Motor Vehicle Enthusiasts Club

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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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Baby Grand Chevrolet

This car is considered the most original unrestored example of its kind to exist. There probably had been better ones back in the fifties or sixties but they have all been restored. Of interest is pin striping on the radiator shroud. Owners in the United States with impeccably restored versions of this model were of the opinion their cars were restored to be *exactly* as when new. Russell Holden's vehicle has pinstripes that were previously unknown, so these owners are now putting pinstripes on their radiators.

Russell with his baby, the Baby Grand. The bloke with the stick is just an imposter.

1915 Chevrolet Baby Grand

Russell Holden has been playing with old cars for a year or two. He bought his first old car at 14 years of age, cluttering his parent's yard with 3 of them by the time he was 15. His first Chevrolet came along at 19 years. It was a 1937 model. At one stage he owned 20 of them but has cut that number down to one at present.

But for whatever reason he bought a book entitled"60 years of Chevrolet." Bad move or good move, it had his thoughts fired up after reading about the early H series "Royal Mail" and "Baby Grand" models of 1914-16 but came to the conclusion that he would never be able to afford one and even if he did have the dough he would never be able to find one for sale. He shelved the thought.

Then 5 or 6 years ago in conversation with his wife, Christine, he mentioned he would like to get a 4 cylinder Chev. She quickly added that if you are going to get one, make sure it is a veteran model. (built before 1919) So he looked and looked, but to no avail and finally bought a 1919 model. Only 2 weeks later a mate from Qld rang up to point out an ad for a Baby Grand. It was an online auction with the vehicle in New Jersey in the United States. He showed the ad to Christine and she quickly pointed out that that was the car he should have bought.

So he did what any old car enthusiast would do, and hopped online and was the highest bidder. But he did-

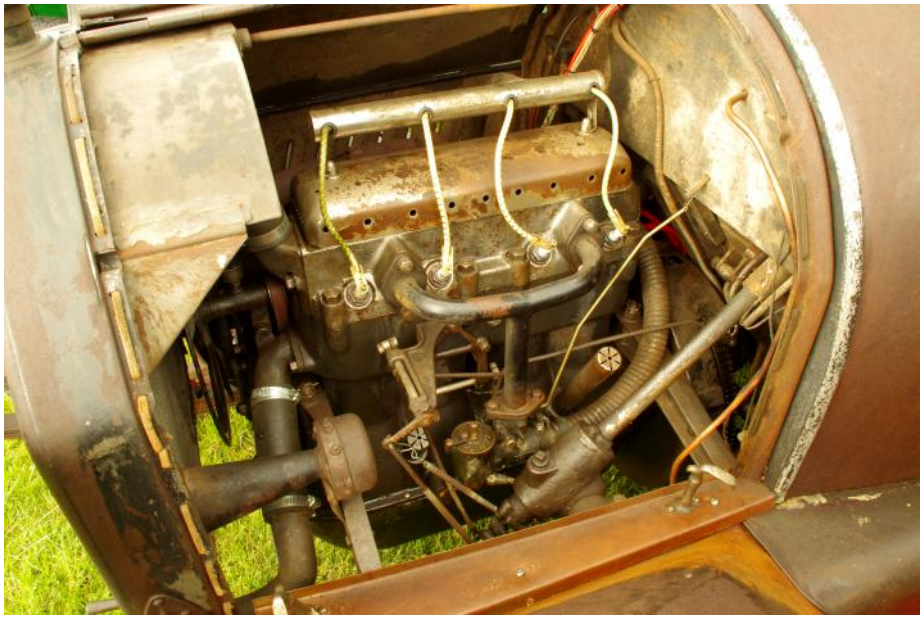
Interior is just how it should be. The black knob on the dash is an air pump to pressurize the fuel tank. to get fuel up to the motor after it has been idle. Once the engine is running the job is done by a pump operated by one of the valve rockers.

See that ring gear exposing itself down there. This car is fitted with the optional extra electric start!

n't win the car, it didn't reach reserve. It was offered at auction once again and once again Russell was the highest bidder, but once again there was no sale. Mate from Qld rang up and asked why Russell wasn't bidding higher. The reason was that he had used all his money for the 1919 Chev and he didn't have enough spare cash to go any higher. So mate offered to buy the 1919 off him. That should provide enough funds. So Russell agreed to sell if he could buy the Baby Grand. If he was unsuccessful he would keep it.

He was able to negotiate a deal with the vendor in the States and arranged for a truck to pick the vehicle up, but when the car carrier arrived the seller refused to allow the Baby Grand to be loaded on the truck. The trucking firm contacted Russell to explain the problem so he rang the feller who came up with a mob of rubbish excuses. Two weeks later they tried again with the same result. The bloke refused to give the car up. Aaaaargh!

Shortly after, Russell was at the Hershey swap meet which isn't all that far from where the Baby Grand was being held. Telling of his frustration



This car was built as a direct competitor to the model T Ford. With 171 CID against 177 it was slightly lesser in capacity but had overhead valves. Russell has rebuilt the engine inside but left it to look it's age on the outside.

It is really refreshing to see an old car look like its age. There has been no attempt to patch up the odd rust hole.

to a local friend from whom he had bought a couple of cars over the years. The friend had to drive past the area where the old Chevrolet resided, so when he went home at the end of the day he picked up his tilt tray and pulled up at the address. Once again the seller refused to release the vehicle but when friend declared that the car was owned by his friend and that if he didn't give it up he would return with the police, he relented. The friend rang Russell the next day to say the Baby Grand was safely parked in his garage and he could arrange a truck to pick it up at his leisure.

So eventually the Chev arrived at it's new home at Grafton in NSW. But it wasn't quite as it had been advertised. It was supposed to have travelled only 5000 miles but with a very rattly motor and brake linings totally worn out, it had obviously been a heck of a lot further than that. Never mind, how many people that have bought a car sight unseen get something they reckon is as described? The odd one, but it's not the norm.

So Russell went right through the vehicle and in particular reconditioned the engine, the clutch and brakes, but was careful to not tissy up the block or housings on the outside. It still looks untouched. Naturally the tyres were way past it but once they were removed it showed up some rust underneath them so the rims were sandblasted and painted on the inside where you can't see, and left them old looking on the outside. There were a few odd bits and pieces missing but with the help of his network of American friends he was able to replace every single item. The ignition switch is a special item that wasn't functioning. He now has three of em. The radiator had been repaired at some stage and Russell thought it was probably a bodgy job. He took it to a radiator repairer that does work on old cars. When he came back to pick it up they advised they had pressure tested it and although it had a tiny leak they did not want to attempt a repair. They reckoned the repair had probably been done in the 1920's and was a better job than they could ever hope to do. "Just put some Silver Seal in it and we guarantee it won't leak". Russell put some in it and it doesn't leak. When he set out on the trip where I saw the Baby Grand, it hadn't travelled even one Km. He trailered it to Melbourne and when he dropped off the trailer and drove it on to the ferry it had done more miles than it had done in the past 80 years. And on the first day of the Tasmanian rally it had covered another 80 trouble free miles.

Its called a Connecticut switch. I can't fathom why? Was causing trouble when he first ran the car. You can't just duck down to Repco and buy one, but with the help of mates in America he now has three of em.

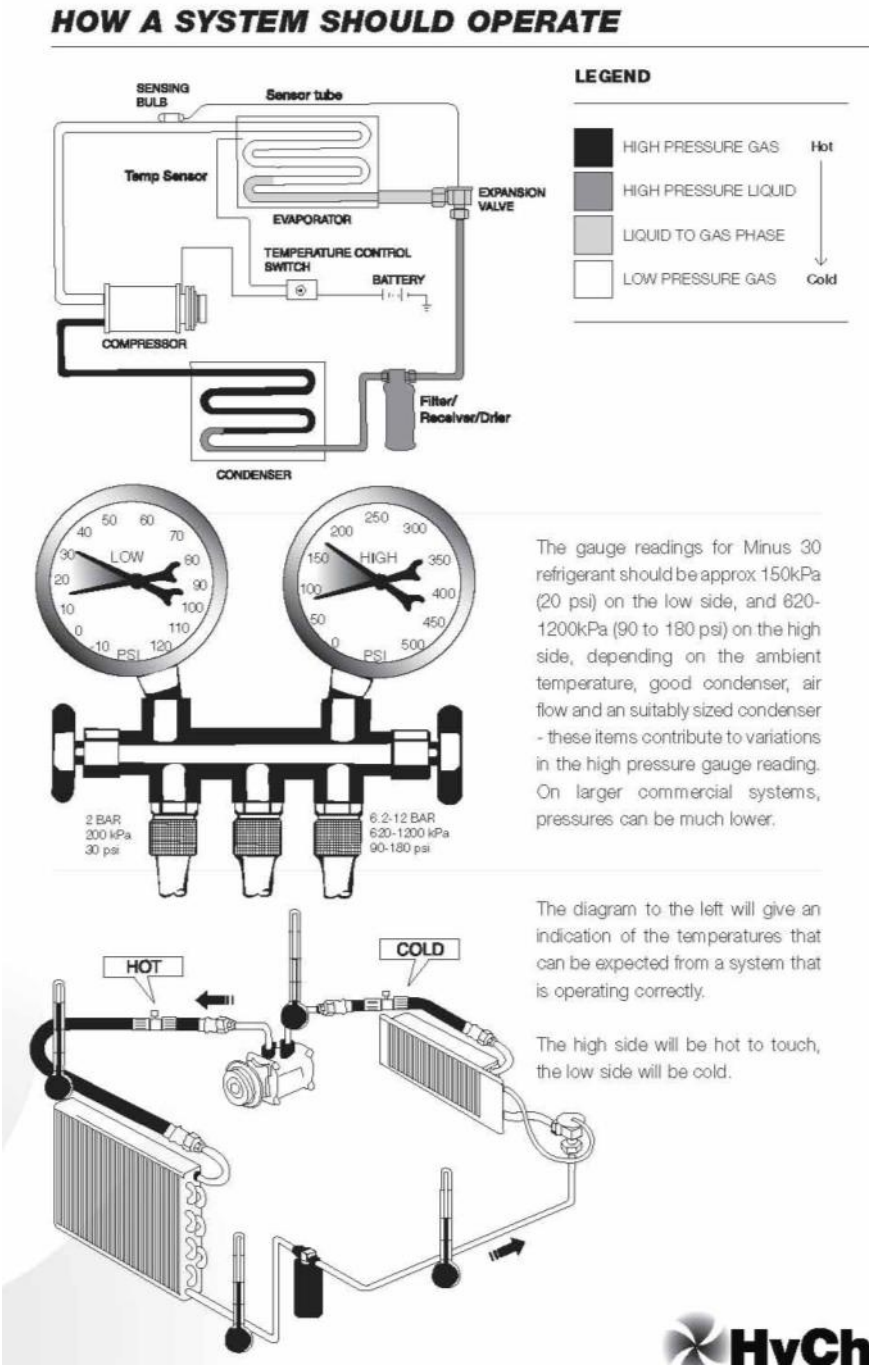
A plaque on the dash just to remind you which car you are travelling in. And why is it called a Baby Grand? Because it was the first car that Chevrolet ever sold for UNDER a thousand dollars. $975 to be exact. The following year it was $750!!!

Above: A typical gauge set. The yellow central hose is for your vac pump / refrigerant.
Left: The results you can expect when you have your aircon working like it ought to!

Is it too hot in your old car?

Years ago I remarked to a friend I intended to take my RX7 to an aircon joint to get the air fixed. He told me he could show me how to do the job myself as he had formerly been in the game. After having a brief explanation of how it all works I have never looked back. I also realised just how much money I had been forking out for some very simple work that you can do yourself, and with equipment you can now buy quite cheaply or can make yourself. And because of my new knowledge I also realised that even though I had known professionals in the game socially, it hadn't stopped them from having a lend of me. And although you now need a licence to buy 134a refrigerant you can safely and legally buy without any permits, a hydrocarbon refrigerant that is totally ozone friendly, called Hychill minus 30. And it runs at lower pressures than 134a, which is less stressful on your system. Get it from Bursons. The price you pay for your first bottle will be about what it would have cost you to take your car to the aircon service centre and after your first job you will have enough refrigerant left in your bottle to last the rest of your life. And as an added bonus it gives you a real sense of achievement to get your aircon working yourself, or put an aircon system in a car that never had it in the first place.

How it works. Put pretty simply your compressor pumps refrigerant around your system. The bit behind the grille, the condenser, does just that. It condenses the gas into liquid by removing heat. The heat is removed by your engines fan sucking

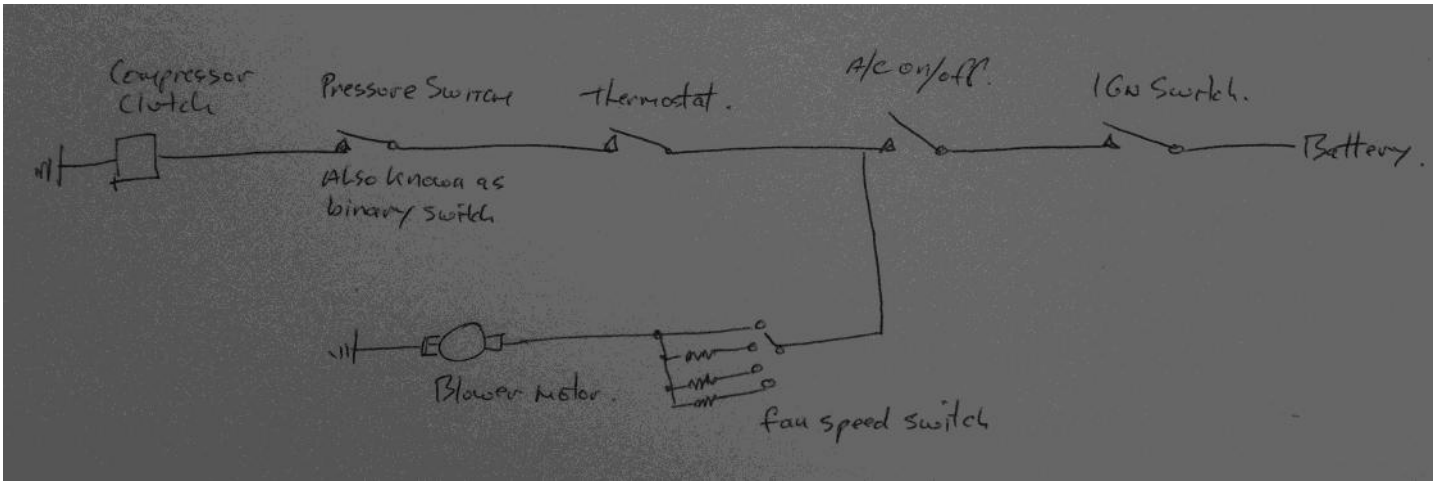


cool air through it. The liquid travels on through a receiver drier which is a container which stores some of the liquid and has a filter and some desiccant to collect any moisture and then travels on towards the evaporator which does exactly that. It evaporates the liquid into gas and in doing so absorbs the heat inside your car which makes you nice and cool. Just before the evaporator is a TX valve which regulates the flow and atomises the liquid so it turns to gas efficiently. Then the gas enters the compressor and the cycle starts again. And that's about it. There are a few other bits in there, a pressure switch that will open circuit the compressor clutch if the pressure gets too high, or too low if you have a leak and your gas has escaped. There will also be a thermostat that also open circuits the clutch when the temp gets cool enough.

The main tools you will need are a gauge set and a vacuum pump. My vacuum pump is the compressor out of an old split system airconditioner that I retired. An old fridge compressor will also do. Turn it on and figure out which pipe is the one that is sucking. Mark it. The one that is blowing, crimp off most of it so there is a small opening for the air to flow through. Any other pipes crimp them right off. The pipe you marked as the sucking one you will solder a connector to attach your gauge set. Alternatively you can buy a vac pump on Ebay $60- 150. They have come down in price dramatically. Same deal with a gauge set. My original set cost me maybe $300 about 15 years ago. A special sized O ring deteriorated and it was cheaper to buy a whole new set on eBay for about $60. The only down side on the new set is the hoses aren't really long enough, it can still do the job but it is a nuisance that the hoses are only about 3 foot long instead of 5. The gauge set suits 134a fittings which is what you find on cars from about mid 90's on. For earlier cars they used a different gas, R12, with a different coupling, but you can buy adaptors to convert the coupling to 134a. Once you could buy them singly at the local supplier but the last time I tried they would only sell them in a pack of 10 or 20 so these days I buy them off eBay. Sometimes the bits come from Australia, sometimes USA sometimes China. But they all work the same. But for stuff like evaporators and condensers and sometimes compressors you probably won't get a better price than local.

If you are trying to get a system working that hasn't worked for years and you don't know what is wrong with it, I will explain how I go about getting it going. Normally you would put a new receiver drier in the system before you gas it up but since you haven't a clue what is wrong and chances are you are going to have to pull some part of the system apart I consider it a bit of waste at this stage. First off attach your vac pump to the gauges and open the low {blue) valve and see the pressures coming down. Both gauges should be dropping. If not you have a blockage. Stop everything and fix it. If all is well open the high side as well and watch the pressure drop to -14 psi . Leave the vac pump running for half an hour then close the valves and turn off the pump and if the gauges don't move after a few minutes you may assume things are looking good. The next trick is to try some pressure in the system. The pros will probably use nitrogen or something similarly dry. Your compressor will supply dry air if you have a good drier on it. A good drier is 2 metres of 2" or larger pipe standing vertically. Run the line in from your compressor at the bottom and line out at the top. Connect a drain cock at the bottom to drain off the condensation. Since I put one of these driers on my setup there has been very little condensation in the commercial drier connected further down the

A circuit diagram of a basic aircon system. Basically the compressor runs until it gets cold then the thermostat open circuits the compressor clutch and the cooling stops until the temp rises a bit and the thermostat closes again. There may be a relay in the wire to the compressor clutch. The pressure switch will open circuit with either too high or too low pressure in the system. Modern cars complicate it all by adding a computer to decide if it reckons it is too hot or cold. The computer may run the heater at the same time as the aircon to make sure the temp inside is just right. Sometimes computers suffer from headaches and get it all wrong.

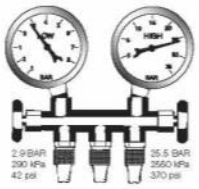
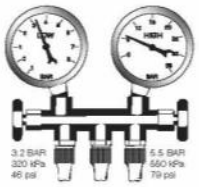
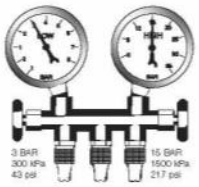


line, even in the wet season. Remove the hose from the vac pump and connect it to your compressor and pressurise your system. My compressor is only good enough for about 100psi but that will give you an idea if you have any major leaks. Once it is up to pressure turn off the valves and leave it sit for as long as you feel like. If there are major leaks you will see the pressure slowly drop. Because the working pressure is higher, (max 180psi for Hychill) this is not the ultimate test. But if all seems well you might now like to install a new receiver drier, evacuate the system again and recharge with refrigerant. Run the vac pump for 30 minutes with both valves open and once again observe the gauges then close both valves and let it sit for 5 mins and check pressures don't fall. Then attach your bottle of refrigerant.

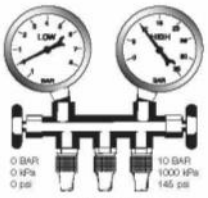
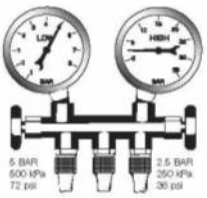
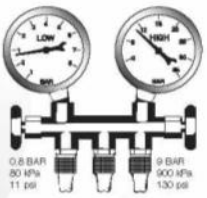
You need to crack the connection at the gauge end and allow refrigerant to flow through the pipe to purge any air. Tighten the connection. Open the low side valve on the gauge set and slowly let the refrigerant flow. Fill it till you get 20psi then stop and evacuate again. This is to remove any moisture that may be left. You can do this twice if you feel inclined.

Once again connect your bottle of refrigerant and purge any air. Turn on the ignition and the aircon with the fan flat out but don't start the engine yet. You will see the gauge rise on the low side. As it climbs and you get some pressure in the system you will hear the clack of the compressor clutch operating. When you get to that point start the engine and run at about 1500 rpm with all the car windows open. Continue adding refrigerant slowly until you have a low side reading of about 20 psi and 180 on the high. Do not let the refrigerant pour in as liquid, as if liquid gets into your compressor you may damage it. At this stage there should be nice cold air blowing from the unit in the car. If that is the case you have done well. Disconnect your gauges and hope that is all stays gassed up.

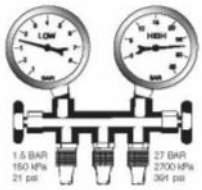
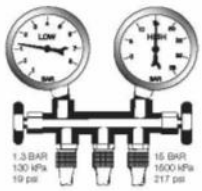
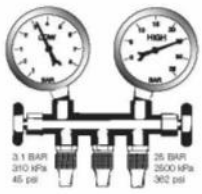
As I pointed out earlier, the higher pressures will sometimes show up small leaks that were not apparent. Big leaks are easier to find. Soapy water can help but small leaks can be difficult if not frustrating. A leak that may take overnight to lose all your gas is nigh on impossible to detect with soapy water if it is in the core of a condenser or evaporator, but it will leave a telltale oily patch. As the refrigerant travels around the system it carries a certain amount of oil with it and where there is a leak it will always bring the oil out with it. The refrigerant you put back in will have dye mixed with it and you can buy a detecting kit which comprises a special set of sunnies and a uv torch which will stand out when the special dye has leaked. These kits are available on ebay quite cheaply but the oil smudge is a dead giveaway. If your refrig-

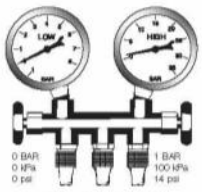
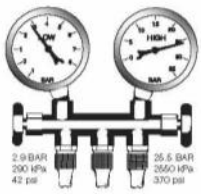
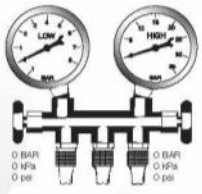
PROBLEM	CONDITION	CAUSE
 **Excessive air (non condensables)** (OCTXV or TX valve system & COOT or orifice tube system)	**Low side gauge:** High **High side gauge:** High **Discharge air:** Slightly cool **Note:** Low side pressure gauge needle does not fluctuate when compressor cycles On and Off.	• Large amounts of air and moisture in system caused by insufficient evacuation time or no evacuation time after repairing or servicing the system. • Leaking components within the system allowing moisture and air to enter. • Compressor valve plate damaged
 **Compressor malfunction** (OCTXV/OCOT system)	**Low side gauge:** High **High side gauge:** Low **Discharge air:** Warm **Compressor:** Noisy **Discharge hose:** Cool	• TX valve blocked or jammed shut
 **Compressor control valve malfunction** (Harrison V5 variable stroke compressor)	**Low side gauge:** Higher or lower than control point pressure **High side gauge:** Normal **Discharge air:** Cool only if above control point **Evaporator:** Freezes up if too far below control point **Note:** Refer to workshop manual for low side control point pressure	• Compressor control valve faulty or incorrect valve rating used. These valves are stamped with a letter code on the valve body indicating the pressure control point for the low side of the system. Eg. Code "Y" Y = 290 kPa (absolute) = 160-200 kPa (low gauge reading). Note: Refer to appropriate workshop manual.

Diagnostic charts from Hychills minus 30 instruction booklet.
You can't connect the gauges up wrongly as the connectors will only allow you to get it right.

PROBLEM	CONDITION	CAUSE
 **Refrigerant loss** (OCOT system)	**Low side gauge:** Low **High side gauge:** Low **Discharge air:** Cool **Accumulator:** Warm	• Refrigerant leak from system or normal refrigerant loss over a period of ten years in operation. • Refrigerant undercharge.
 **Electrical fault** (OCTX/OCOT system)	**Low side gauge:** High **High side gauge:** Low **Discharge air:** Warm **Compressor:** Not operating **Note:** Both high and low readings will be the same.	Electrical component open circuit; • Thermostat • Pressure switch • Clutch coil • Fuse • A/C switch • Blown switch • Wiring • Compressor drive belt missing No power to compressor clutch system. Operating pressure not normal. Equal approximately 500-600 kPa high and low side.
 **Restriction in high side of system** (OCTX/OCOT system)	**Low side gauge:** Low **High side gauge:** Low **Discharge air:** Slightly cool **High side tubes:** Cool and showing signs of sweating or moist build up after the point of restriction.	• Foreign material causing blockage between compressor outlet and evaporator inlet (high side). ie. Entry to compressor may be blocked. Receiver may be blocked by debris from compressor. • No or very little refrigerant flow to suction (low) side of compressor. • Note - Compressor noisy, fast cycling depending if the high pressure switch is before or after the restriction.

erant leaks out and you can not find a leak under the bonnet, then the problem may be in the evaporator, buried under the dash. Some cars are a pain to remove the evaporator, some are a 5 minute job.
Unfortunately there are some of us that like to keep our engine bay nice and clean and often splash degreaser around the place. The degreaser washes away that tell tale oily patch where your aircon system is leaking, so if you are considering fixing your air, don't wash your engine just yet.
And of course all the static pressure tests described so far are looking for leaks in the system. Problems with the heart of the system, the compressor , won't become apparent until it starts working. Problems may manifest themselves with nasty noises or just low pressures. Check out the examples.
Sometimes it doesn't work first time but this isn't rocket science and it is well within the average motor enthusiast to figure where the problem is. The first tool is to feel the temperature of the pipes around the system. Some places are cold others hot. Look at the diagram. The gauges also tell a story. When I bought my bottle of Hychill gas it came with a booklet with diagnostic examples of what problems cause what gauge readings. These examples are adjacent.
Some examples of my old cars air-conditioning that is a bit out of the ordinary
1963 Falcon. 170 6 cyl. Obviously these cars were never meant to have an aircon as there is no room to fit a condenser in front of the radiator so I put it under the passenger floor laying flat and covered it with electric fans sucking air up through it. The condenser was a universal model that I chose because the dimensions were about the size of the spot it had to fit in. The compressor was an old Sanden with flare fittings I scrounged up from somewhere and welded up my own mount. With no room to add a second crankshaft pulley I originally had the fan belt round 4 pulleys instead of 3. This caused the motor to run hot as the fan belt slipped because it needs to go more than 90 degrees around each pulley. I now have a couple of idler pulleys in the circuit and the belts now work as they should. And the under dash evaporator unit, my sons picked up at the dump. Polished up great and is of the correct period. Had the hoses made at Enzed. That was the most expensive part. The whole show works great. If I did it again I would buy a HYDRAULIC-HOSE-CRIMPER-TOOL-KIT-HOSE-FITTINGS-AIR-CONDITIONER-CRIMPING-SET- off Ebay for $190 and make the hoses myself.
1964 Pontiac. Bought a new generic Sanden compressor with O ring fittings (easier) and made my own mount from scrap steel laying around. This time the V8 engine had a spare pulley to run it from. Once again a universal condenser. Just chose one with di-

PROBLEM	CONDITION	CAUSE
 Condenser malfunction or overcharge (CCTXV/CCOT system)	**Low side gauge:** Low to normal **High side gauge:** High **Discharge air:** Warm **High side tubes:** Very hot **Compressor clutch:** Could continually cycle on the high pressure switch	• Refrigerant overcharge • Engine or condenser fan not operating • Condenser fins clogged with debris • No sealing foam between condenser and radiator • Obstruction in front of condenser eg. bullbar, insect screen • Fan belt slippage • Radiator overheating
 Temperature control switch (de-icing control) (CCOT system)	**Low side gauge:** Low to normal **High side gauge:** Normal **Discharge air:** Very cold then goes warm **Evaporator:** Freezes up **Air flow:** Restricted when evaporator freezes up or; compressor cycles On and Off too fast.	• Faulty thermostatic switch • Reset thermostat to cycle clutch out at 4ºC - 6ºC.
 Orifice tube bypass (CCOT system)	**Low side gauge:** High **High side gauge:** High **After orifice tube:** Warm **Accumulator:** Warm	• Refrigerant bypassing the orifice tube. • "O" rings on orifice tube damaged or missing.

PROBLEM	CONDITION	CAUSE
 Orifice tube blocked (CCOT system)	**Low side gauge:** Low to vacuum **High side gauge:** Low **Discharge air:** Slightly cool **Orifice tube:** Frost build up **Low pressure switch:** Deactivated	• Orifice tube filter screen blocked with debris such as aluminium particles.
 Expansion valve (TX) remains open (CCTXV system)	**Low side gauge:** High **High side gauge:** High **Discharge air:** Warm **Suction:** Sweating or frost build up	• Expansion valve (TX) jammed open and not modulating, causing flooding of evaporator with refrigerant. • This is normally related to incorrect positioning of temperature sensing bulb or foreign material and moisture entry causing rust formations. • Or old and failed TX valve.
 Expansion valve (TX) remains closed (CCTXV system)	**Low side gauge:** Low to vacuum **High side gauge:** Low **Discharge air:** Slightly cool **Expansion valve:** Sweating or frost build up	• Expansion valve (TX) jammed closed, insufficient refrigerant flow to suction side of the compressor. • This is normally related to the TXV sensing bulb malfunction, disconnected from tube, foreign material in TXV or moisture entry causing rust formations.

mensions as big as would fit in the space. The second hand underdash unit came with some hoses and by fluke they fit. Works great.
1970 Oldsmobile. The car was air-conditioned when new but when I bought the car the clutch was missing off the compressor and it felt all grindy inside. Also one of the aluminium pipes was broken and the whole lot may have been open to the atmosphere for many years. I was able to buy a remanufactured original compressor but the fitting on one end of the busted pipe was unique to this car and I couldn't get a replacement. But I could buy a length of annealed aluminium pipe so I drilled the fitting I had so the pipe would fit in the hole with a bit of clearance. I then glued it in with JB Weld epoxy. The old GM aircon system is a bit different. The compressor runs all the time and it has this whopping big valve that basically bypasses the evaporator when it gets down to temperature. You can't buy these valves anymore and I had no idea if it worked. So I gassed up the system and it worked. It's been like that for years and has never leaked. It sometimes pays to just have a go.
Our more modern cars run Hychill too. Some uninformed people may tell you that this hydrocarbon based refrigerant will explode in a collision. Well just recently my wife, Shirley, proved that theory wrong when some young moron charged smack into the front of her Capri running Hychill in the aircon. It didn't explode. Didn't even catch fire. And her replacement car, an EL Fairmont Falcon had a problem with the aircon when we bought it. Probably something simple I guessed. I guessed wrong. The compressor was crook and the evaporator was leaking. To get at the evaporator in this car meant removing the dashboard complete from door to door, including the steering column. Quite an experience, but the price of the parts to fix it were remarkably cheap, and you certainly get a feeling of satisfaction when you fire it up and it is nice and cold.
There are a couple of points that you should always keep in mind.

- Anytime you disturb an o ring, replace it and always use the proper green ones, and lubricate them first. If your system uses flare fittings lubricate them too.
- If you open the system and let air in, evacuate and replace the receiver drier.
- Keep in mind that you need mobs of air passing through the condenser to remove the heat, so there needs to be a seal round the condenser so that the air that the fan sucks has to pass through the condenser before it passes through the radiator. This may be achieved by putting strips of expandable foam rubber around the edge of the condenser sealing the gap between it and the radiator.
- If your car has a viscous clutch on the fan make sure it works properly. This and the sealing around the radiator account for a lot of inefficient aircon probs.
- The bottom line is the evaporator removes heat from inside the car and the condenser puts that same heat outside. If either of them are clogged or dirty they will not work as well as they could.
- If you replace the compressor make sure the replacement has oil in it. If you replace any of the system it is a good idea to check the oil in the compressor.
- Some later cars have a fixed orifice instead of a tx valve but the principle is the same.
- You can download a copy of the Jayair catalogue. https://view.publitas.com/21104/285418/pdfs/8dd556b904492ac21fa0f1280e7566db70365034.pdf Cooldrive Distribution at Berrimah sell what's in it.

The catalogue has mobs of useful information, there is even a vintage section. And pictures of all the fittings so when you go to the suppliers you can ask for part numbers and they will think you are an expert. Don't be put off by all the scientific jargon in the technical section, I think someone put it there to make themself feel important. And when you can't buy an adaptor to fit something to something, the easy way out is to get the end fittings you need from a wreck and solder/ weld/ glue/ screw them together. Remember you are an old car enthusiast and you have to be a big ingenious to keep old cars on the road. The same goes with air conditioning. If you can fix your engine you can fix your airconditioning, no problem.

Another download that will be extremely helpful is the Hychill minus 30's manual.
https://hychill.com.au/content/3-info/HyChill-

One word of warning . Overcharging your system can have dire consequences. Generally too much refrigerant might damage your compressor (liquid doesn't compress), but if it should survive , you may end up with a runaway airconditioner which will run ungoverned and after freezing you and your car, will set the world off into the next ice age.

MVEC members have once again provided their vehicles free of charge to back up notable events. This time it was the Government House Foundation Swinging 40s Dinner Dance, to raise funds for the up-keep of the historical building, Old Government House, the home of the administrator since forever. The event, set as in the 1940's, featured 3 Jeeps and a Blitz, but the piece de resistance was Ian Hunter's 1946 Buick . The Administrator at the time actually owned a Buick the same as this one. Only the colour was different. Ian declined to have his car repainted. Being photographed with the cars was a popular attraction during the evening. Here Linda Fazledeen, the chairman of the foundation, takes her turn with the magnificent Buick.

Buick, Blitz or Jeep, everyone had to have their photo taken with the vehicles.

And apart from providing vehicles as props and to provide ambience for significant events around the top end , MVEC committee has just passed a motion to donate $1000 to Legacy and $500 to careflight. What a good bunch you motor enthusiasts are!

Now that last bit wasn't meant as a sales pitch but membership to this great organization of motoring enthusiasts *does* expire on the last day of June. To keep your membership current you will need to fill out the adjacent renewal form and fork out the outrageous sum of $35 to the club. If you have vehicles on club rego your continuous membership of the club is imperative.

MOTOR VEHICLE ENTHUSIASTS CLUB INCORPORATED

MEMBERSHIP RENEWAL FORM FOR 2017 / 18

FAMILY NAME.....GIVEN NAME.....CLUB No

SPOUSE/PARTNER CHILDREN UNDER 16YRS.....

RESIDENTIAL ADDRESS: STREET NAME/NUMBER.....

SUBURB/TOWN: .....STATE.....POSTCODE.....

POSTAL ADDRESS: .....SUBURB/TOWN.....STATE.....POSTCODE.....

PHONE.....MOBILE.....FAX.....

YOUR EMAIL PRINT CLEARLY .....

MEMBERSHIP FEES ARE DUE ON 1ST JULY AND NO LATER THAN 30TH SEPTEMBER

MEMBERSHIP FEE IS $35.00 FOR ALL MEMBERS IRRESPECTIVE OF WHERE YOU LIVE

NOTE* *You must be financial to retain your Club Registration*

PAYMENT; PLEASE TICK BOX TO INDICATE PAYMENT METHOD

- ☐ POSTED TO MVEC PO BOX 911 DARWIN 0801
- ☐ DROPPED OFF AT HANGAR WITH PAYMENT
- ☐ PAID ONLINE: BANK ACCOUNT BENDIGO BANK BSB 633-000 ACCOUNT 142 473 552

*NOTE** *INCLUDE NAME AND OR CLUB NUMBER, IF NOT IT WILL BE COUNTED AS A DONATION*

POST OR EMAIL COMPLETED FORM BACK TO MVEC

VEHICLE DETAILS USE XTRA SHEET IF NEEDED

YEAR	MAKE	MODEL	BODY TYPE	CONDITION	CLUB REG No	OTHER

***OFFICE USE ONLY** PAYMENT RECEIVED ☐ DATE ..... .CARD ISSUED ☐

MVEC EMAIL: **mveclub@bigpond.com** **Phone (08) 8942 4839**

MVEC POSTAL ADDRESS **PO BOX 911 DARWIN 0801**

The Motor Vehicle Enthusiasts Club

THE GANGSTERS BALL

LIVE MUSIC BY "THE GANG-STARS"

ALIAS ALAN CAMPBELL & BILL ROY

BALLROOM & ROCK N ROLL DANCING

Sat 8th July 2017 from 7 PM
Berry Springs Recreation Reserve hall
Cox Peninsular Rd, Berry Springs (next door to the school)

Due to prohibition era all alcohol is bootleg and you will have to smuggle in your own.

Please bring a plate of supper to share.
Tea and coffee provided.

Any kind of guns welcome but please ensure safety catch is on.

Dress: Formal as the 1920's prohibition era. Prize for best gangster couple

Please note there are no drinks or food on sale. Bring your own.

Bring your van or swag and stay the night.
Free powered lawn sites

Bring your gangster car and have it be part of the show

Entry $20 kids free Contact Ted 89886049
or longtelescope@gmail.com

For Sale

1980 Kawasaki Z650D on club rego, one owner for the past 23 years. Done only 3,000km since the engine and clutch were professionally rebuilt plus a new chain and sprockets fitted and the brakes overhauled. Just had the first full service after the engine rebuild, a new battery in December 2016 and two new tyres in March 2017. Original paintwork in tidy condition and the seat has been recovered. $4,000

1960 BSA C15S competition bike in original condition with two spare engines. $4,000

Australian made (1940s/50s/60s) Murphy sidecar, complete with all fittings and in very tidy condition. Best suited to a rigid or plunger frame bike, but they were also used extensively during the 1960s on bikes with swing arm rear suspension.. $3,000

1998 Kawasaki ZX9R, good engine and mechanicals but needs the fuel tank and carbs cleaned and will need attention to roadworthy items if putting it back on the road. $1,200

Hafco AL-60M lathe, 125mm centre height, 550mm between centres, 20mm spindle bore, including HM10A vertical mill attachment, mill table, 3 & 4 jaw chucks, face plate, full set of change gears, fixed and traveling steadies, pair of centres, tailstock drill chuck, extra 4 way tool post, and floor stand. No tooling or measuring tools. The milling head needs an internal gear replaced and I already have the new part. $1,100

Sensible offers considered for any of the above.

NEW and unopened 3m X 3m quick shade $100 firm

Murphy commercial sidecar chassis and wheel in weathered condition. Any offers?

Ray Smith
0427 613 418
(08) 8927 0384
raysurvey@bigpond.com

The Motor Vehicle Enthusiasts Club extends it's thanks to

Shannons Insurance

For it's continued support for the club

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.

Radio mast

Radio mast lengths of 2 x 6 m and one x 3m with an extension pipe.
Offers wanted.
Phillip savvy1@westnet.com.au

Mini Cooper S MKII - NT registration 61-088

Greetings from Victoria!
I have a 1969 MK-II Cooper S that was initially registered in NT as 61-088, according to registration transfer papers from 1974 that I have. Unfortunately I do not have any other details regarding the owner of the vehicle prior to 1970, I suspect this person was the original owner and vehicle was purchased from Port Darwin Motors who were the BMC Dealer at the time.
My father purchased the vehicle in Geelong from a chap who worked in Darwin for Dept of works. This chap was originally from Victoria and when he finished up in 1973 or 74 he purchased the Cooper S from a fellow employee and drove it to back Melbourne where we have had it since 1976. . The rest of the history I know, however I have nothing at all regarding the first year or two of the cars life in the NT.
I would greatly appreciate any information you have or contacts you could provide to me in order to assist with establishing the history of my mini. Could you please ask your members if they could assist with any documents, contacts or details, I would greatly appreciate it.
The vehicle is GTO green with a Crystal white roof and was fitted with a steel sump guard and spotlights, along with a tacho from an MG as well as having the corner bars removed from the bumper bars, all suspected to have been conducted during the first owners term.
Any information is greatly appreciated, thanks and kind regards
Gavin Rolfe 0438653923
gav.rolfe@gmail.com

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.

July 8 Sat night. Gangsters Ball at Berry Springs. Dress up. Dance. Drink bootleg liquor. Stay the night. Due to problems with the venue this is probably last time this event will be held

July 9 Sunday. MVEC vs Classic Holden car club annual cricket match at Batchelor

5-6 August Rejex rally. Motorkhana event to Emerald Springs. Seriously good fun if you like driving your old car. Contact Laurie Laurie Feehan 0417834884 for an entry form. Entries close 30th June.

PLEASE NOTE THIS NEWSLETTER WILL BE PUBLISHED BI-MONTHLY IN FUTURE

Stuff on the net

Are the lenses on your dashboard instruments all discoloured and crazed. Fear not! This video shows how to make nice clear new ones, even if your old ones have concave or convex covers.
http://www.jalopyjournal.com/forum/threads/how-to-make-new-curved-glass-for-that-old-gauge-or-clock.966084/

Do you have rusty nuts? Well don't tell me your personal problems!
But here is an interesting solution to that age old problem. It utilizes a candle. Seriously!
https://www.youtube.com/embed/KFdFsfSAuyc

And while checking out that video I found another one that might also be promising . Uses a mixture of Auto trans fluid and acetone. Video is slow but demonstrates the idea.
https://www.youtube.com/watch?v=CESDxCloCoQ

Sometimes you just hear what you WANT to hear.

At a travel agency in Shanghai, I asked the Chinese girl behind the counter if she could escort me on a city tour and asked her for her mobile number so I could call her to make arrangements.

She gave me a big smile, nodded her head and said,

"Sex sex sex, wan free sex for tonight".

I replied, "Wow, you Chinese women are really hospitable!"

A guy standing next to me overheard, tapped me on the shoulder and said, "What she really said was: 666136429."