

Motor Vehicle Enthusiasts Club



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TRANSMISSION

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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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Merry Christmas



Jayla, from Katherine, is Santa's logistics manager for the top end this year and as you can see there is barely enough room left on the sleigh for her, let alone any more pressies. So, to make a bit of room she is checking out the naughty and nice list to see who can be left off. So if you want her to call at your place on Christmas eve you had better be good!!



National Veteran rally Forbes NSW

Veteran car rallies are always good shows. For whatever reason they always seem to be held late in September when the southerners seem to think the weather has warmed up a bit after their freezing cold winter. For us northerners it is just bloody cold. Cold enough to give you pneumonia, literally. Maybe I should stop complaining and get a car that has a body. Nevertheless the national veteran car rally at Forbes was really neat fun and as usual there are some really interesting cars there that I have never before heard of. And it didn't rain even once while we were there. That was probably a pity as they are in drought there. But compared with the drive down through Queensland and more northern NSW, it was lush.

The start of our visit didn't start off all that smoothly however. As I drove our model T speedster onto the trailer at the start of the trip, I didn't actually turn it off. It conked out by itself, and wouldn't start again. No biggie I thought to myself. Probably dirty points from lack of use. Will fix the problem along the way or when we get to Forbes. So when we did get to Forbes I knew I had to get the car running to be able to drive it off the trailer. Naturally when you get to the end of such a long trip, the last thing you really want to do is work on the car. There is beer to be drunk and socialising. I gave the points a clean up on the trailer and fired her up. No worries. Shut her down and went to have beers with old friends. I would drive her off the trailer in the morn and go and register for the rally in the arvo. Beer..... Bright and refreshed in the morning I laid out the ramps, climbed on the T and went to kick her in the guts to find a flat battery. Bummer. Stuck the battery charger on and it showed it 100% in about 15 mins, but still would not start. Put a meter on the battery and the voltage dropped to about 10 volts when cranking. Battery has died, I decided and went looking for somewhere to buy a new battery. Forbes is quite a big town but not big enough to have places that sell batteries open on Sundays, I discovered. A

144 pre 1919 cars and bikes is quite a sight

friend offered to lend me his spare battery. That wouldn't start my car either. The thought that I was going to miss the start of this rally got me thinking. Mebbe the battery isn't the problem, mebbe it's the starter. Starters have very low resistance so a very low reading didn't indicate much. I pulled the starter out and to bits to find the field coils shorted to earth. This was getting serious. I hadn't even got the car off the trailer and it looked like I was out of the rally. You can't duck down to Repco and buy a change over starter for a model T Ford, but the mind was ticking over. If I could get the field coils out mebbe I could insulate them with a bit of cardboard. I went to see one bloke I thought might have an impact screwdriver, the only means of getting those field coils off. The friend that I approached, had a visitor who was interested in my problem and what sort of car? Once she knew it was a model T she rang her friend "Duckie". He's got model T's she said. She was

Unrestored original veteran cars are rare but absolutely lovely





Old cars literally took over the main street of Grenfell

right and Duckie invited us over to unbolt a starter off one of his engines and post it back to him when we get home. And so I was able to drive our car off the trailer and register and be part of the veteran rally after all. And although it wasn't warm by top end standards, the weather was impeccable and we cruised around the area for a trouble free week. These rallies generally involve cruising around with a bunch of other old cars to touristy spots, but generally keeping to back roads where the traffic is light and the scenery pleasant. And mid week they have a gaslight parade where those running acetylene lights can show them off. The other cars that have put globes where burners once were, also are part of the parade as are the vehicles with lights that have been running on electricity since new. For me this was a bit exciting as in the past I have cheated and sneakily run my lights on a concealed bottle of butane gas. This year, due to my finding a source of carbide I was able to run them on acetylene as they were meant to be. The unknown factor was how long they would run on however much carbide I put in the generator. The townspeople came out in droves to see the spectacle of the old cars all lit up. And you could see by their expressions that this was something worth coming to see. And the kids, there were mobs of em, all fired up too. After our second lap of the town centre we all parked up adjacent to their shopping mall and left the cars on display. This is where we wondered if we would still have lights burning for the trip home later, as there is no way of turning these gas lights off. The other problem is the lights are pretty hot, after all they do have a flame burning inside. The concern was that kids might get burnt. They were all pretty excited.



Geoff and Simon Reddish in their 1912 Ford staff car. They are both real army personnel and historic army enthusiasts too.

Another day saw us at Canowindra. We didn't actually take over this time but the cars suited the décor of the town.



Town centre lights up for beautiful veteran car parade

Forbes was treated to a display of pre-1918 vehicles restored to pristine condition on Wednesday. More than 100 vehicles in town for the Veteran Car Club of Australia's annual rally lapped through the town centre with lamps lit. Hundreds of people lined Lachlan and Rankin streets to enjoy the spectacle, have dinner and then chat to the rally drivers.



Hundreds lined the streets to enjoy the evening parade of veteran vehicles. More photos page 16.



Above: The gaslight parade made the front page of the local paper.

Left: The run down the main street.

Below: Lining up before the centre of town. The lights are still burning. Great!



But we needn't have worried. We headed off to get some tea and when we returned the lights were still burning brightly and there were no burnt children nearby. And they continued to burn all the way back to the caravan park where we were staying. A couple of beers later they finally flickered out. I was a bit pleased.

Most of these veteran rallies that we have been on have involved school kids in some way of another but it seemed that was not the case on this rally. We pulled into a little nowhere place that had a racecourse and showground. That was about it for Bedgerabong, no shops no servo. But we were to have lunch here at the showgrounds. There was an old shed with a dirt floor and some form type seats, but I did notice some xylophone looking instruments. It turns out they are called a marimba. We were just getting stuck into our lunch when the music started. A whole bunch of primary school kids had quietly moved in and all at once had fired up the

And as soon as we stopped, the local kids were keen to hop aboard.



band. And what a magnificent sound, you never heard so many people stop talking so quick. And one piece would be followed by another, they had quite a repertoire. The performance went on for quite some time (but no where near long enough) and at the end of it someone from the rally chucked a large tupperware container on the ground as a donation box for the Bedgerabong school. It didn't take long to attract a tidy sum. Then it was suggested the kids might like a ride in the old cars. With a grassed horse racing track alongside the kids were lining up for turns, the old car drivers just as enthusiastic as the kids. After a while I was getting the vibes from the navigator that the kids had all had several turns and it was time to leave. Agreed, but then there was the odd dad that wanted a ride plus the odd kid that wasn't a student at this particular school. But eventually I did come back off the racecourse. And the school thought it was all good fun too. They made an old school video about the cars. Check out....

<https://www.facebook.com/bedgerabongps/videos/1019184311599648/>

Naturally there was a heck of a lot more good stuff going on and some really neat car stories, I will tell you about some of them over the months to come.



The Bedgerabong Marimba Ensemble. I can't describe just how good it was to watch and listen! They had been playing at the Sydney Opera House the week before.



A win win situation. Kids get to ride and we get to give em a ride. Mums and Dads too!



The Down Under London to Brighton run

The Pommies have their beaut London to Brighton run, but in reality only a very few Aussies will get to be part of it. The blokes in South Australia have come up with a ripper solution. The Down Under London to Brighton run. No invitations required, any veteran car can enter and true to its name it runs from a London road in the Adelaide inner city suburb of Mile End, to, as you might expect, the seaside suburb of Brighton. And they have the mayors of each end to officiate.

The tradition since time began has been for the oldest car to be the pilot vehicle and lead the cars off from the London end, but 2018 saw a break from tradition and we were offered the job as the car that had travelled the furthest from its home. Would we get lost in these unfamiliar streets? We decided to accept the challenge and headed off with a red flag fluttering amidst ships. It was fine when cruising but when I stopped for traffic lights the flag blew sideways and all I could see was the flag real close. Halfway to Brighton we stopped at their combined car clubs clubhouse for a cup of tea and a London bun. An added bonus was the Chrysler Club were also having a do, so there were another bunch of neat cars. Although the banner stated this was the Chrysler Club of SA there were a few imposters such as a Thunderbird and an MGB. Never mind, they even had a band and a dance floor. We ducked over for a quick RnR only to find we were holding up proceedings as we were still the pilot car and parked right in the middle of the exit from the car park. We had to leave first.

Incidentally I was told during the morning tea break that this was the first time in the history of the event that the pilot vehicle hadn't been passed. Normally it is a single cylinder vehicle and it barely gets out of sight of the start before other cars overtake it. And here we are, still in the lead while Shirley keeps telling me to slow down!! We are leaving all the other cars behind! I was going as slow as I could in high gear. Never mind we did get overtaken on the second leg on our way to the finish at Brighton. At the end we parked on a beaut grassed reserve on the esplanade and before we could lay a few drops of oil to mark our territory someone came round with a bunch of large sheets of cardboard and stuck one under each car to catch those wayward drips. I was surprised and pleased to see our car was way outdone



We are addressed at the start by the Mayor of London, John Trainer. He is actually the Mayor of West Torrens which encompasses London Rd. He has been acting mayor of London for a 1/2 hour a year for so many years that if you add em all up he has been the Mayor of London for a whole day in total. Unfortunately this is his last year as he is retiring.



Some pretty impressive cars, but then came the Stanley steamer.....



in the “who can leak the most oil competition.”

At the end of the formalities the Mayor of Brighton presented us with a medallion with an image of the pilot vehicle on it. The pilot vehicle being our Ford Speedster.

All this is pretty neat fun but I think the most memorable bit of it all was the Stanley Steamer. I have heard of Stanley Steamers and certainly read about them, but I don't think I had ever seen one, and I have definitely never seen one running, until hanging around at the London start area I heard what sounded like a very loud locomotive whistle. I

looked up to see an old car coming and guessed it had an exhaust whistle, and an unusually good one, but then I spied "Stanley" written across the front where most cars have a grille. The significance of the whistle sunk in pretty quick. Not an exhaust whistle but a fair dinkum steam whistle. The Stanley Steamer sure stood out in the crowd, and when it did run it enveloped itself in a magical mist of steam, and when the steam whistle blew there was more steam and to top it all off there was this Boa Constrictor horn with a bit of extra custom plumbing. A Boa Constrictor horn breathing smoke, or actually it was steam. Pretty impressive!



The Stanley Steamer stole the show no worries



The Chrysler Club at morning tea.

Our car being the pilot vehicle was holding up the works as we were supposed to lead the way from morning tea

They make a medallion every year displaying the pilot vehicle. This year that was us!



Below: The mayor of Brighton presents me with the medallion.





There was a good variety of vehicles and plenty of interest from the public

An early single cylinder Cadillac



No matter where you go with these old car shows you will always find a fair whack of T Fords.



There are no prizes for best dressed but if there were David and Sandy Bristow with their Swift would have been in the running.





Left: Previously the oldest car had been the pilot vehicle. The 1904 De Dion Bouton had the job before.



Under the bonnet you might expect an engine. Not with this car, you get a boiler.



The Stanley Steamer arrives at Brighton. That's not smoke trailing behind folks, that is that is clean undiluted steam. Coming out front too! The steam whistle makes even more smoke. Unreal!



A view of the back of the boiler.

A Boa Constrictor horn is always pretty impressive, but this one adds a whole new dimension.



Left: Clear uncluttered dash panel. Note the instrument light attached to the steering column facing forward. You still need to see those knobs and gauges after dark.



The continuing adventures of the model T

We found ourselves in the small town of Quorn in the north of South Australia. In our travels over the years we have come across Christmas Pageants in outback towns where anyone can make a float and decorate it with some Christmas theme. And here we were with this old car just waiting to be decorated and shown off. In the aforementioned travels I had also noticed people chucking out lollies to kids. So we headed to the nearest big smoke and stocked up on Chrissy decorations and a whole bucketful of wrapped lollies, and on the appropriate day polished (bad idea) the brass and drooped tinsel all over, dressed up and headed down to the parade. At this stage it was a nice 35 degree summers day with zero humidity.

So we lined up behind a couple of classic cars visiting from Port Augusta. A neat Fairlane and a VC valiant. The Fairlane had Santa sitting on the back bumper. Being a bit of a stranger to the area we had arrived early so had a while to have a yak with the locals, but while we were doing that the weather changed to something that resembled a Darwin wet season storm complete with lightning striking the road a couple of hundred yards down the road.

(something to do with polishing the brass)
This place was supposed to be in drought. The gutters flowed about 6" deep and we were a bit concerned we might freeze and the bucket of lollies might float away. Never mind. The rain stopped and the pageant was underway. And we learnt that kids here are prepared to deal with old car drivers with buckets of lollies.

The kids came with buckets or other containers to collect all the lollies. Ripper fun. The parade also visited the old folks home and the hospital. Shirley held up proceedings by hopping off the sleigh and personally attending everyone at the old folks home with the lolly bucket. Then the hospital.

And after it was all over and we were back home a car rolls up and a lady comes in to present us with \$25 as a prize for the best car in the pageant. How good is that! I didn't know there were prizes involved. Maybe I might have got a bigger bucket of lollies had I known.

And Santa can still blow kisses from the back of a ute. In Darwin they would have locked him up!



Santa checks the temperature of the water!



The kids race for the lollies. The gutters are still running.



WHO MADE THE FIRST CAR? - Pedr Davis. Reproduced from VCCQ newsletter "The Vintage Car"

To be honest, I do not know! It all depends on what you call a car. For example, the 1984 Paris Motor Show featured a major display commissioned by the French motor industry and centred around a replica of a De-lamare-Deboutteville. They said this 1884 design was proof that the motor car had been invented in France. Two years later, Mercedes-Benz organised worldwide celebrations for what they called the Centenary of the Automobile. The German firm claimed that Gottlieb Daimler and Karl Benz had both built motorised vehicles in 1885 and that Benz had secured a valid patent for the automobile in January 1886. Thus, Mercedes-



A replica of the 1885 Benz

Benz said, this made them the true fathers of the automobile.

British historians have argued that neither the French nor the Germans deserve the honour.

They say that the first motorised passenger

vehicle was a steam carriage built by a Briton, Richard Trevethick, in 1802. However, his machine - which ran on the streets of London in the following year - was an awesome sight as the rear wheels were three metres in diameter! Was it a 'car'? Indeed, was it the first motorised vehicle?

That depends on your definition because you have to decide what is a vehicle, what is an idea and what is an experiment? Take Leonardo da Vinci's concept for example. The remarkable visionary drew up plans for a road vehicle propelled by clockwork power. As he never actually built it, you may wonder if it would have actually worked if put to the test. The answer is Yes, according to an academic who built one.

The first working model of da Vinci's "car" went on display in Florence in 2004. It had taken eight months' work by computer designers, engineers and carpenters to show that the machine conceived by the versatile genius in 1478 or thereabouts could actually move under its own power. 'It was - or is - the world's first self-propelled vehicle,' said Paolo Galluzzi, director of the Institute and Museum of the History of Science in Florence. He over-



Da Vinci's vehicle.

saw the project and demonstrated a one-third scale replica in action.

Leonardo's design was 1.68 metres long and 1.49 metres wide. Its clockwork springs were wound up by rotating the wheels in the opposite direction to the forward motion.

'It is a very powerful machine,' said Professor Galluzzi. So powerful that although they made a full-scale

"production model", they did not dare fully test it in case it crashed and did serious damage.

Several attempts had previously been made to construct da Vinci's vehicle but none of them worked because of a misunderstanding. The builders thought Leonardo meant to power his vehicle using two big leaf springs, shaped like the arms of a crossbow, as shown in one of his sketches. However, in 1975, Carlo Pedretti, director of the Armand Hammer Centre for Leonardo Studies in Los Angeles, published 15th century copies of early Da Vinci sketches. 'Two of the drawings represent a view from above the spring mechanism of the self-propelled vehicle,' he wrote. Studying them, Professor Pedretti realised that the springs were not meant to drive the car but to regulate a drive mechanism located elsewhere. His conclusion was reported in a 1996 book by Mark Rosheim, an American robotics expert. 'He believed that motive power is provided by coiled springs inside the tambours', Mr Rosheim wrote.

The theory that the car's power plants were located in two drum-like casings on the underside resolved many enigmas in Leonardo's design but it was just a theory until Professor Galluzzi and his team got to work. Their first step was to create a digital model by CAD, computer-aided design.

'That took four months,' said Prof Galluzzi. 'But at the end we had a machine which we knew ought to work.' To test Leonardo's concept they created a model using materials available to the craftsmen of his time, which was mainly timber. Florentine furniture restorers were asked which types of wood their predecessors would have chosen for different parts of the vehicle. The working model contained five different types, with the biggest problem finding one sufficiently hard to use for the cogs. Leonardo scholars have long believed the car was originally intended to provide a spectacular stunt for some kind of exhibition. It had a brake that could be released remotely by an operator with a hidden rope, so the 'car' would appear to start by itself. There was also a programmable steering mechanism allowing it to go straight or turn at pre-set angles.

Interestingly, centuries later some shonky operators used a similar trick to separate people from their money. These old-time 'magicians' developed a ruse which consistently mystified simple village folk. They would build a roomy caravan with a concealed compartment housing a series of large clockwork springs which, when wound up, were capable of propelling the caravan for 50 metres or so.

The magician would bring the device to a village, timed to arrive during a carnival or other function that attracted the residents to one spot. Horses would secretly tow the caravan to the top of a hill close to the village so it could roll unaided downhill to the gather-

ing. Having created the impression that the caravan was self-propelled, the magician would wait for a crowd to gather, then move it backwards and forwards, using the silent power of the clockwork springs. His reputation established, the magician offered to sell 'magic' potions claimed to cure all manner of ailments. Other early attempts at self-propelled vehicles were more honest. One was built in Italy in 1420 by Giovanni de Fontana of Padua. He had a 'driver' who pulled a pair of ropes which rotated two drums, the lower drum being geared to the road wheels. In 1459, a vehicle appeared in Germany propelled by a man walking alongside, moving a long crank which turned a cog wheel, driving the road wheels.

As is well known, the first practical cars were steam-powered. In 1803 Richard Trevethick's machine ran on London's streets. However, even he was not the first to build a steamer. A Jesuit priest, Father Verbiest of Flanders, built a miniature steam vehicle about 1678 when working as a missionary in Peking. It was powered by a small turbine rotated by a jet of steam and Father Verbiest reported that it would 'run at a not inconsiderable speed for an hour or more'. A decade later – in 1680 – the British scientist Isaac Newton drew up plans for a full-size motor vehicle that could be propelled by steam power.

Perhaps the best known early steamer was the massive cart built in 1770 by Nicholas Cugnot, a French military engineer. He took the idea from a publication called *The Handbook of All the Technical Sciences* written by Professor Jakob Leupold of Leipzig.

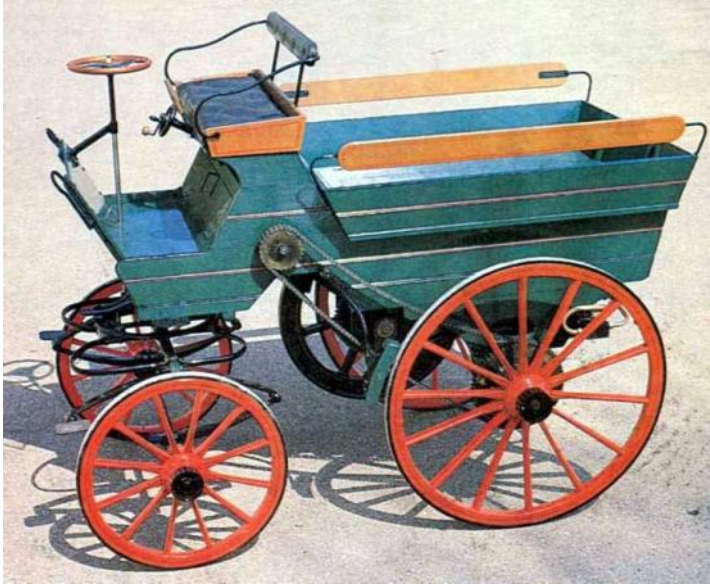
Conceived as a gun carriage, Cugnot's large machine was weighed down by the massive boiler and a twin-cylinder engine mounted over the single front wheel. In April 1770, General Gribeauval informed the French war minister, the Marquis de Monteynard, that Cugnot was ready to demonstrate his 'fire vehicle'. Senior military men attended the trials and saw the great machine lumber along at 5 km/h. Unfortunately, the weight over the front wheel was so great the contraption could not be steered.

The military men were, however, sufficiently impressed to authorise Cugnot to develop an improved four-wheeled version. The second attempt was never built because the political situation changed and the necessary funds evaporated. Cugnot's steamer was later acquired by the Conservatoire des Arts et Metiers in 1801 and later displayed in the Musée des Techniques, Paris.

Although Cugnot's was the first steamer to move under its own power in a public demonstration, it came after a variety of attempts to create self-propelled carriages. As early as 1475, an Italian engineer named Bathurio designed a car driven by elementary gears powered by two windmills. At the same time, large land yachts were operating on Holland's flat terrain, some with

twin masts and a full set of sails. During the 16th century, a Dutchman named Simon Stevin was timed over the sands at 24 km/h, with 29 passengers aboard - including a visiting Spanish admiral!

Of course it later became clear that the future lay with internal combustion engines. Although the French motor industry lay claims for the 1884 Delamare-Deboutteville, they provided little detail about its real history because the machine never ran successfully. The chassis was shaken to bits on its first run and the vehicle was subsequently destroyed when the gas cylinder exploded. The replica shown in the attached



photograph was built in recent times to back the assertion that the French had invented the car.

A more realistic claim came from Gottlieb Daimler and Karl Benz who both developed self-propelled vehicles in 1885 and went on to produce and sell derivatives of the original designs. Later, the rival firms merged and the union, Daimler-Benz AG, still manufactures Mercedes-Benz vehicles today.

Viewed objectively, there's little doubt that Daimler and Benz fathered the motor industry rather than the motor car itself and this makes the concept of self-propulsion worth further exploration.

The idea of adding power to a wheeled vehicle probably started about 250 B.C. when Heron of Alexandria invented the 'aeolipyle'. The principle was that water produces steam when heated to boiling point and the steam can be contained within a chamber. If it is then allowed to escape through a very narrow tube, it will depart with sufficient velocity to drive a small turbine blade. This age-old concept formed the basis of many early experiments with self-propelled vehicles.

Later came the concept of using steam to cause a piston to reciprocate within a cylinder and the steam engine was born. It went on to power many successful self-propelled vehicles. England's first steam carriage was built by an engineer named Murdock who had

worked for James Watt, the father of modern steam trains. Murdock's carriage first ran in the 1780s.

The potential of steam power appealed greatly to American inventors. In 1804, a Pennsylvania engineer named Oliver Evans used it to good advantage when faced with a difficult transportation problem. His task was to move a large and heavy flat-bottomed barge from a boatyard to a nearby river. His solution was to mount the barge on a pair of axles which incorporated ironclad wheels driven by a steam engine. Bystanders cheered as the ingenious Mr. Evans 'drove' the barge to the water. Of course, they were not to know that he had achieved a unique double: not only was this the first American 'truck' but also the first vehicle to travel on both land and water!

Word of Evans' self-propelled boat got around and a number of inventors set about designing passenger-carrying vehicles. A picture of a 'personal' steam car, with a driver and passenger, appeared in the March edition of the 1833 *American Railroad Journal*. Fifteen years later, another journal, *The Scientific American*, published a working drawing for building a lightweight steam car.

Though not the first steamer, a car built by De Dion, Bouton et Trépardoux in 1884 is now believed to be the world's oldest motor vehicle still running. Called La Marquise (after Albert, the Count of de Dion) it was a genuine goer with a top speed was 61 km/h. In a public exhibition in 1887 it made the 32 km round trip from Paris to Versailles at an average speed of 26 km/h.

However, like all early steamers, it took up to 40 minutes to generate enough steam and also consumed too much water and fuel. Engineers then tried to find a more efficient and compact power plant. Possibly the first to do so was Isaac de Rivaz, a Swiss citizen living in Paris. As early as 1770, he designed an internal combustion engine in which electrically induced ignition fired a combustible gas. Unquestionably, he was the first to use electric ignition for this purpose - but de Rivaz went further. In 1780, he took out a patent on a reciprocating engine with an electric ignition system that ignited compressed town gas induced into a cylinder. The ingenious de Rivaz followed with a sketch showing how the engine could be used to drive a road vehicle. The idea was put to the test in 1813 when a suitable vehicle was built, either by him or on his behalf, and took to the road at Vevey, Lake Geneva.

Evidently, the trials were unsatisfactory because Rivaz gave up his experiments and devoted himself to politics, becoming Chancellor of the Swiss canton of Valais. In my personal view, no one made a greater contribution to the future of motoring than Joseph Etienne Lenoir. Born in Luxembourg in 1822, Lenoir



Lenoir's machine

came to Paris at the age of 16 and taught himself engineering. He later moved to Belgium and, in 1860, he was granted a patent for an engine in which the air 'expanded as a result of combustion'. His internal combustion engine was smaller and cheaper than the steam engines of the day and produced about the same power. Lenoir then founded the Gautier Company and sold at least 400 engines over several years.



Etienne Lenoir

It is not known if any of them were used in experimental vehicles but, in 1862, Lenoir himself fitted his engine to a road vehicle that moved at 5 km/h with the engine reciprocating at 100 rpm. The Automobile Club of France has a document signed by M. Pinstor, one-time foreman of Lenoir's workshops, testifying that the car actually worked.

For reasons unknown, but possibly due to lack of money, Lenoir did not develop his vehicle, nor even build an improved engine. However his work was taken up by the German's Nicholas Otto who, in 1876, decided to employ four working strokes (i.e. intake, compression, ignition and exhaust) for each engine revolution. The result was the most efficient internal combustion engine yet built and Otto's four-stroke cycle became the basis of today's conventional design. Another pioneer was an Austrian engineer, Siegfried Marcus, who set up a business in Vienna in 1860 to manufacture mechanical and electrical devices, including a simple carburettor suitable for internal-combustion engines. After designing an electrical ignition system, Marcus built an engine that actually anticipated the Otto four-stroke design. In a rather curious experiment in 1870, Marcus fitted two large flywheels to the engine, one at the front and one



at the rear. The engine was mounted sideways in a chassis frame so the flywheels also served as road wheels. The resulting dogcart was said to travel at a steady 5 km/h! Later, Marcus built a primitive but complete car using a 1.6-litre, four-stroke Otto engine equipped with his own carburettor and ignition system. Historians differ on the actual date.

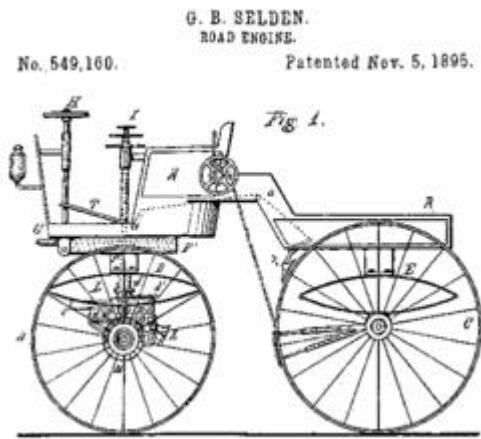
Vienna's Technical Museum, which now has the car, says it was built in 1875; after extensive research, the Mercedes-Benz Museum declared that the Marcus car was actually built in 1888. There are two possibilities to explain the discrepancy. Marcus may have built three cars not two, as is generally believed; or he may have started work on the second car in 1875 but completed it 13 years later. Either way, both parties agreed that the engine developed 0.75 horsepower at 500 rpm.

The Marcus car made a public debut at an exhibition held in Vienna and was subsequently demonstrated on local roads. Unhappily, the neighbouring citizens protested so strongly about the noise and fearsome nature of the contraption

that Marcus was ordered to take it off the road. The historic machine was consigned to his stables in disgrace and lay there for many years. When its true significance was realised, the car was acquired by the Austrian Auto Club and loaned to the Vienna Technical Museum. During the 1950s, when a worldwide controversy erupted over claims that Lenoir had invented the car, the Marcus auto was taken out of the museum and driven by an American journalist, Fred Baer. This was cited as 'proof' that Mar-



cus had built a working, petrol-powered motor car before Benz and Daimler - an assertion that is true only if it actually ran before 1885.



Equally contentious was the claim by an American, George Selden, that he had invented the automobile. The known facts are that he was first to patent the

idea and that his was the only such claim fully tested in court. In 1876, Selden visited an exhibition in Philadelphia where he examined a small engine built by G.B Brayton. It was one of the first internal-combustion units designed to run on liquid fuel (as distinct from town gas) and George Selden quickly realised it was ideal for driving a road vehicle. In 1879 he applied for a basic patent covering the petrol-powered automobile. As the son of a patent attorney, Selden knew how to use legal tactics to delay the application until the world was ready for it. His patent (which ran for 20 years) was therefore not granted until 1895 - by which time numerous US firms were manufacturing cars. Selden then proceeded to collect millions of dollars in royalties from established manufacturers and newcomers to the burgeoning auto scene. At one time, the entire US motor industry (except Ford) was operating under a Selden licence and paying fat royalties for the privilege.

When he first set up to build cars, Henry Ford applied for a Selden licence but was turned down on the grounds that there were already enough car-makers in business. He proceeded without a licence. A year or so later, when Ford was selling cars by the hundred, the Selden patent office changed tack and offered to licence him. Ford stubbornly refused and resisted all manner of pressure. It was not until 1911, after a long and costly lawsuit, that Ford gained a court decision which stated that the Model T did not infringe Selden's invention. By that time, the patent had virtually run out and the Selden interests declined to appeal.

It is worth noting that photographs of the '1879' Selden car have been widely published but they are not what they seem to be. During the Ford trials, long after the patent had been granted, Selden had a car built to his original patent specification to prove to the court that his concept covered a 'working car'. In

this sense, Selden was in the same category as Leonardo da Vinci - he envisaged, rather than invented, the automobile.

The French claim that Edouard Delamare-Deboutteville had fathered the car has a little more validity. Delamare-Deboutteville ran a textile mill in Montgrimont and, aided by his brother and their mechanic, Leon Malandin, he constructed some gas engines to drive the mill machinery. Realising the wider potential of the gas engine, he fitted one into a three wheeled vehicle in 1883. The subsequent trials are well documented but the vehicle was not a success. The gas container exploded and destroyed the car. Delamare-Deboutteville and Malandin continued their experiments and, in February 1884, were granted a patent for an engine designed to run on liquid fuel. The patent contained a drawing of a four-wheeler with a note saying that the engine was suitable for all types of road vehicles.

It was against this background that two German engineers, Karl Benz and Gottlieb Daimler, separately developed their motor vehicles. They concentrated on building lightweight, relatively fast-revving petrol engines knowing that the efficiency of Otto's engine could be dramatically improved by raising its operating speed, which required more advanced ignition and carburetion systems. Benz and Daimler both raised the speed of their engines from Otto's 180 rpm to 900 rpm and the power output from one horsepower per 550 kilograms of engine weight to one horsepower per 37 kilograms. Both proceeded with the utmost secrecy because they risked violating Otto's patent covering a four-stroke engine. Otto's patent was, however, declared null and void by the German Supreme Court in January 1886 - a significant date.

Benz had actually completed his first car - a three-wheeler - in 1885 and already made several successful test runs. Daimler had also tested his engine and mounted it on a motorcycle which was successfully ridden in November 1885. Benz however received his patent for a motor vehicle on January 29, 1886 - the day after the Otto patent was declared invalid.

The salient point where Benz and Daimler differed from the earlier inventors is that they developed their original designs into practical and saleable products. Neither man actually invented the automobile, as such, but jointly they fathered the world's motor industry.

Surprisingly, therefore, it was the French rather than the Germans who enthusiastically embraced motorised transport. By 1899, there were 6,546 motor vehicles operating in France, compared with 688 in the USA, 478 in Belgium, 434 in Germany, 412 in the United Kingdom and 403 in Austria.

But the demand was to explode. Shortly after the turn

of the century, 190 car manufacturers were operating in the USA, 110 in the UK, 80 in Germany and 70 in France.

By the way, Karl Benz chose to build a three-wheeler because his main object was to perfect his engine and he thought the difficulties associated with steering a four-wheeled car would sidetrack him from this goal. Benz had problems with the carburettor and coil and- trembler ignition but eventu-

ally had the car running reliably. He was however a little miffed when his wife Berta borrowed it without his knowledge and took her young sons to visit her parents 100 km away.

On reaching her destination, Berta sent a telegram advising her hapless husband where she was. A terse reply told her to find her own way home. She did so, completing the first ever intercity car trip!

The Club was recently the beneficiary of a Territory Government Grant to purchase an AED (Automatic Electronic Defibrillator) and Training for 10 of our members. These simple pieces of Medical Equipment are used to assist in the recovery of Heart Attack patients and are found in all sorts of public places like Airports and Convention Centres. The Community Benefit Fund scheme utilises Tax's from the Wagering industry to assist not for profit organisations like us provide benefits to Club Members and Visitors to the Hangar. Pictured below are Peet, Dave and Mike, three of the 10 Club Members who attended the recent training conducted by St John Ambulance late last month.



Halloween

MVEC received a call from a lady, Tiffany Brown, at the Palmerston council requesting a couple of cars to be on display at their Halloween night at the Goyder Square. Peet invited them to the hangar to check out the appropriate cars for their mission. Two ladies turned up but their perusal of all the neat cars didn't last long at all. As soon as they spied the horrible



SAAB they were ecstatic. That was just perfect for this occasion. (If you are not familiar with the clubs SAAB it is a bit unique. It has been patched up in a not particularly professional way. Probably looks a bit like a car that has resurrected itself from the wrecking yard. A genuine zombie car.) Anyhow with the ladies all excited with their chosen car, Peet went out and bought a bunch of stickers to decorate it a bit. But they really didn't cut it. Then with a bit of a brainwave, someone thought of Steven Moore, just around the corner and a professional cartoonist and graphics designer. They reckon it took him about 30 seconds to grab a pressure pack tin of paint and convert the decrepit and unloved SAAB into a work of ghoulish art. So the SAAB was duly delivered to Palmerston where the girls gave it the final touches. They had three skeletons. An adult occupied the driver's seat, a child lay on the dashboard and a dog sat on the roof.

They converted a nearby building into a haunted house. That was the main attraction on the night, but the SAAB came a very close second. The kids loved it. And so many of them shook hands with bones, the driver, his right hand was a bit worn after the night and he is now seeing a physiotherapist. One little darling (I originally wrote prick but I am told be my proof reader I can think it but am not allowed to write it) attempted to remove bones' skull too. Fortunately it remained attached to his shoulders and he didn't suffer fatal injuries.

The SAAB. Unreal Graphics by Steve Moore.

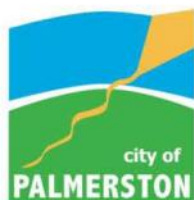


That's Tiffany with the snake and the syringe. The whole thing was her brainwave. Something to do with the syringe maybe!

Bones junior tried using a seatbelt. It didn't save him. He ended up on the dashboard.



How about that! Our club didn't mention any payment but the Palmerston council have donated us \$200. Makes you feel good. I should mention Paul Van Bruggen's 1925 Chev was there too, but I didn't get any photos to show you.



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(08) 8935 9922

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Please include the following reference in all correspondence

ID: *mrd12092017

30/10/2018

Mr Peet Menzies
Motor Vehicle Enthusiasts Club Inc
PO Box 911
DARWIN NT 0801

Dear Peet,

Halloween at Goyder- FlicNics 27 October 2018

The City of Palmerston would like to thank the Motor Vehicle Enthusiasts Club for their time and displaying the very unusual creepy vehicle and Paul's vehicle at the Halloween event held at Goyder Square on Saturday 27 October 2018.

We appreciate the time and effort to transport and decorate these vehicles for this event. The vehicles added atmosphere to the location and tied into the theme of the event. The Palmerston community throughly loved your vehicle displays, many photographs were taken.

In appreciation and a thank you, City of Palmerston would like to donate \$200.00 to your club. The money will be direct debited into your account.

We look forward working with your club again in the future.

Tiffany Brown
Community Event Officer

Please address all
correspondence to
Chief Executive Officer
PO Box 1
Palmerston NT 0831
ABN 42 050 176 900

Blunders n stuff from Rockauto newsletter

Back in the '70s, friend "Bob" and I decided to drop in on friend "Dave." When we arrived, Dave was at his work bench taking apart the carburetor of his Ford LTD. In the carb business, many say that "everybody blames the carburetor first," so we asked Dave what the problem was, and he said the car would not start. We then asked if he had checked for spark. A bit sheepishly, he said he had not. Bob and I immediately sprang into action.

Bob went to check the spark at the plugs, while I jumped in to crank the engine on command. When Bob gave me the nod, I hit the ignition, and imagine the surprise on all three of our faces when the engine roared to life, with no carburetor and fully unthrottled! The open fuel line pumped fuel directly into the manifold and the engine took off unfettered.

Well, it turned out that the problem was the carburetor. Our lesson that day was to pay attention to open fuel lines!

More adventures for the model T

On our way to Adelaide for the Down Under London to Brighton rally, we dropped into the country town of Crystal Brook to visit their bakery. We found out the local kids are all old car enthusiasts. One of em raced home to tell her dad "come quick with your camera. There is a man with an old car who is letting kids sit in it" Dad came quick.



1955 Norton 19s and sidecar

Bike owned and restored by the late Rowan Charrington. The standard of this restoration is impeccable, inside and out.

Offers around \$14500.

In the first instance please contact Peter Grice for any particulars or details on the bike.



Help wanted

John has a HR Holden with pinhole rust under the back seat and either side of the radiator. He has a MIG but is not confident to attack his car. Is looking for someone to do the job for him at his house if possible. Willing to pay \$\$\$.

John Williams
0418841472
johnindarwin@gmail.com

JAGUAR 4 speed gearboxes (two)

1960's vintage. (Project to install in Customline never happened).

\$50 each

Contact Trevor Horman 8927 1753 or 0417 838 578

CHAMPION spark cleaning machine.

As new condition and maybe never used.

\$100

Contact Trevor Horman 8927 1753 or 0417 838 578

Falcon flywheel

wanted for 250 engine pre crossflow.

XT XA XB XC. Maybe even XE.

Tony McGregor 0447354550
tonykaren7@bigpond.com

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

More help

Greetings MVEC from the MGCCNT. (MG Club) I've just had an enquiry from a person trying to track down an MG her husband used to own. She has tracked the car as far as Dubbo in NSW, from whence it was shipped to Darwin, alas this is where the trail went cold. If anyone there could shed some light on it's possible whereabouts, I'll pass it on to her.

Contact John Firth
jon@unicornglass.com



1980 Toyota HiAce van – dead but complete with 18R engine.

Kept under cover – useful for parts.

Includes longitudinal rear seating (new), towbar (new) and knee bar.

\$200

Contact Trevor Horman
8927 1753 or 0417 838 578

1969 Hillman Hunter GT

(as per Andrew Cowan winning the London to Sydney Rally in 1968)

The car is complete and twin carb engine is running.
New battery.

Walnut dash and full instrumentation.

\$1,000

Contact Trevor Horman

8927 1753 or 0417 838 578



1930 Ford Model A Improved. Phaeton.

Modified to a flatbed ute a long time ago.

Rescued in 1972 and kept under cover ever since.

Includes a full set of restored wire spoke wheels.

Price by negotiation

Contact Trevor Horman

8927 1753 or 0417 838 578



1976 BMW 3.0Si luxury sports sedan.

Complete car with genuine BMW mag wheels

Kept under cover – useful for parts

\$500

Contact Trevor Horman

8927 1753 or 0417 838 578





Motor Vehicle Enthusiasts Club Inc.

GPO Box 911 Darwin Northern Territory 0801

Established 1986

President's report for the Motor Vehicle Enthusiast Club Inc. AGM 2017-2018

Welcome everybody to this year's AGM I will start by thanking the effort put in by members of our committee this last year To Pete our vice president, Shayne our secretary and Julie our treasurer for the hard work they have put in this past 12 months To Leo and Tom who open the hangar for visitors each day from 7.30am in the morning until Leo finishes at 5.00pm five days a week then again on Saturdays until around 1.30pm when it is time for Leo to see who has thrown out good stuff at the Leanyer dump To Mike who looks after our membership database so well and Dave our inventory expert, Bob with his magic card who looks after the Hangar supplies each Wednesday, and Warren who since retiring has cleaned the hangar of junk to an amazing degree and Steve Bow, Steve Hall, Paul and Neil for your help and assistance, thank you. I must also thank Suzi, Vittoria and Julie for sorting the kitchen and office and blokes hanging about..

Membership.

Our Membership including Katherine members currently numbers 567 people with 10 life members, 5 honorary members with several slow payers dragging the chain.

Club Registration Scheme

The NT MVR sends us a list on the first of each month of MVEC members vehicles currently registered in the Club Registration Scheme the list includes members in Katherine, Nhulunbuy, Gove and Alice Springs The number at the 1st of this month stands at 270 vehicles including 90 motor bikes.

Finances and Audit Report

We continue to bank with Bendigo Bank, our treasurer Julie will give the details in her report tonight. We have this year's audit on the table if anyone wishes to view it.

Donations to Charities

This past year MVEC in Darwin and Katherine continued to give time and generous financial assistance to various charities, in line with one of the objects of our club.

Newsletter Webpage Facebook and Information for What's on

Ted continues to put the Newsletter out every two months all newsletters from 2007 to present day are available on the free website mvec.weebly.com. Warren has started a regular email send out of club events as they come up, if you are not getting them let Warren know.

The Darwin Facebook lists coming events as well as interesting posts from users.

Katherine also hosts their own Facebook and Web. Page for information

Katherine

Katherine members continue to further our cause in the NT moving from strength to strength. A big vote of thanks including the effort to make welcome the around the world T Ford Tour group and Rejex Rally held in Katherine this year also for the welcome and help they give to interstate car club visitors travelling to and through Katherine.

Some of our Hangar and Club Events this past 12 months include.

- **The monthly bike runs for our bike members**
- **First Friday of each month the combined car clubs chrome bumper cruise at Fisherman's Wharf**
- **26 January 2018 Australia day Ute Run**
- **19th Feb Friday. Bombing of Darwin display at the Military Museum**
- **11th March members brunch at Military Museum**
- **25th April members vehicles part of ANZAC day parade**
- **29th April open cockpit day at the Aviation Museum proceeds donated to Legacy**
- **26th May open day at Hangar to support student Will VanBruggen's effort to raise funds to support his school trip overseas.**
- **11th to 13th June Dutch around the world model T FORD group stayed in Hangar and carried out significant maintenance on the T FORD we had BBQ for group at East Point**
- **16th June supply vehicles for Darwin Supercar parade**
- **27th July supply members vehicles for Darwin Show opening ceremony**
- **11th August camping weekend at Coomalie airstrip**
- **2nd September Father's day open at Hangar with Will VanBruggen**
- **29th September 10 volunteers undertook training on use of the defibrillator obtained by Pete Grice through the NT grants committee**
- **7 October the Darwin Distinguished Gentleman's Ride a roaring success organised by club member Dan Leather**



Its Christmas time so there's not a lot of club events on.

So for a filler this photo has a caption for the dog.....

*“ so many wheels , so little time.
And this bloody lead!”*

Stuff on the net

The versatile Willys Jeep. A collection of neat photos

https://static.onepoliticalplaza.com/upload/2018/10/5/846328-the_verseatile_willys_jeep.pdf

Packard's self parking car way back in the days

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

Then someone reinvented it.

<https://www.youtube.com/watch?v=296E57CxNw4>

And a little bit more on it

<https://www.youtube.com/watch?v=ki9otMeiRP0>

How a military plane crash-landed in the bush in 1947 and wound up as a musical campervan.

<https://www.abc.net.au/news/2018-09-24/how-douglas-dc3-military-plane-became-musical-campervan-in-qld/10221054>

Do you get annoyed at those clowns that ride Harley motor bikes with excessive noise. They made an episode of South Park that sums them up perfectly.

<http://pixa.club/en/south-park-uncensored/season-13/episode-12-the-f-word>

A Muslim was sitting next to Paddy on a plane

Paddy ordered a whisky.

The stewardess asked the Muslim if he'd like a drink.

He replied in disgust "I'd rather be raped by a dozen whores than let liquor touch my lips!"

Paddy handed his drink back and said

"Me too, I didn't know we had a choice!"