

Motor Vehicle Enthusiasts Club

No 13

SEPT 07

TRANSMISSION



If you find you need more information about this club or just cant wait to join ring Peet Menzies on 89814746 GPO Box 911 Darwin 0801 In Katherine call 89711325 Newsletter enquiries to Ted propellers@bigpond.com or 89886049

The voice of the Motor Vehicle Enthusiasts Club

65 HORSEPOWER



The view from where it counts. The engine is a lovely sight.

“a pile of crap”. Since then with a lot of time and work it is starting to look like a goer.. Stan is not one to farm the work out. If he can do the job himself he will. So far he has manufactured 70 separate parts for the car. Brackets, pulleys, hinges and speedo drives are all part of the days work. Those days amount to seven a week and eight hours each day. Stan is a bit dedicated! He has to be as he needs it to be finished for a

There comes a time in a bloke's life where he just has to fix up an old car. Some kind of crisis or something. Maybe. Stan Perron mentioned to our mutual mate Sparrow that he had reached this point in life. Sparrow pointed him in the direction of another bloke who had a 1929 Chrysler 65 rotting in his yard, a deal was struck and Stan's project begun. Now some of you may have noticed the name Stan Perron was in the Rejex story last year. It is indeed the same bloke. But there is more. This is the car that won that original Rejex rally in 1955 and Stan was a competitor but not in this vehicle.

When Stan brought the car home it was



The panels were tried for size before being sent to the spray painters

shakedown run in next years REJEX rally. Most people take years to finish a project like this but in just 4 months Stan has the car very close to running. There is no body attached yet but you can see where all the work is going. New brake lines (this car has 4 wheel hydraulics) adorn the chassis and Stan turned the caliper pistons up on his lathe. The front end of the tailshaft has a modern universal and yoke adapted . Fabricated brackets and devices adorn the work but you would not know which were the originals unless they were pointed out. Such is the workmanship. The body frame and door frames on these cars is made of timber. Stan has laminated several layers of 1" ply to make various parts of the timber frames. The laminated parts are extremely strong, light and easy to work. The springs look like generic semi ellipticals but are unusual in they don't have a shackle or a pin. Instead, the eye is surrounded by a rubber bush and the spring end and the bush is surrounded by a housing which is attached direct to the chassis. Stan's ultimate aim is to drive the 65HP Chrysler in the 2008 Red Centre to Gold Coast Rally in Sept next year. He will romp it in. Stan has a wanted ad in this magazine. Perhaps you can help!!!



The car still runs the original radiator. The honeycomb core doesn't have any vertical tubes as I would normally expect. But hot water goes in the top and comes out cool at the bottom. That the general idea I reckon.



Here you can see the modern day reproductions of the rotten timbers using many laminations of plywood

Ahhh... Contemplating which bit next?



Modern yoke and uni looks neat. While crawling under the car to take this picture I realised that Stan's shed is carpeted. Talk about comfort!!

Coventry Transport Museum

I first discovered the Coventry Transport Museum in England by a sadistic tour guide who pointed out its existence across the road from the hotel I was staying at. It was obviously closed now that the evening was here so I went to check out its opening time. 10 am the very time I was leaving. Aaaaargh.! I could see through the window there was lotsa good stuff in there



Rudge with approved factory accessories

and an added bonus was free entry. It's a cruel world. I left Coventry so there would be more time for shopping at Harrods or some other equally boring stuff.....

I didn't strangle the tour guide. When the tour was over I just spent the next couple of weeks looking at some of the better stuff in Pommiland. I signed up for a hired Chevrolet and stepping from the office looked for a vehicle dripping with chrome and



A Humber London Taxi 1910

a bonnet that goes forever. Instead I was given this tiny generic car with a fraction of an engine and a bonnet you couldn't even see from the drivers seat. It did have a Chev insignia though, and it did get me back to the Coventry museum. Once inside the door you could see there was

some unusual stuff here and it was all in working order, mostly immaculate. A Rudge motor bike is nothing rare but when you attach a sidecar made to carry a canoe it raises the eyebrows a bit, but they also had a Rudge complete with a towbar and caravan. A rudge caravan too. These were all package deals available back in the day. Next a 1934 Talbot sportscar with Vanden Plas body and amongst a bunch of shiny cars an absolutely showroom 1948 Jag with its big searchlights out front. This is the first real Jag ever made. This was merely the foyer of the building. The real stuff was yet to come. Inside the first thing that caught my eye was a 1910 Humber Landalette. A real flash looking old car but in actual fact it was used as a London Tax1. A bit further on a 1910 Maudslay. I had never heard of the brand. A big circular radiator and polished brass all over looked like it was doing 100mph standing there. Early Alvis and Riley were the name of the day as well as the more common stuff Hillman and Morris. How about Siddeley Deasy, there were plenty of brands I had never seen before. Daimler



1910 Maudslay has OHC engine. Not bad for 1910. This car is the flagship of the collection. Its registered!!

and Standard were represented in such early forms that I would never have recognised them but the signs. The display progressed through the war years with a lifelike (complete with audio) representation of being there during the blitz. General Montgomery's staff car is there and examples of fabric covered bodies. Progressing through the 1950's one of the original Landrovers and an Austin lookalike, called a Gypsy. For the 60's the most mint example of a Stag you will ever see, and the Mini from the movie "the Italian job" with an explanation they made the action bits right there. A Triumph that looks like a Sunbeam Alpine turned out to be an Italia. Looked good!

A motorcycle section with a wide range came up with some new brands. Hazlewood was a new one



An SS1, a Jag before they called em Jags. The name SS didn't go down too well after the war, so they called em Jaguar. Not a bad choice of names eh?

on me, as was Stafford Pup. Mint examples of Norton's and Triumphs and BSA's and more stuff you've never heard of. There were sections on models and some of the most far out early pushbikes you ever saw.

To me the cream was the section of really fast cars. There was one, "Thrust 2" which broke the land speed record at 633.5MPH in 1983. The English were pleased to get the record back from the Yanks who had broken Donald Campbell's record of 403.1MPH on Lake Eyre in 1964.

(the way I remember it Donald Campbell's car was powered through the wheels to comply with the rules back then. A vehicle driven by the exhaust thrust of a jet did not conform to those rules. I believe Donald Campbell's record still exists in this sense. All the land speed records broken since then have been by cars driven via the thrust of a jet engine. I have seen and touched Donald Campbell's Bluebird. Beautiful!!) Moving on from Thrust 2 is the SSC (SuperSonic Car) This big baby was designed not only to break the land speed record, but to be the first car to break the sound barrier.

They did just that and as they say, they will always be the first to have done it. But wait. There's more. Not only do they have the car they have a simulator that takes you in the car during the record breaking run. Now I must warn you that this vehicle was built with real wheel steering as those two whopping great engines up front didn't leave enough room for the front wheels to steer. Rear wheel steering is strange especially at 763 mph or around 1200 km/h. You start off slowly as full power at this speed will suck the salt lake up into the jet engines. About 100mph the driver gives it a bit more stick and soon the jet engines are at full power. Then he presses the afterburner button. This is where you get whiplash.

Around 30 tonnes of thrust pushing you along but you are supposed to be following this white line on the saltlake (the lake is really brown so the white line will stand out) anyhow the white line tends to vanish to one side and the driver is giving it full lock to get back on line. The sideways forces feel like you really are out of control and are going to spin out at 1000kph, but the white line comes back and whoosh, you are out to the other side of it and full lock trying to get back from the other side (we are going fairly fast! are we going to live?) Amazingly we find the white line again and are going even faster. The MACH1 indicator comes on and the white line changes to a thicker one (we are on the measured mile) we survive a couple more seconds and are through the timed area and throttle back. After decelerating at 100mph/sec for a few seconds we release the parachute. When the speedo says 200mph you feel you could get out and walk. Not a good idea just yet. Eventually the speedo gets down to 0 and the doors open and you get out and watch a movie of what you just did from the outside and hear the sonic boom when the car reaches mach 1. Then you get to dribble over the car.

I could go on for ages but time was a problem just as space is here. When leaving we spoke to a bloke who worked at the museum and after I mentioned



I went for a ride in this car at 1227.9 km/hr. Amazing stuff

there was no Yank stuff here he pointed out that everything there was from Coventry and the next door city of Birmingham and that Coventry since 1868 has been home to 271 cycle makers, 271 motorcycle makers and 136 car and commercial builders.

And my Norton came from here. He gave me a handful of brochures for you readers.

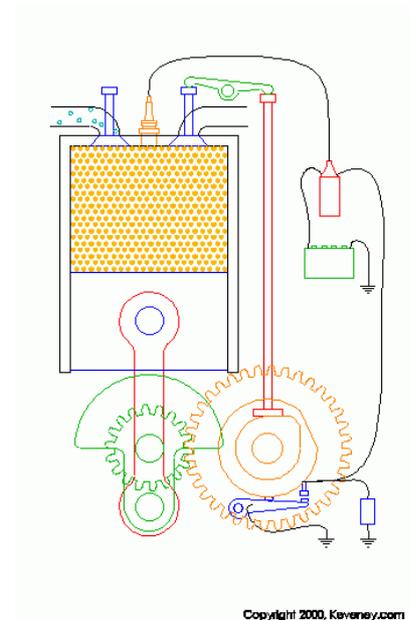
Cars on the World Wide Web

By John Price

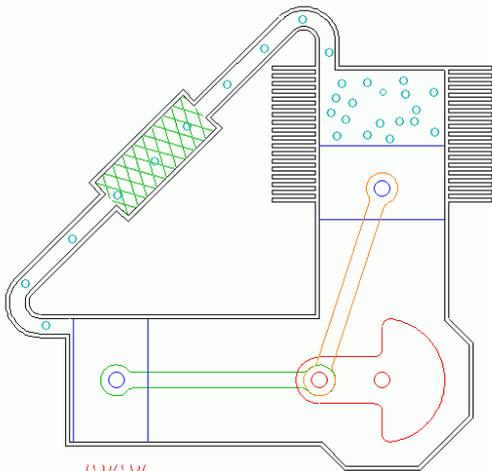


This month we give you a technical lesson on the workings of engines.

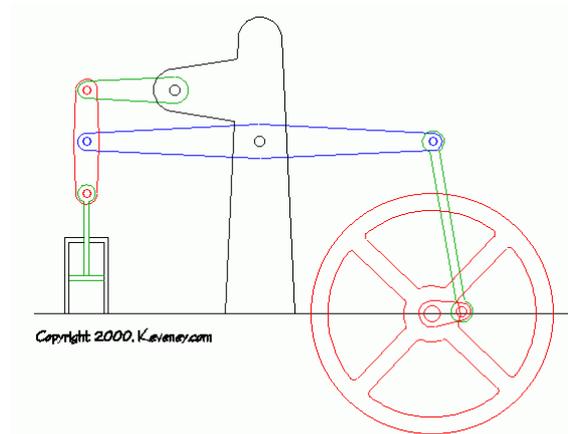
The web site www.keveney.com takes you to animated illustrations that show the inner workings of a variety of steam, Stirling and internal combustion engines. The animations are of cutaways showing pistons and rods moving and the flow of fuel and exhaust. Underneath each animation is a description of the inner workings, and also histories of the engine model.



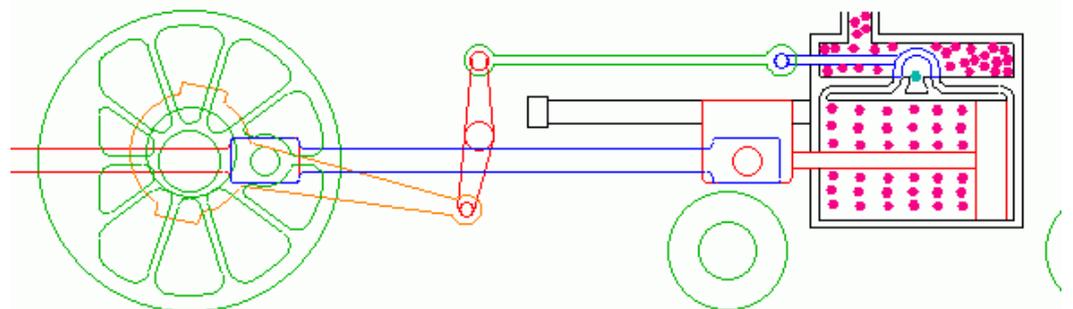
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Agm is coming up on 13th October. Here is your chance to get in on the running of the club and make it work the way you reckon it should. Sounds interesting? Fill out the form. Bring it into the hangar anytime up to and including the AGM and join the bunch that make it happen.



Motor Vehicle Enthusiasts Club Inc.

GPO Box 911 Darwin Northern Territory 0801
Established 1986

2007/08 Committee Nominations

Committee Position	Nominee's Name	Nominated by 2 members (Name & signature)	Nominee's Acceptance (Signature)
President		1 2	
Vice-President		1 2	
Secretary		1 2	
Treasurer		1 2	
Committee Position 1		1 2	
Committee Position 2		1 2	
Committee Position 3		1 2	
Committee Position 4		1 2	
Committee Position 5		1 2	
Committee Position 6		1 2	
Committee Position 7		1 2	
Committee Position 8		1 2	

Nomination forms to be returned to the Committee at least 7 days prior to the AGM

Before accepting nomination for a position on the Committee of the Motor Vehicle Enthusiasts Club Inc at the forthcoming Annual General Meeting, please read the following.

In order not to bring the Club into disrepute, the Committee brings to members attention Section 30 of the *Association Act 2003*, which reads in part as follows:

30. Certain persons not to be members of committee etc.

(1) A person who is an insolvent under administration or a disqualified person must not, without leave of the Commissioner, be an officer of an incorporated association.

Penalty: 200 penalty points (equates to max. of \$22,000)

(2) A person who has been convicted within or outside the Territory –

- (a) on an indictment of an offence in connection with the promotion, formation or management of a body corporate;
- (b) of an offence involving fraud or dishonesty punishable on conviction by imprisonment for not less than 3 months;
- (c) of an indictable offence;
- (d) of an offence against this Act; or
- (e) a prescribed offence,

must not, within 5 years after the conviction or, if the person was sentenced to imprisonment in relation to the offence, within 5 years after release from prison, without leave of the Commissioner, be an officer of an incorporated association.

Penalty: 200 penalty points

Woolworths Humpty Doo is arranging a scavenger hunt for Saturday 29 September. The event will start from Mindil Beach (time to be confirmed - probably around 11.30am).

Competitors will be given a list of tasks and questions to be completed that will require driving to various locations. Speed is NOT a factor in the results - ALL road rules and regulations MUST be obeyed. Points will be allocated for correct answers and completed tasks, with a maximum of 100 points available from these questions and tasks. There will be various prizes, including one for the car with the most points at the end of the hunt.

Entry is \$10 per car. HOWEVER as this event is to raise money for such a good cause, BRIBERY IS ENCOURAGED. 100 points will be available to teams by answering questions and completing tasks, but extra points can be purchased, with all moneys raised being donated to the hospitals.

The scavenger hunt will wind up at Humpty Doo Village Green where the Family Fun Day will take place from 2pm till about 8pm. There will be a sausage sizzle & drinks available for purchase, again with all proceeds donated to Darwin & Alice Springs Children's Hospitals.

This is a great chance for everyone to get out and have some fun in their cars, and to bring family, friends & kids along. Not only that, you'll be doing something to help the community, and helping to promote a responsible car culture in the Darwin area.

If any of you have any queries, or simply wish to confirm your participation, please email me at adam.cullen@cdu.edu.au. We would like to get some idea of numbers before the event so that everything can be arranged appropriately. (08) 8946 6171 **Adam Cullen**

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A precious little girl walks into a petshop and asks "have you got any widdle wabbits"



The shopkeepers heart melts, he gets down on his knees so that he's on her level and says "do you want a widdle white wabbit or a thoft fuffy bwack wabbit, or one like that widdle bwown

wabbit over there?

The little girl blushes, rocks on her heels and whispers...."I don't weally phink my pyfon gives a phuk"

For Sale

2 man Sea Terra Hovercraft

Perfect recreational vehicle for land and water

Excellent condition

65 hp Rotax `engine

\$9500 inc spare skirt

\$2000 for custom built trailer

Stan 89270117



Home-Made Power-Driven Lawn Mower

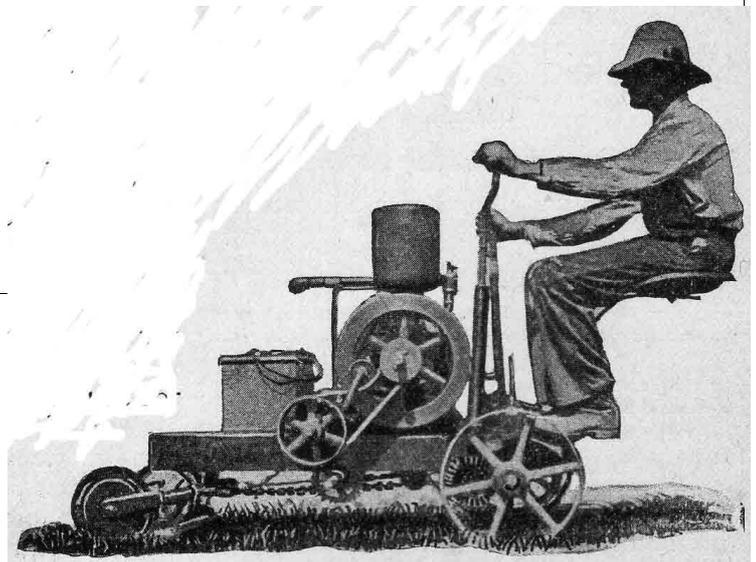
The accompanying picture shows a machine, a home-made affair, which was constructed to drive a lawn mower, yet it can be used for various other purposes. The frame of the machine is 4 in. thick, 13 in. wide and 4 ft. long, made of hard wood. The driving axle is 2 ft. long, thus making the track 2 ft. wide. The rear wheels are 16 in. in diameter, the face of each being 4 in. wide. Only one wheel is provided with lugs for traction, so in turning a curve the smooth face can slip. No differential is provided, as it is not necessary on such a light rig.

The lawn -mower is attached to the front of the main frame similar to the fifth wheel on a buggy. The handle was removed from a common 18in. lawn mower and an arch made from 1-in. pipe to fit in its place. This arch fastens on the outside of the wheels as shown in the illustration, using the same bolt that holds the wheels on the mower. There is a 1 1/4-in. tee placed in the center of the arch in which is screwed a short piece of 1-in. pipe to serve as a king bolt. The latter piece of pipe passes through a hole bored in the front end of the main frame, thus forming the fifth wheel of the machine.

A 1 1/2-hp. gasoline engine, weighing 250 lb. with all its appliances, is mounted on the main frame. The whole machine is driven by two 3-in. belts, one on each side of the engine. Two idlers are used to keep the belts taut. The belts drive a counter-shaft which has a sliding gear for a 4-mile speed forward and a 3-mile speed backward, both operated by a foot lever.

The guiding is done by the lever held in the left hand as shown in the picture. The guiding chain is attached to the lower end of this lever.

When the machine is not in use for cutting grass, the mower is removed and a two wheeled axle put in its place. The wheels on this axle have a 2-in. face and a diameter of 12 in. The axle is made of 1-in. pipe, 2 ft. long. The wheels have a band placed on the center of their faces to keep them from slipping when making turns. The engine can be used for sawing wood, grinding feed or running a washing machine.-Contributed by Herman A. Grimund, Bristol, Ill.



Progressive Dinner 29th September 2007

Planning for the function complete and costing of based on 40 persons attending
The dinner program has been finalised as follows:

- Meet at Hanger no later than 5.30 pm Saturday 29th September to board bus.
- Sunset Bubbles and nibbles
- Entrée
- Main Course (Catered)
- Dessert
- Return to Hanger 10.30pm
- Coffee

The cost of the function is \$30.00 per person includes wines for Sunset and Main course which makes it good value.
Bookings closed at 40 people. Payment is at time of booking.

There will be limited seating at the first two venues and persons who are unable to stand for up to an hour should bring an easily stored soft folding chair to be carried by them on the bus.

Sparkling wine will be served at the Sunset and still wine will be served at the main course. If you wish to supplement this, feel free to bring a small "soft" esky, which will be carried onto the bus as hand luggage. Airline conditions for hand luggage will apply.

Remember you will have to drive home from the Hanger.

Contact – Brian Bates 8985 1474.

Is this complicated?

The Wilcot direction indicator was standardised on the 1933 Morris cars. The brackets carrying the fitting which gives the signals are supported near the left and right windscreen pillars. Each fitting carries three coloured signal lights, red, amber and green, which correspond to the lights used in the highway traffic lights. These lights are controlled by a plunger switch on the dashboard, and they can be seen from both the front and the rear of the car by day or night. To work them is simple.

If the driver wishes to turn to the right he pulls out and turns to the right the dashboard plunger switch. An amber light immediately flickers on both sides, signifying "Caution" and warning other drivers that the car is about to change course or speed. After the plunger has been pulled right out and released the effect is to extinguish the amber light and to turn on a red light on the right-hand bracket and a green light on the left-hand bracket. A following driver reads the right-hand light as a "Danger" signal and knows that he must not pass on that side, while he reads the green light as an "All Clear" signal and knows that he may safely pass on that side. When the signal has been made in this manner the plunger switch returns slowly to the "off" position, the lights meanwhile flickering for a fixed time before they automatically go out. The switch need not be touched until it becomes necessary to give another signal.

Due to their complexity at that time, the Wilcot direction indicators later became illegal. Morris Motor agents subsequently replaced this style of indicator with a semaphore type at no cost to the customer.



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Chrysler 65.**

cylinder head gasket
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bumper bar
pedal pads
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wheel rim 18"
ring gear

If you can help or have any possible leads
Please call Stan Perron 08 89270117



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They will run as long as you want but you have to let
me know each month to renew them or they will

HELP!!

Any one who has pulled to bits an **updraft Stromberg
carby** similar to what is on a 1928 Dodge or Chrysler
or knows where you might get bits for one please call
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FOR SALE

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\$7,500

Call Phil on 0407610002



The motor vehicle Enthusiasts Club
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**Shannons
Insurance**
For its continued support for the club

Whats happening

Sep 29– Scavenger hunt see page 6, bottom, for details. Plenty of time for progressive dinner after.

Sep 29 – Progressive Dinner see blurb inside, page8, also date has changed from30th

Oct 13- AGM At the hangar so there is no monthly meeting in October

Oct 28 – Evening Dripstone Cliffs

Nov 25 – Breakfast Sunset Restaurant – Casino

Dec 8th Christmas Dinner Palmerston Club

Annual General Meeting

5.00pm Sat 13 October

Old QANTAS Hangar Parap

AGM followed by Dinner - \$10 p/member RSVP needed

All members urged to attend Contact Peet 8981 4746 for further information

No Wednesday monthly meeting in October

Dear readers, This is issue 13 which says to me I have been at this job for over 12 months. I trust you enjoy it.
Cheers , Ted (Editor)

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