

Motor Vehicle Enthusiasts Club

No 53

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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 can't 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 08 89886049

1936 Hudson plus a lot more goodies



Experience has shown me that when I visit somebody to check out their neat vehicle, I invariably find heaps of other goodies stashed away in the shed. Frank McDonnell's collection was a bit out of the ordinary in that the interesting stuff started with his house. Frank's house in suburban Adelaide is heritage listed. After WW2, building materials were in short supply so the public housing authority, the Housing Trust, imported 100

kit houses from Germany in 1952. With memories of the war still fresh, public feelings towards Germany were not particularly good and the wharfies refused to unload the houses from the ships. Once that hurdle was overcome, nobody would assemble the houses. Obviously they did eventually get erected as Frank's house is one of the few surviving examples left. But the house and yard has large amounts of railway goodies adorning it. To enter you must open

a beautiful wrought iron gate. The gate is from platform no 10 at the Adelaide Railway Station, the platform serving the Overlander or Melbourne Express. Look around the garden and you see railway signals, bells and lamps. Frank collected Railway stuff. So much so he built another room on the back of his house to recreate a stationmasters office back in the old days. The room was faithfully decked out with wood panelled walls, wooden door frames and doors, picture rails and bookshelves, a fan, photos, in fact everything you would have found in the office in a year long gone. The surprising thing is that Frank decided to sell his collection, not as a collection, but as individual items. The result is that what remains is just a small fraction. Yet it is still a most impressive sight.

But I really came to talk about cars. He started playing with old cars about 1996 with a 1928 Chev National. It was running ok but the body was a bit tired. During the Bay to Birdwood run one of the rear doors came open rounding a bend so he pulled it back shut. It still didn't seem to have latched properly so he gave it a really good slam. The effect was the door fell right off complete with door pillar and Frank was panicking with worry that another car was going to run over it before he could pick it up. That incident made up his mind to completely restore the whole car. What started out as just a routine restoration turned out as one of those "better than showroom" jobs. Frank had bought the paint, enamel, at a modest price when his wife insisted it should have the best paint available. The car was sprayed with 2 pack and a stunning job. With such lovely paintwork it had to have the most lovely leather upholstery and the story goes on. The Chev ended up so beautiful it could never leave the family so Frank's son has it now and I missed out on seeing it in the flesh. But he couldn't be without a flash car!..... While he was at the Bendigo swap meet he met a bloke who had a suitable car for sale but it had already been sold. The gent mentioned he had a 1936 Hudson for sale back in Adelaide and that it was pretty straight. It was part of his wedding fleet. The description turned out to be a bit of an understatement. The car was the colour of a bridal gown and looked just as good as the loveliest of the brides that it had delivered.



The Chev National during Bay to Birdwood



The Hudson is totally original including the engine bay. Straight 8 engine.

The clutch is a bit unusual. Hudson called it a fluid clutch, sort of like a motorbike clutch



The designer of those beautiful sweeping lines was a lady!





A 1936 Hudson advert promoted the great new idea of flow through ventilation. Has an swing out windscreens plus a vent.

Innovative quarter vents can open as a flipper window, or wind down. If you prefer you can have no window at all and it all happens with the same window winder.



The interior is spotless. All the innovative little gadgets work. And it had and still does have layback seats



A shed always has another vehicle hiding in the corner. A Standard speedster from about 1921





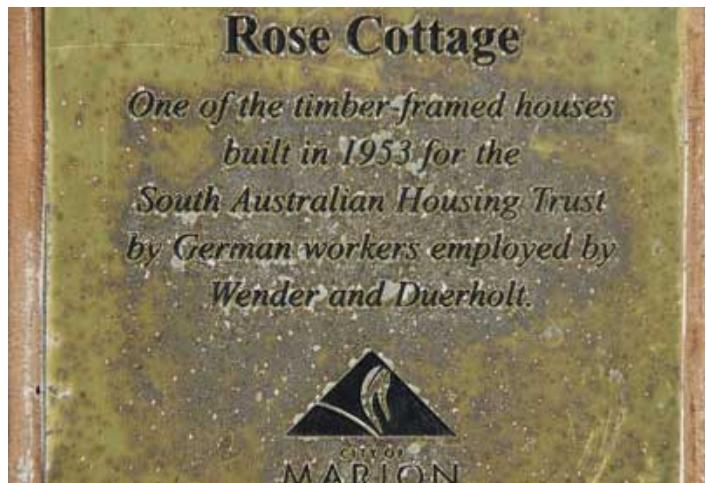
The gate is a hand forged item that used to grace part of the Adelaide railway station



Some of the intricate work on the gate. Every item has a much more in depth story, enough to fill a book



Frank's home has historical value so to preserve it from demolition by developers he has had it listed on the heritage register. The yard is tastefully decorated with railway items



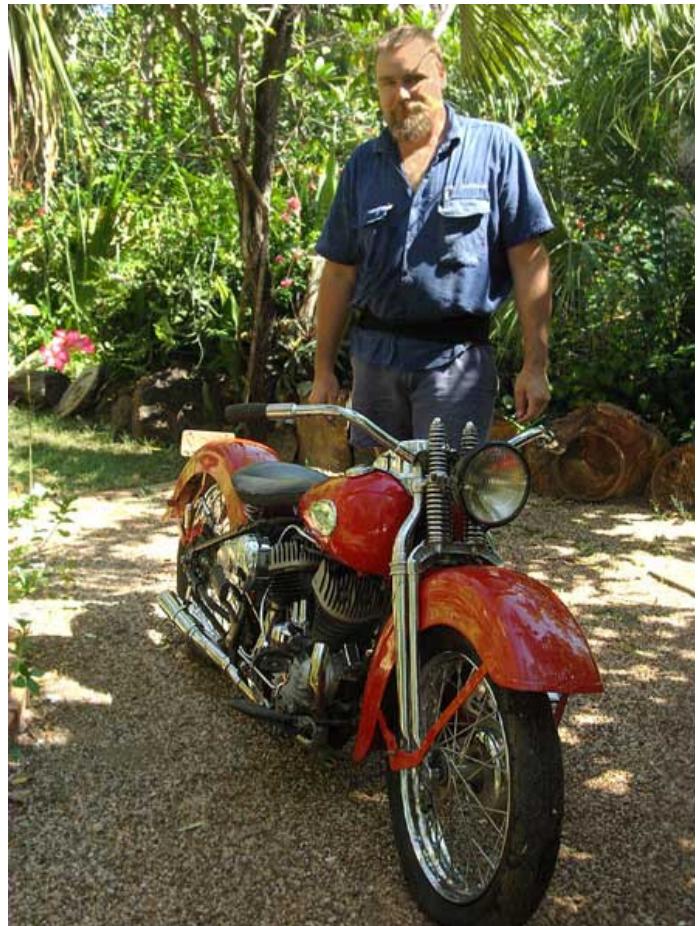
Frank's recreation of the stationmasters office. Most of the items have been sold but as you can see there is still a substantial collection on display!

You wont find any plastic vehicles at Sholto Brown's.

The first thing that caught my eye (probably coz it was red) was his WLA Harley Davidson. Not army drab green, this one was in civilian livery, red with lots of chrome. After you chuck your leg over it the first thing you notice is its low. Real low, and light too. Sholto bought it way back in 1989 in Kalgoorlie from a bikie bloke who was short on money. The bikie thought he was ripping Sholto off and Sholto reckoned he got a good deal so everyone was happy. The plan at the time was to extend the forks and generally chop it but somehow he never got round to it and now he is pleased it survived in relatively standard trim. It still has a hand shifter for the gears but it has moved from the side of the tank. The suicide foot operated clutch still operates as standard. There are a couple of more modern bikes in the shed but not quite modern. His and hers 650 Triumphs! His is a 1964 TR6R Trophy, hers a 1970 T120V, which is a 5 speed Bonneville. Angila's bike is a bit custom, the frame has been modified. The front end is from a 350 Honda and the fork yokes have been machined from a solid lump of alloy. Smaller diameter wheels at both ends result in the whole bike being quite low.

It just looked good and being low is a perfect ladies bike!

But a family with kids needs a car. They found an ad for a 1969 ZB Fairlane in Queensland. An old bloke owned it and he was moving to Sydney. Seems he reckoned it would be too big for Sydney traffic. The gent had owned the car for a long time and been very particular about it, so from a bunch of photos and a couple of phone calls they bought it. It was transported to Darwin via Sydney, Melbourne and Adelaide and copped a small ding in the door during the trip. The carriers also managed to fry the wiring in the engine compartment during a jump start. That resulted in a complete rewire of the engine bay but all is well now and it turned out the car they bought was a beauty. The body and paint were particularly lovely and the interior was as good as you could get. And it has a bench front seat, the most superior form of seating ever invented. The previous owner had the 302 V8 engine reconditioned by Ford and today the Fairlane at 41 years of age makes the perfect car to transport Sholto, Angie, and their daughters Sarah and Nyah, in comfort and style and a lot of class.





Fairlane's interior is lovely. Bench seat in a luxury car is unusual but much more functional and just plain great! Right: Southern cross decorates the instrument panel. Definitely an Aussie built car!

OIL

ALT



The only bicycle I have ever seen with a park-ing brake!

Super Elliot delivery cycle built in Adelaide. Just right for getting the groceries home.



This is Angie's Triumph coping a bit of maintenance. The engine has been lowered considerably in the frame. It all looks good!

This is not really a very large shed. Just right for working on a couple of bikes. Sholto had an XR V8 Falcon ute. (about 1967 and Mustang bred for non ford people) It was a bit bare and had no doors or pedals., so no brakes. He wanted to get it into the shed so he tied a string round the linkage on the carby. Being an auto he could make it go along pulling the string. He had to give it some herbs to get up the step onto the concrete floor. Once over the step the car took off and with the throttle stuck wide open it was lucky the door was open on the other end. There wasn't much clearance going through that door and with a yell to Angie to get out of the way (she was in the garden doing some quiet weeding) he persuaded it to stop out in the bushes. and no damage to cars or persons. It pays to live on a larger rural block!



Number plate uncovered in Leonora WA suits the bike perfectly!

Bennett's Bun Truck

By Ray Smith

Confused? Me too. So I'll tell you how it is. I have no idea of why the vehicle is called a bun truck, it's just a name that must have evolved over time, and refers to a commercial delivery motorcycle with a cargo box sidecar. You don't see them any more. Bennett & Wood were a significant motor trade merchant in Sydney, with a big warehouse full of Holden and Ford parts and other car related stuff. They were also NSW agents (and possibly Australian agents) for BSA and Honda motorcycles. These were the days when BSA was the largest motorcycle manufacturer in the world and Honda was just getting established.

Another company, Bennett Honda, came later, and this eventually morphed into Honda Australia. So ... Bennetts were an important part of the Sydney motor trade, which caused them to run a fleet of delivery vehicles, about ten or so Holden utes and three 'bun trucks'.

I was one of the bun truck drivers. Sometimes when some smartarse is big noting himself over how good he was on a motorbike, and you know he's lying, I trot out the line about having been a 'professional motorcyclist'. That usually has the desired effect of shutting him up.

The job didn't pay too well but the other conditions were pretty good, no real pressure, back to base for lunch in the spotless and fully staffed dining room/ cafe, on the road in the fresh air, surrounded by drivers who, for the most part, were aware of your presence and respected your right to feel safe, and the coppers were normal people without any arrogant paramilitary attitude.

There were a lot of motorbike racers among the drivers of the Bennett & Wood courier fleet, Terry Poole, Col Evans, Eric Davies, Allan Clarke, and the workshop foreman was Brian Carr. They were all there during my time so there was plenty to talk about at lunch time Monday following the successful, or otherwise, weekend.

Like I said, it wasn't a pressure job. The format was the same every day, do a morning pickup/delivery run and return to base for lunch, then an afternoon run and return in time to finish work.

All the runs could be done well below the allotted time, so unless we had something of an urgent nature on board, the bun truck drivers would meet up most days around the motorcycle dealership area of Wentworth Avenue and Goulburn Street, to kill time until due back at base. Then we'd return in

convoy.

Sometimes the trip back to base developed into a street race. The late afternoon ride was usually the most entertaining. The run from Surrey Hills down through Waterloo was mostly factory area and by the time we got to it the workers had deserted the place for the day, all except a group of night shift workers usually out on the street and waiting to start work at about the time we came past.

Bourke and Young Streets were priority through roads with stop signs on the cross streets so you didn't worry about intersections, and some of the cross streets had a steep camber, making a little up and over bump at each intersection.

Now big old heavy sidecar haulers with cargo boxes as strong as cattle crates are not what you'd call sporting motorcycles but sometimes a bit of application can produce results, especially in the spirit of competition and with a road surface conducive to getting the wheels clear of the ground. Must have looked impressive 'cause the night shift workers always applauded. If somebody had a mechanical failure we would phone one of the bike shops at Goulburn Street, to pass on a message with our locality, to the other bun truck drivers. A rescue method had been devised for breakdowns. The sidecar boxes were long with squared off front and back ends. It was possible to push one sidecar with another using the box as a sort of 'bull bar', so it could be pushed back to Bennett's workshop.

One late afternoon we had a dead engine and one outfit was pushing the other. I was bringing up the rear, a little way back. It occurred to me that I could help out by pushing too, i.e. two pushers and one pushee should enable us to get back to base a little quicker. So I eased up behind the other bike and contributed some more push to the rescue operation.

The combined power of two engines enabled us to get all nine wheels off the ground at the next intersection ... And the night shift spectator crowd went wild ... Evel Knievel never did a jump like that.

Sometimes due to breakdown or routine service, an outfit would be off the road so the driver would take another vehicle, sometimes a ute, sometimes another sidecar outfit belonging to one of the company executives.

This sidecar outfit was really special. It was the one used at the Easter bike racing at Bathurst as a road opening/closing vehicle. It was a late model large capacity bike with a lot of grunt, by the standards of the day, and it had a very special registration number. The small black and white plate bore only the single figure '1'.

It was painted black and was fitted with a Murphy

sidecar. Now it happened that the NSW Police were also using, as utility transport, large road bikes fitted with Murphy sidecars and painted black.

One day I needed to go on an errand into the Sydney CBD where there was limited on street parking, but heaps of loading zones, for use by commercial vehicles. Our bun trucks could park on a loading zone but NSW #1, which I was riding, was fitted with a passenger sidecar and wasn't permitted to use a loading zone. Didn't stop me parking there, the errand was only going to take a minute. You'd be dead unlucky to get pinched in that short time.

I should have known better. The Sydney brown bombers had a well deserved reputation for sniffing out anybody who dared to park contrary to 'the rules', and an equally fearful reputation for fast and effi-

cient ticket writing and for failure to listen to reason.

Well, coming back to the bike I spied a brown bomber walking around it and examining it, but not issuing a parking ticket. This was clearly not normal behaviour, usually it's ticket writing with great haste and always as a first activity. Should have got a photo as it was probably a unique occasion, the first and only time the book didn't get a trot as a matter of priority.

Then the most incredible thing happened, he walked away without issuing a ticket. Another unique experience and another lost photo opportunity! The rego plate must have had him confused and I reckon it saved me a parking ticket that day.



Are you game to cross this bunch?

If you don't turn up at the Gangsters Ball they will come looking for you and there may be dire consequences.

Dress to impress, 1920's style and make sure you are well armed. Ladies especially!

At the Berry Springs community hall 7 PM 9TH JULY

Live music "The Mobstars" and all types of dancing.

Tickets \$15 you can get your tickets in advance or book a table. Ring Ted 89886049

And if you drink too much bootleg (take your own) you can camp for free



WINNELLIE



Show N Shine

Sunday June 5th

10.00am – 3.00pm

Repco Winnellie Car Park

Stuart Highway WINNELLIE

Club Displays welcome

All cars, trucks and utes

Original/Restored and Modified categories in the following eras

- | | | |
|-------------|-----------|-------------|
| ▪ Pre 1950 | 1960-1969 | 1980-1989 |
| ▪ 1950-1959 | 1970-1979 | 1990 – 2011 |

Plus Best Car in the following categories:

- | | | |
|--------------------|----------------|--------------------|
| ▪ Hot Rod | Street Cruiser | Race Car |
| ▪ Holden Classic | Ford Classic | British Classic |
| ▪ Overall Japanese | 4 X 4 | Unfinished Project |

Catering Provided by car clubs

RSVP to John Palamountain at Shannons Wednesday 25th May.

Email; john_palamountain@shannons.com.au

Entry Fee \$10.00 per vehicle

Proceeds to Northern Territory Motoring Council Inc. - Motoring Museum Project

This is a no alcohol venue.



**What an
AUTO STORE
ought to be**

Stuff on the net. Model Engines

<http://craftsmanshipmuseum.com/Chenot.htm>

For this months story I have to recommend to those readers that don't have access to the net, there comes a time when you need to go and bludge off someone who does. This is the time!

Lots of fellers have spent many hours at the lathe to build an engine. Some have gone that little bit further to reproduce an engine so even the internals are scaled down replicas of a full sized engine. Louis Chenot has done all this and his work has progressed till he has built a complete 1932 Duesenberg in 1/6 scale. In his words "when about five years old, I began building models and continued off and on all my life—cars, airplanes, boats, trains, finally learning about 25 years ago that people were building models that actually ran under their own power! Some simple models followed with steam power leading to an 1895 American-LaFrance fire engine, a 9-cylinder Bentley rotary aircraft engine and finally the Duesenberg." Louis hunted down original drawings that he could scale down. Also he visited museums and private owners that had complete vehicles or parts of the car that he could copy. In its original form this is one very impressive car, but for the modeller it is a big challenge with straight 8 engine and twin overhead cams and 4 valves per cylinder. Most components in the model are of the same material existing in the original, hence cast iron for the cylinder block. It was decided to fit cylinder liners in order to cut water passages. Liners were turned from Cummins diesel engine valve guides, a very tough grey iron. Piston rings are also from Cummins valve guides. Two compression rings (.025 thick) and one oil ring (.040 thick) were made.

The Warner transmission is to scale as is the clutch and the diff. The ratios are all correct although some of the shaft sizes were altered slightly so commercially available bearings could be used. And of course a car has a body and a radiator, seats etc. They are all manufactured from metal. There is no plastic or fibreglass in this car. Even the sparkplugs have been manufactured.

And it runs, you can see a movie of the first time it was fired up at <http://www.youtube.com/watch?v=f6TetkMpF1c> it runs just as smooth as you would expect a straight 8 to run.

And after you had built something like this what would you do next? Lou has already working on the crank-cases for two V12 500 HP Liberty aircraft engines for a 33 foot model 50 GarWood hull. At 1/6 scale that will be 5'4" long built from mahogany with 3 cockpits. An impressive boat in real life it will be an equally impressive model.



Above: 1/6 scale gearbox

Below: Louis Chenot. Awarded Metalworking Craftsman of the Decade! With Deusenberg cylinder head in his hands.



1989 Toyota Coaster Motor Home

4cyl.diesel, airconditioned 24volt and 240volt, fridge freezer, microwave, sink, sleeps 2(twin beds), electric steps, 90litre s/ steel water tank, good tyres, 6mths Rego., awning, 24v battery charger, CB radio, flat screen T.V., CD player, tow ball front and rear, \$ 33,000. Phone Stan 89270117.

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 propellors@bigpond.com
or phone 89886049.
Deadline.. The end of the month



Sorry folks this bit isn't for sale. This is Lou Chernot's workshop (clean isn't it) and below, the Deusenberg engine internals. Liners machined from Cummins valve guides!



Massive shed clearance sale

1975 honda Civic four door sedan. Looks like new. Genuine little old lady car.
Windscreen, rear tailgate and hubcaps for EH Holden wagon.
New 750-16 cross ply truck tyre.
2 tyres p175/75r14 low mileage.
Front and rear LH doors. Torana LH-LX Holden HD hubcap and grille in perfect cond.
Holden FC Nasco sunvisor
Datsun 120y back axle, grille, bumper.
Rear bumper, LH rear guard and wheel for 1962 VW
4 Wide steel wheels 5 stud LT215/75r15 suit Hilux or similar
Set of seats for coaster bus ex cond
Fairlane and LTD hubcaps
Trevor 0407 189136



The motor vehicle Enthusiasts Club
Extends its thanks to

**Shannons
Insurance**

For its continued support for the club

Wots on this year
Lots!! Come along and enjoy

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq beforehand.
Also there is a working bee at the hangar the following Sunday.

- May 15 Australian Historic Motoring Federation National Motoring Heritage Day. This event is now to be coordinated by MVEC making it just right for our members to participate.
Meet at Little Mindil carpark 1.00pm for 1.30 start. Finishes at the hangar about 4pm free raffles
- 21 Katherine - commemoration of 85th anniversary of first train into Katherine (*new*)
28,29 Club run o/night. Peet and Judes place Mandorah (*This date has changed!!*)
- June 5 Shannons / Repco Winnellie "Show and Shine" 10am to 3pm
19 Run to Bark Hut – meet at 10am at Coolalinga United. Purchase lunch at Inn (*Changed*)
25 Fund raising at hangar with band (SIDS for kids) (*Changed*)
26 Parap Arts Festival – car/ club display from 12 noon until 5pm (*new*)

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

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AUSTRALIA

- July 9 Gangsters ball at Berry Springs Hall. Get dressed up. Have a go at Dancing.
17 CHCC/MVEC Shannons Trophy Cricket Match at Batchelor
30 31, 1st Rejex Rally
- August 21 Club run Jim Coopers amazing Ford collection plus late breakfast at Charles Darwin Nat Park
27 Club Run Katherine festival or Alice Springs Transport Hall of fame reunion
- Sept 4 Fathers Day Open Day HANGAR. Show off your cars.
18 Club run
- Oct 8 AGM
23 Club run Daly Waters pub anniversary
- Nov 20 Club run
26 Christmas dinner at CAZALYS
- Dec 9 Chris and Kathy's Christmas show