

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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Merry Christmas



Santa's advisory team this year are all old car enthusiasts keen to have a ride in the old Buick. That's Lacey, Taj, Freya, Ruby and Chase (check out his T shirt)

While the girls were coming for a cruise round the caravan park I heard one of them murmur in the sweetest little voice "I'm having such a wonderful time". These old clunkers have that effect on anyone, any age..

1911 Berliet Sporting Torpedo Owned and restored by Alan and Heather Esmore

Alan was in the motor trade in Victoria. (he still is actually) One of the apprentices came to work one day to tell the news of a racket coming from the bush. The noise turned out to be of a bloke sawing wood with the power coming from an old engine with a low and brass radiator with a rounded top. The description of the radiator aroused Alan's interest as the mention of the brass radiator sparked

thoughts of something from the veteran era. With directions from the apprentice, Alan headed to Newstead and approached the owner of the old saw-mill. It turned out he was another mechanic but he had no particular interest in the engine and was more than pleased to sell it. Alan left with the engine attached to about 3 feet of chassis, and the radiator. That happened in 1968.

He spent the next 19 years chasing enough information and bits to put together a car. The end result was worth the effort. This is one of those "one off" motorcars that you will not see anywhere else.

He started advertising in vet car club magazines for parts, he also wrote to the Marius Berliet Foundation in France. They answered



The Berliet Foundation in France have advised that this is the only example of this car anywhere in the world.

All those panels are hand crafted aluminium built over a timber frame which, unfortunately you don't get to see. When it was time to paint the car there was absolutely no filler needed. It was Alan's 2nd time using 2 pack paint.. Getting on 40 years old it still looks good as new.



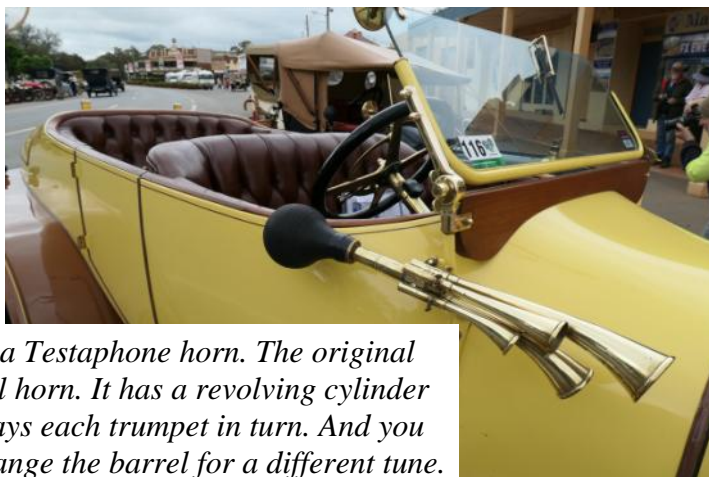
his queries by way of letters written in French. He had to take his French letters to the local high school to have them translated. By and by lots of small bits eventuated from those adverts, then a bloke from Tasmania replied, stating that he had a chassis, front and back axles and some wheels, not to mention a scuttle and two doors. This collecting went on for 19 years until a previous employer of Alan's father produced a sales booklet for this very car, and in colour too! It was a very detailed publication with listings showing the dimensions of various parts of the car. In particular the distances between the dash, front and back seats and the steering wheel. It turned out all the 10,12 and 15HP models share the same dimensions from the radiator to the scuttle. There were also good pictures of the bodywork and upholstery, and the colour of the car in the pictures was yellow. Alan decided he liked the style of that particular body and since he now had a clear picture of what the car was meant to look like he decided to stick to it even down to the colour.

During his research Alan discovered that from 1911 there were 2 engine options available. Not your usual 6 or V8 configuration, you could have an engine with cylinders cast in pairs or cast all together, known as monoblock. Alan liked the look of the one with separate cylinders and travelled to Queensland to answer an offer of a complete car. The complete car turned out to be a wreck of an engine, a gearbox with a bullet hole in it, and a few bits of tin. But the engine was one with the cylinders, not monoblock, and it had the manifolds. He bought the bits. And a bit later another engine was delivered to him. So the monoblock engine that ran the saw at the start sits in the shed in silence.

Back in the early days of motoring, headlights were an optional extra. This is probably the reason that in the sales brochure there was no mention of the headlights, the only guide was in the photos where it could be seen they were bell shaped. In a catalogue for an auction held in Sydney in 1972 there was a pair of bell shaped headlights. Alan headed to Sydney with the express intention to buy those headlights. He was successful but they were a bit cruddy at the time. While buffing one of the rims, it caught in the buff, then wrapped itself round Alan's wrist and nearly took his hand off. The rim on one of those headlights is now



All those lovely curves are faithfully reproduced from the new car brochure, even to the colour..



This is a Testaphone horn. The original musical horn. It has a revolving cylinder that plays each trumpet in turn. And you can change the barrel for a different tune.

Below: Have a good look at the screws holding the timber along the top here. All the screw slots are in line. That is typical of the standard of this car. It took 5 complete leather hides to do the upholstery.

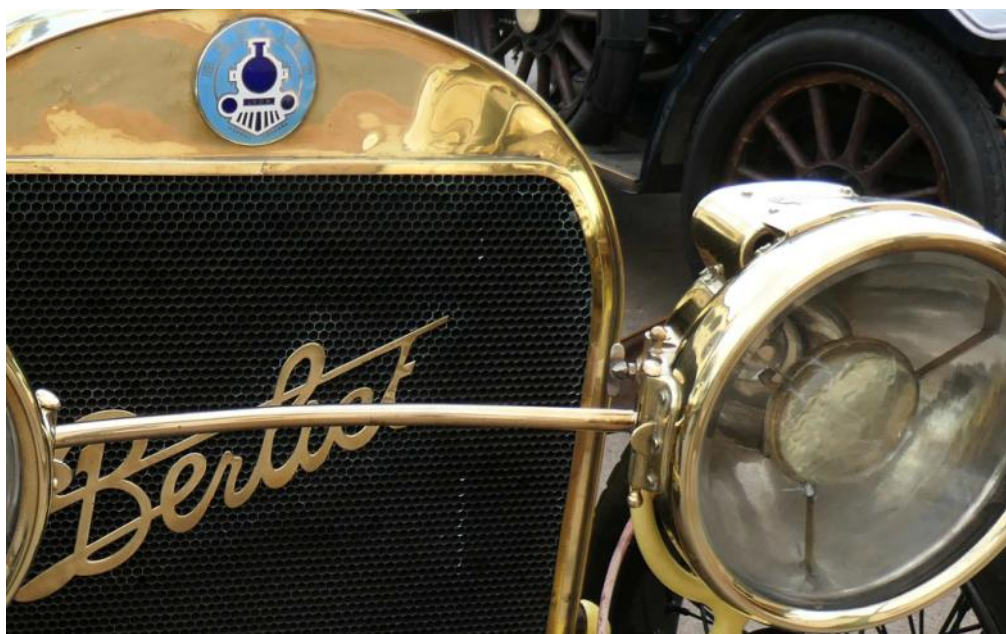


a reproduction.

So after 19 years of study and collecting It was time to put it all together. The style he chose was the Sporting Torpedo straight from the sales brochure.

One of his customers had a nephew, John Woods, who had been the last person to be apprenticed in the art of coach building in Victoria, back in the days. He had a look at the job and pointed out he could build a timber frame for that body and could arrange a mate,

Richard Stanley, to do the metal panels to cover it all. Alan points out the timber framework is absolutely beautiful, but the catch is you can't see it as it is covered by the lovely metal panels. The body panels are all aluminium with the guards made of steel, and the finish was so good that there was no filler used when painting it. And work started putting all the bits together in 1985 and it was on the road in 1986, and 30 odd years later it still looks brand new.



Surprisingly maybe, the only bit that got used from the sawmill was the radiator surround. A new core was made in NZ and fitted into the bit you see. And those magnificent headlights are not exactly the same. Check out the two different plates on their tops. One is labelled F.I.A.T. Berliot sounds French but they are made in England.



Below: Hand throttle and advance levers are attached to an 8 start worm inside the steering column. The radial motion of the levers is converted to up and down motion of rods inside the column.

Manufacturing these worms created a task for a young toolmaker apprentice that won him a major award for their construction.



Berliet never had a mascot on their vehicles in France but when they were built in United States the Americans wanted one. Since they were manufacturing locomotives there, they decided to use them as their own mascot.



Alan chose the engine with separate cylinders for no other reason than he reckoned they look better. Both types displace 2.4 litres

And then there is the shed.

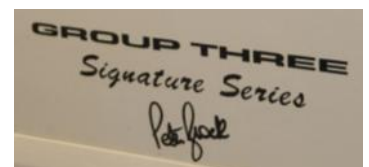
I met Alan and the Berliet at the Griffith Vet rally. Afterwards I visited his shed. It wasn't all that far out of the way to my next destination. It was sure worth the drive. It's quite any eye opener. Come for a brief tour. At one stage he runs out of room and excavates another large shed under his house. But have a look, you will get the general idea how far it goes...



Brock Commodore Signature Series.

Alan's son was coming towards his 21st birthday. He had decided, since he was coming of age, he intended to sell his BMW and find himself a Signature series Brock Commodore. Unbeknown to son, Alan started shopping prematurely and discovered one coming up at auction in Melbourne. He contacted the auctioneer and with a good report placed a bid. He won the auction and brought the car home but quietly stashed it in the neighbours

shed. This was September and sons birthday wasn't until January. All was quiet for a while until son had found a buyer for his BMW and was keen to find his new car. Dad then let on he had found one but it was in Melbourne, also that mum needed a new dress and he could drive mum to Melbourne tomorrow, mum could get her new dress and he could pick up the new car. Nope. Son was adamant he needed to go right now. Dad was able to talk him into tomorrow and overnight retrieved the Commodore from next door and parked it in the driveway. Come morning Alan asked son to get his newspaper from the letterbox. Son suggested he get it himself, but eventually relented to find his new car parked in the driveway. That happened in 1989, the son is now 55. The car was 1 yr old at the time and was smicko. It still is and with only 45000 kms on the clock, only gets used on special occasions.



And parked behind it is a Commodore with the polarizer option. Peter Brock got a bit out of shape at one stage of his career. To fix himself up he engaged the services of a couple of doctors of alternative medicine. They did a great job of restoring his health, and one of their therapies involved the use of crystals that miraculously aligned molecules for optimum performance. Brocky came up with the idea that this would make his high performance cars perform even better and offered a "Polarizing Option" as an extra add on. It consisted of a brick of something like epoxy with crystals embedded in it attached to the car. He even advised the press that "it could make a shithouse car good"

GMH were not impressed and that ended the long association between Holden and Peter Brock.

Read some more at <https://www.motortrend.com/features/peter-brock-holden-hdt-energy-polarizer-energy-crystals-history/>

1964 S3 Bentley. The last of the Bentleys that shared the Rolls Royce body style. The only difference between them is the Grille and the hubcaps. This vehicle had been part of a fleet of 17 wedding cars in Sydney. The owner was crook and had to sell up. Alan won the bid in an auction where he had not seen the car he was bidding on. Once he received his purchase he wasn't disappointed!



1966 Mustang. Alan was browsing the latest Unique Cars magazine and almost at the back, in the b&w photos section he spied a mustang. With a phone number starting with 08 he assumed it to be in Adelaide he rang the number but during the conversation he mentioned the area code. Bloke on the other end pointed out 089, not 08. This was Katherine, not Adelaide. Alan wasn't about to travel to Katherine to have a look but bought it on the blokes word that it was good. It was.

It cost \$400 to truck it down. That was 26 years ago. And it is still good. It has received a set of reproduction front seat upholstery.



Valiant Pacer Street Pack. Alan's Dad and he were associated with the Chrysler dealership in their town. Valiants were popular cars and they used to average one sale per working day over the whole year so there was a need to own one himself. This one came up via an auction on Ebay.

Staying up till the early hours of the morning and putting a bid on at the final seconds won it. Although the car was listed in Adelaide it had come from Greek fruit grower on a block near Barmera. The underside was thickly caked with a hard limey sandy dried mud. When it was cleaned off it revealed that the coating had not damaged, but preserved the underside. It was as new and the whole car still wears its original paint. The front seats have been reupholstered and there is new carpet. Everything else is as it came from the factory.



JAGUAR XJR Bib Stillwell, a Jaguar Dealer in Melbourne was in England for a function for Jaguar dealers. Whilst there he placed an order for an XJR with options that were not available to the general public. That made it quite a special car. The problem was Bib died soon afterwards, before his new car arrived in Australia. His family took delivery of it but it only had minimal use and it was parked up. Alan had a tricked up BMW he had bought new some time back. He had kept in touch with the person who sold it to him. That person was now the general manager at Stillwell Jaguar. Alan mentioned to him in conversation that he would like to buy a nice Jaguar. Mate replied he might know just the car for him and a bit later invited him to come and have a look at the car hidden away in the basement. So he sold the BMW and bought the Jaguar. That was in the year 2000.

Then he saw the numberplate XJR 01 advertised for sale in the Jaguar club newsletter. On enquiry as to the price the bloke asked \$5000. Alan wasn't going to fork out that much and told the bloke so to which he replied "would you pay \$1000" to which Alan agreed. The bloke then asked what vehicle he had to put it on and when it was explained that this was a one off model and with its provenance, he was pleased to sell the plates. They had never been fitted to a car.



Austin Healy 3000 Mk3.

Alan was working on a 100-4 Healy when he spied this car. He had 3 kids by now and there wasn't a back seat. He remarked to the owner "that seat has an eye on 3 kids". Sometime later the bloke contacted him to see if he was interested in buying it.

The car had been bought new by a 60yr old solicitor in Robin Hood country, Nottinghamshire in England, but maybe it turned out it wasn't the car for him as he advertised it with a classified ad in the local newspaper. A local lady on holidays in Adelaide just happened to bring a copy of the newspaper with her and whose eyes should fall on the ad but an enthusiast in Adelaide, who rang the gent in England. It took 5 months for the car to arrive. Then some time later that gent sold it to Alan who was pleased to install his 3 kids across that back seat. Bad luck for the one in the middle with those contours. And this particular car is the 21st to the last one to come off the production line.



Jaguar 1964 Mk2 3.8 manual over-drive. Dr Collins the local doc owned all sorts of cars. Jaguars of 2.4 litres then 3.4 and 3.8. He advised Alan's Dad to not let him drive the 3.8. It was too fast. Alan took that as an insult. Their service station serviced the cars and he loved the Jaguars but he did drive the 3.8 and it wasn't that fast. But Bendigo swap meet day of 1995 was a significant day to the subject of these cars. In the paper there was an ad for one for \$2000. It didn't sound too flash "rusted out and worn out." Alan rang the owner who firmly stated the first one here with the dough gets it.



The car was hundreds of kms away but the seller would not budge. He racked his brain for someone he knew that lived nearby but to no avail. Finally in desperation he asked the bloke if he had a fax machine. Yep, the bloke replied. Well how about I write a cheque to you and fax it to you and bring the original in a couple of days. The bloke thought about it for a bit and agreed so Alan became the new owner. The ad was accurate, the car was pretty sad but lots of work buying panels that were available, making the ones that weren't and lots of reconditioning of mechanicals plus retrimming had a brand new looking Jaguar. It was so good he didn't use it for 5 years. Wanted it to stay brand new. But finally decided to take it to an event in the Grampians and 6 miles out hit a roo. Luckily the damage was not too serious. But remembering that the 3.8 wasn't all that fast, while doing up the engine he replaced the camshaft with one from a D type Jaguar. Now it is very fast.

Austin 7 Ace. Dr Collin's 1st sports car. It changed hands a couple of times before Alan was able to convince his dad to let him buy it. He was only 13 yrs old at the time and a bit short of a licence. He has had it for so long it has been restored several times, the most recent for the 90th anniversary rally for them. That was 10 years ago.

And while still a learner driver Alan had a couple of nurses in the car when he got clipped at the rear by a truck which turned the Austin over. Luckily no one got hurt. The truck driver got fined £10 for failing to give way, and the Judge commented to Alan that he should have had the licenced driver sitting next to him (Think how wide a baby Austin is. She couldn't have been far away) The Judge also asked if Dad had given permission for Alan to use his car. When Dad explained son had owned it for years judge had a hard time grasping the concept of a 13 yr old owning a car.



Austin 7. Alan already had an Austin 7, a soft top. A friend's daughter really wanted one but couldn't find one for sale and was keen on buying Alan's. He decided he didn't really need it so agreed to sell it.

In a club newsletter he spied an ad for one. It was a particularly poor ad with a poor photo but he rang up to enquire after it. It turned out it had been restored in NZ in 1986-87 by the lady's father in law. He had driven it about 20000 miles over 6 years but had died. It had then sat in a museum for a while until the lady's husband decided to bring it to Australia, register and rally it. Then hubby got crook and died too. She kept it registered for 9 years then decided to move it on. And it was in beautiful condition. The price she was asking didn't allow for negotiation, it was too cheap.

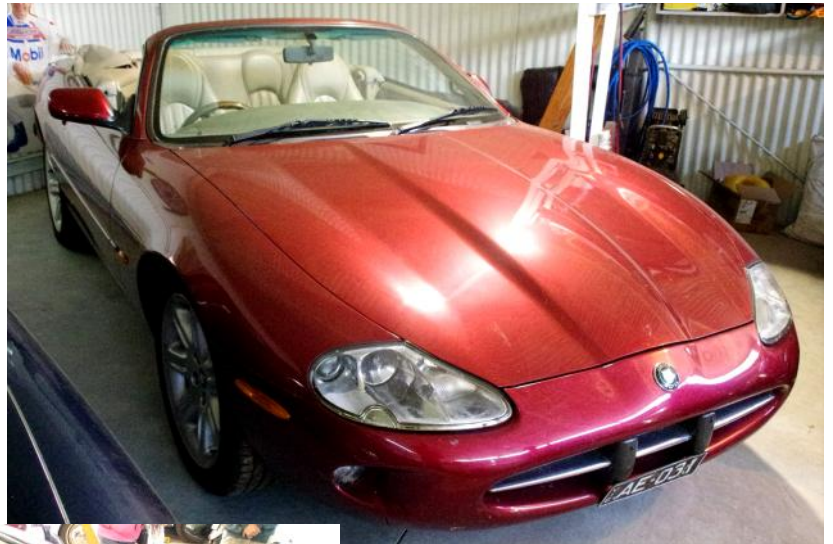
So he delivered the soft top Austin to it's new owner during a rally, then during the same drive visited and viewed and bought this car. The price he received for the one he sold was \$21000 and he paid \$15000 for the new one which he considers a far better example.

And at a recent rally in Mt Gambier blokes there could not believe that this car was advertised in their own newsletter with no one buying it.



JAGUAR 1997 XKR. Alan spied one of these at a Shannons auction in Melbourne, estimated to sell around \$20000. Not a bad car he thought and decided he would bid up to \$31000. He pulled out at \$39000. Trouble is the bloke sitting a few seats up wanted it more, or rather his wife did.

Then one appeared in a Jaguar club newsletter in Perth. With 2 owners, currently owned by an enthusiast and with 180000 kms, no scratches underneath, and a price tag of \$31000. The same price as he had decided to bid to at Shannons.



Jaguar E Type Series 2

1967 4.2 litre. The same bloke that Alan bought the Healy from did considerable work restoring this car but was no mechanic and when the clutch died after a relatively short time he got the shits and parked it up. For 22 years it sat in the corner collecting dust with cardboard boxes and other junk holding it down. And for a lot of those years Alan encouraged the bloke to sell it to him. One day he did. The clutch problem turned out to be just a crook slave cylinder. The bloke was certainly no mechanic. But after 20 odd years of neglect it needed restoring again, body wise anyway. The engine was fine.



Morris Major. This car was bought new and remained with the same owner from 1958 till Alan bought it from him 5 yrs ago. That's 60 years in one ownership, not bad. And he had brought up 2 kids in the back seat and it's still in good condition. The front seat Alan has redone. The bloke had bought a modern Subaru but found it difficult to drive.

Alan's attraction to this car was in 1958 as it was the first BMC car that he learned on at trade school as an apprentice.



Rover Coupe. Some people associate a coupe as a 2 door car. I was told "coupe" in French means "low roof line". I looked it up on the net. It seems one meaning means "cut". I guess that means hot rods with super chopped roofs are coupes. Try typing coupe into Wikipedia. Your mind will boggle.

Nevertheless Rover named their 4 door car "Coupe." Under the bonnet is a 3.5litre aluminium V8 .

Alan had been watching a red version of this car on a Shannons auction but decided the price was getting above what he reckoned it was worth. But the interest had been sparked and he went looking some more. He found another one up for auction at Grays in Newcastle. He watched it till it was passed in unsold. He then rang up Grays and asked if he could buy it. They told him no.

A couple of weeks later it was listed again, with a note to bid more than \$30000. So he registered for the auction and placed a bid slightly over that amount, \$12 just to try it out. The website replied "your bid is winning". This was happening on the Thurs night before Easter this year. The auction finished on Easter Monday and there were no more bids. He had the vehicle trucked to Melbourne where he first laid his eyes on what he had bought. And the harder he looked the better it got.

With a bit of help from members of the Rover club who did some research they were able to trace the cars ownership. It was sold new in 1970 in Bunbury WA to a solicitor. The solicitors brother bought a blue one at the same time and they kept them until 2012 when they both sold them to enthusiasts in Perth. They kept track of the cars movements until 4 years ago and somehow it ended up in Newcastle. Obviously , by its condition it had been in the hands of an enthusiast. Spotless throughout.

And meeting other people through the club he came across the previous owner of the red one he had followed on the Shannons auction that had gone for a high price. This gent had restored that car. He revealed it was a bitser built from 3 different cars and had numerous rust holes bogged up and painted over.



Motorhome. Built on an ex work-man's van. Has built a couple of em. This is the latest one, very innovative. This bloke is pretty versatile.

Triumph outfit. The Mercedes dealer rang Alan to remark about their latest trade in, a Triumph motorbike and side-car. Heather decided they could use it. It was just there and they had to have it.



38 PLYMOUTH NUMBERPLATE. (Sorry but missed out on that photo)

There was an old bloke that had a 38 Plymouth. Alan and Dad used to service it. He was getting on in years and had stated that when he was too old to drive it he would give it to Alan's Dad. That eventually did happen, and Dad passed it on to Alan.

They used to be involved in Rotary fellowship exchanges where they would host a Rotarian from someplace from time to time. There was an old American gent staying with them

and was reminiscing about this 38 Plymouth with red interior that was the family car he grew up in. After a couple of days Alan took him out to the shed and opened the door. The feller's eyes nearly popped out when he saw it. "Would you sell it to me" he asked. "Yes, but not the numberplate". The car is now in America, but not the numberplate.

Beechey Buick 1928 Standard 118.

Norm Beechey was a champion Australian racing driver. His brother Dick was also into cars. He discovered this car in 1958 in Coburg, Vic. It had been parked in the shed during the depression in 1933 and was still sitting there, but the owners would not sell. They finally relented in 1963. Once he got his hands on it Dick drove it hard, it was suggested he was imitating his brother. Alan gained possession in the 1970's for \$9000. Quite a considerable sum back then, but considered cheap. He has replaced the upholstery, but otherwise it is unrestored. Drives very nicely. The 118 model describes the chassis length in inches.



BSA Bantam D1. Alan's Dad bought this bike brand new from the service station they later own. That was in 1948. He brought it home and said to Alan "If you come and work for me when you leave school, you can have the Bantam" Alan was 6 at the time. I guess his life was set from then. 12 years ago he restored the bike in the shop that it was bought from new, with new old stock parts that were in the shop when they bought the service station.

When he was a kid there were vacant blocks around their house and he and mates spent many hours blasting around on that Bantam.

Dad was in the local motorbike club and once Alan got into maybe his early teens Dad would have Alan come along on club rides but advised him to stay in the middle of the group so the cops wouldn't see him.



Matchless 1947 500. Brand new on 17/5/1947 £215. A local batchelor farmer by the name of Keith owned it from new and rode it like it was meant to ridden. Always had it registered but at 83 yrs old he decided he might write himself off and gave it to Alan. It still runs fine but Alan pointed out he has only 2 years to go and he is the same age.



| GEORGE MORRISON | |
|-------------------------------|--------------|
| 58 LYDIARD STREET, BALLARAT | |
| Motor Cycle Agent 63 | |
| PHONE 1735 | Date 17-5-47 |
| Name <i>Keith Donald</i> | |
| Address <i>Donna St</i> | |
| I am Batchelor of 500 cc D.V. | |
| Eng No. 47/500/3019 | |
| the light speed is 100 | |
| miles per hour | |
| See trade in | |
| I am Batchelor of 500 cc S.V. | |
| Eng No. 39664 | |
| Buy at 10/05 1947 100 | |
| Balance 85 | |
| Total | |

The receipt dated 17/5/1947 mentions the trade in.

Whippet. Heather's Grandfather bought the Whippet second hand in 1930. It didn't get a whole lot of use but sometime in its life it has been repainted. Grandfather died in 1967 and although Heather desired the Whippet, her brother had 1st option and he bought it. Last year he announced he didn't want it anymore and was going to sell it. Heather protested. It has to stay in the family and brought it home. Unfortunately the roof caught on something in the trailer and received a small tear. In all the time that Grandfather owned this car the roof was never put down. Nor was it at the brothers. But it has to come down to be repaired. The car still runs well and has been in the same family for 92 years.



1934 Alvis speed 20 2.5 litres twin cards dual ignition. Body by Cross and Ellis coachbuilders. This car was up for tender, but he missed out. In the 1940's or 50's The original owner used to travel overseas quite often and had the neighbour mind his place while away. When he died he left the entire estate to his neighbour. In the 1950's or 60's the neighbour pulled the car to bits to restore it but he died too. That's when it went up for tender. The new owner did get it running and on the road but with still some work needed to get it up to scratch, he sold it to Alan. It's now just lovely. Heather's favourite for sure.



1913 Buick. Alan and Heather have been rallying the Buick for 49 years without a hiccup. But just recently it died at the end of the 2nd last day. It appeared to be just a carb blockage so, the next day being a short run, would skip it and fix the problem back home. So in the comfort of the shed, cleaned the carb and fired it up and was running fine, followed by a loud crash as the crankshaft pulley disintegrated. Lucky they decided to skip that last day. But in 1968 Alan came across the remains of this



car. There was the front part of the chassis with the axle and a headlight. Over the next 6 years he was able to not only rebuild the car to new, but to trace its history and even meet descendants of the original owner.

It was bought new by a Miss Grant of Wedderburn, Victoria. Her niece, now Mrs Edwards, as a little girl helped wash the car in its heyday and was rewarded at the time with a ride in it. She could recollect that when the salesman delivered it he stayed in town for a week to explain its operation and ensure all was well before catching the mail coach back home. It was the only motor vehicle in town at the time and Miss Grant did not actually drive her car. That was left to her brother. Even so the car was only brought out on special occasions. Eventually though the brothers used it for a mail run to properties in the area and was eventually sold and was cut up to power a eucalyptus plant. That was where Alan came across it.

To find out how it was supposed to look he met a gent in Echuca that owned an original example. This bloke also had quite a collection of bits that were of help. He chased bits from all over the country. He had the bottom half of the windscreen frame but while he was chasing some bits for the Berleit he spied a window in the wall of the blokes shed. It looked familiar. It was the windscreen he was after for the Buick. The bloke told him if he made another window to fill the hole in the shed wall and forked out \$5 he could have it. Another bloke had the radiator but would only part with it as a swap for another obscure radiator. So Alan had to find the obscure radiator as well. It took a couple of years but he eventually got it and got his radiator.

When the restoration was finished in 1974 and the Buick was brand new again, Mrs Edwards again viewed the car. This time through the eyes of an eighty year old. The reunion made it into the newspaper. Now Mrs Edwards daughter who is now a 90 yr old has expressed interest in a ride.

The Buick currently has its radiator removed due to the crankshaft pulley repairs.



Miss Grant at the wheel of her car in it's heyday.

Below: As Alan found it.



Rolls Royce Silver Ghost

1920. Original owner was one Capt Charles Chirnside of The Manor, Werribee, Vic.

This car was advertised as wanting to swap for a Porsche 928. Alan had a Porsche 930 at the time so rang the feller up in Qld to see what he had to say. The bloke replied that it was only 2 numbers different so should be ok. Alan doubted the blokes knowledge on cars as the two are quite different. Anyhow the bloke checked out what a 930 was and was keen for the swap to happen. They took the relatively light Porsche up to Qld on the car trailer behind the Valiant and brought the 2.5 ton Rolls back on the same trailer.

This particular Ghost was ordered in October 1915. Capt Chirnside wrote a cheque for £50 as deposit and work started on the chassis in 1916. Then due to WW1 there were more important things to do than build cars for rich blokes and the car was not completed till 1920. So, is this a veteran car or a vintage. Veteran cars are made before 1919 Vintage 1919 to 1930.

But who makes these rules? One well respected organisation reckons the date of the vehicle is when the chassis is laid (in this case 1916) another also respected organisation reckons its when the car is finished (1920). So one bunch reckons it's a veteran car, another reckons it's vintage. Anyway its a beaut old car.

1909 Buick model F. This car was re-stored in USA in 1997 and brought to Australia in 2014. Sometime later changed into Alan and Heather's hands. Alan likes things to be a bit spot on so pulled the body off to sort some stuff out that he reckoned wasn't up to scratch. The engine is a 2 cylinder horizontally opposed set up with the cylinders pointing in direction of travel. And with each combustion chamber being as far away as possible from its mate, and one carby to share between them, it makes for a very long intake manifold. Perhaps this causes it to not run quite as well as hoped. And with the E-W running crankshaft you stick the crank handle in the side of the car instead of the front. Alan has adapted a combined starter/ generator and has the luxury of press button starting.



The pedal sticking up to the right of the steering column. One might assume the accelerator. Not so, it releases the adjustable steering column. Not bad for 1909. Everything has been invented before.

The venerable Klaxon Horn

The Klaxon horn was developed and patented by Miller Reese Hutchison, an inventor of the early 20th century. Due to an increase in the carnage on the roads in the city he reckoned vehicles needed a more obnoxious sounding warning device. Hutch, as he was known, patented the mechanism in 1908. He licensed his patent to a manufacturing company which company was bought out by General Motors. It then became standard equipment on General Motors motor cars. The name klaxon came from the Ancient Greek verb klazo, meaning shriek. Klaxon horns produce an easily identifiable sound, often described in English as "ahoogah". Like most mechanical horns, the klaxon has largely been replaced by solid-state electronic devices, though the memorable tone has persisted on in classic cars of the era. Klaxon later became a brand name. The Klaxon horn was used on U.S. submarines during WWII. The Klaxon horn's characteristic sound is produced by a spring steel diaphragm with a rivet in the centre that is repeatedly struck by the teeth of a rotating cogwheel. The diaphragm is attached to a horn that acts as an acoustic transformer and controls the direction of the sound. In the first Klaxons, the wheel was driven either by hand or by an electric motor. Hutchison went to work for Thomas Edison in 1909 and was the chief engineer for Edison from 1912 to 1918. The Klaxon warning device became standard equipment on all United States Navy ships.

But Hutchinson invented a lot more stuff than the Klaxon horn. Starting with a lightning arrestor for telegraph lines while he was still at school in 1895 shortly followed by a hearing aid which he called the Akouphone which was a bit bulky. It took him till 1902 to shrink it to a portable size powered by dry cells. The smaller version called "Acousticon". A common quip, sometimes attributed to Mark Twain was that Miller had invented the Klaxon to deafen people so they would have to wear his Acousticon. As well Hutchison developed related devices known as the Akou-Massage (renamed the Massacon), and Akoulalion, which converted audio into vibrations, to help those with more profound hearing loss. They were widely adopted by schools for the deaf in the US and Europe.

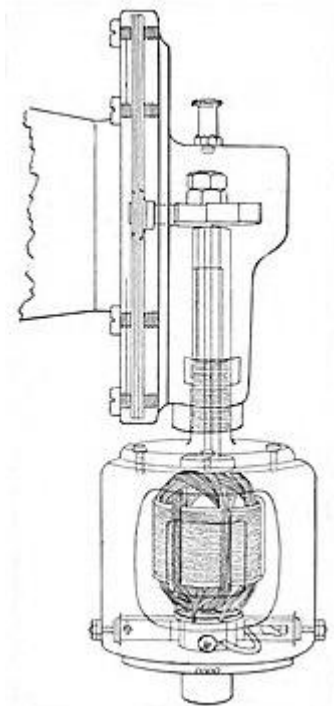
Hutchison also developed an electrical tachometer that would give an accurate reading of the speed of steam ship engines in 1908.

Hutchison himself had a limousine custom-built in May 1908 to showcase the latest in automotive electrical technology. The Witherbee Igniter Company installed storage batteries that could be re-charged from an on-board generator, or by plugging into a light socket. The car was equipped with three Klaxon horns and an external speaker to warn other traffic. An intercom similar to the dictograph allowed passengers to talk with the chauffeur. Many of the novel innovations in his vehicle are standard equipment to-day. Besides headlights with a dashboard switch, interior lamps lit automatically when doors were opened. The dashboard included alarms and lighted gauges, to indicate dangerous conditions. The car featured audible and visual back-up warning mechanisms.

The English company Klaxon Signals Ltd. has been based in Oldham, England for the last 80 years with premises also in Birmingham. The French Klaxon company was acquired by the Italian Fiamm Group in the 1990s. In 2005 Klaxon Signals sold the rights for the hooter or klaxon range to Moflash Signalling Ltd., based in the original Klaxon Factory in Birmingham, England.

The Moflash Company discontinued the Klaxet hooter in 2013, but continued to produce the A1 hooter, the only original Klaxon left in production.

And by the way, the **Klaxophone** is a musical instrument created by the American composer Henry Fillmore. Made of twelve car horns, it was created for use in his march *The Klaxon: March of the Automobiles*, which was composed in 1929 for the 1930 Cincinnati Automobile Show. This piece featured the instrument mounted onto a table and powered by a car battery.^[2]



The original design. Naturally you will come across many variations, probably to get around patent rights. One challenge to the patent was that "you can't patent a sound."

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How many people know they built MGB's as a ute? These photos are of a factory built one in a private museum in Qld. It turns out they built 2 of em. The other one turned up in England so the owner of this one rushed over to buy the other one so he could say he owned them all.





Long long ago and far away, Santa was getting ready for his annual trip. But there were problems everywhere. Four of his elves got sick, and the trainee elves did not produce the toys as fast as the regular ones so Santa was beginning to feel the pressure of being behind schedule.

Then Mrs. Claus told Santa that her mom was coming to visit. This stressed Santa even more.

When he went to harness the reindeer, he found that three of them were about to give birth and two had jumped the fence and were out, heaven knows where. More Stress.

Then when he began to load the sleigh one of the boards cracked and the toy bag fell to the ground and scattered the toys. So frustrated, Santa went into the house for a cup of coffee and a shot of whiskey. When he went to the cupboard, he found the elves had hid the liquor and there was nothing to drink.

In his frustration, he dropped the coffee pot and it broke into hundreds of little pieces all over the kitchen floor. He went to get the broom and found that mice had eaten the straw it was made from.

Just then the doorbell rang and Santa cursed on his way to the door. He opened the door and there was a little angel with a great big Christmas tree.

The angel said: "Where would you like to put this tree Santa?"

And that my friend, is how the little angel came to be on top of the Christmas tree.

