

Motor Vehicle Enthusiasts Club



No 61

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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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Newsletter enquiries to Ted propellers@bigpond.com

The Sunbeam Charrington

I guess we all end up playing around stuff we associate with our youth. Rowan Charrington was an apprentice fitter with the railways in NSW and worked on steam locomotives so it should come as no surprise that he was anxious to be working on the restoration of the historic Sandfly engine when it bobbed up in the hangar some time ago. The small team totally dismantled it, cleaned it, repaired it and reassembled it to the lovely showpiece it is today. They did a fantastic job. But Rowan believes it will probably never get under a head of steam which is a bit sad for such a machine, so Rowan, never to sit around, came up with an alternative. He is building a small scale replica which will run on a 7 1/2" gauge line which is a fairly common size rail around rail modeling in Australia. Lots of model engineers buy plans or kits to build various bits of machinery but Rowan, very conveniently, has the full size pattern right



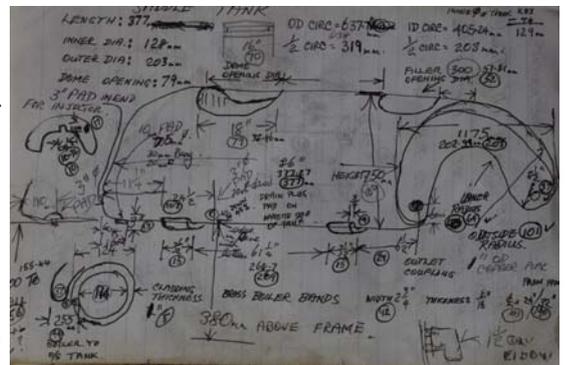
Rowan with his 1955 Norton 19S and sidecar



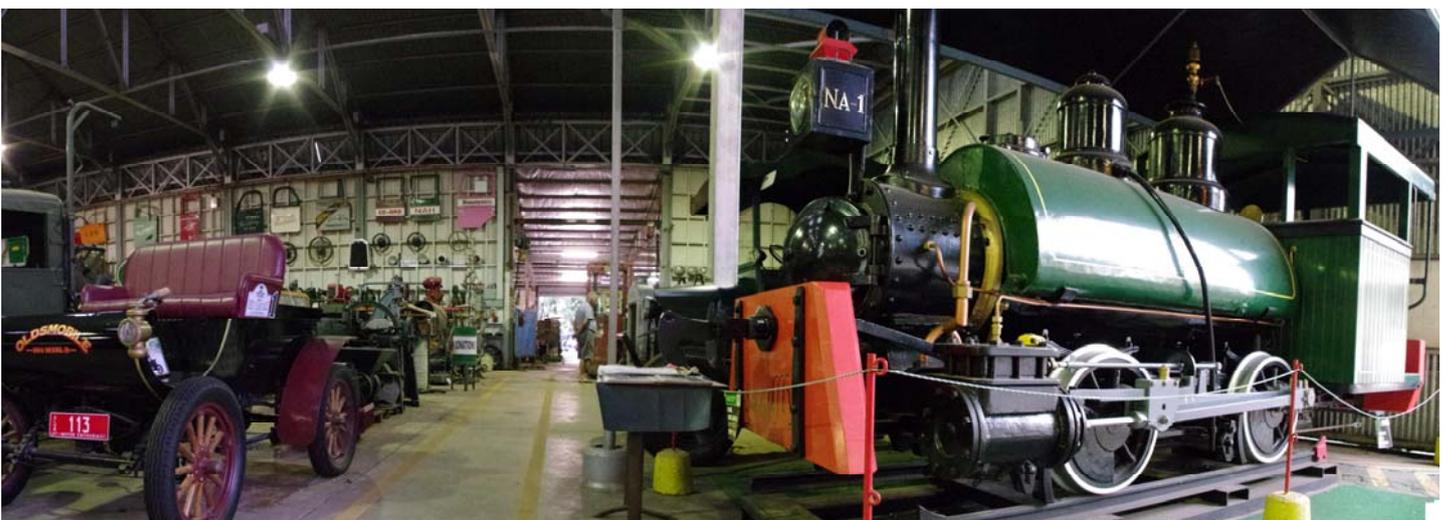
there to run his ruler over whenever it is needed. It's a bit of bad luck he didn't come up with the idea of the model while they had it in pieces. It would have been a lot easier to measure back then but that certainly has not impeded the project. Rowan has numerous pages in a notebook where he has made sketches of the various items and their measurements. At home he transfers the sketches to graph paper and makes precise technical drawings of each part. Each dimension is divided by 5.79 to convert from the original 3'6" gauge to 7 1/2". Naturally the hardest part is actually creating the part.

When casting metal, the next step after the technical drawing is to make a wooden pattern. The pattern has to be tapered in such a way that after it has had damp sand packed around it, it can be withdrawn and leave a precise cavity in the sand that can be filled with molten metal.

"Sandfly" model and a very well equipped but very orderly shed. Note the laser cut chassis rails on the model



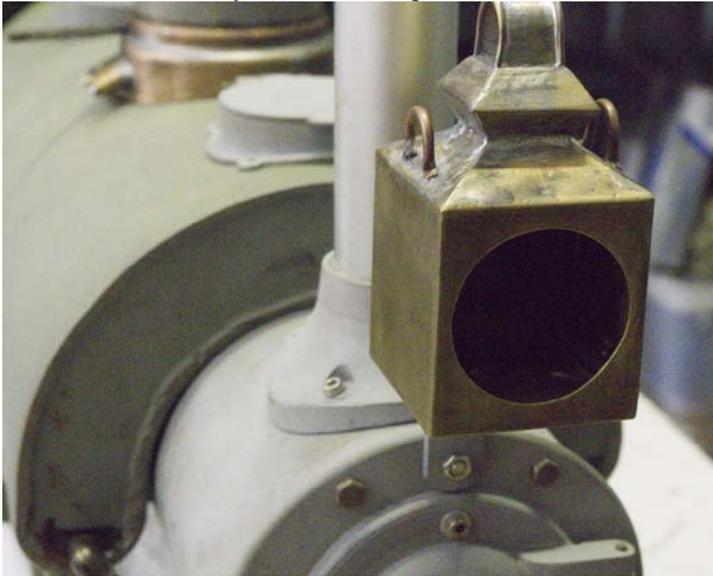
One page of many detailing the dimensions of the Sandfly. These notes were then transferred to proper tech drawings. Below is the real thing .





There is an art in making those patterns. Rowan made his own pattern for the wheels and sent it to a foundry in Victoria where they were able to cast him the four wheels for the replica, and they are beauties. He has to machine the surfaces that run on the rails and they are just right. Because he made the patterns the actual casting cost him a mere \$40 each. The other part that he sent out to be done was the chassis rails. They are a bit intricate and were laser cut out of 1/2" thick steel by a firm down south. Rowan made full sized plans and the finish can't be faulted. The rest of the project is a result of his shed and the lathe, drill, hack-saw, file, mill and all that other stuff you normally have in a shed. There is a bit of woodwork in there too, in the cab. One thing you won't find in Rowan's shed is anything out of place.

Sand cast wheels from his own patterns



It's amazingly organized. Every day or night when he finishes working he puts all the tools back in their rightful place. And there is no dirt around either, or cobwebs. Maybe he has a cleaner come in on the sly but believe me, this is one clean workshop.

On the subject of model engines there is another one lurking around that is also not quite finished. Rowan started making a 3" scale model of a Cliff & Bunting Traction engine some years back. In his normal style to make the project just that little bit better than ordinary he made it in stainless steel. Trouble is stainless is very difficult to work. It hardens itself while machining. It became such a task that he has shelved it for the time being. The frame is complete and there are boxes of gears and the governor is a work of art. One day it will run.

Headlamp is a work of art. Will have a light in it

Every part is completely fabricated by Rowan



Tucked in smaller sheds are other treasures, a 1970 Hoffy racing cycle, just as it was made and fully functional. It rubs up against a real eye catcher. We have all seen plenty of Malvern Star bicycles in our time, but hiding in the shed here is a 1930's Malvern Star motor-cycle. It is lacking its Villiers engine and 2 speed transmission but it is lovely in that it is totally unmolested and in remarkably good condition. The rims are a bit sad but the petrol tank still has its paint including the pin striping and the Malvern Star brand. This is one of those things it would be a shame to repaint. It's that good! If any readers should know the whereabouts of a Villiers powerplant for this bike you would be doing the engine and Rowan and the world a great favour if you could connect them together.

But in all good sheds there is always more.

There is a lovely Norton making the place look nice. Rowan owned a 1949 ES2 500 cc single cylinder Norton back when he was a bit younger living in Brisbane. When he came to Darwin back in 1972 and since he knew he would be staying in a hostel and storage would be a problem, he gave it to an apprentice when he left. Move forward to 1994 he returned to Brisbane for a high school reunion and while he was there he found a 600cc 19S Norton in a bike shop. Parting with \$8000 he brought it home and pulled it totally to bits and rebuilt it from the ground up. The only 2 things he didn't disassemble were the big end and the speedo. The big end didn't have any play and was smooth so he left it alone. The speedo he tried to pull apart but no matter how hard he tried, he couldn't get the bezel off. That



The Traction engine project is in recess at the moment. The red and blue parts are the boiler and chassis. All made in stainless. At the right is the governor. Rowan made every part including turning up those balls. It is something lovely to behold.



being the first step he didn't worry about it. Recently I was talking to a feller that used to repair auto instruments and he assured me that Smiths Chronometric were the most mongrel gauges to repair. Lucky Rowan didn't get the bezel off! Typical of Rowan's work you will see nifty little bits here and there that he has gone to great pains to manufacture. The bolts are a perfect example of the trouble he will go to, to get something right.

Chroming bolts makes them look nice but often when you whack a spanner on them it will crack the chrome and then they look tacky. An alternative is to use stainless steel but they were only available in Whitworth threads or metric. (You wouldn't put metric on a Pommie bike would you, You might cause a thermonuclear reaction) But Whitworth threads are a bit coarse and would come loose, besides they are still not "right". So Rowan bought the Whitworth bolts a size too big, stuck them in the lathe and turned the shaft down to the correct size and in doing so also machined the thread off the bolt.

He then cut the proper CEI thread of 26 TPI using the lathe. Now that's dedication! But that's not all! The bolts on the bike had a domed head. The bought bolts had a normal hex head. He turned the hex head down so it still has the hex but is also domed. Then put it on the buff and viola! It looks just like chrome but it won't crack when you tighten it up. Now owning a Norton is fine, but Rowan is always out to make a good thing just a bit better. This bike was built to haul a sidecar so the next natural step was to hang a chair on it. He sourced a very sad Dusting sidecar. It was rusted and battered and the actual body was probably meant for a child as it was very small, but the chassis was there so Rowan set to work. The size wasn't going to be of much use so the first thing he did was at the same



A 1930's Malvern Star motor bike. Missing the engine but very unmolested and unique





Every bracket is a work of art

time he was straightening the panels he cut the front off and manufactured new panels to weld in and lengthen the body to a useful length. At the same time he added a bit to make it wider. Not to be caught loafing he also widened the back and added a boot complete with a lovely curved lid. A bigger door and a windscreen that folds forward to make getting in and out easier was followed by upholstering the whole interior. There is not one piece of bare metal on the inside, it is all padded with vinyl and a lovely pleated seat. Comfortable too. I gave it a try! The exterior is



Sidecar door has been enlarged and a windscreen added. The screen folds forward for easy access. Interior is fully upholstered. I tried it out... comfortable too!



Boot has been added. The lip around the lid and the opening came from the spreaders off a steel door frame. Rowan just made the rest .



Left: bracket for sidecar slips inside frame downtube from underneath, plus bolts to engine mount

Right: The view from the chair.

Right: Originally the body of the sidecar was suspended on canvas straps. Rowan has made this nifty suspension, arrangement which is a lot stronger and neater, off some old nylon runners from a roller door.





there was an almighty CRUNCH and the back of the Sunbeam jumped up off the ground! The gearbox had expired in a big way. What some people could not understand was Rowan was not upset. He was as cool as a cucumber that he had blown it in a big way. What they didn't know was that he had already decided the gearbox was on its last legs and had already bought a Toyota Celica gearbox to replace it with. It was sitting on the shed floor. He just hadn't got round to installing it yet. So now the Sunbeam has a nice modern 5 speed in it. The engine came out during that job but wasn't pulled down. It is still quite sound. Rowan has ideas about air-conditioning the vehicle.

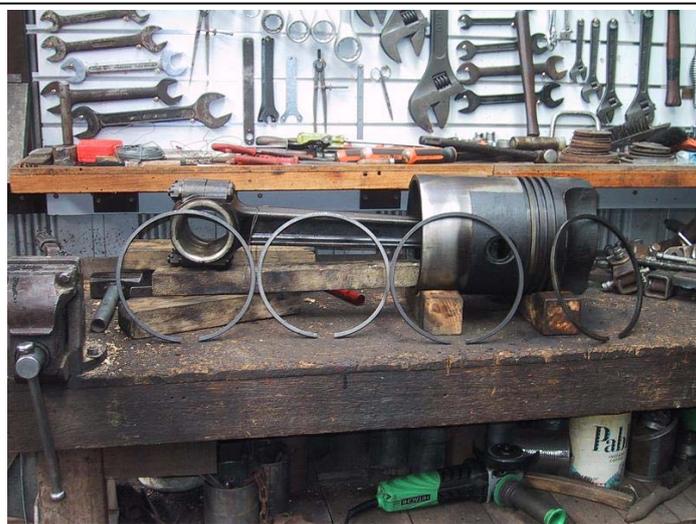
It would be fine for any trip to anywhere then. Anyone who owns an old car may suffer from the worry that some clown may run into you and bend your pride and joy. Then you have an incredible ordeal to find parts to fix it. So to minimize this problem Rowan bought himself a parts car, a 1953 Mk 2a saloon. When it arrived it came with an assortment of spare panels which is really what he wanted the car for in the first place. So with a fertile mind working he has come up with an excellent use for this car, convert it into a roadster! That is a car without a roof. Easy words but what Rowan has in mind is not quite as simple as giving the roof the chop, that is just the first part and the easy part. There is also the matter of grafting half the back doors into the front doors to make them longer and moving the door pillar back. Also using the left over half of the back door to fill in the gap between the new door pillar and the back guard. Also making a filler between behind the front seat and the boot and to reshape the boot into a sort of boat tail. This project would amount to a really custom car. And going by all the other stuff around, the finish would be perfect. And what would the finished model be called? The Sunbeam Charrington, naturally!

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With "TALBOT" displayed on the number plate you might assume the car to be a Talbot. You might be wrong. It seems they dropped the Talbot off the name this year and the vehicle was badged as just "Sunbeam." Talbot was for the previous years. This one is a Mk3 saloon. This is not just a bloke's toy either. After discussions between Rowan and his wife Marcia, they decided they needed a Sunbeam. Marcia was off to Adelaide on other business and while down there took the opportunity to check out some cars. Initially she was interested in a 1948 Mk1 but the owner of that car put her on to another person with the Mk3. She arranged a viewing and obviously she liked it. After she came back to Darwin they did the deal and arranged to have it transported up. Since then it has been a common sight around club events. As with all old cars there has been a bit of maintenance along the way. The brakes have received some attention with modern linings and sleeves in the wheel cylinders. It also received an in line vac booster. The wiring has been renewed along with attention to the starter and generator, but the most spectacular display of something gone wrong happened when Rowan decided to blow another club member off at the traffic lights on a Sunday morning club outing a couple of years ago. You might imagine..... the traffic lights turn green and off goes the Sunbeam with the back down and the wheels spinning as he pulls away from car next door. Well it didn't happen that way. An eyewitness told me

1953 Sunbeam destined to become a 2 door roadster

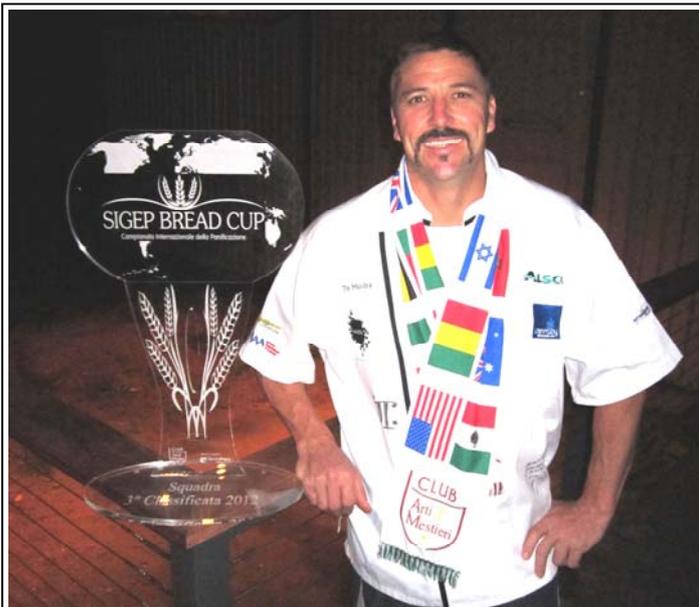




It's good news week.

Back in July last year I wrote about Joe Young's fantastic collection and especially his latest acquisition, a K&L Bulldog tractor that had been sitting around in a paddock for 47 years and not surprisingly, was seized. Joe has since got around to pulling it to bits and was very pleasantly surprised to find that it actu-

ally was not seized. The problem was a pulley on one of the flywheels had rusted itself to the pressed steel cover. Remove the cover and presto! It turns over no worries. He pulled the piston out anyway and found the rings stuck in the grooves. With a bit of soaking and careful manipulation they all came out no problems. What a way to start the new year!!



An edible centerpiece Waltzing Matilda. Banjo Patterson is written on the Banjo, there is music, snake, fantastic!

Motor Vehicle Enthusiast Tim Modra has proved his skills lie not only with playing with mechanicals. Tim has just returned from Italy after participating with a small team of Aussies in a bread baking competition. In the team was a couple from Cairns and one from Melbourne. They came home with a whacking great trophy for third place. When you consider the size of the event 3rd place is quite an achievement .

The SIGEP Bread cup is 6 years old and is part of the world baking Expo. They had 106,685 visitors through the gate. 10 countries competed including UK and Germany. 730 exhibitors in 14 halls.

The team were awarded 3rd place for just about everything they did. Tim's masterpiece was for a traditional bread in the entrants country. In Australia that would be damper. Not too flash, so as Australia is a multicultural country Tim baked a Ciabatta bread

with Lemon Myrtle. For a healthy bread it was Sprouted Grain and dessert was Triple Baked apple cake. The team had to make an artistic centrepiece that featured traditional music. They chose Waltzing Matilda. The whole thing had to be edible. Check out the photo, it's a masterpiece. Obviously they impressed the judges. Australia came third after Israel and Germany. Not bad when you consider it was in these other countries backyard . Some people reckon Australia and especially the NT are in the doldrums in the culinary department. Not True! Over 6 years Aussie has been in the top 3 in this comp and in 2009 Dave Barker who is a lecturer in the local uni was in the Aussie team. He got 1st for his bread and the team came 2nd overall.

Want to try some internationally awarded bread? Get some from Tim's Outback Bakery at Fannie Bay. The stuff he won the prizes with is the bread he bakes every day at his bakery!



A MINUTE'S WARNING

22 dresses represent aspects of the Bombing of Darwin during WWII. A couture and wearable art catwalk experience which collectively showcases this critical historical event.

6pm, Sunday 19 February 2012
Old Qantas Hangar - 22 Macdonald St Parap NT.
Free Entry.

www.aminuteswarning.com



This will be quite a show, and right at home in our hangar. There will be a large stage erected where some of the trucks are parked at present. Add fancy lighting, smoke and 22 lovely ladies strutting their stuff, and dressed a bit different to what you are used to, in the atmosphere of all the old cars and machinery and you will be witnessing a very memorable sight. And its free. Don't miss it!
If you are missing a hubcap or a panel, you may find them on the stage as a clothing accessory.

Toyota Celica twin overhead cam engine and 5 speed gearbox, not sure what year it is.

give away free

Stephen Ashford 0439713537

1924 Buick Master Six.

Californian top

Just lovely

Head has hardened seats and valves

Keith (03) 5368 1088 or 04 0219 4723

\$29,000.



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Deadline...the end of the month

Honda XR 250 RF frame

Tool for pulling clutch on Honda XL 500

Tool for separating crankcases Honda XR 250, 350 or 600

Plus workshop manuals

Give away free

Ted 89886049

2 Honda CX 500's 1978, 1979

Workshop manual. Some spares.

\$350

Arthur 8983588

Howard Springs

Need to register your car on club rego?

Don't forget you need an R42 form filled out before you go to MVR.

This form is the proof that you are a member of the club and that your car is eligible for vintage rego and you need it filled out at every rego renewal. If you forget you will have wasted that insanely long wait at MVR and you won't get your rego.

1963 EH Holden Station Wagon

Grey in colour---excellent condition.

Owned by the same family since it was purchased in 1963 for 800 Pounds

\$8900 ONO

Phone Jo Duncan 0407800043

Metal lathe

1 metre long bed

Bench drill

Large drill/mill with sliding bed

Kurt 89280684

**The Motor Vehicle Enthusiasts Club
extends it's thanks to
Shannons Insurance
For it's 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.

The years calendar hasn't been done yet but meantime don't forget the commemoration of when the Japanese bombed the heck out of Darwin in 1942. The weekend of 18th and 19th Feb will see the hangar open to the public and is a perfect chance to put your old vehicle on show. Sunday evening, on the 70th anniversary of the bombing, there will be a big fashion show in the main hall. See the details on page 8. This is a big budget event but entry is free.

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AUSTRALIA

German scientists dug 50 meters underground and discovered small pieces of copper. After studying these pieces for a long time, Germany announced that the ancient Germans 25,000 years ago had a nation-wide telephone network.

Naturally, the British government was not that easily impressed. They ordered their own scientists to dig even deeper. 100 meters down, they found small pieces of glass, and they soon announced that the ancient Brits 35,000 years ago already had a nation-wide fibre network.

Israeli scientists were outraged. They dug 50, 100 and 200 meters underground, but found absolutely nothing...

They concluded that the ancient Hebrews 55,000 years ago had cellular telephones.