

Motor Vehicle Enthusiasts Club

No 42

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TRANSMISSION



The voice of the Motor Vehicle Enthusiasts Club

If you find you need more information about this club or just cant wait to join ring Peet Menzies on 0417 855222
GPO Box 911 Darwin 0801
In Katherine call 89710605
Newsletter enquiries to Ted propellers@bigpond.com or 89886049

UTOPIA



A dictionary defines Utopia as “any ideal place or situation”. A Cadillac, a sunny day with the roof down and the back seat packed with sweet young ladies, this is certainly Utopia!

Ellie, Ashley, Emma & Troy’s son Dylan take the convertible for a spin at Palmerston.

How many blokes out there that would just love to bring home another lovely car dripping with chrome and good stuff, but don't dare because of the bad reaction expected by their other half. Consider Troy Glover. Has darling wife Tina came home one day with the news she had put a deposit on a Harley Davidson for him. All he had to do was go to the bike shop and pick which one. Now Troy is a smart feller. He came out with a lovely new Triumph Bonneville American, two mini bikes for the kids plus a low mileage secondhand

XT250 dirt bike and still had \$2000 change from the Harley. Not bad you reckon? Well Troy had been dreamin a bit about a Cadillac or a convertible or something. A Cadillac came up on the net and what do you





*1967 Cadillac De Ville
Big car is quite economical running on gas!*

The numberplate says it all!

know, Tina encourages him to make an offer. He did and although the offer was rejected Troy did buy it. On Dec 26th Troy flew down to Sydney to take delivery of the 1967 Cadillac De Ville. When he got there the feller selling it wanted to spend ages going right over the car telling him all about it. Troy just wanted to jump in and drive it! Troy is the Caddy's third owner. It was blue when the original owners in USA bought it. They used it for some years then repainted it white for its new role as a wedding car. The next owners were Aussies who travelled to US to buy the Cadillac solely for use as a wedding car. Then came Troy whose reason for owning a Cadillac is purely for enjoyment. He drove it back to Darwin from Sydney. I wasn't surprised when he said it cruises just lovely but 20 MPG on the open road is just great!



This car does have a steering wheel just that it's on the other side. Teddy guides us!

Come for a cruise to Mandorah this Sunday for a barbie next to the beach at Peet Menzies place

The club will supply the meat, just bring some salad to share, and a seat.

For city folk meet at Caltex servo at Berrimah at 9am. Pick up the rural dwellers at Wishart on the way through at 9.30. After lunch we will be stopping at your editors place at Berry springs for afternoon tea at about 3pm.

Directions to Peets Place...From Stuart Hwy...Turn right at Berry Springs turnoff (left if coming from Katherine) and follow Cox Peninsular road to its end turn right into Charles Point Road then left into Wagait Tower road and follow it to the end, turn left then Peet's block is 3rd on the right. The road is bitumen all the way, travelling time is around one hour from Stuart Highway.

To Teds place...From Stuart Hwy...Turn right at Berry Springs turnoff (left if coming from Katherine) and follow Cox Peninsular road to 1 km past Berry Springs Primary School. Turn left into Reedbeds Rd. Drive 1km. "Teds Turf" on right. Gate marked by old stationery engines. *110 Reedbeds Rd Berry Springs*



16 HP Darracq Story by David Martin

I have read with great interest and a little envy articles in the admirable *Veteran Car in SA* news letter accounts of the acquisition and renovation / restoration of complete or nearly complete veteran cars each boasting a comprehensive history. There is another story to be told on behalf of enthusiasts of veteran cars who have been unable to access or purchase such a vehicle and have had to spend years advertising, corresponding and travelling in often fruitless and frustrating (but ultimately satisfying and very rewarding) attempts to track down and acquire vital original parts necessary to get an acceptable "authentic" veteran car. The following contribution is a brief account of such a project. In this case a rare 1913 16 HP Darracq tourer. The mechanical components have come from at least three cars and the body from a fourth so a known pedigree it has not but nor is it a mongrel! It all started over an otherwise forgettable Motel meal with some interstate entrants in a National Veteran and Vintage Rally. Whilst extolling the virtues of Model T Fords during a discussion on the merits or otherwise of US, UK, or European built cars, I expressed an ambition to one day also own a quality European veteran. By the end of dinner I had negotiated the purchase of the major components of what was said to be a 1913 12 HP Darracq. Some months later when the much anticipated parts arrived the initial enthusiasm was tempered when close examination and an attempted

mockup revealed that some parts just didn't fit or match. Obviously some research was essential. The breakthrough came after a day in the wonderful National Motor Museum library at Beaulieu (UK). A study of their excellent collection of contemporary primary resources showed advertisements, articles, photographs, drawings and descriptions of chassis, gearboxes and axles of various 4 cylinder Darracq models circa 1913. The research revealed that During 1912, two new 4 cylinder models were released, a 16 HP and a 12 HP both boasting conventional chassis with 3/4 elliptic rear springs and featuring what was to prove to be the disastrous rotary valve motors designed by C. E. Henriod. By March 1913 the unreliable "valve less" motor was replaced in the same 16HP chassis by a more conventional poppet valve unit designed by new Darracq CEO Owen Clegg and a 12 HP version of the same motor appeared in May of that year (Clegg who had designed the very successful 1911 12HP Rover had been recruited from Rover in 1912 in an attempt to rescue the ailing Darracq company). By November of that year a new 16HP car was announced featuring a new and completely different chassis with 1/4 elliptic springs and a worm drive differential. The slightly modified version of the 16HP motor was now mounted on the chassis rails rather than a sub frame in the earlier car. The 12HP remained mechanically unchanged but acquired a more modern rounded ra-

diator similar to that of the new 16HP. Armed with photocopies of the relevant information and some scaled drawings it became obvious that the engine and radiator, a pair of bare chassis rails, and possibly the body were from a 1913 or 1914 12HP and the chassis with its fittings, the front and rear axles, wheels and hubs from a 1912 or 1913 16 HP! It was much later that I discovered that the parts had come from two different locations nearly a continent apart! After much agonizing I decided to go with the larger, more powerful car so the search began in earnest for the correct radiator, engine, gearbox and steering box.

The 12HP parts together with an early single cylinder motor and some veteran wheels were shipped to England in exchange for a 16 HP steering box, a full set of lights, a carburetor, an appropriate windscreen and most of the mechanicals for a 1906 twin cylinder Darracq. The next 2 or 3 years were frustrating with many advertisements and scores of letters and phone calls yielding a little information but not much else. Finally it came together very quickly. Amazingly two correct 16 HP gearboxes, one complete with its transmission brake turned up in the same week. A contact in New Zealand who was restoring a 1914 16HP car located a motor and radiator for the earlier model and was delighted to do a swap for my lights and some cash. Things were at last starting to show promise. On a subsequent trip to NZ for a Pan Pacific Rally a day was spent photographing and measuring every centimeter of an original (apart from a later radiator) and unrestored 1913 16HP in the amazing dungeon of the Len Southwood Car Museum in Wellington. At last the project was both realistic and achievable.

The restoration process for any veteran changes only in detail, with the main problem with incomplete cars being the need to find out what the small missing bits look like and to then make them. In this case, the hardest projects were to modify the front of the 12HP chassis rails to replace the missing 16HP front dumb irons and the manufacture of a new pinion for the differential. The process has been a long one - exacerbated by the demands of a young family and moving house several times. Having the car in storage for two and a half years whilst working in Darwin didn't help either! Finally the end is in sight. At the time of writing the chassis is painted and almost at the running stage (Control linkages for the magneto and an exhaust system still need to be fitted). The body (an all original tourer from the late Laurie Vinall collec-



tion) is ready for painting and the windscreen and radiator are finally on it! The new jewellery is restored and ready to go too. There is lots of time consuming finishing off to do of course but that will be fun. Since writing this the Martins have returned to Darwin and are unlikely to be back in SA before the boys finish their secondary education. The car is once again on blocks and at this stage I would seriously consider a half reasonable offer for it as I don't really have the facilities or the time to work on it. A nice classic car would be more suitable for the Darwin climate and current family demands.



ANZAC Day

Three MVEC vehicles made the trip to Adelaide River on ANZAC day. Amongst other good stuff was a guided walk with Trevor Horman to check out where, during WW2, the diggers had cut a massive hole in the side of the hill (mostly rock) to get a bit of protection for their Sidney Williams hut. They were sick of getting shot at by Jap planes! After all their work their officer made them put it back in the firing line. A really popular bloke!!

It was the first outing for Peter Van Den Herik's latest MG. Behind it is Pancho & Jo's Triumph Stag and our '63 Futura Falcon

Big machinery, I mean *real* big is something you read about in other countries or on Mars or somewhere just as remote. The other day I got an email from one of our members with pics of this bloody monstrous engine on a just as monstrous truck, but the surprising thing was these photos were taken on Darwin's wharf. I had been away and assumed I had missed it. Imagine my surprise when dearest wife, Shirley comes home telling me about the big engine on a truck that had held her up for ages.



Two prime movers pulling

It's about 15 km to the highway. My mind frantically calculating how long it took her to get home at highway speed and how long it would take me to get back to the Stuart Highway a bit further south and how fast would this leviathan be travelling. Would I be able to cut the truck off at the pass so I could exercise my eyeballs at this wondrous creation. Rest assured I didn't hang around and I was aiming to intersect the Hwy 9 km south of where Shirley had seen the truck. It was more than a half hour since her rendezvous so I didn't like my chances. How do you reckon I felt? There it was pulled over a couple of hundred metres back waiting for some blokes to lift up some power lines. It was unreal. This is one bloody big engine sitting on top of one bloody big truck. It had two prime movers coupled together pulling it and a third one pushing from behind. It was on its way to its new home in the power station at Alice Springs and at the rate it was travelling it was going to take a few days.



And one pushing

A bit of info..

The trailer is 70 metres long, with 18 axles and 12 wheels per axle. 216 wheels in total. Loaded it is eight metres high.

MAN diesel engine V12 runs on gas and diesel.

4 stroke turbo

Bore 510mm stroke 600mm

9.9 metres long 6.5 m high weighs 276 tonnes



And it is now at its new home at Owen Stuart power station in Alice Springs.

Photos taken about 13 Km south of Noonamah on the Stuart Hwy

John Cooper began playing with cars at quite a tender age. One of the first photographs of him shows him with an oilcan under his pedal car. During his life he collected model cars which in turn progressed to collecting real ones. He has had a go at owning a service station and a hire car business. These days his main income is stretching and modifying vehicles for wheel-chair access. You can

see his life has been tied up in cars, but his real passion is with old cars. In his words, he is obsessed with them! But he is a purist, the cars have to be as they came off the assembly line. Exactly the same! John is a bit pedantic on this subject, for example, he has this beaut, really beaut Mustang in his workshop. It was one of John's imports and was "a bit tired" when he sold it. The gent that bought it then engaged John to restore it. During the restoration, John handed the automatic transmission to the customer with the instructions to get it reconditioned but most important, tell the reconditioners to not paint it. These transmissions were not painted originally. Wouldn't you know it, the customer proudly brings back the nicely reconditioned tranny all painted silver.

When it was pointed out to him about the paint he admitted he forgot to tell the recon people. John then broke the news to him that he wouldn't install it back in the Mustang till he got the paint removed. So the customer had to shell out more dollars to get the paint blasted off. But wait. There's more! The customer let it slip in idle conversation that the gearbox had a shift kit installed during the recon. John has told the customer that as soon as the car is finished and he takes delivery of it, he is to drive it to the auto transmission people that put the shift kit in, and have them remove it. If he doesn't comply John has told him he will never have anything to do with the car again!

He has been restoring cars for customers but he is detaching himself from that line of business. The latest



John with the 1955 Cadillac Eldorado he is restoring for himself. The restoration goes right down to every single bolt nut and screw. To be finished this year



effort is importing low mileage vehicles. Typical targets would be Rolls Royce, Daimler and Cadillac wedding cars. When we say low mileage we are talking ten or fifteen thousand miles. John has a feller locating these vehicles in the USA and to qualify for his interest they need to be as they came out of the showroom. No restorations allowed here, these cars have somehow managed to survive for 50 or 60 years with virtually no use and are still in showroom condition. After seeing the standard he demands with the restorations you can be sure the unrestored vehicles will be of the same impeccable standard.

I asked John which was more desirable, a perfectly restored car or a perfectly preserved example. "A car is new only once" he replied.



That's the Mustang sitting on the hoist with the bonnet up. Blue car is Chev Caprice, for sale soon!



I wonder if the sump was that shiny at new. Note no paint on bellhousing!



Interior is just as perfect as the rest. The car will be brand new.



1935 Auburn 653 Phaeton. 2 speed diff could pull 100mph in 1935. Owned from new by the proprietor of Moonta Bus Lines. A bit of personal service was to chase the bus that his customer had missed, and pull it over so the passenger could get aboard!



Checker Marathon. 307 V8 Bought by a gentleman who was a Celloist in an orchestra. His wife was the Prima Ballerina. He needed a car big enough for the cello and impressive enough for the Prima Ballerina. Bought new in 1965, driven till 1986 then shedded till John acquired it 2 years ago



Warman Special

Rod Hadfield is often referred to as the father of hotrodding in Australia. Rods grandfather Ray Warman built a model car in 1932. It so influenced young grandson Rod it led to a lifelong passion modifying cars.

The Warman Special, his latest creation, is a tribute to his grandfather. Unveiled in 2010 at the Summernats in Canberra it is quite a vehicle.

The chassis, lengthened 18 inches, started life as a 1932 Packard limo. It retains the front end, brakes and suspension. The diff centre has been converted to fully floating. The brake master cylinder is from a Dodge truck and activates two G.M. slave cylinders which are connected to a common cross shaft with rods operating the back brakes and cables to the front.

The engine is lovely! It is a Rolls Royce Meteor. The Meteor is basically a detuned Merlin used in Tanks instead of aeroplanes. At 27 litres it is quite impressive. Adapted to a G.M. truck bellhousing and a Leyland 5 speed gearbox there is a drive incorporated to turn the power steering pump and a 75 amp/ 24 volt alternator. This is then connected through a Ford 4wd transfer case backwards to increase the road speed. There are two radiators, one under the cowl with fans sucking air through side air ducts and expelling it under the car. The body is all hand built and polished. It took lots of years to collect all the stuff and another 5 to put it all together and as you can see its bloody beautiful!!

And if you fancy seeing a video of it firing up the first time....

<http://www.youtube.com/watch?v=8AMJJjeqX1o>

And for a bit more on it
<http://www.youtube.com/watch?v=1RSwqW96dQc>

And some more photos

<http://www.jalopyjournal.com/forum/showthread.php?t=434632>

Now if you are all inspired and fancy building yourself something fancy around a Rolls Royce Meteor engine, well, there is one for sale right here in Australia. Check it out . Its \$10000 but nice.....

<http://www.allclassifieds.com.au/ac/ac0034?gcid=122634174>



Check out the Greyhound bonnet emblem. Photo..Jimbob



Photo.. Howard Moses



Photo..Howard Moses

MERCEDES BENZ 250 1972

289 Windsor engine (Ford mustang)
Nice cruising car with a twist
Comes with a complete car for spares
\$5000 negotiable



Free stuff

Now that's got your eye
Get your free ads in here. Give stuff away, sell stuff ,
get information, find a lover. Whatever you like.
For photos to be published they need to come to me
straight out of the camera with no editing at all.
Email Ted at propellers@bigpond.com
or phone 89886049.
Deadline.. The end of the month

1928 Chev Ute & trailer

I have had a million dollars worth of fun, Re-
jex, Variety and trips to Birdum with the
Friends of North Australian Railway.
I want someone else to enjoy the old girl.
The sensors of opinion is to put a figure of
\$14,500.00 on it, this includes the trailer and
all extras.
The Chev is registered till November but the
trailer is out of Registration.
Bob Petersen 0889738628 Work
0889721060 Home



Dear readers, Its coming up 4 years I have been doing
this job. During that time I have had lots of emailed
copies bounce back for various reasons. A fairly com-
mon one is "mailbox full" A new one is "rejected as
spam" How would you feel?

In the past I have endeavoured to contact people to
make sure they get their copy but the numbers are get-
ting a bit out of hand, so, in the future I will only try
once. If you notice you haven't received your copy
please contact me and I will make sure you get it.
Happy reading!
Ted Mumme

1980 Ford Escort 4 Door sedan

1.6 manual. Body is complete (all glass etc) but is
rusty in the usual places (C pillars etc) and it has some
front suspension damage. Mechanically sound and
running when put on blocks 4 years ago. This will suit
anyone looking for small ford mechanicals for a proj-
ect, \$150 ono.
Contact Rod Barker on 0418 891 878.

Series 2a/3 6cyl/diesel LWB LandRover chassis.

It is rough and requires repairs. I do have some repair
sections available to go with it. Come and take it
away.
Contact Rod Barker on 0418 891 878.

1958-64 Chev Diff centre

In good condition \$50
Ted 89886049



The motor vehicle Enthusiasts Club
Extends its thanks to
**Shannons
Insurance**
For its continued support for the club

Wots on

- May 16 (Sun) **Run to Mandorah.** A barbie at Peet & Judy Menzies beachside resort, then afternoon tea and Shirley's homemade cakes while you check out the inactivity at my place at Berry Springs. More info including directions see page 2

Alternatively there is a working Bee at the hangar or
National Heritage Day of Motoring. Meet outside the showgrounds at 3pm for cruise to Mindil Beach

May 22-23 (Sat Sun) **Shannons Motoring Extravaganza** You can show off your cars!

Cars wanted for our club display.

Contact Stuart 89279640 or 0405402745 if you would like to enter your vehicle

June 9 Monthly meeting **Guest speaker** is Darwin historian and author **Pearl Ogden**

July 14 Monthly meeting

- July 18 (Sun) **CHCC vs MVEC Cricket Match** @ Batchelor. Always good fun. Come and have a bat!

If undeliverable return to;
MOTOR VEHICLE ENTHUSIASTS CLUB
GPO BOX 911
DARWIN NT 0801

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POSTAGE
PAID
AUSTRALIA

The Australian Taxi Industries Association is holding its annual conference right here in Darwin. This is the first time this event has been held here and is the culmination of lots of effort on the part of one of our members, Steve Hall. He has organized a "Night of Motoring Memorabilia" that, amongst other things, includes a visit to our hangar, followed by dinner at the sailing club. A fair proportion of these delegates, being in the taxi industry are motoring enthusiasts, many of whom own substantial and valuable private collections. If you would like to be part of this event on Tuesday evening 1st June at 5pm, by displaying your car at the hangar, mingling with and welcoming these people and maybe driving them to the sailing club, please contact Steve on 0417831955.

And Steve intends the event to run with a financial surplus which will be beneficial to our club.



Henry Ford's first car