

Motor Vehicle Enthusiasts Club



No 120

AUG 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

Sunbeams invade !



Meet David Pryce-Jones from Sydney, he is a bit happy to be riding his Sunbeam S7 Deluxe amongst a whole mob of other Sunbeam motor bikes right here in Darwin. The National Sunbeam rally was organised by local Sunbeam owner John Price. You don't get to read about the event this issue but you do get to read John's amazing story of how he came to be involved.

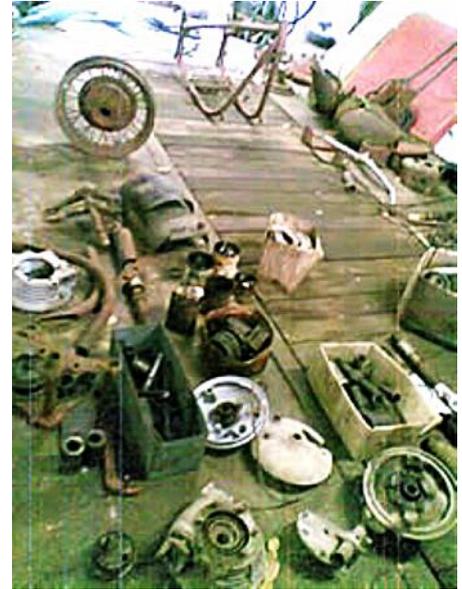
My Sunbeam Journey – a timeline by John Price

January 2008 and I had been contemplating a motorcycle project. I asked one day around the table in the hangar about BSA Bantams and queried what their top speed was, “50mph” was the reply with someone else adding “but not with you on it you fat bastard”.

Trevor Feehan then mentioned that he had a project bike that might suit me and said to come around to his place for a look.

So I went around and had a look at this project and found a frame and wheels that were coated in red oxide primer. 3 petrol tanks, one complete and 2 in various stages of being cut out around rusted sections to weld together one complete tank. Trevor then pulled out a drum full of oil, and when I asked “what’s in that?” He dived his hand in the oil and pulled out a piston and replied “well, that must be the engine.” Into the next one he dived an already oil covered hand and withdrew a cog, so that one’s the gear box, and into a 3rd he pulled chromed handlebar clamp, and that was all the chrome bits.

Turns out he had always wanted a Sunbeam S7 Deluxe and had 3 or 4 wrecked Sunbeams of early S7, S7 deluxe and S8 that he rationalised into parts he could use to put together one motorcycle. Parts that wouldn’t suit went to other people but he kept scouring the countryside for parts, with Laurie Feehan telling me that holidays to Adelaide always involved returning with parts in the back of the car. He got to the stage of sorting parts and coating things in primer to protect them but never got any further and they had sat this way for 25 years.



I have copies of handwritten letters from the 70’s with Trevor communicating with Stewart Engineering in UK as to what parts he needed, and cost of delivery. Stewart Engineering are still in the business today as the Sunbeam specialist, but ownership has passed into different hands.



So in front of me I had a complete collection of parts disassembled as far as was possible, and anything not in oil had been coated in red oxide primer. This was my first complete restoration of anything and little did I know how much work was waiting for me, but it was an educational experience as I now own a motorcycle that I intimately know every nut and bolt.

I took the project home and sorted it into boxes in my Garden shed, and began working on this bike in the carport, not having a garage. The idea being that if I could see it as I walked through the front door, it would remind me to do something to progress that bit further. 7 years of daily reminders it would take before I got to ride it. I also have a very patient and loving wife.

Sept 2009 Open Day at the hangar and I dragged my parts together to show that I could at least make it look like a bike, and this was another prompt to do some more work on it. Around this time while asking one of many questions about restoring this bike, Rowan Charrington asks why I’m not using the Old English Wheel the club owns to restore the mudguards. After pleading ignorance to it’s use he pulls me aside and gives me a crash course on its use and demonstrates



how easy it is. This saved me many hours of panel beating and did a much better job than I would have obtained otherwise, bringing these mudguards back to a condition where only very slight filler putty was required. I also used the walk in sandblaster the club used to operate and stripped back the frame and mudguards for painting.



July 2010 I dragged my slowly progressing pieces to the Shannons Motoring Extravaganza and put it on display and I'm amazed at the attention it attracts from people who had memories of them, "haven't seen one in years", or had "never heard of them".

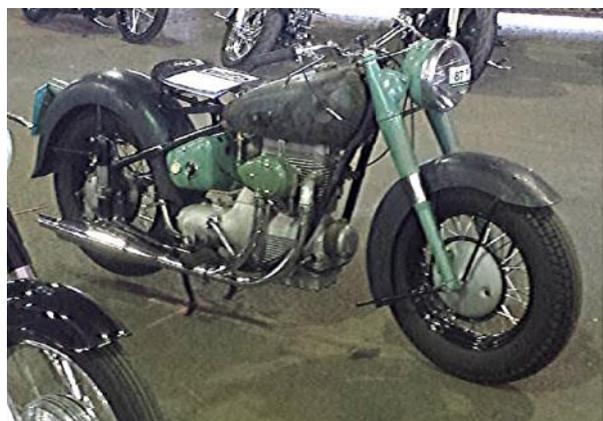
Over the years I asked many questions of Trevor and Ben Munneke who also had an S7 tucked away in his garage, and any other member in Darwin who had worked on a British motorcycle. I became an active

member of an online forum "on the beam" and posted photos of parts asking "what is it, and where do I stick it", and all the information received was very informative. But then in October 2011 the very first "Sunbeams in OZ" rally is held at Wangaratta, hosted by Col Parish. This was my opportunity to actually see and hear running Sunbeams, so I fly down without a bike and follow everyone around admiring their bikes and asking lots of questions taking bizarre up close photos of different bikes to show how the seat is assembled, or how the tank is actually mounted. Col Parish then asks if I actually own a Sunbeam, and then after asking if I've ever ridden one before I reply no, he offers me a ride of his, and I had a smile from ear to ear and loved the way this bike rode. Those rallies motivated me again to forge ahead with my bike. I attended 4 more rallies without a bike. The rallies were attended by a very friendly bunch of riders with a good sense of humour, with Col Parish the chief stirrer.

Then in **May 2014** I get a visit from Adrian Dawson, another Sunbeam owner from Queensland and he gives me a push to get the motor in the frame and we get the motor running for the first time. We're ecstatic but I don't think the motorcycle widows inside are experiencing the same feelings of joy having been ignored for a few days.



Another motor show in 2014 and I'm excited as it actually looks like a motorcycle you can ride.



I finally complete the paint job later that year and after attending another rally without a motorcycle I am determined I will be at the next one.

April 2015, 7 years after buying an assortment of parts that looked like an adult jigsaw puzzle, many hours in the club hangar, sandblasting, asking questions, I finally take the motorcycle down to the MVR for its registration. The next hurdle was the inspector didn't believe these bikes were sold in Australia and I had to find the import papers from 1950. I look at him in amazement as he utters

these words like he has just grown a 2nd head from his neck, but no he is serious. To quote Black Adder "A phrase that rhymes with ducking bell comes to mind".



I do some research on the web and find an old newspaper ad from an Adelaide newspaper and I contact Stewart Engineering in the UK who look up the factory records and provide me with a certificate verifying my frame was sold for export to J N Taylor of Grenfell St Adelaide. This bike left the Redditch factory 20 July 1949, which coincidentally is also my wife's birthday, though she was born many years later.

These 2 items are enough to convince him I don't actually need import papers after all as it was indeed sold for the first time within Australia.

Oct 2015, and the next Sunbeams in Oz rally is on in Crows Nest, Queensland, and I am finally in a position where I have my own running motorcycle. I am determined to go. I request leave from work, I request leave from home. The Sunbeam goes on to a trailer and with the swag in the boot I head to Queensland, camping of a night on the ground beside the bike.



The bike, freshly restored, with only 600 miles on the speedo, and over the next week I manage to double that mileage around the countryside of Toowoomba, Oakey, Ravensbourne and Bunya Mountains. Proudly I can say that the bike I restored managed the whole rally without a hiccup. And it really was a joy to be able to ride my motorcycle with these fellow Sunbeam enthusiasts who have listened to my endeavours over the years and secretly wondered if a Sunbeam in Darwin really existed or if I was just a stalker who turned up every year, hoping someone would lend me a motorcycle to follow the pack. Well the bike was here as proof.

Well the bike was here as proof.

At that rally, the next one was planned for Wagga, but a few comments were made about going to Darwin, seeing as I'd travelled every year for the last 5 rallies and this year trailered my bike 4000kms to a rally, a couple of riders joked about returning the favour and coming to Darwin. That had about 3 riders agreeing, and as the weekend drew on, a few more contemplated the idea and agreed it would be an adventure they'd be willing to undertake. I left the rally being told I was hosting the **2017** rally in Darwin, and accepting it most likely would be only small, but as time grew a rally I expected 6 or 7 attendants had 15 registered, but the tale of the 2017 Sunbeams in Oz rally will have to wait for the next write-up.

But this motorcycle, whilst I wondered sometimes why I had undertaken a restoration from a complete basket case, I now ride with pride, I've met new people and made some close friends with fellow Sunbeam owners, and been grateful for all the assistance many people have given me over time. But I wish to acknowledge 2 people who are no longer with us, Trevor Feehan for providing this project and all the advice over the next few years, and Col Parish for hosting the first Sunbeams in Oz rally and setting the scene for years to come with this annual gathering of friendly people.



**WE ARE PROUD TO ANNOUNCE
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FAMOUS**

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FOR all that is latest and best in motor cycles Sunbeam offers you shaft drive, spring frame, telescopic forks, silent overhead cam-shaft engine fully enclosed, rubber mounted engine and gearbox unit with car type principles—built-in generator—4.75 x 16 balloon tyres—wide streamline mudguards—easily operated positive stop footgear change with indicator—fully enclosed rubber mounted battery and toolbox. In fact, this new Sunbeam incorporates every conceivable feature adaptable to a motor cycle. See this dream motor cycle in reality at our Showrooms.

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153 GRENFELL STREET, ADELAIDE
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Make Sure You Get

“THE CHRONICLE”

Every Week by taking out a Year's Subscription.
SEE YOUR NEWSAGENT.

This is a copy of the advertisement from “The Adelaide Chronicle” dated November 25, 1948 which finally convinced an MVR inspector that Sunbeam motorcycles were sold in Australia even if he had never heard of them before.

For those interested in finding similar vintage newspaper advertisements, this was found at Trove, the National Library of Australia digital archive.

<http://trove.nla.gov.au/>



TAXI !

This Fiat started its life as a taxi in London or Paris back in it's heyday in 1908. It has been reborn at least a couple of times since then and is looking great these days. But as a former magazine centerfold, you would expect as much.

Jeff Palmer's 1908 FIAT

There is a fair chance that the mention of a centerfold will bring to mind a picture that is indelibly burnt into your thoughts, maybe from a long time ago, and maybe of a pretty young lady, but the centerfold of a 1910 Fiat that Jeff Palmer just happened to come across, caught his eye. The magazine was a veteran car club publication and the photo of this magnificent car had him thinking that if he was ever to get involved in veteran cars, then this would be the sort of thing that he would like to own. He had come across that magazine purely by chance, but that photo of this award winning vehicle was filed in the back of his mind for no particular reason. He couldn't find any info about the car, but at the time it was in what was to become the Power House museum in Sydney. It was in there for many years. Moving forward many years Jeff answered an advert in a NSW magazine and went to Sydney to check out some lamps and stuff that had been advertised, especially an acetylene generator for a 1912 Rover that he had at the time. This was in 2007. He bought the gas generator and some other bits, but in conversation after the sale, Jim, the bloke selling the stuff mentioned out

of the blue that "he had two brass headlights and a pair of sidelights and a taillight. A complete set, worth about \$2500, but they are on the Fiat and I think I will leave them there".

At that stage Jeff knew Jim was unloading a lot of his parts as he had sold a lot of his cars, but was

Notice the full stops between the letters indicating abbreviations? FIAT stands for Fabbrica Italiana Automobili Torino (Italian automobile manufacturer)



intrigued at the mention of a Fiat. Jim was too crook to take Jeff downstairs to the shed to have a look at it but suggested his wife take him down, so down they went. And there in the middle of a fairly untidy shed was a rather dilapidated 1910 Fiat with lights and all. He later found out it was actually a 1908 model. And it was the very car that he had seen years before as the centerfold in the magazine. And what's more he was able to buy it. One of the things that had caught his eye years ago was the Rudge Whitworth wire wheels. These were standard equipment on these Fiats and in Jeff's eyes they really stood out. But Jim's house and especially Jim's shed had a magnificent view overlooking Sydney Harbour but views of the sea aren't all that good for old cars, or new ones for that matter. Add the fact that the shed wasn't in all that great condition and add 20 years in that situation and you have one fairly sad Fiat.

It is interesting to note here, that the reason this car had become a centerfold was because it had been judged the 1976 veteran car of the year. It lived in the museum at that stage but had then been sold and 20 years of seaside living had taken its toll. Jeff said it was pretty easy to describe its condition. Basically every horizontal surface was rusty. But on the positive side the car was complete. So the job was to dismantle it, sandblast it and paint it and put it back together. As far as restorations go this was a pretty straightforward one, but there is one thing that stood out in my eyes. The paint. When they built these cars new they were painted with a brush, so no pussy spray guns for Jeff. Just for originality he painted the Fiat with a brush and the finish is magnificent. You have to look very hard to find any brush marks and I have seen plenty of professional spray paint jobs that aren't as good as Jeff's brush job. I had to ask the secret. Use sign writers paint and use retarder, plus a good quality brush. That's it! But he did cheat on the wheels. They are powder-coated a colourbond colour. Not a bad ending for an ex London taxi!



Jeff (to the right) explains that although the coachwork has been changed, the serial numbers indicated this car was built for the London or Paris taxi market when it was new..



And the paintwork is spotless. Painted by Jeff and by brush for originality, you have to look pretty hard to find a brush mark.



2017 Royal Darwin Show parade By Her Worship the Mayor's chauffer, Peet.

Had a ripper at the show parade last Friday, we had a request from Lord Mayors office to drive her in to open the show in an old car. So we got Steve's Rugby going and I fronted up to the gate with the Lord Mayor on board and the prestigious gate keeper says "move aside driver" and the lord mayor says "I have to be first in." Prestigious gate keeper says "Protocol must be followed". "The order of entry shall be the administrator as the Queens representative, followed by the Chief Minister of the NT, THEN followed by the Lord Mayor." After more haggling, prestigious gate keeper won and the administrator was driven to the dais on the parade ground, (1/2 a dozen plastic chairs in the grass) and helped out of his limo by two lovely teenage girls dressed in top horse-riding clobber looking like royalty. John Hardy the queen's man is then welcomed by the voice over the public address system, for the next 3 minutes, as " Her Most Worshipful Lord Mayor of Darwin, Tanya Fong Lim" .

Meanwhile the real Lord Mayor was left sitting in back of the Rugby at the entry gate laughing waiting to go in.

Only in Darwin as they say.

Motor Vehicle Enthusiasts Club

No 54

JUNE 2011

TRANSMISSION



If you find you need more information about this club or just can't wait to join, ring Peet Mancies on 041 783 3223. GPO Box 911 Darwin 0801. In Katherine call 0971 9418. Newsletter enquiries to Tad. proprietor@mvencub.com



Butcherbob's Model A rod at the Rapco Show in Shire

Long time readers of this publication may remember Butcherbob Stewart's neat hot rod that was the cover story back in June 2011. We crossed paths again at Pine Creek recently. It's a bit hard to not notice this vehicle. Since his trip in 2011 towing a caravan he has clocked up some serious miles and the car is still running fine although not quite as pristine with the odd encounter with a roo etc.

The main change is what is attached to the towbar. Bob has built a teardrop van which probably suits the vehicle more than the generic caravan. The biggest change from your average teardrop is this one is big enough to stand up in.



Stuff on the net

Remember the Kawasaki Mach 3? For those non motorcycle people, it was a 500cc 3 cylinder two stroke. Quite a weapon back in the seventies. Well someone has added to it just a bit and made a 7 cylinder version. Check it out at

<https://www.youtube.com/watch?v=EbLm7KECp5Q>

<http://speedsociety.com/kawasaki-seven-cylinder-2-stroke-kh606-is-freaking-badass/>

And . of course no matter what someone does, someone will have to better it.

The next step is a 48 cyl Kawasaki

<https://www.youtube.com/watch?v=McSikBdGghU>

And for something totally different.

Picture in your mind a single cylinder Lister stationery engine. These old engines have a sound of their own, especially when they are started from cold.

<https://www.youtube.com/watch?v=qlNG41uG1MY>

Destructive Bubbles

Tom's Story

Cavitation can make new water pumps, fuel pumps and other types of pumps fail prematurely. Cavitation can eat away the cylinder walls in engines. Cavitation can even prevent struts and shock absorbers from working correctly. What is cavitation, and how do we protect our vehicles from this scourge?

Cavitation is the formation of bubbles in a liquid. Cavitation occurs when a liquid such as engine coolant, fuel or hydraulic fluid vaporizes because the pressure on it is too low. Destructive energy is released as vapor bubbles continuously form and then collapse back into liquid, picture a sandblaster that uses bubbles instead of sand. The bubbles chip metal and hammer at seals. It was not rust that ate away that pump's impeller. It was cavitation!

Cavitation also describes what happens inside struts and shocks when seals leak, pressure drops and the hydraulic oil becomes useless foam.

To prevent cavitation:

Maintain the correct fluid pressure by avoiding restrictions at both the pump inlet and outlet. Do not put a nice new pump into a "bad neighborhood." A clogged radiator or collapsed coolant hose reduces the flow of coolant into the water pump. The resulting increase in vacuum at the pump inlet lowers pressure, allowing destructive bubbles to form in the coolant. Cavitation also can happen if the fluid cannot leave a pump fast enough. A dirty fuel filter restricts the flow out of the fuel pump, creating areas of low pressure and cavitation around the rapidly spinning pump innards.

Keep fluids at the proper level and use the chemicals recommended by the vehicle manufacturer. If a fluid level is simply incorrect, then it is more likely pressure will be off, resulting in cavitation. I first think of rust when I read that an antifreeze or other fluid helps prevent corrosion, but these chemicals are also designed to prevent corrosion/erosion caused by cavitation. The coolant in some high compression diesel engines is inherently prone to cavitation that can eat away at cylinder walls. Using the correct coolant / antifreeze covers the cylinder walls with a protective coating.

Keep temperatures under control. Fluids are more eager to vaporize as temperature increases. The likelihood of cavitation (bubbles) increases dramatically if both pressure drops and temperature increases. It only takes 160 degrees F (71 C) to boil water at the top of Mount Everest! Simple maintenance like a new thermostat and radiator cap can help maintain the correct pressure/temperature balance in a cooling system. Keeping more gasoline in the tank will help the fuel pump run cooler.

Tom Taylor,
RockAuto.com

Automotive Trivia



"Undertaker's Delight" was the nickname for which automotive activity 100 years ago?

- A. Multiple cars racing to cross the tracks just ahead of a passing train.
- B. Professional polo played from the seats of Ford Model-Ts instead of on the backs of horses.
- C. Driving a car not equipped with headlights after dark.

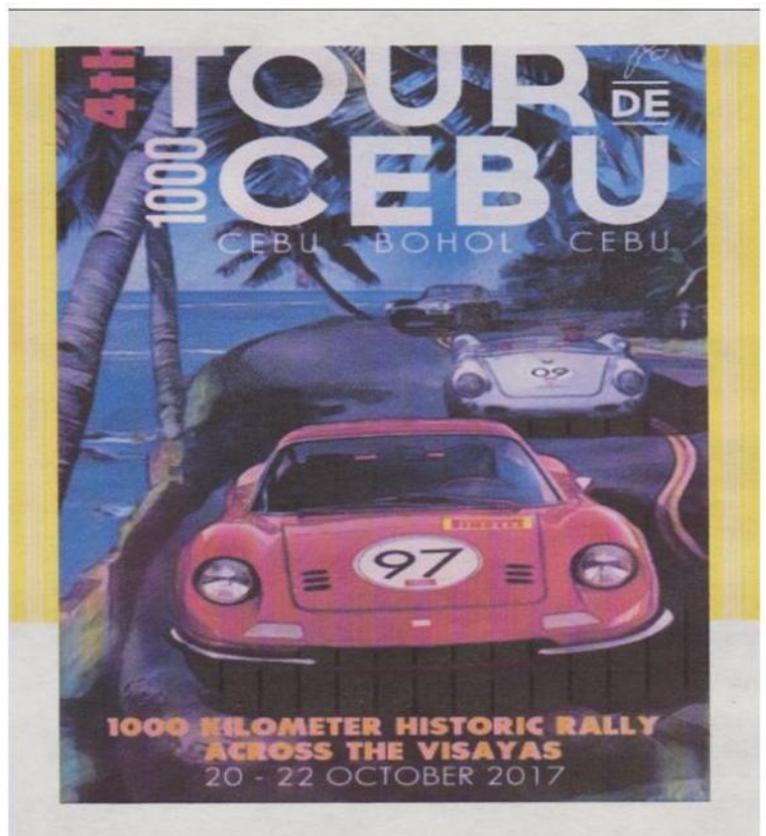
Answer on the last page.

TOUR de CEBU

OCT 20-22 2017

CONDUCTED BY THE PERFORMANCE
AND CLASSIC ENTHUSIASTS OF CEBU
And the MANILA SPORTS CAR CLUB

A reliability event conducted over 3 days covering approx. 1000 kilometres on the islands of Bohol and Panglao. These islands are approx. 2 x hours supercat ferry to S.E. of Cebu.



The outline program is a welcome evening in Cebu on 19th Oct—depart for Bohol on 20th a.m.—conduct stages—return to Cebu on 22nd Oct.

One can fly to Cebu via Manila passing thru Singapore or direct to Manila

Depending on airline schedules. Accomodation and food is very cheap in Cebu.

Please advise club or Dave Kelso on 0490 246 781 by Sept meeting of interest



Refer to "Tour de Cebu 2017 " on the net OR

<https://vimeo.com/127689615> or

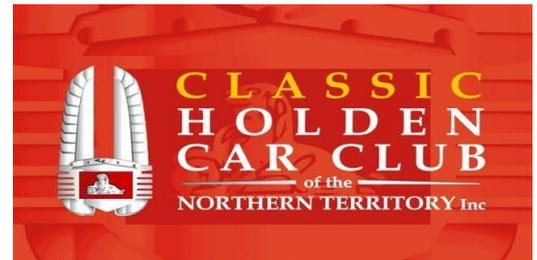
<https://vimeo.com/166012546> or

<https://vimeo.com/189407524>



PRESENT DARWIN'S 2017 ALL HOLDEN DAY

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10TH SEPTEMBER 2017 10AM TILL 2PM AT THE BIG SHED FREDS PASS RESERVE



COME HELP US CELEBRATE THE LIFE AND DEATH OF AUSSIE MOTORSPORT LEGEND PETER BROCK. WITH SPECIAL APPEARANCE BY PHIL BROCK. \$10 DONATION FOR CAR ENTRY AND \$5 DONATION ENTRY FOR SPECTATORS 12 AND UP. SHOW AND SHINE ENRANTS 0900. ALL FUNDS RAISED GO TO ALAN AND JULIE STALKER'S FUNDRAISING FOR THE LEUKAEMIA FOUNDATION AUSSIE MUSSLE CAR RUN. EVENT OPEN TO ALL MAKES/MODELS, BUT DUE TO LIMITED SPACE HOLDENS WILL TAKE A PRIORITY.

- ⇒ SHOW AND SHINE
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- ⇒ NON HOLDEN

- ⇒ MUFFLER TOSS
- ⇒ FOOD AND DRINKS ON SALE

THIS IS A NO ALCOHOL EVENT



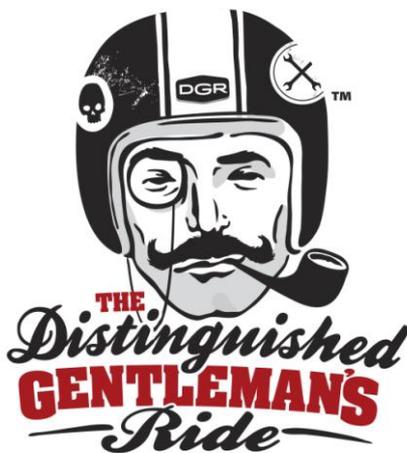
THANKS TO OUR SPONSORS



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ENQUIRES OR PRE REGISTRATION CONTACT:
info@classicholdencarclubnt.com—Attn. John Palamountain
info@darwincommodoreclub.com—Attn. David Scaife



Sunday 24th of September. Darwin's 2017 Distinguished Gentleman's Ride.

Once again, another DGR is nearly upon us.

No entry fee, simply log into the DGR Website and register. Then using your own link you can choose to raise sponsorship for your own or pillars ride. Its simple and it's fun.

The difference is that you dress the part, looking dapper as a gentleman would. Some choose to don a full suit, though others don't, it makes a huge difference if you do your part! Lots of classic & vintage bikes come out on the day.

It's only a leisurely marshalled ride of about 35km. Sunday, 24th of September. Meet up at Roma Bar, Cavanagh St at 8am, depart by 9:30am. Following a set and marshalled route with a waypoint / pit stop re-group at the Jingili Water Gardens.

Where plans are being made for cold drinks & likely Sausage and Onion Sandwiches (possibly assisted by the MVEC team?? TBC). Then following another set route to finish up at Kitchener Parade down at the Water Front Precinct, parking on the podium between Fiddlers & the Oyster Bar, where people can come and have a peek to join in the fun and maybe stick around for lunch and refreshments

This year I am also planning to organise and arrange more prizes for the event, as the event has a lot more sponsorship this year

- ☑ The event is primarily for Classic & Vintage style motorcycles, with riders dressed in dapper attire
- ☑ DGR is a charity event, raising much needed funds for prostate cancer research & male suicide prevention. Funds are being spent transparently with numerous initiatives here in Australia too.
- ☑ There will be approximately 70,000 people participating in the DGR Globally
- ☑ 90 countries and over 550 cities will participate in the DGR on the same day as we ride here in Darwin
- ☑ DGR has raised over USD\$8 million so far
- ☑ Our goal is to raise USD\$5M this year
- ☑ The event was founded in 2012 by Mark Hawa, Sydney Australia. It all started here in Oz
- ☑ 2017 will be the 3rd year that we have run the Darwin DGR.
- ☑ 2015, 78 riders \$16800 raised
- ☑ 2016, 147 riders \$28800 raised (per capita 2nd, largest globally, after Gibraltar!)
- ☑ 2017, Darwin aiming for 225+ riders, \$40000

Global Wrap up trailer link of the 2016 event. <https://www.youtube.com/watch?v=AArh41oYkqc>

To join the event and register for participation or to even just find a participant to sponsor, click the link bellow

<https://www.gentlemansride.com><https://www.gentlemansride.com/about>

Your bike may not exactly meet our criteria, though as Darwin is a comparatively smaller ride we choose not to turn anyone away, as long as they are dressed the part! Additionally, again I am looking for assistance with way finders to hold signs along the route, friends & MVEC Family? which adds to the fun of the event as well as ride group crew. Please contact me on danleather@gmail.com and I will add you to a sheet that I am compiling.

Thanks & anticipating your participation

Dan Leather, Darwin, 2017 DGR Event Organiser

2017 Darwin DGR Crew would like to acknowledge our kind Sponsors

Akron Group NT: Assistance with Traffic Management Plan and implementation & closing ceremony trophies

Roma Bar Café: Starting Point, Rallying the troops and closing ceremony trophies

Motor Vehicle Enthusiast Club Northern Territory: Assisting with mid-way regrouping point BBQ & Drinks & closing ceremony trophy

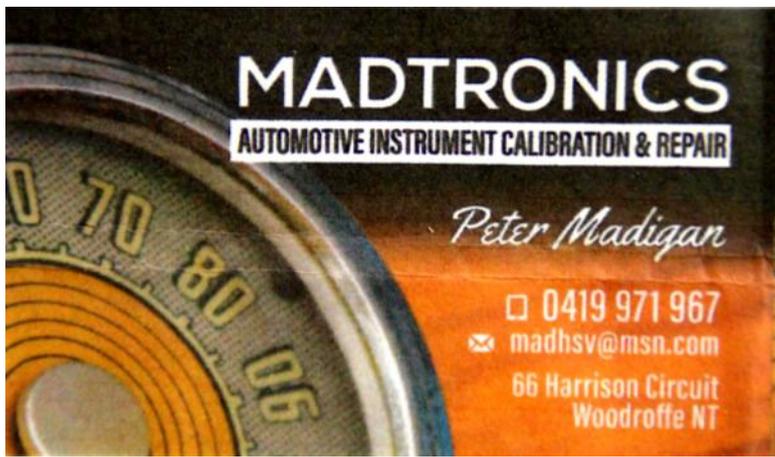
ZipPrint: Soft signage / Banners and closing ceremony trophy

Kevin Quinlan Autos: Providing recovery vehicle and support for the route and closing ceremony trophy

Luke Gosling OAM, Member for Solomon: Providing the Best Team Trophy

Northern Territory St Johns Ambulance Volunteer Event Team: Will be on hand following the event in support.





Are you restoring a classic car and don't want to send your instruments away due to they might get lost in transit, and if they do it will cost you a small fortune to replace them, well they can now be calibrated and repaired in Darwin, if you have any questions please call me

Angry!

A feller in a Qld uni is doing some research on what makes bike and car drivers snarly and road rage. There is an on line survey and if you care to fill it out there are a bunch of \$50 Auto Bahn vouchers handed out in a draw.

The direct URL to the study can be found here:

<https://www.surveymonkey.com/r/drivinganger>

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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

**The Motor Vehicle Enthusiasts
Club
extends it's thanks to
Shannons Insurance
For it's continued support for the
club**



A husband walks into Victoria's Secret (an upmarket brand lingerie shop) to purchase a sheer negligee for his wife. He is shown several possibilities that range from \$250 to \$500 in price -- the sheerer, the higher the price. Naturally, he opts for the sheerest item, pays the \$500, and takes it home. He presents it to his wife and asks her to go upstairs, put it on, and model it for him

Upstairs the wife thinks (she's no dummy), 'I have an idea. It's so sheer that it might as well be nothing. I won't put it on, but I'll do the modeling naked, return it tomorrow, and keep the \$500 refund for myself.'

She appears naked on the balcony and strikes a pose.

The husband says, 'Good Grief! You'd think for \$500, they'd at least iron it!'

He never heard the shot.

Funeral on Thursday at Noon.

Closed coffin

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.

24th Sept Distinguished Gentlemans Ride

Marital bliss

After being married for 45 years this month, I took a careful look at my wife one day and said, "Forty-five years ago we had a cheap house, a junk car, slept on a sofa-bed and watched a 10-inch black and white TV. But hey I got to sleep every night with a hot 26-year-old girl.

Now ... I have a \$1,000,000 home, a \$45,000 car, a nice big bed and a large screen TV, but I'm sleeping with a 70-year-old woman. So I said to my wife "it seems to me that you're not holding up your side of things."

My wife is a very reasonable woman. She told me to go out and find a hot 26-year-old girl and she would make sure that I would once again be living in a cheap house, driving a junk car, sleeping on a sofa bed and watching a 10-inch black and white TV.

Aren't older women great?

They really know how to solve an old bloke's problems!



Automotive Trivia

Answer

"Undertaker's Delight" was the nickname for which automotive activity 100 years ago?

Answer B. Professional polo played from the seats of Ford Model-Ts instead of on the backs of horses.

