

Motor Vehicle Enthusiasts Club

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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.

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On the way to events we went on a time warp back to the early 1900's . The 1912 Buick challenges the Pitchi Richi railway locomotive in South Australia. Remember steam trains, telegraph poles, dirt roads?



Bring to your mind the lovely scent of millions of orange trees covered in orange blossom and ripe oranges. Now add in the equally wonderful scent of burning oil. These are just some of the memories from the National Veteran rally in Griffith in NSW.

This stuff may sound pretty mundane to the modern car driver, chugging along with modern cars whizzing by. But being part of it is kind of being in a different world for a week. For a start there is the weather. You are really out in it. After doing these events for several years in a model T speedster with no windscreen, no roof and no body, which really puts you out in the weather, this year we have shifted to a 1912 Buick which has, compared to the Ford, unparalleled luxury with a windscreen, roof and doors (well, one door anyway). When the wind is blowing across the road, one of you still cops the weather, unlucky if you are on the side where the wind or rain is coming from. And because the weather in the southern parts of Australia isn't quite as predictable as the sunny top end of the Northern Territory, you need to take a few extra clothes lest you freeze. The challenge here is where to carry them as no one has yet invented the idea of having a boot on your car.

So why do we do it? Maybe it's the challenge. Hills can be quite a challenge for some of these old cars, and going down the other side may be an even greater one. Or catching up to a slower car on a steep hill at a spot where you can't pass safely is a challenge. No synchro on these gearboxes and cone clutches don't handle slipping.

And on a gaslight parade I have had the problem of gusty winds blowing out my matches before I can get

*A sight you will see everyday for a week.
Veteran cars as far as you can see.*

the lights lit, or rain putting out the matches and making them difficult to light.

But mixing with cars that are completely different to normal and finding makes of vehicles that I had no idea ever existed is never dull and as well it seems the general public appreciate the spectacle as well.

Some of these vehicles and their owners have fascinating stories to go with them and their tales of ingenuity in bringing these cars back from the dead.

So most years I head off to wherever these events are held and it is mostly during these events I get the stories to fill these pages.



Above: Chalk and cheese. A Cadillac and the venerable model T.

Right: Apart from the beaut dickie seat on the 1912 Sunbeam, check out the umbrella holder full of brollies. After all the feller out the back is in the sun.



All those brass radiators make quite a pretty sight, but sometimes I think that maybe I am being a bit hard when I reckon all modern cars look the same.





The idea is to dress in the era of your vehicle.

Gas lights are lit as the light fades.



A very white and very clean 1912 Buick. It didn't leak oil. I can't have had any in it.

Engines are a bit different. Above is a 2 cylinder Maxwell and below is a 4 cylinder Wolseley. There are not many of these makers of cars left in business.





Max and Jane Scholefield's 1920 Flanders 20 S

This car was Walter Flanders answer to the model T. Far superior, according to Walter Flanders (who, it seems was a bit full of himself). Unfortunately, although they were second only to Ford in the number of sales, the car fell well short of the standard of the model T. Flanders had a third share in the partnership of the EMF company which was the first letter of each of the owners names, Everitt, Metzger and Flanders. They all had backgrounds in the motor industry, Flanders having been Ford's manufacturing manager, quit to start building the EMF cars. But in time the EMF cars proved to be unreliable and ended up with a bad reputation. EMF stood for Every Mechanical Failure. The 20 series only had a 2 speed gearbox in a light aluminium case and was prone to breaking and with not enough gears the engine lacked sufficient power to tackle hills.

These cars had been sold through Studebaker dealerships from 1910. Flanders was made director of EMF Flanders. But the unreliable cars were giving Studebaker a bad name which they went to great pains (and great money) to rectify. Mr Flanders left the company in 1912 for new challenges . EMF was bought out by Studebaker and underwent quite a lot of modi-

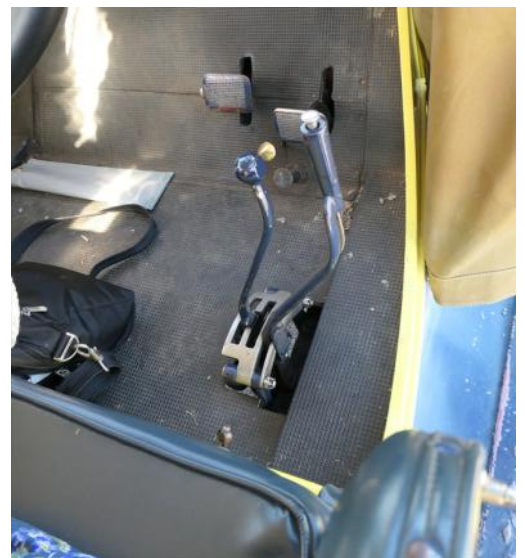


fications to cure the problems. Flanders share in the buyout made him a rich man but he died in a motor accident in 1921. His real legacy is being part of Fords production techniques.

This particular car was found under a tree someplace in South Australia by one Rory Poland in the early 1950's. It was fairly dilapidated. He had it running and driveable enough to enter it into the 1956 Golden Fleece Rally in Victoria. It was then rallied regularly until the late 1960's-early 1970's when the current shooting brake body replaced the very dilapidated 2 seat one. The car has changed owners several times since and currently lives in Qld.



Spacious accommodation in the back.



You can see the relationship with model T in the steering column controls but on the floor this car boasts a foot controlled throttle and a hand throttle. Look closely and you will see an extra pedal too. A foot operated parking brake. Far superior!



It seems that when Rory Poland eventually decided to move the car on, he assigned the job of selling it to another, who decided to sell the beautiful brass headlights separately. Mr Poland is still living, in his 90's and is still fuming that the headlights were separated from their rightful place.

The ones you see are not the originals. This car still has its original engine and gearbox. Everything except the woodwork and headlights is what it was born with.



Ushers Hotel was a hotel in Sydney built in 1910 which was Edwardian times and was in its heyday at the same time as the Flanders.

Max's father used to have frequent trips to Sydney on business and would regularly stay at these premises. It was not a large hotel but it was quite well known for its cocktails, and the cocktail menu was in the form of a book illustrated by Jimmy Bancks, the creator of the "Ginger Meggs" character. Every cocktail was illustrated in Ginger Meggs style with Kangaroos, Koala Bears and the like serving the cocktails. The illustration on the Flanders is of similar style.

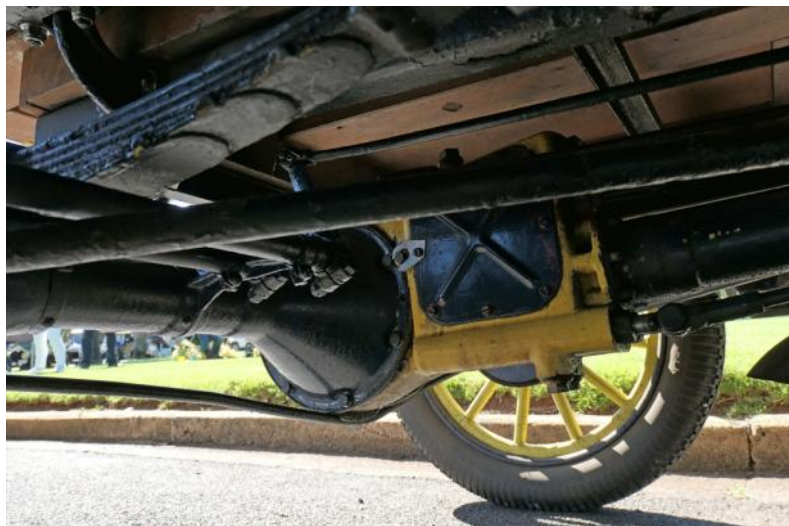
The hotel closed in 1961 but Max has a copy of the cocktail list, as well as a key to room 15 which his father had forgotten to return, still with its leather tag with the name of the hotel on one side and room 15 on the reverse.



The Flanders may not be an upmarket car but it still has bits of bling, and from 1912 it romps in for 100 years old.



The transaxle with the gearbox hanging off the front.



Viewing the engine from the top looks very similar to a model T but underneath is vastly different.



Depot Hack, Shooting Brake.

Did you ever come across the term “shooting brake”? Often used for old cars built into people movers .

I have also come across the term “depot hack” used for the same vehicle. I did a bit of research.

As far as I can figure, the depot hack is an American term. The depot hack was supposed to carry people and their belongings from train stations (also called depots back then), not unlike the for-hire horse-drawn vehicles before them (known as hackneys) used to do.

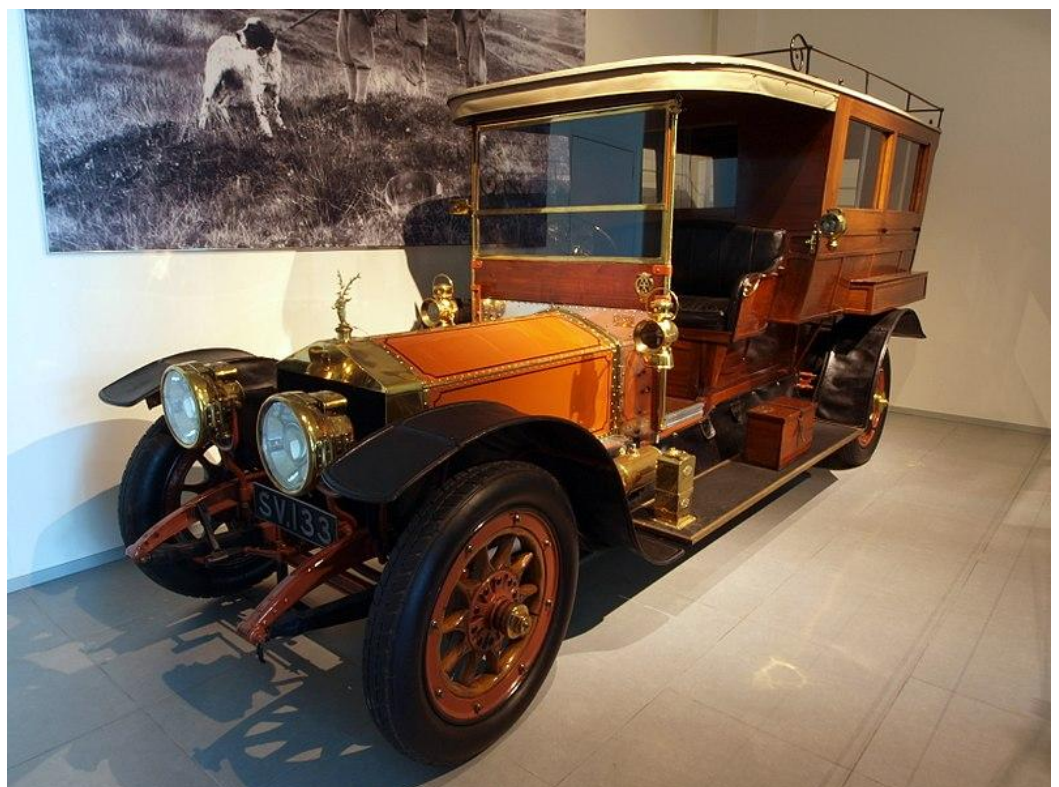
A **shooting brake**, occasionally spelled **shooting break**, is a car body style that is a station wagon (estate) version of a coupé car, instead of being sedan-based. historic origin in the 1890s was as a horse-drawn wagon used to transport shooting parties with their equipment and game.

The first automotive shooting brakes were manufactured in the early 1900s in the United Kingdom. The vehicle style became popular there during the 1920s and 1930s. They were produced by vehicle manufacturers or as conversions by coachbuilders. The term was used in Britain interchangeably with estate car from the 1930s but has not been in general use for many years and has been more or less superseded by the latter term.

The term has evolved to describe cars merging station wagons / estates, with two-door coupé body styles – with or without reference to the historical usage for shooting parties. Being based on four-door coupés, Mercedes-Benz markets its estate models of their CLA and CLS coupés as "Shooting Brakes".

Somewhere I read a shooting brake can have only 2 doors up front and one at rear, But it seems to have evolved enough that if you reckon your Holden Falcon or Valiant station wagon sounds a bit common, you can make it more up market and call it a shooting brake.

*Shooting brake
Rolls Royce*



Depot hack model T



Shooting brake horse drawn



Shooting brake Volvo



Cruisin around the countryside with an old car on the trailer seems to make people happy. This bunch of kids at a town called St Arnaud in Victoria didn't waste any time when invited to hop on. And their Mum was on the spot with her camera .

Would seem a pity to cover it up.

Tune-up.

Henry Ford coined the term for adjustment of spark plugs and ignition coils. If the coils worked together properly, they would buzz at the same level and be in tune. If they did not, it meant the vehicle wasn't running at its optimum level and the coils needed to be adjusted, or tuned up.

While playing in the backyard, Little Johnny kills a honeybee.

His father sees him killing the honeybee and angrily says, "No honey for you for one month!"

Later that afternoon, Johnny's dad catches him tearing the wings off a butterfly.

"That's it! No butter for you for one month!" says his dad.

Later that evening as Johnny's mother cooks dinner, a cockroach run across the kitchen floor.

She jumps and stomps on it, and then looks up to find Little Johnny and her husband watching her.

Little Johnny looks at his father and says, "Are you going to tell her, Dad, or do you want me to.

Capone's Cadillac

by Bill Buys

In 2020 and you had a little more than US\$1m, you might have been able to become the new owner of a unique 1928 Cadillac Series 341-A Town Sedan.

What made the immaculate car so valuable is that it was probably the world's first car with customised armour plating - to protect its then owner: Al Capone

The infamous Chicago mobster was a big Cadillac fan, and owned several through the years, two of them with armour plating.

Up for sale in 2020 was the first one, a V8, at CelebrityCars.com, and they weren't look at any offer under the magic million mark. Also, a deposit of \$20,000 was required if you wanted to negotiate further. The complete ownership history of the car is known from 1933 on.

The stately car is powered by a 5.6litre L-head V-8.



Documentation says Capone had a foundry install quarter-inch boiler plate all around, including under the soft top, as well as thicker windows.

The hinged rear win-

dow hinged allowed Al's bodyguards to shoot at pursuers, and a police siren was fitted under the bonnet to help clear traffic. Al had it painted green and black to match the look of the police Cadillacs of the day.



All of that came as the result of attempts by rival gangs to remove Al as boss of the so-called Chicago Outfit, and there were several assassination attempts from which Al only narrowly escaped. The most spectacular was a 10-car drive-by ambush on Al's favourite hangout in Cicero, Illinois. That convinced Al that he needed better protection against the automatic weapons favoured by his rivals. So, with the help of a local mechanic, Al made modifications that transformed the car into a rolling fortress.

Apart from the aforementioned mods, these included inch-thick bulletproof glass windows on front, rear, and



both sides, and the side windows could be cranked up so that a 2-inch air gap appeared at the base of the window, providing enough room for Al's bodyguards to poke a Thompson submachine gun through to blast

away any opposition. The car also had flashing police lights mounted behind the grille, and a regulation police radio hidden in the glove compartment.

Modifications to the big V8 boosted the effective speed of the 3.5tonne car to 110 mph, or nearly 180km/h.

Al was said to be happy with the 341, but wanted to add another Cadillac to his fleet. So in 1930 he bought a top-of-the-line Cadillac Series 452 Imperial Sedan featuring Cadillac's more powerful 7.4litre V-16 engine.

Like the 341, the Imperial's windows were bullet-proofed, with small circular cut-outs to allow gunfire from within; its side doors included ¼-inch steel armour plate. Other custom accessories were a police radio, smoke screen system, and a slot cut into the floor so that oil or tyre

-puncturing tacks could be dropped to thwart pursuers.

Al's custom modifications to the Imperial Sedan reportedly cost \$30,000. Unfortunately for Al, he was sent to prison before putting many miles on the car.

What happened to the Caddys?

When Al began serving an 11-year federal sentence for tax evasion in 1931, the 341 was left with a Chicago car dealer, after which it was bought by Harry E. LaBreque, a promoter who shipped it to Europe to serve as an attraction at a London amusement park.

During the next decades, the car repeatedly changed hands before eventually returning to the US to promote the 1975 opening of the movie Capone in Chicago.

In 2013, it was sold at auction for US\$341,000, making it one of the priciest, most historically significant classic Cadillacs out there.

Capone joined the Five Points Gang as a teenager, and became a bouncer in organised crime premises such as brothels. In his early twenties, he moved to Chicago and became a bodyguard for Johnny Torrio, head of a criminal syndicate that illegally supplied alcohol. Torrio retired after an attack by a rival crim clan, handing control to Capone, who expanded the bootlegging business through increasingly violent means.

How did he escape law enforcement? Well, he palied up with Chicago mayor William Hale Thompson and the city's police in a mutually profitable racket, so he seemed safe from prosecution.

The public seemed to love him, especially since he made generous donations to various charities and was widely viewed as Robin Hood of the era.

But the Saint Valentine's Day Massacre, in which seven gang rivals were murdered in broad daylight, damaged Chicago's and Capone's image, leading to public demand for government action and newspapers soon referred to him as Public Enemy No. 1. His seven-year reign as crime boss ended when he went to prison at age 33 - not for his criminal activities, but for tax evasion.

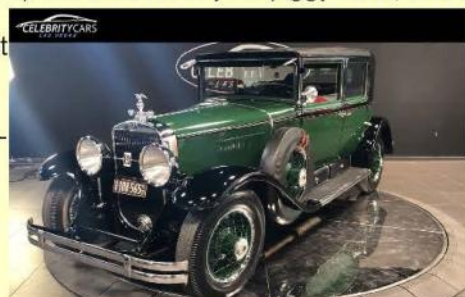
For the record, he was born in New York in January, 1899, and died on Palm Island, Miami Beach, in 1947.

The charismatic thug was not short of wisdom.

One of his oft-used phrases was: You can get much farther with a kind word and a gun than you can with a kind word alone.

And his geographic knowledge was something else. Someone once inquired if he intended to expand his business to the nation just north of the US, and he replied: "I don't even know what street Canada is on."

Anyway, tot up the balance in your piggy bank, and if you can muster enough - and want to own a piece of history - get in touch with Celebrity Cars and see what they have.



Super Gasoline

It's always been a puzzle why the German Luftwaffe kept on using 87 Octane Aviation Gasoline while the Americans and British used 100 Octane Gasoline in their Spitfire Fighters and Americans used 130 Octane in our P-51 and other fighters.

This was declassified by the British Society of Chemists (in 2014)

It seems that the German and British aircraft both used 87 Octane Gasoline in the first two years of the war. While that was fairly satisfactory in the German Daimler-Benz V-12 engine, it was marginal in the British Rolls-Royce Merlin XX engine in British aircraft. It fouled the spark-plugs, caused valves to stick, and made frequent engine repair problems.

Then came lend-lease and American aircraft began to enter British service in great numbers. If British engines hated 87 Octane gasoline, American, General Motors Built, Allison 1710 engines loathed and despised it. Something had to be done!

Along came an American named Tim Palucka, a chemist for Sun Oil in their South East Texas Refinery. Never heard of him? Small wonder, very few people have. He took a French formula for enhancing the octane of Gasoline, and invented the "Cracking Tower" and produced 100 octane aviation Gasoline. This discovery led to great joy among our English Cousins and great distress among the Germans.

A Spitfire fueled with 100 Octane gasoline was 34 miles per hour faster at 10,000 feet. The need to replace engines went from every 500 hours of operation to every 1,000 hours. Which reduced the cost of



British aircraft by 300 Pounds Sterling. Even more, when used in 4 engine bombers. The Germans couldn't believe it when Spitfires that couldn't catch them a year ago started shooting their ME-109 E and G models right out of the sky.

Of course, the matter had to be kept secret. If the Germans found out that it was a French invention, they'd simply copy the original French patents. If any of you have ever wondered what they were doing in that 3 story white brick building in front of the Sun Oil Refinery on Old Highway 90, that was it. They were re-inventing gasoline.

The American Allison engines improved remarkably with 100 Octane gasoline, but did much better when 130 octane gasoline came along in 1944. The 130 Octane also improved the Radial Engine Bombers we produced.

The Germans and Japanese never snapped to the fact that gasoline had been reinvented. Neither did the Russians. Many airmen died in the skies over Europe and who knows what that number would have been without "Super-Gasoline".

From John McLean

The farmer thought his rooster was getting too old to properly perform his duties in the henhouse, so he bought a young, healthy rooster and puts him out in the yard. The old rooster says: "So, you think you are going to take away my job? First you have to beat me in a foot race. Since I am so much older than you, give me a head start." The young rooster gives him a 5 second lead and starts running, expecting to pass the old rooster quickly. To his surprise, the old one is pretty fast, but he is gaining on him. Then the farmer comes out the back door with a shotgun and blows the young rooster away, muttering to himself: "That's the third rooster I have bought this week that prefers roosters instead of chickens!"

Joseph Lucas Smoke Theory

Positive ground electrical transmission of energy depends on proper circuit functioning: ie transmission of negative ions by retention of their visible spectral manifestations, known as "smoke".

Smoke is the thing that makes electrical circuits work. We know this to be true because every time we let the smoke out of the electrical system, it stops working. This theory can be proved by repeatable empirical demonstration.

For example, when smoke escapes from an electrical component (eg a Lucas Voltage Regulator) we will subsequently observe that the component stops working. The function of the wire harness is to carry the smoke from one device to another.

When a harness springs a leak and lets all the smoke out of the system, nothing works afterwards. Starter motors were frowned upon in British automobiles for many years, largely because they consume large quantities of smoke requiring very large wires. Some have alleged that Lucas components may be more prone to electrical leakage than generic German or Japanese (or for that matter American) electrics.

Lucas is British, and all things British lead. British engines leak oil. British shock absorbers, hydraulic forks and disc brakes leak hydraulic fluid. British tyres leak air. The British Intelligence Establishment leaks secrets.

Naturally British electrics leak smoke. By establishing an understanding of these basic concept of electrical transmission of energy in the form of smoke, the mysteries of electrical components will become clearer to the casual user.

(from "The Veteran Car in South Australia")

Stuff on the net

Motorbike drag racing in Thailand.

Serious stuff, but the bikes are a little different than you would expect to see here.

<https://www.youtube.com/watch?v=9mJNE0fJUBM>



Smart sheep.

Watch this till it's end.

<https://www.youtube.com/watch?v=L0-8nLUpBAU>



A 1932 American Bantam that was used for ferry service over the Pudding River in Oregon. The operator removed the tires and placed rubber bands on the rims for traction. Three cables were strung, two for the wheels and the third attached through the top of the car for stability. It was said that one gallon of gas was enough for 1500 trips



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Previous editions

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

Bummer!

It became apparent that my 4WD needed new front hubs. While researching the job ahead, I discovered that the front axle nut must be precisely torqued to the proper specification or the new hubs may fail in a short time. To ensure a long lasting repair, I bought a very precise 1/2" torque wrench. I thought of it as a smart investment in my tool collection.

I took some time to clear off my work bench and organize the required tools. Excited to begin the job, I backed the truck into the garage as far as it would go so that the garage door would still close. It was a tight fit, just a couple inches between the tailgate and workbench, but it worked. I jacked up the front end and put the truck on jack stands. I removed the wheels, caliper brackets and front hubs, and I got the crud and corrosion scrubbed off of everything. I installed the first hub, and it was time to try out my new ultra-super torque wrench on the axle nut. But where was the torque wrench? Not with the other tools I neatly organized for this task. I must have left it inside the house. No, not there either. Did I take it downstairs?

Nope. The torque wrench was in the top drawer of my workbench ... with the truck backed right up to it ... and the truck's front end mostly disassembled and sitting on jack stands! I knew it was in there because I could open the drawer just enough to see it. Luckily the drawer underneath containing my drill and some hole saws could be opened. I drilled through the side of that top drawer with my largest hole saw and was able to retrieve the torque wrench and proceed with the job. The new hubs are running smooth and quiet while the tools in my top drawer are enjoying their newly ventilated space.

Joe in Colorado

It was a small town and the patrolman was making his evening rounds.

As he was checking a used car lot, he came upon two little old ladies sitting in a used car. He stopped and asked them if they were stealing the car. They said, "Heavens no, we bought it."

He said, "Then why don't you drive it away".

Each of the women said, "We can't drive".

The officer momentarily shook his head and then asked "Then why did you buy it?"

They answered, "We were told if we bought a car here, we'd get screwed, so we are just waiting.