

# Motor Vehicle Enthusiasts Club



No 84

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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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In Katherine call 89710605 .  
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## Ray Coyle

Check out this T model Ford .Looks like a nice restoration but it has never actually been restored Its been like this since it was made back in 1909 and is actually the 515th production model to be built. It came out of the factory on the eighth day after they started making them all the same. There were earlier pre production models where they kept changing things but when Henry reckoned he had it sorted and started churning them out, it was the 13th May a mere 8 days

later when this baby started to breathe. It is fully optioned too. It has a clock, speedo and even a wind-screen

These days it resides in Ray Coyle's shed in rural Perth. 25 years ago Ray was an advisor to WA businessman and entrepreneur Robert Holmes à Court who was setting up a display of electric cars. He asked what cars he should have in it. Ray suggested you have to have a model T. What model ? An early one. 6 weeks later a'Court fronts up with this very early one along with a Brush, a Franklin and a v12



Packard, all from USA. Years later when Holmes a' Court died, the collection was broken up and the Ford was to be sent back to America, but the cost of freight plus the uncertainty of a sale and the potential cost of storage made the organizers consider selling it in Australia and offered it to Ray for a considerable sum. A nice vehicle for sure but the price was just not affordable and he declined. Four weeks later they contacted him and asked him to make an offer. Ray's offer was about half what was initially asked, but a short time later was accepted and the T came into his possession. Unfortunately it had been sitting in the museum a bit too long and needed a bit of work. The fuel tank had rusted through and other minor things. It now drives very well and is the oldest licenced model T in Australia.

But I believe Ray doesn't always buy old cars that are ready or, almost ready to jump in and drive. He is a master of building or restoring them from next to nothing. He told me he was given a handbrake and built a whole car around it. After you have seen the collection and the workshop you couldn't be surprised. Apart from the normal rebuilding of engines and bodies we are used to, Ray has cast pistons and built wooden wheels complete. Come for an abbreviated tour.....

*The main shed. Chock full of old cars? Not likely. There is plenty of spaces as Ray has been downsizing the collection. There are 8 less than a year ago. There are 3 model T's in this pic. Included in the sold cars were a 1910 T, two 1912's and a 1915. It must have looked like model T central.*

*In the photo from left are a Hupmobile, 1915 T tourer, 1915 T speedster, 1929 Cadillac, XK140 Jaguar, De Dion Boulton, 1963 E type Jaguar, 1904 Oldsmobile, 1910 Humber, replica Austin 7 Lyons special, ignore the quad bike and note there is an early Buick up the back and the 1909 model T on the right.. Not a bad shedfull. There is another shed adjacent.*

*And if you can make your eyes focus past the vehicles you may notice all the neat stuff on the walls and in display cases. At the far end of the shed I reckon there are several examples of every lamp ever made.*

*Ray reckons he wanted to keep this 1915 speedster as original as he could. When you consider the engine I think he failed on this point.*

*It's a ripper vehicle. The rear guards are front ones put on backwards. Has the correct sidelights with brass top and brass rim for the year but the engine while being a 1915 block is a bit different. It has a modified V8 crankshaft with Chrysler hemi pistons.*



*He had to make the con-rods. Frontenac ohv head has valves from a 351 Ford and a Warford joey gearbox from the era behind the standard transmission. The radiator was built by joining 2 cores on to a common tank. And that beaut wind deflector stuff works good up to 40 mph but this model T does in excess of 100mph. That is serious stuff for a model T. It cruises at 60 mph! And is it perfectly predictable at these speeds? Not likely, says Ray.*



*Cockpit of the model T speedster. Note the grab handle for the passenger. At 100mph you would be holding it with white knuckles!*



*De Dion Boulton Ray found the chassis swinging on a gate post. It was the gate! The engine was found attached to a pump down Albany way.*

*De Dion engine is one cylinder one litre one valve. Actually it has a second valve but it's a tricky lightweight device that operates on atmospheric pressure.*



*De Dion controls are a bit different but the rear end would be familiar. Believe it or not it has a De Dion back axle, A popular independent suspension setup used on many modern cars. This is where it started.*



To give you an idea how long Ray has been playing with old cars: He finished doing up this 1915 model T in 1973. He and his wife have driven it all over the place. Clocked up 50000 miles in it.

Replica Austin 7 Lyons special. This is a dead set concours replica of a car built by William Lyons who went on to build under the name SS which eventually became Jaguar..

Ray bought it from the estate of a late friend. It was a bit neglected so he fixed it up with his grandkids in mind. Once it was running properly the severe lack of brakes has made him reckon that perhaps it's not the ideal car for the kids. Something along the lines of an MG that actually stops might be better.



This Buick was bought as a burnt out wreck. Ray reckons they got the proportions a bit wrong when they made this car new. So he has lengthened the chassis and lowered the Guards to get it just right. Lovely!



*An E Type Jaguar is always a lovely sight to behold. This one is from 1963 and is a flat floor model. After they had made 200 of em customers were complaining it was too hard to get in and out of, so they lowered the floor 3 inches. That made the first 200 very rare and valuable. Ray had a blue E Type parked next to this one, a low floor version. It was sold for \$75000 The buyer liked the flat floor model better but he didn't even bother asking the price of it.*

*This one has 4 miles on the clock since a total rebuild. Even has the stickers still on the tyres.*



*Note the 2 1904 Oldsmobiles next to and Behind the E type. They weren't running well and it turned out the single cylinder engines had been fitted with modified pistons that had raised the compression to about 5:1. So Ray had cast iron pistons cast to the original pattern to bring the compression back to the original 3:1. Cam ground , it runs lots better.*

*XK 140 Jaguar gets regular use. Easy to drive and with power operated hood and brakes that work. This car was guaranteed to do 140 mph when sold new.*





*1929 Cadillac was bought with really dodgy paint with lots of orange peel. Ray was all for stripping it and repainting, but it was suggested he try cutting it back first. The result is as nice a paint job as you would ever see. They took it to Tasmania for a trip and it could handle any of Tassy's mountains in top gear. V8's have always been good!*



*Into the next shed which is the work in progress department. This car is a Brush. A bit unusual as it not only has a wooden body, but a wooden chassis and wooden axles too. Not to mention common stuff like wooden wheels. About 75 of them were imported into Australia from America and to give them some selling blurb they drove them right across Australia, making them the first vehicle ever to do so.*



*Engine is one cylinder one litre. Note the cylinder head screws on. The round plate in the crankcase houses a counter rotating balance weight to counteract the natural vibes making it the first vibrationless single cylinder engine. Due to age and metal fatigue the mechanism has been removed and modern crank balancing techniques have been used in lieu.*



*Check out the wooden axle. Also the 4 wheel independent suspension. There are also independently adjustable shockers.*





1902 Renault is being rebuilt as a racer identical to the photo. Has radiators each side of the motor. Can't find a radiator for a 1902 vehicle? Not a problem to Ray. He just makes all the components and builds it from scratch. See the square fins on the old radiator. Ray has punched them out of sheet metal and then presses them onto the tubes with an interference fit. No solder involved. And the wheels are also done right here in the shed. Ray makes them by laminating the whole felloe into one piece. There are 20 layers of lamination and he ends up with it about 2.5 mm bigger than the inside diameter of the rim. When it gets pressed together it is all nice and tight. When it's all together it goes in a lathe and with the rim held straight the whole thing is trimmed up to be perfectly true. And for originality the Renault has 10 spokes on the back wheels, 12 on the front.



In the photo above you can see each individual fin that is pressed onto the tube to recreate the radiator in the lower photo.

Below: You can see the laminated felloe in this photo. The wingnut is an innovation by Renault. To balance the wheel you put washers under the wingnut. Ray made the wingnuts too.



Right: You can see that Ray has a long association with model T Fords. In the penthouse there are shelves upon shelves packed with dismantled model T bits. To give you an idea how much stuff, I counted 15 crankshafts on one shelf. Then there are all the ones still in the engine blocks. And all the other stuff. Fantastic!

Please note :

There will be no Transmission newsletter next month. Don't panic! Your editor will be out drumming up stories for you but I will be someplace where there is no phones, nor internet or email or any kind of mail and no matter how much I write I have no means of getting it to you. So you have my apologies and I will be back in May.

How about a short movie featuring an immaculate Riley sports car and a vivacious young lady.

[http://www.youtube.com/embed/tiAZ01dkcdc?feature=player\\_embedded](http://www.youtube.com/embed/tiAZ01dkcdc?feature=player_embedded)

Be warned. You may suffer from belly laughs!



### Space Filler (stuff on the net)

It seems that most people that are interested in old cars also find aeroplanes, especially old military planes interesting. And even more so when those same planes are close to the ground. When they get lower than a snakes belly in a rut it becomes something else. Check out <http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/325/language/en-CA/Lower-than-a-Snakes-Belly-in-a-Wagon-Rut.aspx>



Its not all old planes. There is some modern outrageous stuff too! And mobs of it. Great!!

*Left: That's a RAAF Canberra bomber doing a beat up at 25 feet.*

*Below: A Thunderbolt gets really low. He hasn't bent his propeller, that's due to the speed involved and the workings of the camera shutter.*



*Airliners do it too. A Boeing 707 of Zimbabwe airlines at an airshow in 1995. There are modern day wingwalkers on airliners too!*



### Identification!

Can anybody out there tell me what this front end is off?

Please call Scott on 0428653019

Or [s.n.smith6@bigpond.com](mailto:s.n.smith6@bigpond.com)

And if you want it you can have it!



**WANTED: BSA M20 or M21 wheels**  
( Front and Rear ) Girder fork front and Rigid rear.  
Contact Steve on 0429852861

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Deadline...the end of the month

### Attention motorcycle louts, bikies, motorcyclists.

No matter to which group you prefer to be associated with you now have a voice on the club committee. The new motorcycle convener is Peter Grice. He has organised a ride on the 1st Sun of the month for the whole year. The first ride attracted about 8, the second about 20 so the 3rd may well get covered by the NT police's bikie gang legislation. Then the riders wont be able to get served with a beer at any NT pub.

Fancy getting involved in a fun ride contact Peter 0459 818131 or [prgrice@bigpond.com](mailto:prgrice@bigpond.com).

### National Heritage Day of Motoring

18TH May starts before lunch at Repco Winnellie and will cruise around town and suburbs for about an hour with a heritage theme. Trevor Horman from the National Trust will be giving talks along the way at various historical sights around the area. Trevor always comes up with some really interesting stuff. And there will be a car show at the end at the car park adjacent to Repco Winnellie.

**Stop press:** You've read about both Neil Bromley and Dick Grylls in these pages on past occasions. Last year at Lake Gairdner in SA Neil set a new Australian record of 74mph on his Gold Star BSA, this year he upped it to 84mph. Dick set a new record of 98mph on his 1938 Indian. Plus their mate Josh broke 2 records on his BMW. "A good week for the NT!"

*That's a fairly happy Neil Bromley on the BSA*



## WOTS ON THIS YEAR

**Heaps. 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.

23 March	Berry Springs Brunch . <b>Sorry this has been cancelled due to the springs being closed by the Nat Parks.</b>
6 April	Bike Run from Cool Spot 8.30 a.m. Contact Peter Grice 0459 818131
25 April	(Friday) ANZAC day parade and Open Day
27 April	Open cockpit day aero museum volunteers needed for BBQ
4 May	Bike Run from Cool Spot 4.30 p.m.
18 May	National Day of Motoring
24-25 May	Shannons' Extravaganza
1 June	Bike Run from Caltex Berrimah 3.00 p.m.
6-7 June	Adelaide River Show
6 July	Bike Run from Caltex Berrimah 3.00 p.m.
20 July	Cricket Match
25 July	Darwin Show Parade

**And remember:**

**There is no Transmission in April this year!!**

If undeliverable return to  
MOTOR VEHICLE ENTHUSIASTS CLUB  
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### The Pastors Ass

The Pastor entered his donkey in a race and it won.

The Pastor was so pleased with the donkey that he entered it in the race again and it won again. The local paper read: PASTOR'S ASS OUT FRONT.

The Bishop was so upset with this kind of publicity that he ordered the Pastor not to enter the donkey in another race.

The next day the local paper headline read: BISHOP SCRATCHES PASTOR'S ASS.

This was too much for the Bishop so he ordered the Pastor to get rid of the donkey.

The Pastor decided to give it to a Nun in a nearby convent.

The local paper, hearing of the news, posted the following headline the next day:

NUN HAS BEST ASS IN TOWN.

The Bishop fainted.

He informed the Nun that she would have to get rid of the donkey so she sold it to a farmer for \$10.

The next day the paper read:

NUN SELLS ASS FOR \$10.

This was too much for the Bishop so he ordered the Nun to buy back the donkey and lead it to the plains where it could run wild.

The next day the headlines read: NUN ANNOUNCES HER ASS IS WILD AND FREE.

The Bishop was buried the next day.