

Motor Vehicle Enthusiasts Club

No 154

APR 2023



TRANSMISSION

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

PO Box 994 Parap 0804

Newsletter enquiries to Ted longtelescope@gmail.com



Old car enthusiasts 2043? Wrong! Here are old car enthusiasts 2023, right now.
Vasse Primary School WA. At the National Veteran Rally last year.
Great!

If you have never attended a veteran car rally you have missed out on a treat. I blundered upon one many years ago in Launceston, Tasmania. They were just about to have a gas light parade and it was pretty cool to watch it all. It was some years later that I was once again at one of these national veteran rallies but this time as an participant. It sure was different being on the other side of the curb and there is always some whacky machinery there that I didn't know existed and some amazing stories how these old clunkers come to be dragged out of the bush and reborn.

2022 was a good year because the Red Dust Revival didn't clash with the vet rally, unlike 2019 when the dusty WA event was on the very same week as the vet rally was held in Qld. I decided to skip the Qld event since my vet car was built especially to be a claypan racer. It was a tough decision as those Qld folk had

plied everyone with gallons of really tasty grog the year before to make sure we came to their event. It was at Bundaberg! Then there was covid and no events for a couple of years so a double event in WA was welcome, even a couple of weeks between them to wash the dust off, NOT! I did wash the dust off at a carwash when I arrived at the venue at Busselton, and only then because I was threatened by the wife. I seem to remember a similar situation some years ago when the car got seriously muddy and I thought it would look cool looking really feral amongst all these immaculately prepared old cars. And the outcome was the same. I washed it. And sometimes it rains. Big deal, you might say. But our car doesn't have a roof, or a windscreen or a body so when it rains, no matter how much trouble you go to avoid it, you get wet. And at these cold southern venues getting wet also means getting cold. You need something to take your mind off it. It was towards the end of the day and once we got back into the town the old cars started to bunch up a bit and as all these old cars were not travelling very fast all those oil drips began to make their presence known. With the wet road every drip would quickly spread a rainbow of colours across the road. And it went on for miles. Looked great! But I am digressing here. It's the vehicles that make the interesting stories and the fellers that saved them.



You get a really good variety of makes at these events. The exception is the brand Ford. There are always mobs of them. Always model T's. All those cars in the lower photo are Model T's. And that's not all that were there. My T is not in there.

But before I move on to the cars and the people that fix them, check out what happens when a bunch of old cars roll up at a primary school. The teachers had given the kids an assignment to find out some facts and backgrounds of the cars and their drivers. And to top it off there was a secret ballot box where they could cast a vote for what they reckoned was the best car and the best dressed operators.



Kids had a ball, Owners had a ball!



And some of them took it pretty seriously. Some of the boys were asking about diffs and gearboxes and technical stuff.



Can you imagine adults looking this happy on a polling day?

1908 Rover 8HP

In 1960 Graham Henley, when told by a workmate that he was heading out to a farm some distance inland, to see his brother and uncle, asked the mate to see if there were any old cars out there. There was! An old Rover he was told. And he was welcome to it, all he had to do was go and get it. He was directed to a large paddock where there was ruins of an old farmhouse and sheds. The old car was there he was told. He found it no worries. It was still in one of the sheds, sort of. The shed had collapsed on top of it. It was a bit bare, largely stripped with the body completely missing including the bonnet and guards. He made several trips out there to find as many of the bits as possible. A lot of the missing bits he found around, and in, an old well. The front axle was missing and the rear springs. Those springs, he was told were on a boat trailer in Esperance. So Graham wrote to the bloke and lo and behold, the feller sent them back to him.

Nevertheless once he had rounded up all the bits he had most of the car, minus the body but it had been driven until it was well and truly dead. He got a lot of info from England about the car. It was built in 1907 and sold in Australia in 1908, then used, worn out and abandoned.

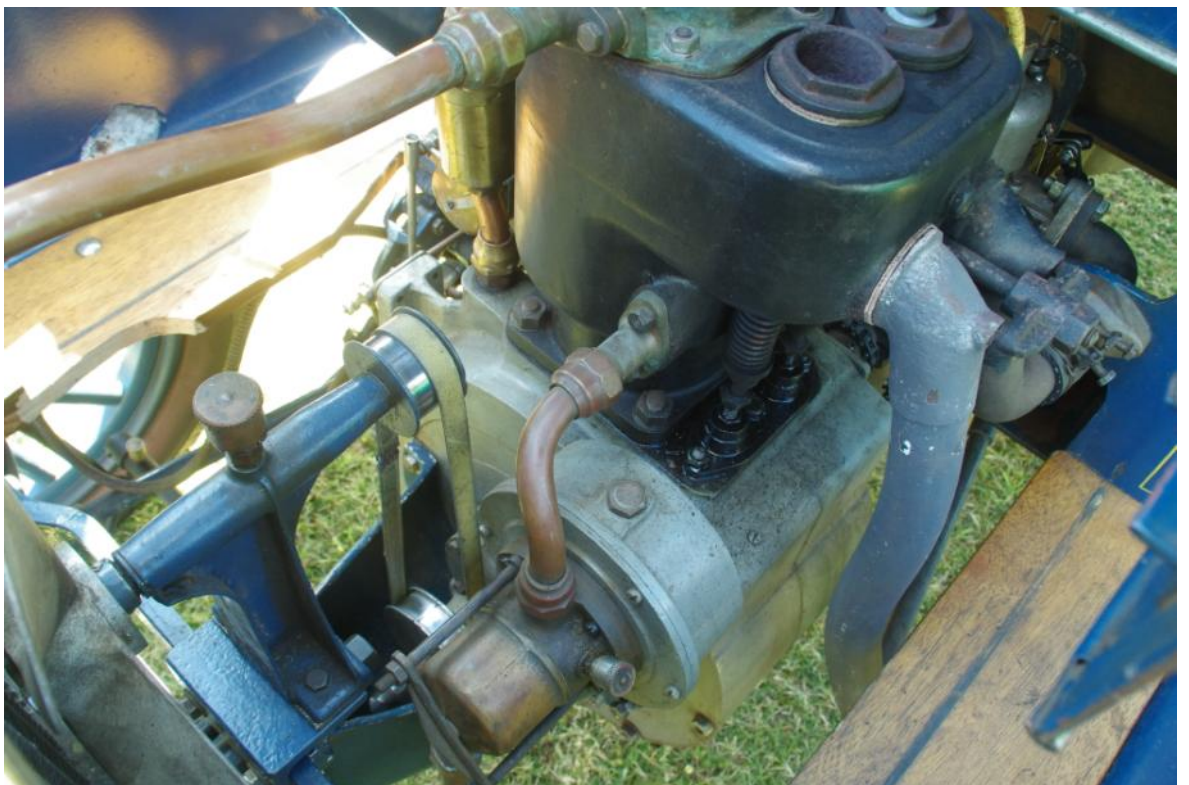
But Graham had the skill and patience to bring it back to life. He built the body and rebuilt the mechanicals. The engine has ball races right through including the main bearings and was one of the first cars to use a modern single plate clutch, and used an automatic carburettor which was a predecessor of the SU carb. And the end result is what you see in the

photos. Just great! Whatever he couldn't find, he made. Even to the point of casting a brass carburettor using patterns that copied an original. He made the patterns too. And there were four veteran Rovers at this event, Graham had done the restoration of all of them. You might say Rovers are attracted to him.



1908 8hp Single Cylinder Rover

Single cylinder engine 1327ccs. 8HP.

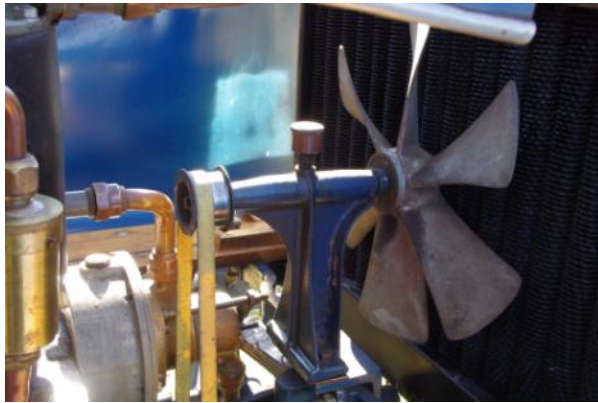




Car no 1450. That's an early car



Graham with the roof down in sunny Kalgoorlie.



No cheap and nasty tinny stuff here. Check out the cast fan. And that radiator core isn't your normal mass produced job. Every one of those frilly washers are pressed onto the tubes before the core is assembled.



Grahams not quite as tough as he was in 1960 when he started fixing this car. There is no other way to get that whopping piston moving other than via the crank handle. So to make it a bit easier he uses a large battery drill with a bracket that uses the ground to counteract the reverse torque. Its still a task to start it though.



I think you could call that an uncluttered dash panel!

1910 500cc Triumph motorcycle

I first saw Michael Rock on his Triumph when I was stuck behind a bunch of slow moving cars. He came from behind and went fanging past at what seemed like warp speed. Compared with the speed I was travelling it was, anyhow. During the week I would often see him riding that bike like the Triumph twins of the 1960's when we were young blokes and could wring every last bit of performance out of them. That was the standard then and was no big deal, but moving forward to the present day and with a very much older bike it was fair dinkum exhilarating to watch. And the bike has no clutch. To start off you hold the valve lifter open, then pedal away till you get a bit of momentum, release the valve lifter and immediately the engine fires and you are away. But put a red light in the way or a bunch up at a roundabout where you have to stop and it all becomes a pain, so its not unusual to see the Triumph heading out into a paddock or circling a car park to pick the ideal time to enter the obstacle and cruise through without stopping. And if the drive belt gets wet its even worse. Michael inherited the bike from his Dad about 10 years ago. It was seized at the time. During the rebuild he converted the big end from a bush to a needle roller. The mod gained 1 HP. The oiling system of these bikes is from a manual oil pump which squirts oil onto the flywheel and from there works its way to where needed by splash, or more accurately, spray. With the original big end the oiling happened every 5 minutes. When that happened the bike would noticeably lose some power. Speed would drop from 63kmh to 60 then gradually work its way up again. With the roller bottom end the oil gets 1/2 pump every 15 mins. The speed still drops but recovers after about 10 mins. You don't pump oil if you are going up a hill or overtaking. He rode it from Brisbane to Broome last year, 4800 kms in 3 weeks. He had a couple of probs. He broke a valve on the 2nd day. A friendly bloke in Augathella produced a valve and spring from a Holden red motor which did the job with a small amount of modification. Another

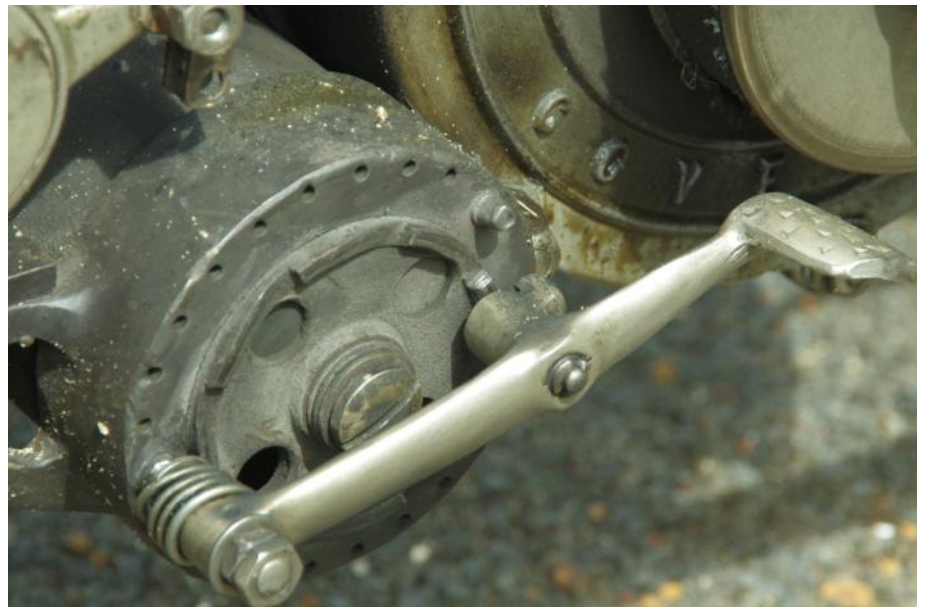


problem was that the magneto platform broke. That was fixed by that Aussie fix all, fencing wire and a branch off a convenient tree. There was a puncture from a prick, but the most serious problem was on a 37 degree day where the piston nipped up in the bore. That fix involved welding the piston in Katherine and cutting the ring grooves with a cutting disk in an angle grinder. And he not only made it to Broome, he was also in the veteran rally a few weeks later. He averaged 60.3 km/h on that Broome trip.

The oil pump sticks out the top of the tank. Use it too often and you have no power. Use it not enough and you have no power at all!



Another device to get instantaneous power. Each time you press the pedal you open more holes in the muffler. More noise, more power.



Remember the venerable kitbag!



1911 Darraq Town Car.

Bill Dixon bought this car as a gigantic construction kit. It was mostly piled up on 2 pallets. Someone had started building this car but for reasons unknown it had stalled. But all the timbers had been bent and cut to get those lovely curves in the body, so the major parts were actually putting together a gigantic jigsaw puzzle. And Bill took on this job at 70yrs old. The construction kit was the basic part of the car and we all know its the smaller bits that take the most time and patience. The end result is really neat and it took him the best part of two years!

The chassis is unusual in that it is pressed from one sheet of steel front to back. And with a four cylinder 2.5 litre engine and a pretty standard crunchomatic 3 speed gearbox it gets along pretty smartly at 90 to 100km/h. That's pretty good for a car of this vintage especially with such a substantial body. And it should be noted the handbrake works substantially better than the footbrake. And what really gives this car that extra little bit is in the back where Lady Muck would normally lower the glass partition and tap the chauffeur on the shoulder and tell him where to go. In this car she has no need to lower the glass as she has a communication device in there with her. Not a voice tube like a paddle steamer captain talking to the engineer, this car has electrical communications. A hotline to the driver. Just pick up the microphone and give out the orders. And this is not a modern day made in China job either. A proper period accessory. It is interesting that the tech that got it working was Bills uncle. He passed a driving test at 100 yrs old and the only thing the tester could pick him up on was that he didn't turn his head far enough when checking around him. He was still licenced at 101 when he passed on.



4 cylinder 2.5 litre engine does well to hurl the Darraq along at 90-100.





That's the microphone for communicating with the driver. You can see its one way communications here, no backtalk. Boss's voice comes out right next to the drivers ear!

And you can see there are beaut embellishments all over that make this vehicle just lovely. 70 years old eh. I wonder if I have time to build one!



1913 Napier

Linton Sharp bought this car just like it is from a bloke in Adelaide. This is not one of those barn finds, it was basically just like it is now, smicko. But this car has not really been through the normal restoration process like most of these old cars.

It was built in 1913 and imported into Australia for the 1914 Sydney and Melbourne car show. It didn't come over as the usual rolling chassis, this one had a full Napier body. Between then and 1984 its history is not known, but in 1984 an Adelaide gent bought it from a dealer and whilst driving it home it only blew one of its original tyres. It still had its original tyres! That gent painted it, gave it a new roof and new upholstery. The only mechanical thing it received was a set of rings. Plus a set of tyres. Then more recently he sold it on to Linton. Not a bad record for a 110 year old car!



There is no wiring in this car. The lights are acetylene powered from a canister on the running board.



The plunger pump on the dash is to pressurise the fuel tank to force fuel forward to the engine. Once the engine is running a compressor takes over the job.



1910 Deasy JDS

You don't have to be embarrassed if you have never heard of this brand of motor car. Owner Phil Stockdale tells me there aren't all that many around. 2 in UK, 3 in SA of which one is a basket case, 1 in Tassie (unrestored) and 1 in Florence. The one in Florence has done the rounds. It lived in NZ, was sold to United States where it was done up. Then went up for auction and ended up in Florence.

Deasy used a lot of bits from other manufacturers. The car sits on a Rover chassis, wheels from Riley, Diff and complete rear end by Lanchester. These cars may have been fitted with a Daimler Knight sleeve valve engine or a White and Poppe, another manufacturer of proprietary engines, or an Aster. The engine in this car is a proprietary engine by Aster, a French make. Of all the known surviving examples of these cars, this is the only one to be fitted with the Aster engine. Deasy did make their own gearbox.

Phil bought the car in 2006 from an elderly gent that had owned it for some time and was keen on the idea the car would not vanish interstate or overseas.. Appearance wise it looks the same as it did then apart from a new roof. But there were few problems that needed to be sorted. One was a severe overheating problem. The car could only go a couple of miles and it would be boiling. The radiator is behind the engine and even though the cooling system holds 40 litres something was wrong. Phil replaced the tubes in the radiator and other mods. He also had the camshaft re-profiled. It doesn't overheat now but which one of his modifications cured it, he can't be sure.



This is one impressive motor car, spotless and beautifully presented. The model is "JDS" which is the initials of John Davenport Siddeley, the engineer that designed it.



Wots on

ANZAC DAY 25th April from 10am.

Open day/ BBQ at the hangar. Bring one of your vehicles to show it off.
Absolutely everyone welcome.

28th May. Get lost Rally. 9am at the hangar.

Get lost navigating the streets of Darwin and suburbs. Flyer below. Absolutely everyone welcome.

Whoops!

Back in the '70s, friend "Bob" and I decided to drop in on friend "Dave." When we arrived, Dave was at his work bench taking apart the carburettor of his Ford LTD. In the carb business, many say that "everybody blames the carburettor first," so we asked Dave what the problem was, and he said the car would not start. We then asked if he had checked for spark. A bit sheepishly, he said he had not.

Bob and I immediately sprang in action.

Bob went to check the spark at the plugs, while I jumped in to crank the engine on command. When Bob gave me the nod, I hit the ignition, and imagine the surprise on all three of our faces when the engine roared to life, with no carburettor and fully unthrottled! The open fuel line pumped fuel directly into the manifold and the engine took off unfettered.

Well, it turned out that the problem *was* the carburettor. Our lesson that day was to pay attention to open fuel lines!

Two Aussies, Ferret & Knackers, were adrift in a lifeboat.

While rummaging through the boat's provisions, Ferret stumbled across an old lamp.

He rubbed it vigorously, and sure enough, out popped a genie!

This genie, however, was a little different. He stated he could only deliver one wish, not the standard three.

Without much thought, Ferret blurted, "Turn the entire ocean into beer.... Make that Victoria Bitter!"

The genie clapped his hands with a deafening crash, and immediately the sea turned into that hard-earned thirst quencher.

The genie vanished. Only the gentle lapping of beer on the hull broke the stillness as the two men considered their circumstances.

Knackers looked disgustedly at Ferret, whose wish it was that had been granted.

After a long, tension-filled moment, Knackers said, 'Nice going Dickhead! Now we're going to have to piss in the boat.'

Ford 10 tuning manual

Give away free

Stephen Ashford
0477333148
sashford54@icloud.com



Free stuff

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

Previous editions

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

Ford Customline

Great example of a survivor

\$30 000
Club registered
0417843728
Geoff



Chev Belair diff

\$20

Mastervac brake booster. GM car. NOS
free

Ted 89886049
longtelescope@gmail.com

NA—NC 1989-1994 Fairlane rear shocks

Am after a pair of the original ride levelling shocks (not necessarily in working order)

Ted 0889886049
longtelescope@gmail.com

1913 Buick parts model 24-25 Wanted

Parts generally wanted but in particular:

Steering box
Body brackets
Sidelamp brackets
Steering wheel
Wheel hubs/ wheels.

Wayne 0459467593
wbunning@bigpond.net.au

VL Harley 1936 parts wanted

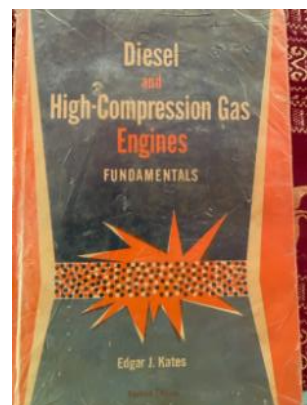
Axles, spacers, brake plates, brake back plates basically everything for wheels. Also need motor parts .

Peter 0408853372
prolecs@hotmail.com

Diesel and High compression Gas Engines Fundamentals book

Give away free

Stephen Ashford
0477333148
sashford54@icloud.com



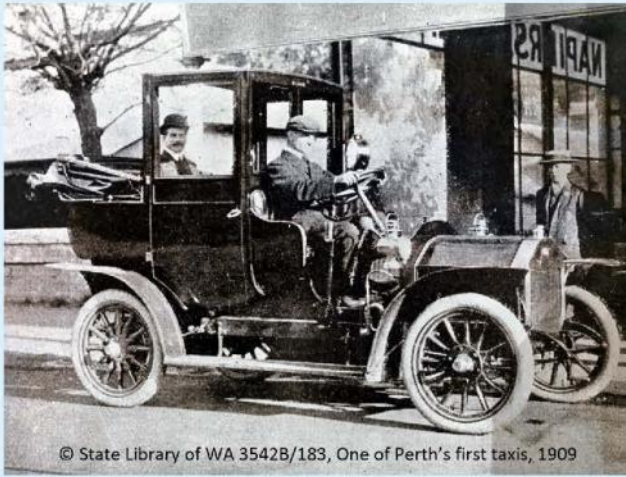
MVEC's postal address has changed

The new address is

PO BOX 994

Parap NT 0804

From WA's Early Auto



© State Library of WA 3542B/183, One of Perth's first taxis, 1909

Early Taxi Cabs – John Oldland

The taxi we know today is based on the taximeter, which was originally invented in 1891 by German Friedrich Wilhelm Gustav Bruhn. A taximeter is an instrument which measures the time or distance a vehicle travels. This allowed a fare to be determined accurately.

In 1897, Gottlieb Daimler built the world's first dedicated gasoline-powered taxi vehicle. Equipped with a taximeter, it was called the Daimler Victoria and was delivered to German entrepreneur Friedrich Greiner. He founded the world's first motorised taxi company in Stuttgart.

There were soon taxis in a number of countries, with gasoline-powered taxis arriving in Paris in 1899, London in 1903, and New York City by 1907. Harry Allen was the first person in the USA to have yellow taxis, which he imported from France and painted yellow so they would stand out in traffic.

In Australia, Sydney was the first Australian city to adopt motorised taxis, in 1906, soon followed by other major centres. Most of the early motorised taxis in Australia were French-built Renaults, but by the 1920s, sedan taxi vehicles were introduced, with American-made cars being favored.

In 1909 the West Australian newspaper announced the passing of the horse-drawn cab, being overtaken by the new motor cab industry.



Fig. 1. Motor-Taxameter-Droschke in Stuttgart.

Two Darracq motor taxis began operating, equipped with 24-horse-power, four-cylinder engines, capable of speeds up to 25 mph.

These two Darracq taxis were the vanguard of a dozen ordered for the service, and reported as, admirably fitted, substantially built, and have been passed by the London Council's motor engineer as being properly geared and equipped for safe working in the midst of heavy traffic. They will accommodate four or five inside and were metered and cheaper than a hansom cab costing 1 shilling per mile for two persons and 2 pennies extra for each additional person, i.e., five persons may ride a mile for 1s. 6d.

By the 1930 almost all horse drawn hansom cabs had disappeared, replaced by the motor taxi.

(Acknowledgement to the State Library of Western Australia for permission to use the pic at the head of this article)



Darracq taxis 1910

Two young guys appear in court after being arrested for smoking dope. The judge says, "You seem like nice young men, and I'd like to give you a second chance instead of jail time. I want you to go out this weekend to convince others of the evils of drug use. I'll see you back in court Monday." On Monday, the judge asks the first guy, "How did you do over the weekend?" "Well, your honor, I persuaded 17 people to give up drugs forever." "Seventeen people? That's wonderful. How did you do it?" "I used a diagram, your honor. I drew two circles like this: O o. Then I told them that the big circle is your brain before drugs and the small circle is your brain after drugs." "That's admirable," says the judge. Then he turns to the second guy. "And how did you do?" "Well, your honor, I persuaded 156 people to give up drugs forever." "Wow!" says the judge. "156 people! How did you manage to do that?" "Well, I used a similar diagram," the guy says. "I drew two circles like this: o O. Then I pointed to the little circle and said, "This is your asshole before prison... ""

Have you ever been



LOST?

- Come along to MVEC's LOST rally and find about some historical stuff while you navigate round the streets of Darwin and beyond.
- 28th May 2023 Sunday.
- 9AM Start at the old QANTAS hangar 22 Macdonald St, Parap.
- Absolutely everyone is welcome. No admission fee.
- Bring your oldest vehicle. Scoring is rigged to give old cars an advantage.
- Make sure you **bring a pen or pencil and a picnic lunch.**
- Enquiries to Ted 89886049.



Do you have a classic car, if not a car or motorbike?
Want to take a Sunday drive for a great cause?
Join us for our inaugural Classic Car Drive

When: Sunday 23rd April 2023

Commencing: In the Car Park of Silks Darwin

Registration at: 9.00am

Drive commencing at: 10.00am

Concluding at: Berry Springs Tavern

Cost

\$30 per car

\$20 per motorbike

Registration via Sticky Tickets



All proceeds remain in the Northern Territory to support
those impacted by the loss of a child.

For more details visit our Facebook page or website.

Or contact our office on 8948 5311 or email
info@ambernt.org.au



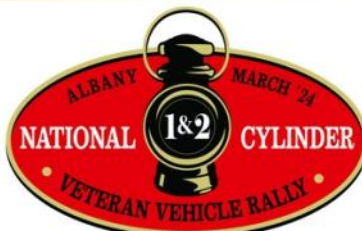
www.ambernt.org.au



Amber NT.BesideYouInGrief



Newsletter # 3



FEBRUARY 2023

The Veteran Section of VCCC of WA, your hosts for the 2024 National Veteran Vehicle Rally, asks entrants to consider extending their visit to WA for the week before the March Sun 17th to Sat 23rd Rally begins. If this idea appeals, in that the one week extension makes your long journey to the WA rally more attractive by turning it into a holiday, then please let us know ASAP

Some things we could do together in PERTH BEFORE the Albany Rally: Sat 9th to Sat 16th March 2024

*Take part, with Veteran vehicles on Sunday 10th, in the half day, annual 35km, Perth to Armadale Run which re-enacts and commemorates the FIRST car rally held in Perth in 1905. Traditionally this run culminates with a picnic lunch in a parkland setting. The Mayor of the City of Armadale usually attends this historic re-enactment.

*A hosted BBQ lunch at our amazing VCCC of WA club rooms at Wattle Grove with the chance to see our club's -huge spare parts collection on sale to members for their historic vehicles

Inspect the car mechanical services areas where members can

- use the hoist to service their club car
- learn to make body panels for their historic club car
- learn car upholstery on the job using industrial sewing machines

See our wood work workshop where club members can order wooden wheels, hood bows or a steering wheel, manufactured to original patterns by our skilled team of volunteers

*Visit the Motor Museum of WA at Whiteman Park displaying over 200 historic vehicles, including Daniel Ricciardo's Monaco F1, winning car. Have a picnic or BBQ lunch in the surrounding parklands

*Take a half/full day ferry cruise (30mins duration) to Rottnest Island, WA's immensely popular, local playground and home of our smiling, free roaming, native animals, the quokkas. 25% discount on fares for RAC members.

*Enjoy a full day wine tasting, with lunch, river cruise into the Swan Valley. 10% discount for RAC members

*Go shopping with your hosts or work on your car

Entrants interested in extending their WA visit to include the week before the Rally:

CONTACT: hdplye@bigpond.net.au

0407 999 290

Harry and Deidre PYLE

Rally UPDATE

*On each of the 4 driving days, you will have the choice of a long run or a shorter run

*Period costume dress-up is encouraged but not mandatory. Some love doing it, others don't.

NEXT Newsletter May 2023

For all previous 2024 Veteran National 1 & 2 Cylinder Rally Newsletters and details visit

<https://Veterancarclubofwesternaustralia.wildapricot.org/2024-National-1-&-2-Cylinder-Rally>

EXPRESSIONS OF INTEREST ASAP please to: Bob Henley bobjos89@westnet.com.au

1 & 2 Cylinder National VETERAN Vehicle Rally ALBANY WA 2024

