

Motor Vehicle Enthusiasts Club



No 115

FEB 2017

TRANSMISSION

If you find you need more information about this club or just can't wait to join ring Peet Menzies on 0417855222.

GPO Box 911 Darwin 0801
In Katherine call 89710605 .
Newsletter enquiries to Ted
longtelescope@gmail.com

AUSTRALIA



An **Australia Day** report would normally have a photo here of millions of Aussie flags with a bunch of utes under them. Well this photo was taken at the ute run but this is one of those one of a kind vehicles that just has to get a mention. Not quite your stereotyped ute, but it is a utility vehicle. The park bench com-

plete with shade and esky is petrol powered and with rack and pinion steering it fairly gets around quickly and when you want to change your vantage point you don't even have to get up.

Don't worry, the flags are on the next page....

AUSTRALIA DAY UTE RUN



Left: Serge's Chev truck was probably the oldest ute there.



This ute (left) was the most covered in flags,



But this one had the biggest flag by far!





Smicko XR Falcon ute didn't run any flags. Looked great just being there!



Croc themes were popular. Some looked friendly, some looked scary!



Geoff's ute (left) wasn't running quite right so he brought it along on the back of his truck. That's yours truly next door in the old Ford.





1911 Fiat Spyder

This magnificent Fiat was part of the Motorfest event in Adelaide last year where I crossed its path. Having the history of a car always makes it interesting especially when it's been around a bit.

This Fiat was imported into Australia in 1911 as a chassis by the NSW Fiat distributor, Garretts. They built the body and sold it to a Dr Anderson in Goulburn. He owned it for 20 years then it slipped into oblivion until 1962 when it turned up under a railway bridge driving a water pump, but still in Goulburn. The person that found it was the curator of the Powerhouse Museum in Sydney. He dragged it out and held on to it in Sydney for 20 years but did nothing with it. Then a friend of his, a Ken Lenswood, that was into steam restoration in Goulburn pointed out that since he had had the Fiat for 20 years and had done nothing with it, he should sell it to him, and he did. Ken also had the vehicle for another 20 years and did nothing with it but during that time he discovered that it had originally been a Goulburn vehicle and set out to find the original owner.

Dr Anderson was in his late 90's by now but when Ken rang him he was very excited and was looking forward to a visit and to talk about his old car. The following Monday, after knocking on the doctor's door, the answer was from the housekeeper who apologised and explained that the doctor had passed away on the weekend, but he also explained that the doctor had had something for Ken. He then presented Ken with the original 72 piece toolkit, wrapped in a blanket, that came with the car from new.

He also presented him with a collection of photographs of the car and its toolkit, in its heyday. Dr Anderson was the founder of the Goulburn camera club and as such he had a fine collection of good quality photos of his then new car.

But 20 years is a long time to have such a car languishing in your shed, especially since you have levered it off someone else because they left it in their shed for 20 years. Ken has a partner in a Showman's steam traction engine. The partner one day explained to Ken that by leaving this fine motor car sitting around for 20 years he had forfeited his right to own it. He gave him 3 months to do something with it, and if he failed, then he had a mate in Melbourne who would restore it, and he would come up with his trailer and take it away. And that is basically what happened.

It took a couple of years to find out which model it was. It's called a Tipo 1 and that body style is a Spyder. This is the first Spyder with an angled steering column with controls at the fingertips. Then in 2006 after 2500 hours of work, Mr D

Wright started enjoying the results of his labour.



Rosemary's Baby Every now and then, in a sea of generic cars that all look the same, you get one that really catches the eye. A 1969 Fiat Bambino caught mine, a bright yellow one. It bobbed up at all the Motorfest events in Adelaide. This wasn't one of those immaculate restoration jobs but I guessed this was an enthusiast's car for sure. I hunted down the owner, Alan, and I found I wasn't wrong.

The Fiat Bambino had started out as a project car for his son but the son drifted off on other interests before it was finished.

Son bought a car from a friend at school, the friends mum had hit a telegraph pole with it. Her father had allegedly fixed it, but fixed being a bit of a loose term, it wasn't too flash, but the car was a one owner example and the mechanicals were good. So Alan bought another car from Whyalla with a good body and installed the mechanicals from the bent one, and all was well. The car was then used for a long time, and as an example of what it was used for, it made half a dozen trips from Adelaide to Melbourne. But maybe that was expecting a bit much for such a tiny car, as on the way home from one trip cruising down the freeway at full noise (90kph), a rod let go and went through the crankcase.

Horrors! The Fiat had died a second death. But when it was reborn this time Alan describes it as Rosemary's baby, a child of the devil. It jumped from a mild 500cc to a fire breathing 650cc. Alan calls it a big block!

To get an increase of cubic capacity of more than 25% he had the crankcase machined to accept the barrels off a Nikki, which was a loose copy of a Fiat 126 which was 650cc. While it was apart it also received a head job and a mild cam. But when a car has had the power plant dialled in a bit, the question always comes up, how fast does it go now? Unfortunately with the standard gearing not much has changed with the cruising speed of 90. The next modification planned is to get a taller final drive but it appears that that is no straightforward job.

And it's good to see there are others out there willing to play with cars that are a bit different and where you can't go to the supermarket and buy all the performance bits you desire. Alan has a mate in Melbourne that has doctored a Fiat 126. That is an earlier model Bambino with suicide doors and was 650cc originally. He has made himself a stroker crank and has it up to 800cc.

And with his home made cam, different heads and a 2 throat Weber carb it pulls 60 BHP. (Alan's gets 32 after his mods.)



Fiat 500, better known in Australia as a Bambino. A Bambino is a male baby. In NZ these cars are known as a Bambina, a girl baby. How about that!



Alan with his baby. I asked about the bonnet being ajar, maybe to accommodate some big carb or something. Nope. Just wank factor he explains. A high speed stability device, it used to stick out horizontally but the cops defected him for it.



Here's another two wild Bambinos I came across in a private collection in Tassy.





1908 Renault roadster

Bill and Robyn Betts had been into vintage cars but had an interest in getting something older in the brass veteran era. With nothing in particular in mind they just kept their eyes open. One of Bills mates was a reader of quite a few magazines, one of which advertised the Renault but he omitted to let Bill know of the ad until it appeared in a subsequent issue of the same magazine, apparently still unsold. This time he let Bill know. Bill followed up the ad and bought the car on the spot. There had been some interest in the Renault from overseas but the feller selling it wanted it to stay in Australia, he also wanted it to go to someone who would use it. He didn't want it to end up in sitting around in a museum. Well Bill was definitely local and he certainly intended driving it, so everyone was happy. The gent selling it explained that it had been bought by his father at auction over 30 years previously. Father had passed on and had bequeathed the car to his 3 grandsons, but none of them, or the son, had any interest in it. They were into boats, so they had put it up on boxes in the shed and started it up occasionally, and there it stayed for years until one of the grandsons was getting married and needed some cash. They couldn't split the car 3 ways so it was put up for sale.

Bill and Robyn drove it around for 4 years until it did in a big end. While they were on the job of fixing the engine they decided to do up the whole car,



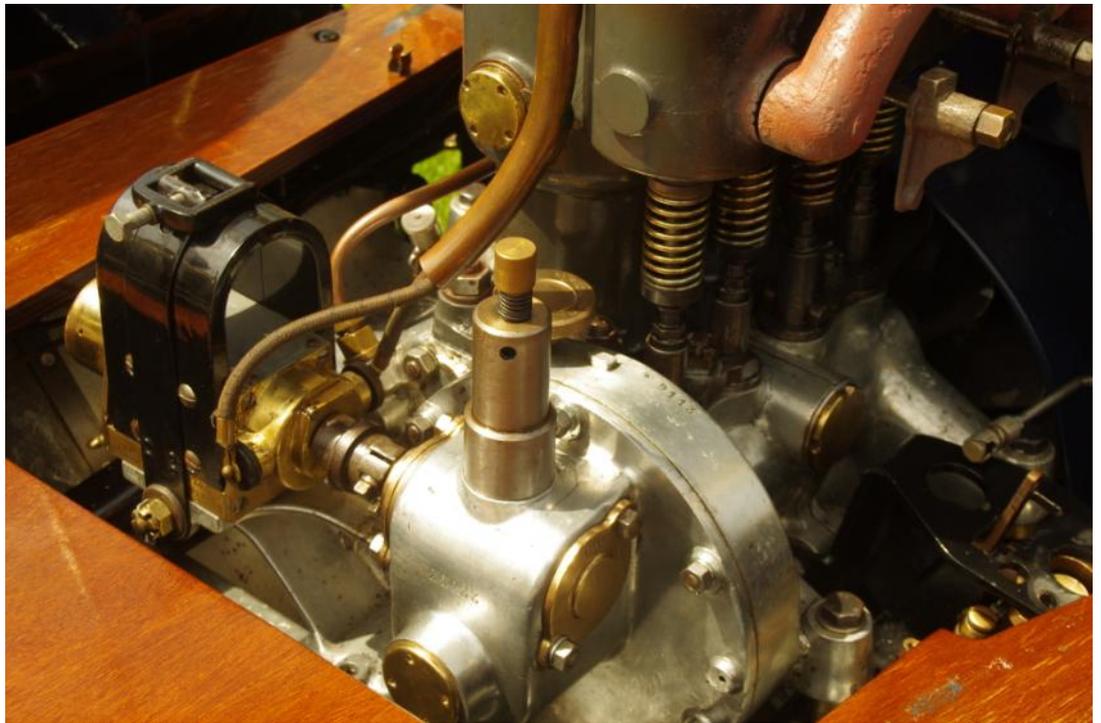
Bill and Robyn cruising when it was just cool. Below: They threw on a bit more gear as the temperature plummeted.



and give it a paint job as well. The only thing that didn't get the makeover was the upholstery, while not perfect it was, and still is, looking good.

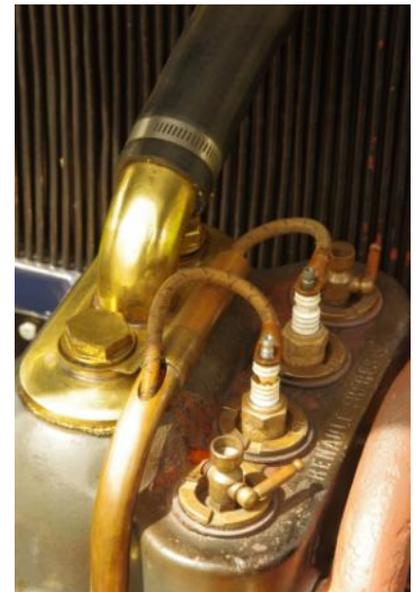
Many people admire these old cars with all their gleaming brasswork, but the truth is it takes a lot of time and hard work to keep them shiny. In short, it's a pain in the arse. While Bill had the car all smicko and clean from the overhaul he painted all the brass and the aluminium with clear. Not just the big bits like the headlights, but absolutely everything, even down to the oilers, and the engine and gearbox cases. The stuff he used was called Glisten, made by POR. That was 10 years ago and it still looks great. No yellowing, no sign of corrosion under the clear, and no more polishing. Just a bucket of soapy water and a hose fixes everything. And since that makeover they have covered many thousands of trouble free miles, nut although this car has a roof, it does lack a windscreen, and I can assure you that a windscreen would be a welcome accessory driving around Tasmania, where I met Bill and Robyn. But they are exceptionally tough as they have driven this car around Tassy before, and with the same result. They froze! So after about 15 years of driving without any protection out there I don't believe you could call them pussies for having a windscreen frame cast out of aluminium. Bill has recently taken possession of the casting from the foundry but he has yet to do the trimming, put some glass in it and fit it on the vehicle.

On that previous trip to Tassie the Renault had its original carby which has no choke. When it is cold you fill these little priming cups sticking out the top of the head with fuel, open a little tap which lets the fuel down into the cylinder and with that done it will start fairly easily. Bill found that a tin of lighter fluid with its own little spout was the bees knees for this job, so he always carried a tin in his pocket. On the ferry to get over to Tasmania they check every car for certain contraband stuff, and in the blurb they ask you is "do you have any other fuel in cans?" Bill sheepishly showed them his lighter fluid to which they said they had better have that, and Bill drove onto the ferry. The catch was they never gave it back! And when the ship arrived in Tassie the next morning it was freeeezing cold . Just the weather where you



One very tidy engine bay with all the bits that normally tarnish coated with clear.

Below: The coolant connections were originally cast iron and rusted to oblivion. Bill made replacements using the bends from old brass sink traps.



Bottom: Brass headlights are the things that most veteran owners spend considerable time polishing. Its been ten years since Bill had to rub these up thanks to a coating of 2 pack clear.



and centrifugal force give it a pressure feed to the big ends. Then once the oil has done its job it drops in-need to pull the choke knob out, or tip a shot of lighter fluid into the cylinder to get it to fire. Bill didn't have a modern car full of junk with him, just the Renault. It took him ages to scrounge a length of hose to siphon some fuel from the tank and get it primed and started, and a lot more dangerous to the ship than the tin of lighter fluid. He was close to the last vehicle to exit the ferry. He bought another tin of lighter fluid and on the way home but he didn't tell the heavies what was in his pocket this time.

While he was on that previous trip the car played up a bit and some of the other Renault owners blamed the original carb (it seems some will tell you the original carbies are no good and others will swear by them) and from that advice Bill adapted a modern carb with a choke, but the problem turned out to be from the magneto. He is planning to replace the modern one with the original. Apart from not being original, to do any simple maintenance, the carb has to be completely removed. Just a pain. The original carb is made by Renault and is called a surface carb. It has no venturi. It has a piston a bit like an SU called a lifting valve which allows air to pass over a bowl of fuel. The fuel doesn't get atomized, the passing air picks up vapours. The system works well when properly adjusted.

The oiling system is pretty neat. An extension on the camshaft turns a small crank which operates a small piston that pumps oil into a sight glass. From there you can see the oil flow to different places and you can regulate how much each part gets. From there the oil gravity feeds to where it is needed. In the case of the crankshaft, it flows with gravity to the main bearings, then enters drillings in the crank to the crankcase and when you get home you turn a valve and the used oil runs into a pan you have placed underneath. Surprisingly even though the oil only passes through the engine once, it is still jet back when it is drained.

The only thing to distract you on the dashboard is the oiling sight glasses.



The oiling system starts at this small crank which moves the rod back and forth to operate a piston pump which gets the oil to the distributor, where you can adjust the flow in the sight glasses. Then when the oil has done its job it doesn't get recirculated, it drops into the sump and you operate the knob under the bonnet to release the oil into your drain pan. You just have to brush upon your French to know which way to turn the knob.



The brakes could be considered unusual. As the owners manual instructs the user to use the handbrake for normal stopping even though there is a footbrake in the normal place. The footbrake operates a transmission brake on the back of the gearbox. Using it with any gusto overloads the cast iron uni joint which will shatter giving the driver no brakes at all. Safer to use the handbrake on the back wheels. The other lever on the side is the straight line gear shift. Remember when Impala straight shifters were "invented" in the 60's?



Repairs mistakes and blunders

From the Rockauto newsletter

Recently, my wife's friend complained to me that her Buick would not go over 40 MPH. Even though I retired years ago from a career as a mechanic and engine builder, I offered to take a look at her car.

Knowing full well to always check the obvious first, I performed a quick visual inspection under the hood, but did not see anything obvious. I then felt the exhaust flow from the muffler. It did seem a little low when the engine was revved. Back I went under the hood, to start my troubleshooting routine with the air cleaner. I have seen cars with these same symptoms due to a clogged filter.

I was AMAZED when I opened the air box! There were three terry cloth hand towels in there! I started laughing like crazy since I knew this was the issue.

I removed the oily towels and asked my wife's friend for any insight into the aforementioned rags appearing where they did. It turned out that when she was checking the oil, she left a rag near the air intake. When she re-checked the oil, the rag was gone. So she got another rag and placed it in the same location. It took three rags to get sucked into the air box to get the car to a nearly not running state!

In less than five minutes, I had the rags blocking the air filter removed, and a test drive up to freeway speeds confirmed the repair.

Gene in Idaho

Recently back from a nice vacation (nice except for my wife losing her phone), I decided to install the front brakes that I had ordered for our 2011 Cadillac CTS. It was a Monday evening after working all day, but I knew it was a quick job. I positioned the car toward the middle of the garage to give me room to work, and the job went smoothly. As I finished, I knew my other priority that evening was to set up my wife's new phone. So, a quick cleanup of the tools, wheels back on, drop the car off the jack stands and into the house I went to wash up and get on to the next task. The phone kept me busy for a long time, and I called it a night.

The next day was beautiful, so I decided to leave the Cadillac in the garage and drive our summer car. A couple hours later, I got a voicemail from my wife. Before I could even listen to it, that reminded me I failed to share one important thing ... I had not pumped up the brakes on the CTS. She does not normally drive that car, so it was not on the top of my mind. If you have not guessed by now, she tried moving the car to its normal spot. She backed it out of the garage and was surprised the brake pedal had no pressure. The car plowed into a cabinet and freezer. The cabinet was demolished, the freezer will forever have a dent and the CTS needs some bumper work. Thankfully it was not worse, and everyone is fine. We are almost to the point where it is a funny story. But not quite yet...

Brian in Michigan

The hangar has a new hoist

If you haven't been to the hangar recently you may have missed out on the news that we have a new hoist. Funded mostly from an NT Govt grant plus a bit from our own coffers it is a beauty and is of the type that allows the platform to be lowered while leaving the car still suspended but with its wheels dangling. The hoist is there for the use of MVEC members. Mebbe you could now get stuck into your job without making the column "repairs mistakes and blunders".

Club Registration update 10/02/2017

There are certain things you must do if your vehicle is on Club Registration

- You must be a financial member of MVEC
- You are entitled to 90 days use of your vehicle 30 days for own use and 60days for club sanctioned events
- You are not allowed to drive to work in a club registered vehicle
- If you wish to travel interstate to a sanctioned event with your club registered vehicle our MVEC Committee needs a letter/email stating this as we then have to inform the MVR
- If you wish to travel interstate for an extended period driving/riding your club registered vehicle you will need to pay and put your vehicle on full registration whilst away, on return the MVR will change your vehicle back to club registration.
- If taking part in a Variety Club event the MVEC committee also needs a letter/ email advising this as we have to inform the MVR.
- You must bring your log book to be signed with the R42 form otherwise the R42 will not be signed.
- People in remote areas (more than 100Klms from Darwin or Katherine) must send a copy of their latest log book page with the copy of the R42 form to the committee, we will sign both and return them to the sender and keep a copy for our files.
- Keep in mind Club registration is not meant as cheap registration and we expect to see you at some of our club events

Peet Menzies
President MVEC

75th anniversary of the Bombing of Darwin February 2017

The Hangar will be open on Saturday the 18th and Sunday the 19th this year from 9.00 am until 3.30pm on both days.

Members Brian Bates and Neil Williamson have arranged for the The Darwin Amateur Radio Club to set up and operate a temporary radio station for 24 hours at the hangar with worldwide capability and a special commemorative call sign to recognise the 75th anniversary of the Bombing of Darwin.

On the hour it is proposed to broadcast the warning message **NUMBER OF BOMBERS PASSED OVERHEAD BOUND DARWIN** in Morse code (as used at the time) and received by Darwin at 9:35am from the Mission Station on Bathurst Island, before it was strafed by a number of Japanese aircraft.

The station will seek to make contact with amateur radio operators in other countries.

We will be setting up an area with WW2 army vehicles and memorabilia near the radio station and need members and their club vehicles to help with the set up and manning of the hangar during the two days. Give us a call if you can help on 0417 855 222 or phone the Hangar on 89424839.

1946 Vauxhall Sedan J Series

\$1500

Contact Maurie 0407771319

XR Honda wheels

Disk caliper body for XR Honda and rear hub backing plate

Yamaha SR500 side cover & aircleaner

Brand new Triumph Bonneville handlebars

XR and SR Honda workshop manuals

Honda 305 Dream rear wheel

Front wheel and axle from probably Pommie bike guess 1940 or 50's.

Thousands of electromagnetic counters. If you are connected to Casuarina telephone exchange your old meter that you were charged by is probably amongst these. Work fine on 12v. Good for all sorts of stuff. Eg count how many turns you wound on a coil.

Aircon compressor Frigidaire A6 for recon or parts. Typical GM compressor.

All give away free

Ted

longtelescope@gmail.com or 89886049 (Phone not currently working due to our wonderfully efficient telephone system.)

Damage to member's car at our last meeting

At our member's meeting this month member Craig Sedgman's Chev Corvette was hit and considerable damage caused to one of the headlights, we believe that it may have happened when someone was leaving after the meeting and most likely by one of the vehicles parked along the Hangar wall.

Craig would appreciate some physical help from whoever did it to fix the damage. The headlight unit needs to be removed and some rubbing back of the paintwork done so Craig can repaint the damaged area. If anyone reading this is aware of hitting the car could you please let us know by phoning the hangar or myself so we can let Craig know if you can help him to fix it.

Hangar number. 8942 4839

My Number 0417 855 222

Peet Menzies

Free stuff

Get your free ads in here

Give stuff away, sell stuff, get information, find a lover. Got a story to sell? Whatever you like.

Email Ted at longtelescope@gmail.com

Or phone 89886049

Deadline.... The end of the month.

Previous editions

All previous editions of Transmission are now available at mvec.weebly.com

Important notice for members with vehicles on club rego

As you would be aware, to get your club registration renewed, you need to get an R42 form signed, most of the time this is done by Leo. Signing this form certifies the vehicle is eligible for the scheme and also certifies the bearer is a financial club member. One of the conditions of club rego is you fill out a log book, you need to get that log book stamped when you get your form signed.

So when you come to get your form signed make sure you bring your log book with you, because there will be no more forms signed unless they are accompanied by the log book. Same deal if your membership dues are not up to date.

Don't forget your logbook. No logbook-no signature on form. That simple. No exceptions!

The Motor Vehicle Enthusiasts Club

**extends it's thanks to
Shannons Insurance**

For it's continued support for the club



WOTS ON THIS YEAR

Come along and enjoy!

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq about 7pm.

Also there is a working bee at the hangar the following Sunday.

19-20 Feb Bombing of Darwin commemoration and open days

Stuff on the net

Somebody has made a transparent head for a 4 stroke stationary engine and pointed a high speed camera at it while it's running. Then they try a couple of different fuels in it. Its all pretty interesting. Check it out at ...

http://www.motor1.com/news/133982/transparent-flathead-engine-video/?utm_source=insider&utm_medium=email

Remember those blokes racing the figure 8 track in Saigon a few months back? This latest lot of racers is probably a little less suicidal, but is certainly out there...

[https://www.youtube.com/embed/HBd4OAxNOcw?](https://www.youtube.com/embed/HBd4OAxNOcw?ver-)

[ver-](https://www.youtube.com/embed/HBd4OAxNOcw?ver-)

[sion=3&loop=0&autoplay=1&showinfo=0&modestbranding=0&autohide=1&iv_load_policy=3&wmode=transparent&rel=0&playlist=m8z4CZXhMy4load_policy=3&wmode=transparent&rel=0&playlist=m8z4CZXhMy4](https://www.youtube.com/embed/HBd4OAxNOcw?ver-sion=3&loop=0&autoplay=1&showinfo=0&modestbranding=0&autohide=1&iv_load_policy=3&wmode=transparent&rel=0&playlist=m8z4CZXhMy4load_policy=3&wmode=transparent&rel=0&playlist=m8z4CZXhMy4)

And if you are a bloke you will probably be interested in an Aussie's appraisal of a Mexican weather report...

<https://www.youtube.com/embed/dsYfn8yg4lw?autoplay=1&rel=0>

FOR THOSE WHO DON'T USE OR COMPREHEND 'FACEBOOK' :

I'm trying to make friends outside of 'Facebook' while applying the same principles!

So, every day I walk down the street and tell passers-by what I have eaten, how I feel at the moment, what I did the night before, what I'll do later and with whom.

I show them pictures of my family, my dog, (others dogs and cats), selfies of me, standing in front of landmarks, having lunch, and doing what anybody and everybody does every day!

I also listen to their conversations give them the "thumbs up" and tell them I "Like" them.

It works just like 'Facebook', I already have four people following me:

Two police officers, a private investigator and a psychiatrist!!