals. No problem for automakers, they choose new polymers and alloys which are immune to these attacks. But what's to prevent the attacks and corrosion in older engines?

7. So what can we do? Well Ed Kollin says that for a seldom driven older car, such as show cars or in fact anything but a daily driver, "corrosion is a greater problem than wear, even the wear from starting an engine that has been sitting long enough to drain oil off most of its rubbing surfaces - because only one little patch on that same rubbing surface is dooms day".

8. Ed goes on to say that while he can design a custom oil for this problem, the best off the shelf oil is heavy oil designed for Diesel trucks. Instead of SJ, look for combinations that begin with C (for compression ignition), CC-4 is the latest, preceded by CF-4, CF-2 and CF.A. Few oil blends meet both C and S requirements. While the oil part of these Diesel oils has the same lubricating qualities as passenger car oil, the most common heavy-duty viscosity is 15W040; more syrupy. But the Diesels get bigger doses of the additives---up to 50% more ZDDP (the anti-wear anti-corrosion additive) and 30 to 50% more detergent, dispersant and corrosion inhibitors.

9. The bad news: There's a very small chance, he says, that nitrogen compounds in the high dose of dispersant may cause some seals to leak. Moreover, if you've never used detergent oil before, you may wash chunks of sludge loose that could block the hydraulic filter.

10. The good news: If you have sticky rings, erratic compression and blue exhaust smoke, this high detergent oil will quickly free them up. For corrosion, Ed says, heavy-duty oil is the silver bullet solution. It's blended to neutralize the sulphuric acid produced by the high sulphur Diesel fuel. Note that sulphuric acid is also produced in car engines burning gasoline. However, the Diesel fuels contain more sulphur and consequently create more acid when burned.

That's basically all the really important information in the column. To me it contains at least three surprises:

(i) Some synthetic oils wear your engine out faster than conventional oils. (ii) Older conventional oils protect your engine better than the newer ones. (iii) The best oil to use in the older cars is an oil designed for Diesel trucks.

It's probably getting a bit difficult to get "pure Diesel oil" in Australia. So when you buy your next lot of oil, it is worth not only looking at the SAE rating, but also looking to see it has an SG classification. Quite plainly oils ain't oils.

A follow-up to the article on page 15 of the Jan. 06 Journal
(Some further thoughts from Hutchie)

Having read the information from the experts, it is now up to us as individuals, to decide what is best for our own seldom used classic car.

I decided to see what was available. The two places which have a wide range of oils in this area are Repco and Oil World. While never having bought oil from Repco, they do have most brands and a very wide range of the different grades in each brand; not only that, but the prices are displayed, and they have a sale on now.

My first call was to visit Leigh Davies at Oil World in Herald St Cheltenham, who explained how the mysterious lettering distinguishes the different grades. The first set of letters has the prefix S, (eg. SF), this shows the grade as applied to petrol engines. The second group of letters start with C, (as shown in the Jan. Journal article under no. 8), C is for compression ignition, or Diesel in other words, (eg. CC).

Leigh explained that the letter following both the S and the C, advanced alphabetically each time a major change to ingredients takes place. The first oils after this system was introduced would have been SA / CA. Referring back to the previous article, the progression in the C series is explained in no. 8 for Diesel oils. It just means that oil with both S and C shown, can be used in either petrol or diesel engines.

Here is how the S system evolved. Once it got to SF, then SF2, SF4, SG, SG2 SG4, etc. The latest I have seen is SL. (It appears that only very minor changes were made at those times where the number was added).

Leigh Davies assured me that the brand is not important, as they all come from one of the three refineries in Australia. He reckons they're all the same; just look for the grade.

Its no use looking for SA, SB, etc., they are just not made anymore.

The earliest still available is the one Leigh uses in his 1927 T Model Ford, Valvoline 40, which is SF / CC. This is the one he recommends. The price on the day we spoke was \$22 for 5 litres. An alternative, should you prefer an early multi- grade, is 25/50 SG/CD Leigh sells this in 5 litre containers and since it is not one of the major brands, it is only about \$15. He reckons it's good stuff. By the way, Leigh, who drives a Diesel four wheel drive, did not think much of the suggestion to use the Diesel oil. He went into details but I missed most of his explanation. But then Ed Kollin had some reservations too didn't he? Then it was off to Repco in Warri-gal Rd. Repco have their own brand in large red 6 litre containers, (in small print made for them by Mobil). This was designated as SG/CC grade, on special at \$15 for the 6 litres. While the SG would indicate it could be ok (and probably the very same multi-grade mentioned above), would it be wise to go for such a cheap oil? If it is so cheap, is it rubbish? Or should one be swayed by the advertising hype over many years from Penrite, to pay over double for the 5 litre container of their HPR series? More about Penrite below.

While at Repco, I observed the many brands and grades, but recorded only some of them. For instance, the oil I have always used in my WB Statesman, is Valvoline XLD 20w/50 SJ/CF, (but not tempted to change over to the latest SL/CF). Valvoline do have a grade SG/CD in 5 litre containers on special at \$19. They also had Diesel grades, as did most of the other brands, such as Penzoil and Shell, which also displayed many grades. There are so many, the choice is difficult. Valvoline Super Diesel 15w/40 is classified API CH-4/SJ (note they put the CH first). They have it on special at \$22 for 5 litres. Should I take Ed's advice to change over to Diesel oil now that the time is approaching for Hutchies Hupp to go on the road, and buy up big at this price?

I used Penrite Running-in Oil to start with, (after completing the modifications found necessary after the so called "expert engine re-conditioner" had finished), then changed over to Penrite HPR 50, which has been good for what this engine has had to contend with, starting it up about every 3 or 4 weeks, or running it up and down the driveway to work on it. Once it goes on the road, a more suitable oil will have to be found.

The literature in my oil file contained numerous brochures on Penrite HPR 50, HPR 40, and HPR 30. In these they claim that the new multi-grade oils are too thin, (low in viscosity), for our conditions. They were designed for the -40 C degree temperatures in the USA, where 10w/30, 15w/40, 20w/40 are what are used there. They are now producing 5w/30 oils. This all sounds plausible.

Penrite maintain that all their HPR oils contain Zinc Dithiophosphate, (ZDDP), which they confirm is the chemical in oil which imparts effective anti-wear, anti-corrosion properties to the lubricant. (This is exactly what Ed Kollin said). However nobody is saying how much they use. They only say 50% more, 30% less etc. Penrite also claim in their literature, that their HPR oils are suitable for cars with a catalytic converter.

We must therefore read this with the comments from Mr. Ed Kollin in mind. He assures us that ZDDP had to be reduced to make it safe to use with the dreaded catalytic converter. Our problem is knowing if there is enough of the stuff in their oil to properly look after our infrequently used pre-catalytic engines.

Penrite HPR oils are rated SG/CC-CD for petrol engines, while their HPR Diesel is rated SG/CE. They state in their information sheets that their HPR series oils contain no friction modifier, so this could be a point in its favour, assuming that the "miracle molecule" mentioned in Ed's report, is the friction modifier chemicals added to modern oils, which Ed claims keep the protective chemicals away from the critical parts.

Sorry about this all you historic vehicle enthusiasts, just when we thought we had all the information we needed, someone comes up with information which means we have to re-think the situation. The old saying that "a little information is a dangerous thing", comes to mind. Perhaps we could invent another saying to suit a situation like this, "more information is even worse". Will all of this make you change your oil?

PS What Hutchie did.

I contacted Mobil Oil and told them what was required. They suggested Mobil Delvac 1340

Mobil Head Office in Melbourne Phone 1800-033-863.

This is an SAE 40 diesel oil API CF/SF recommended for either diesel or petrol engines. This was the lowest specification available, with no reference in the "Product Guide" to it being suitable for catalytic converters, so hopefully rich in ZDDP. There is a SAE 30 available, Delvac 1330 if a thinner oil is desired.

An alternative is Mobil Super Diesel 15W-40 API CG-4/SH (This is multi-grade & suitable for modern engines, so with the SH specification, ZDDP would be much lower). Here is what the Product Guide has to say about Delvac 1330, 1340.--

Heavy duty, high detergent/dispersant series of lubricants for diesel engines, transmissions and some hydraulic applications where mono-grade oils are specified. Designed to meet the most severe service performance needs of turbocharged and naturally aspirated diesel engines in construction, earthmoving and agricultural service.

Long service life and low maintenance costs. Minimum combustion chamber and valve deposits.

1330 suitable for use in applications requiring API CF/SF, MB227.0 & Allison C-4 1340 suitable for use in applications requiring API CF/SF, & MB227.0

It is supplied in 20 litre plastic drums, with the threaded hole, into which the standard plastic drum tap is screwed. Oil World were able to order the oil in for me. It was delivered to them in 2 days. Cost to me was \$88. I had a tap, so didn't have to go looking for one. The oil flows freely from the tap if the screwed cap on the top is loosened a little. In fact the flow rate can be controlled with the cap.

Hupp engine oil capacity is 5.7 litres.

Source: AOMC Newsletter, page 19, August, 2007

An elderly, but hardy cattleman from Alice Springs once told a young female neighbour that if she wanted to live a long life, the secret was to sprinkle a pinch of gunpowder on her oatmeal each morning

She did this religiously and lived to the ripe old age of 103. She left behind 14 children, 30 grandchildren, 21 great-grandchildren, five great-great-grandchildren and a 40 foot hole where the Crematorium used to be.

MVEC members

Your membership fees are due on the 1st July. At this date you are no longer financial if you haven't paid your dues. The club allows a grace period until 30th September. If you wish to renew after that date you will have to pay a joining fee again.

If you have a vehicle on Club Rego, the MVR conditions state you have to be a financial member of a club. If you become unfinancial your car can be considered unregistered and you are liable to a \$1600 fine for driving an unregistered car. One member has already been done for that amount for not complying with the club rego scheme.

Free stuff

Get your free ads in here
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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

Shed stuff needed..... an invitation to show off your stuff.

With the clamps on travel in place I am going to run out of stuff to fill these pages.

If you would care to show off the good stuff you have in your shed/yard, via the pages of this publication please give me a ring or email. Local or even if you are faraway, the restrictions will be removed eventually and I will be pleased to pull into your shed with camera and notebook.

Ted

0889886049

longtelescope@gmail.com

Poster found in a Church in France... (translated):

"When you enter this church it may be possible that you hear "the call of God".

However, it is unlikely that He will call you on your mobile.

Thank you for turning off your phones. If you want to talk to God, enter, choose a quiet place and talk to Him.

If you want to see Him, send Him a text while driving."

Stuff on the net

The Thunderbolt. The story of this amazing world land speed record breaker and its sad ending.

If you thought your car was powerful, think again. Riveting stuff !

https://www.youtube.com/watch?v=OTY0shFj_C4

Remember Joe, the bloke that got run over by his stationery engine?

Here is a video of it running.

<https://youtu.be/ljshWfh24-g>

A Disney cartoon you probably saw 50 years ago. Describes how Goofy transforms from a gentleman to a Toyota Landcruiser station wagon driver when he gets behind the wheel.. Timeless stuff!

<https://www.youtube.com/watch?v=kFHT1lw3vSI>

An unreal collection in New Zealand that is right out of the ordinary. Cars that aren't necessarily the flashiest or most upmarket, although they are there too. If you are interested in old cars you just need to watch this .

<https://youtu.be/neUVBnvjLNg>



MOTOR VEHICLE ENTHUSIASTS CLUB INCORPORATED

MEMBERSHIP RENEWAL FORM FOR 2020 / 21

FAMILY NAME.....GIVEN NAME.....CLUB No

SPOUSE/PARTNER CHILDREN UNDER 16YRS.....

RESIDENTIAL ADDRESS: STREET NAME/NUMBER.....

SUBURB/TOWN:STATE.....POSTCODE.....

POSTAL ADDRESS:SUBURB/TOWN.....STATE.....POSTCODE.....

PHONE.....MOBILE.....FAX.....

YOUR EMAIL PRINT CLEARLY

MEMBERSHIP FEES ARE DUE ON 1ST JULY AND NO LATER THAN 30TH SEPTEMBER

MEMBERSHIP FEE IS \$35.00 FOR ALL MEMBERS IRRESPECTIVE OF WHERE YOU LIVE

NOTE* *You must be financial to retain your Club Registration*

PAYMENT; PLEASE TICK BOX TO INDICATE PAYMENT METHOD

- ☐ POSTED TO MVEC PO BOX 911 DARWIN 0801
- ☐ DROPPED OFF AT HANGAR WITH PAYMENT
- ☐ PAID ONLINE: BANK ACCOUNT BENDIGO BANK BSB 633-000 ACCOUNT 142 473 552

NOTE* INCLUDE NAME AND OR CLUB NUMBER, IF NOT IT WILL BE COUNTED AS A DONATION

POST OR EMAIL COMPLETED FORM BACK TO MVEC

VEHICLE DETAILS USE XTRA SHEET IF NEEDED

YEAR	MAKE	MODEL	BODY TYPE	CONDITION	CLUB REG No	OTHER

***OFFICE USE ONLY**

PAYMENT RECEIVED

☐

DATE

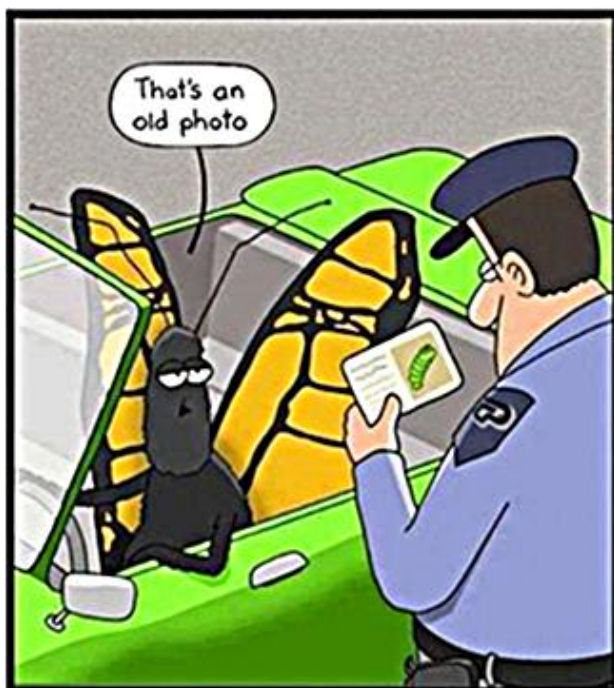
CARD ISSUED

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MVEC EMAIL: **mveclub@bigpond.com**

Phone (08) 8942 4839

MVEC POSTAL ADDRESS **PO BOX 911 DARWIN 0801**



Repair Mistakes & Blunders from Rock Auto newsletter

I am reminded of a story from years ago when GM throttle body fuel injection was a new thing on cars. A customer had his two-week-old Cadillac towed into the dealership with a "no-start" problem. For two weeks, every technician at the dealership worked on it trying to start it but to no avail. We checked for spark, compression, timing; pulled codes; set codes; checked fuel pressure; checked to see if the bumpers fell off... Every conceivable thing was done to this vehicle we could think of and still no start. Finally, one of the techs decided to check the fuel spray/pattern from the throttle body. He got a bit of the spray on a piece of paper, tried to light it with a cigarette lighter, and it did not ignite. The tank and fuel system were drained, filled with fresh fuel, and the car fired right up.

After contacting the owner, who then spoke to his younger children, it was discovered that the kids were playing "gas station" with the new Cadillac and garden hose.

Bruce in Oregon

Golf ?

Three ladies are playing the fourth hole at a very private golf club when a naked man wearing a paper bag over his head jumps from the trees and runs across the green. The three ladies stand in awe at the size of his manhood. The first lady says, 'He is definitely not my husband.' The second lady gazes at his manhood and says, 'He's not my husband either!' After a very considered inspection, the third lady finally says, 'He's not even a member of this club'.

Got some neat stuff in your shed?

With all this virus business I haven't been able to get to places where there is good stuff to write about in these pages. So.... If you have some stuff you would like to share with other enthusiasts please give me an invite to come and check you goodies out and photograph and write about them. Worries about security? No worries some of the names and places you have read about here have been changed to preserve anonymity. Interstate and overseas no worries too.

Interested? Call Ted 08 89886049 longtelescope@gmail.com