

Motor Vehicle Enthusiasts Club

No 43

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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

Cruizin to Mandorah

On a dry season day



Perfect weather for convertibles! In the distance is Rod Barker and his 1974 MGB, Peter Van Den Herik's 54 MGTF, Geoff Smith's Corvette and Shirley and her newly acquired Capri.

Mandorah. The story continues...How do you purchase the meat for a barbie when you wouldn't have a clue how many will attend. Peet showed his executive material and came up with a ripper of an idea. You see how many roll up at the start and buy the stuff at a Woolies store along the way. And we had a good roll up with about 30 mouths to feed. You could tell the dry season was here by all the motorbikes and by the convertibles having abandoned their roofs. And what a beaut day it was. The format of a barbie and each couple bringing a salad resulted in a fantastic spread and I skillfully evaded any work by leaving the cooking to the gourmet chefs present. We utilized the paperbark forest in Pete's backyard. It was a top spot for lunch and after cruising halfway back we dropped into my place at Berry Springs to make sure I had done some work on my projects and to get rid of some of Shirley's cakes and nibblyies.



Check out the 5 inch chrome exhaust stack on Petes barbie. It does 100 MPH no worries!



Rowan, Brian and Peet's gourmet cooking for the hordes.

Peter showed the way in his MG with the rest of his tribe following in the Kingswood.



Say the word “scooter”, do you get visions of a Mod with a million spotlights all over a Vespa or maybe an Annette Funicello movie. Still with a Vespa! Or maybe you were a Lambretta rider. It seems scooters have evolved!

Kate Williams came to our Mandorah event aboard her new scooter. Her previous one was a 250 and she reckoned it a bit slow passing road trains on the way home to her rural block. The obvious answer to that problem was to get a more powerful one and why do things by half measures? Her new scooter is a 650 twin! She can now pass road trains on the back wheel! Her latest set of wheels is a Suzuki Burgman Executive. Bought about 2 months ago it looks brand new. Actually it is a 2008 model. It obviously scared the heck out of the original owner as it had only done 1600 kms when Kate took possession. This scooter has some tricky little bits. Press a button and the windscreen goes up and down, there is enough room in various luggage compartments to carry the weeks groceries, but there is a Pièce de résistance, and old time bike riders will know the problem when hooning at high speed between lanes of slow moving cars and you always get some of them that are just a bit too close together for you to fit. No problem on a Burgman Executive! Just before impact, press the appropriate button and the mirrors fold inwards making your machine a foot narrower! And there is an exclusive club in UK for owners of these machines. Naturally she is a member.



Kate on her Burgman Executive. The windscreen lowers at the push of a button.



The view from the cockpit during a high speed dash round the carpark



Taxi industry delegates become passengers for the evening.

Taxi!!

The Australian Taxi Industry Association, thanks to MVEC member Steve Hall, had their annual convention in Darwin. One of the high points of the event was a “Night of Motoring Memorabilia” which included a visit to our hangar where the 200 participants could check out all our good stuff. That’s pretty good but the high point for the guests was a taxi ride to their dinner destination at the Sailing Club in an old car. Several members ran a shuttle service in their vintage cars to get all the guests in place by dinner time then the drivers and their partners joined the party. Steve raised \$1500 to help the Katherine club concrete their shed floor.

I'm excited! When I first entered Colin De La Rue's shed I could feel myself getting excited. This is one of those sheds with *mood!* And a shed right in the middle of suburban Palmerston that was literally stacked to the roof with motor bikes. Not one of those sheds with mostly cars and a bit of motor bike stuff to one side. This one was devoted entirely to two wheels with just enough room to work comfortably yet be surrounded with bikes from as early as 1914 right through to the early 1980's. Actually Colin built the shed especially to suit the collection. No filling the shed with odd stuff picked up here and there, the collection started way back in 1957 when he purchased a 1914 JAP engined Carbine. He only started it once, this bike being a direct drive with no clutch. You push start it and when the engine fires, the bike goes. Due to a missing bit in the carby, the bike started and the engine ran at full throttle with Colin attached via the handlebars and feet pointed straight out back like Superman. Lucky it conked out pretty quick! In 1964 when Australians were drugged with Beatlemania (A ripper year as the Beatles were actually in Australia) Colin was out getting himself a very unusual racing Norton and sidecar. It had bronze crankcases instead of the usual Aluminium alloy. The story goes on and includes Japanese bikes of the 1970's and 1980's. Up until about ten years ago most of the collection was stored on the family farm down south. A friend commented to Colin there was going to be a clearing sale in Victoria with a lot of old bike stuff. It turned out the gear was his own stuff, so pretty quickly he brought all the bikes up and built the shed especially for them. His son Michael and daughter

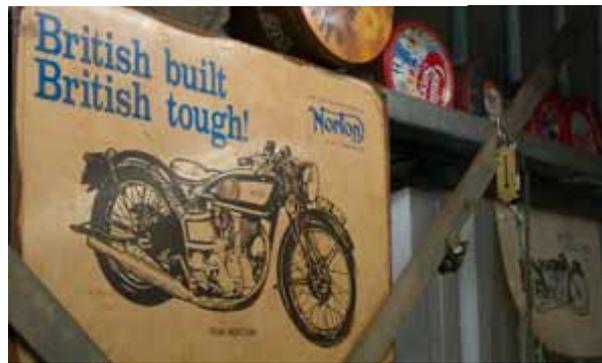
Stephanie were enthusiastic about the collection so much so that there was a bit of competition for the Norton. It may have come to "pistols at dawn" but tragically Michael was killed riding his CX500 Honda. But the Honda was the very one Michael wanted so Colin still has it and is restoring it. The most modern is a 1983 CX650 and as with all the other bikes there is a story to go with it. Colin's family had asked him to document what all the good stuff in the shed was about and he has kindly allowed me to publish the bike stories for all of us to enjoy. There will be one bike story a month for 8 months just to make you feel good. And Colin De La Rue was an MVEC Member in it's early days. He has been away and now he is back!



Colin DeLa Rue with his AJJ that used to belong to his Father.



Some of the sights in Colin's shed. The bike up high is the Carbine.



Colin's Dad on the AJS. Colin's Dad was a Colin De La Rue as well.

Things haven't changed over the years. A good bike always has lots of lovely young ladies around it!



The first two articles of a series about his collection of bikes

By Colin De La Rue

1914 Carbine– JAP 780 cc

This bike had belonged to a builder, “Brickie” Anderson of Colac, Victoria. He had bought it second-hand in about 1916, as transport to a brick-laying job out of town. He never learned to control it adequately and always push-started it, as the pedal starting gear had been dismantled. From time-to-time when it started and he swung his leg over the back, he caught his foot on the stack of tools he had tied onto the carrier and was dragged hopping and swearing down the road until everything fell in a heap and he had to try again. According to his son “Brickie” junior, it was thankfully laid up when the out-of-town work finished, about the end of the First World War. ‘Brickie’ junior sold it to me in about 1957 for £6.

When I first located it, the bike was in a small single garage where it had been laid up. At first sight, even in so small a space, I couldn’t find it, as it was hidden by bags of cement stacked around and over it - all of which had to be removed to get sight of the machine. The cement dust had attacked it, and the paint work, which seemed to be a home-done brush job, was badly decayed. The original Dunlop ‘Railroad’ tyres were still fitted, and appeared not to have had a great deal of wear.

Despite not having a clear idea of what I was doing, I partially restored the bike in 1957-58. The engine was opened, and found to have little wear; the ¼” deep top rings were broken, but fortunately these could each be replaced with a pair of narrow 1/16” modern rings. The magneto is a heavy, US-made Dixie which, together with the strain of a jury-rigged set of foot boards bearing on the magneto drive casing, had cracked the case. This was welded up and the nickel-plated parts, badly attacked by the cement dust, were re-plated. The steering head bearings were breaking up, so new cups were made up and new balls fitted. A rather poor paint job was done on the tank and frame. At this point the job petered out. I was unable to track down a source of tyres or of belts at that period; moreover, I began studying about then and had very little spare time. The bike now needs a full restoration.

I actually had the Carbine running for a few strokes on its original wheels and tyres. An unappreciated missing piece from the carburettor gave it frightening full-throttle pickup from a push start and it dragged me down the paddock for a short distance. Fortunately, within a few yards, centrifugal force expanded the drive belt until the fastener ripped the petrol feed out of the carburettor and brought it all to a halt.

For the next few decades it passed through other hands. My uncle and my father paid me a princely £15 and shared ownership of it for a time. This was mainly a gesture of pity to an impoverished student, as neither did anything with it. I later bought it back in the 1970’s for the same figure and it has not been touched since.

The Carbine motorcycle was manufactured in Melbourne from about 1903 to 1922 and is cited in Robert Saward’s “A – Z of Australian-made motorcycles, 1893-1942”

In 1913 a change of ownership led to a new line of Carbine machines with Fafnir, Precision, but most frequently JAP engines of various capacities. The front forks are British-made Druids and the frame and many cycle parts were made in Melbourne by A G Healing & Co.

This 1914 machine has a V-twin 8hp JAP side-valve engine, which provides far more power than the exiguous frame and suspension could cope with. The drive is clutchless, with a straight belt to the rear wheel. The only brake provided is a rubber block which bears on the rear belt pulley. It is not the sort of thing to take out in peak-hour traffic.



The Carbine in 2010

1950 AJS 18S 500cc

This is the motorcycle that I rode through much of the 1960's. The only observable change between the 1949 model shown here and my 1950 in its original form, was sprung pillion seat on the 1950 version. I seem to have all the parts (disassembled) of my original bike, plus about another one-and-a-half machines worth of bits and pieces.

Part numbers for the restored version of this machine will depend on which of the various pieces are chosen for the final re-build.

Frame No.	47806
Engine Nos.	50/18 14359
	50/18S 12535
Gearbox Nos.	G88 J 46
	G79 B49
	G2 D47

The first form of this bike was bought complete for £25 from McIntosh's wrecker's yard in Geelong in 1959. It looked only a bit weathered, however it turned out on close inspection to have a broken left-hand lower frame member and had also broken a piston, which was still in fragments in the crankcase tearing up the main bearings, although a new one had been fitted!

A spare frame was bought from Belton's, Elizabeth St. Melbourne and the wreckage of another rigid frame version which a local farmer had crashed into a loco at the Irrewarra railway crossing (and survived!), was bought for £5 and some of these parts (essentially the crankcase) served to get it going. The bike was on the road for the beginning of the 1962 academic year.

Some surplus parts (including the original frame, with a neatly sleeved and brazed lower member), were 'borrowed' (not entirely with permission) by my young brother Keith to build up a 'chook chaser' for paddock use. Somewhere along the line the greater part of a 1946 rigid frame AJS 350 was acquired, but was not used in the initial rebuild and

has since been dispersed among various other projects. My intention with the bike had been to build a 'café racer', so the compression was raised to about 8.5:1 by removing the factory compression plate and fitting a higher top piston.

It already had an alloy head, so this was ported & polished, a slightly bigger bore Amal carburettor and a set of 'CR'-style high-lift cams were acquired for the job. Early shuttle-damped Norton 'Roadholder' forks and front wheel were fitted; with later model 'Jampot' rear suspension units in place of the 1950 'Candlestick' version.

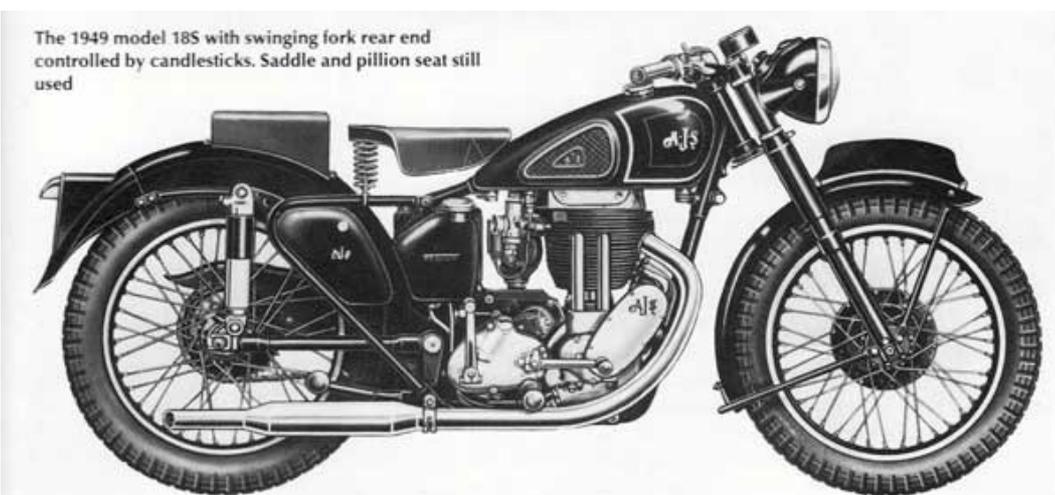
At that time second-hand Avon 'cling' road racing tyres could be acquired from riders returning from the European season, and a pair of these gave it superb handling (well, for its time!).

The frame was laboriously scraped down and chrome plated. Painting the tank, chain guards etc. in matte black, fitting alloy mudguards, and a 'twin seat' instead of the original saddle completed the décor. I was no end proud of this bike, and with a little justice, as it did attract favourable attention. It also went like the clappers, and could easily crack 90 mph on the flat. It is a pity that I never timed it precisely or took a photo' of it. In later decades, looking at the work done, it was really a rough (but honest!) job – let's see if I can do better next time.

The bike was blown up later in the 60's when a piston circlip came adrift. It was dismantled for a full refurbish, which never actually happened. All the parts are here, with a number of extras acquired over the years, but they need to be picked over and selected – with any necessary replacements and repairs - for a complete rebuild, going further along the 'café racer' theme this time. That being so, the final product will not look very like the photo above at all!

One plan that was never realised in the original project was to rebuild the front hub to use twin brake drums à la Vincent HRD. Alloy rims fore & aft would be desirable to complement that job. In 2008 a friend gave

me a number of parts he had not got around to using for a café racer himself; an elegant jelly-mould fibreglass tank, a pair of alloy rear mount foot pegs, a pair of alloy guards, a racing seat frame and headlamp fairing. Some or all of these should be adaptable for the project.



Stuff on the net

Long time readers may remember my story about the Amphicar, a beautiful little car that had propellers out back. You could drive it off the beach and hoon about and drive back to shore. Not fast, just fun! Well a bloke in America has taken the idea and developed it a bit. He makes two kinds of amphibious car. One is called a "Gator" and looks like a Jeep and is similar to the Amphicar as you can hoon into the water and toodle around and drive out again. But he also makes another called "Python." There is a video of it on the website. This car is severely different. On the land it's a convertible. It has a look about it that you can't quite pick. It has that V8 exhaust note that is nice, but after cruising the city streets and freeways a la normal the video shows it simply hooning into the sea. The wheels retract a little and then it's a full blown speedboat, mixing with big twin outboard monsters. The Amphicar had one problem, if you opened the doors out there on the water you did a quick one way trip to the bottom. Not with the Python. The film shows the car stopped out in the deep. The lady passenger opens the door and steps out for a swim then uses the open door to swing aboard again. There seems to be a place in the states that might be the equivalent of a car show and shine but this one is for flash boats. They cruise along by all these craft nosed in to a beach. The place is crawling with sweet bikini clad ladies. Next thing you know the Python has a back seat chock full of these lovelies. It seems the slant of the video suggests you may have this problem if you drive one of their cars/boats. The rear view, if you ignore the young ladies might suggest a Corvette. This is probably fair enough as it has a Corvette powerplant.

It's not cheap, prices start at \$200,000US but next time you put your boat on the trailer after a day out on the water just think what it would be like to just drive out of the water, up the ramp and continue on home.

Hint for married blokes: Don't show the bit with the bikini girls!

http://www.watercar.com/html/watercar_python.html



This car is not stuck in a wet season swollen river. Its just at anchor.



Now there has got to be something for everyone here. Perfect for fishing, commuting ,skiing, mating, the list goes on...



International AB160 Ex-Army 4WD truck

19,000 miles (was used as a water pumper by the NSW rural fireies {logo still on doors})

4.3 petrol

Transfer case with PTO

Big alternator (not std)

Halogen lights (not std)

Needs brakes worked on

Original aircleaner

Fuel tank rusty

\$2,500.00 NEG

I would prefer it to go to a good home

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

MASSIVE CLEARING SALE

1929 Nash Twin Ignition sedan

Six cylinder OHV engine, three spd gearbox, Bifur One-Shot chassis lube system

Fully imported Seamans four door sedan body, beautiful large headlights and sidelights with the Nash crest pressed into them. A large, comfortable, fast quality vehicle of its day.

It needs full restoration as it is completely dismantled. Lots of paperwork and research come with it. It could be restored as a ute to begin with, and then the sedan body installed once it is completed. Looking around \$2500 ono

1928 Chevrolet buckboard "Fruit & Fish" A genuine piece of NT History!

Competed in the very first Rejex Run (1956) along with Leo Izod's 24 Chev.

I have the vehicles history from the 50s including photos etc

Vehicle needs restoration - at the moment it is a rolling chassis with engine and gearbox fitted Comes with a huge amount of spares collected over the past 6-7 years.

I would really like to see this ute restored and competing in the Rejex again. There are so few cars still existing with NT history, but this is one of them. I have harboured great plans for it but they have not materialised due to a variety of reasons (time being the greatest).

Looking around \$3000 ono

1982 Range Rover - first of the four doors

3.5 litre alloy V8, constant 4WD, long travel coil suspension

Runs and drives good, most of interior removed.

Would make a great mud bogger, block hack, whatever you want.

Looking around \$1500 ono

Contact for more details:- Jared - (w) 8999 8292 (h) 8988 4562 (m) 0415 360 759



The motor vehicle Enthusiasts Club

Extends its thanks to

Shannons

Insurance

For its continued support for the club

Wots on

- June 22 Club run. Cruise to Litchfield Pub for lunch
Meet at Berrimah Caltex 9 am or Wishart Siding 9.30 am
- July 14 Monthly meeting
- July 18 **Classic Holden Car Club vs MVEC Cricket Match @ Batchelor.**
Always good fun. Come and have a bat!
Leaving Berrimah Caltex 8am. Wishart 8.30am.
Holden Club are doing the food catering so no need to bring tucker. Rest assured the
Holden Club eat well.
- Aug 11 Monthly meeting

The monthly meeting is always on the 2nd Wed of the month.
On the following Sun there is always a working bee at the hangar.

If undeliverable return to;
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A 54 year old woman had a heart attack and was taken to the hospital. While on the operating table she had a near death experience. Seeing God she asked "Is my time up?" God said, "No, you have another 43 years, 2 months and 8 days to live." Upon recovery, the woman decided to stay in the hospital and have a face-lift, liposuction, breast implants and a tummy tuck. She even had someone come in and change her hair colour and brighten her teeth! Since she had so much more time to live, she figured she might as well make the most of it. After her last operation, she was released from the hospital. While crossing the street on her way home, she was killed by an ambulance. Arriving in front of God, she demanded, "I thought you said I had another 43 years? Why didn't you pull me from out of the path of the ambulance?" God replied: "I didn't recognize you."