

Motor Vehicle Enthusiasts Club



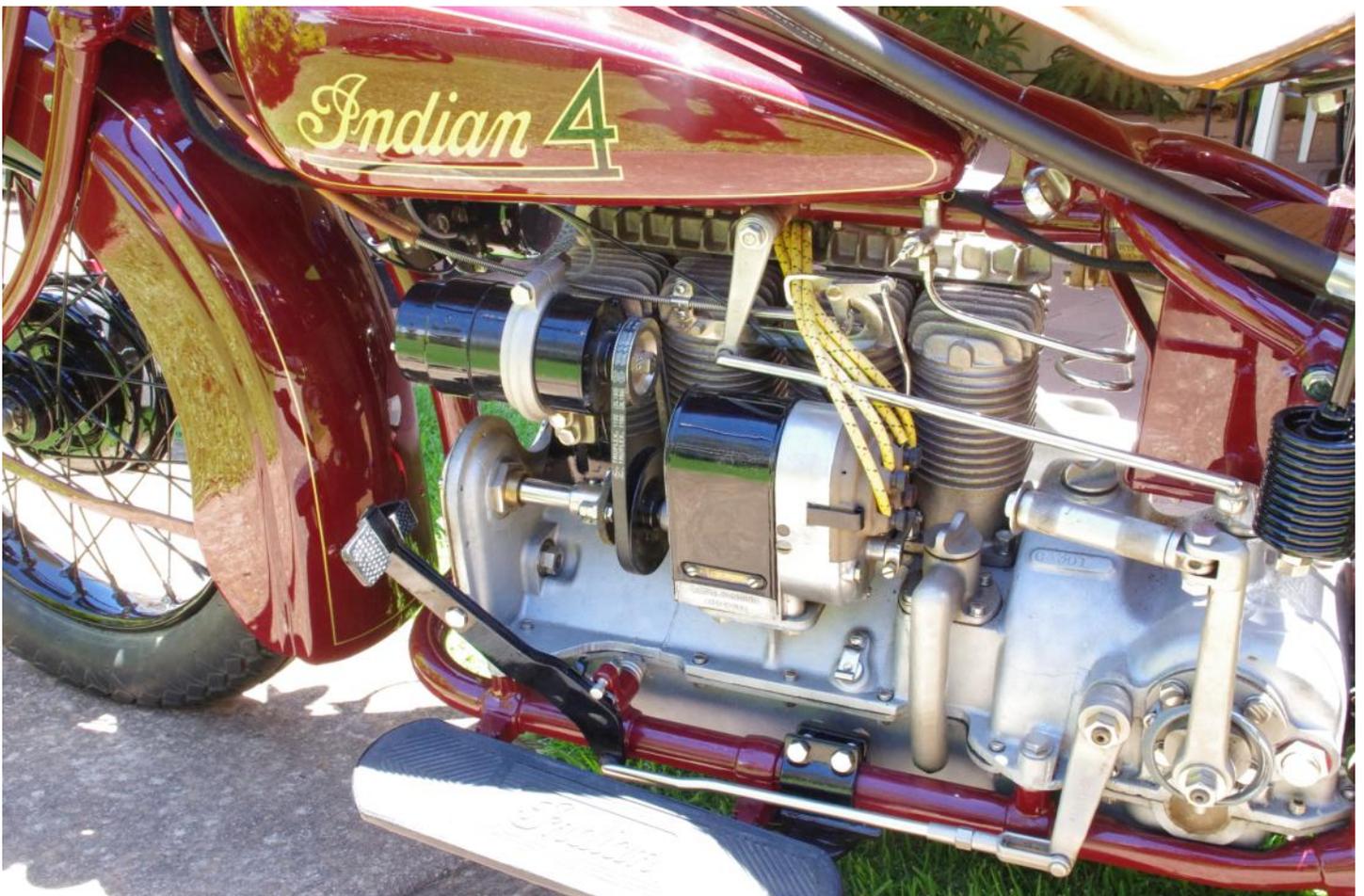
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TRANSMISSION

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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.

GPO Box 911 Darwin 0801
Newsletter enquiries to Ted longtelescope@gmail.com



Graham's Motorcycle Territory

A brand new Indian 4? Well its probably better than it was when new but it had degenerated a bit by the time Graham got his hands on it. 1500 hours of labour have gone into it and he has made at least 360 individual parts for this bike. The handlebar controls he has carved from blocks of steel and if you look at the crankcase bolts you will see even they are hand made.

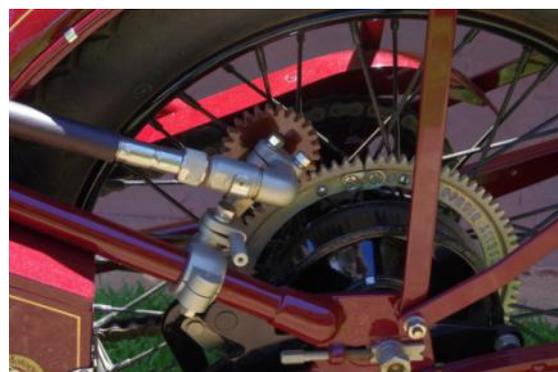
So after going to all the trouble of building such an immaculate example, how would you feel if a tyre came off while you were riding it? It did happen. Graham was out for a ride and cruising along at maybe 80 kmh when he was approaching a level train crossing. He also noted a car was up his arse and not wanting it to get any closer didn't button off for the crossing and it turned out to be one of those nasty ones with the road eroded away in from and a bit of a step up to the rail. When he hit it the front tyre came half off the rim (this bike has beaded edge tyres) and the immediate affect was as if he had jammed on the front brake as hard as possible. It locked up the front wheel. Almost immediately the tyre then completely vacated the rim and as it had nowhere to go as it was trapped by one side of the forks, it was happy to remain jammed next to the wheel. So now Graham was riding on the rim and as he headed off into the bush he spied a gap between two trees and he made it through before he crashed. Luckily he didn't damage that beautiful paint job on the tank. The guards were not so lucky. They had to be repainted.

While he was doing up the engine he sent the crankshaft in to be crack tested. The bad news was every journal was cracked. The good news was he was able to have a new crankshaft made. Beefier than new it is carved from a single block of steel.

This particular bike is a very early 1928 model of 1267cc from when Indian took over the building of ACE motorcycles before they made major modifications and retains a three bearing crankshaft.

The attention to detail on this bike has to be seen to be believed.

View from the pilots seat. By the way Graham is in the process of modifying the wheels to take normal tyres. Life before originality!



The next in the line up is an Indian Power Plus 1000ccs from 1919 .

An interesting thing about this bike is the swinging arm setup for the rear suspension. Remember this bike is 10 years earlier than the 4 but that doesn't have rear suspension. Graham points out that this bike has about twice as many parts in it as any of the other bikes he has, and assumes the cost of manufacture had something to do with discontinuing the rear suspension.

It looks so spotless like it has never been ridden, Well actually it hasn't. It starts and runs nicely but it has never been ridden. Just lovely!



The complicated leaf spring setup with the swinging arm. Both bikes use leaf springing at the front.



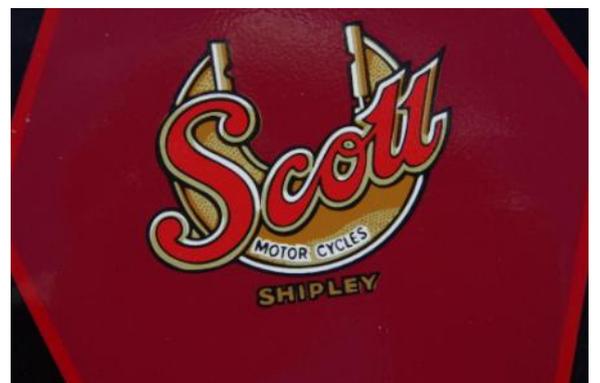
The Scott on the other hand does get used regularly. It still has that showroom look but Graham assures me this bike does get out on the road. A 1930 3 speed Scott Flying Squirrel, it really does stand out as something different. A liquid cooled two stroke twin of 600 ccs, Scott made 2 models at the time, a 2 speed and a 3 speed. The two speed didn't have a conventional gearbox but a selectable primary drive where a clutch would engage a different set of sprockets. The 3 speed has a conventional gearbox. It has a duplex frame and some nifty features like a cover on the side of the crankcase gives access to the big ends with the crankcase still in the frame. It also has an oil pump for oil injection. Not bad for a 1930 2 stroke. And you can see in the photo the low centre of gravity.



That squarish device peeking through the window is a small piston oil pump which pumps oil from a tank to the bearings where it is then burnt in normal 2 stroke practice.



And that round cover below the "Scott" provides access to the big ends with the motor still in the frame. How good is that!



And when I first looked at the BMW I couldn't help noticing the Mercedes Benz emblem on the sidecar. Well, if you look a bit harder you may notice a "T" right in the middle. The emblem is of Tilbrook, a manufacturer in SA. Use your imagination and the emblem shows the letter T no matter which way up the emblem is displayed. I am told the Mercedes people tried to stop them using it but Tilbrook won the case.



Obviously the sidecar is a Tilbrook, the bike is a 1960 BMW R60/2. It wasn't running when Graham got his hands on it but another restoration had it looking great and he added the Tilbrook after it got the treatment as well.

When he got the bike it had a Smiths speedo graduated in MPH. Not right thought Graham. He obtained and fitted an original but later on he discovered that the firm that sold the bike when new (there is a plaque on the rear fender revealing this info) is the same bunch that supplied the NSW police with their bikes. And the cops stipulated a Smiths speedo in MPH in their contract. So this bike is an ex NSW cop bike.

And during the work on the Tibrook sidecar Graham took it to an upholsterer to have the interior redone. It turned out the bloke was a relative of Rex Tilbrook the man behind the name, so he was pleased to be involved in the restoration.





But it's not all shiny brand new looking stuff in this collection. We are not quite moving into the shed, but more like a room where other people might shove teenagers with their TV and stuff. Filling the room with old motor bikes is a much better idea.

The first bike, the one on the right is an unknown make. The only part that can be positively identified is the engine. A Minerva made in 1902. Minerva made motorbikes but more importantly they made engines and sold them to at least 45 different motorcycle makers, sort of the Briggs and Stratton of the period. It is assumed this bike was probably built by a bicycle manufacturer in Adelaide and fitted with the proprietary engine. It is well built, close inspection reveals pinstriping under the dust. And where did he find it? Back in the days there were classified ads in the back of Saturday mornings newspaper "The Advertiser". You might find just about anything in there. This was one of those things.



Next bike along is a 1930 500cc BSA Sloper. An ex long track speedway racer on the one mile track with a sidecar. Note the braced forks from its sidecar days. This bike runs fine.



Velocette LE. The "LE" stood for little engine and with a 192cc 4 stroke engine I suppose it was. Liquid cooled horizontally exposed with a shaft drive it wasn't a high performance bike. They did make em from 1948 to 1970 though. This one isn't running.



1922 2 stroke Levis was bought as a box of bits. The problem was the bits had all been carefully wrapped in rag then put away in a shed with a leaky roof which didn't do the bits much good. One of the real problems was the Burman gearbox. Difficult to find. He found one for sale at a Bendigo swap meet but the feller selling it was asking an outrageous price. Graham decide to give it a miss. That was Saturday. On Sunday he had to go back to pick up some tyres and the stall with



the gearbox had a sign up "everything half price" so Graham got the gearbox after all.

The bike has a chain primary drive before the Burman gearbox and a belt final drive and it is smicko!

This bike runs acetylene light front and rear powered by an acetylene generator Tucked down behind the engine.



1924 Indian Scout. Arrived here in a million bits in 4 or 5 cardboard boxes.



ABC Skootamotor 123cc engine and fuel tank. Designed by Granville Bradshaw, a design engineer for the Sopwith Aviation Co during WW1. After the war he went on to make a horizontally opposed flat twin and these nifty scooter motors.



1913 Triumph. This bike was in the possession of the original owners stepson. It was partially dismantled and had bits in various boxes and Graham had known of it for some time and had even been to look at it, but the old gent was not interested in selling it. Instead he explained how he had once owned a Hudson Terraplane and if Graham could produce one of them then they could do a swap. Years went by until Graham spied an ad in Restored car magazine for one. So he went round to the old bloke and showed him the ad. The gent replied that he was too old for that now but maybe if he did up a couple of mini bikes he had there for his grand kids then they could do a deal.



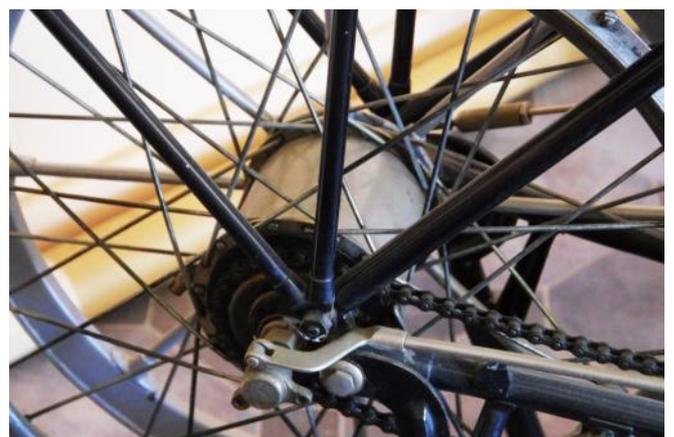
So while Graham was putting the mini bikes in the trailer he was surprised to see the old bloke was wheeling the Triumph out to put it on the trailer with them. It turned out the fixing the mini bikes was the full payment for the bikes. But when you look at the standard of restorations that Graham does you can rest assured those mini bikes would have been as new. When he was at the Suzuki dealer buying some new plastics and new headlights for the mini bikes the feller behind the counter was commenting "your mad buying these bits. You could buy a new bike". Little did he know!

Graham also did a bit more for the old bloke in cleaning up his yard etc and is sure he got some pleasure in seeing the old Triumph looking good and running again. And when you consider the stepson didn't really do anything with the bike, it makes Graham the second owner.



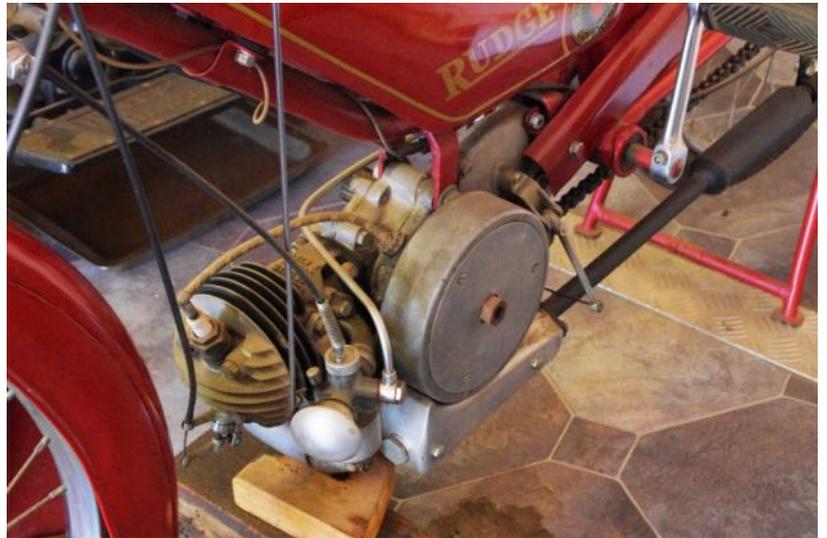
A photo of the original owner on his bike adorns the wall above this bike.

The rear hub contains the Sturmey Archer 3 speed gearbox and clutch. The clutch is made of 40 very thin stainless plates running metal to metal. It works well.



1938 Rudge Autocycle. This was one of the last bikes built by Rudge as the company had been bought by EMI and their direction during the war was building radio equipment.

The bike is powered by a proprietary 2 stroke motor from Villiers and this is one of the few bikes that came into Graham's possession in one piece. This particular bike was Graham's 2nd year high school maths teacher's ride to work bike. The maths teacher was boarding with a family not far from where Graham lived. They had a son the same age as Graham and he ended up with the teachers bike and another bike (much to Graham's chagrin) but when the family moved the son wasn't allowed to take the bikes with him and was able to buy them for \$5 each (a considerable sum in 1969).



350 Harley Davidson Pup. Just about all of these American made machines were exported. They were not a popular model in their original country. This one arrived here in a thousand bits in several boxes, as is the norm.



1946 Velocette 2 stroke

Before WW2 Velocette made 2 and 4 stroke bikes but during the war they dropped the 4 strokes to concentrate on their 350 military version. After the war they had enough parts left to build exactly 247 2 stroke bikes before they went back to 4 strokes. The only difference to the prewar bikes was the later ones were magneto ignition. Every one of those 247 was exported and this particular example is no 40. It still has its original numberplate and it will not be restored. It is so complete and original that Graham says it will be a great reference bike for anyone that has found a wreck that needs to be restored to be of use. This is a marked contrast to most of the bikes in his collection.



And of course there is always work in progress. This is a sidecar he is building for the Power Plus. He started with a square bit of steel for the frame and has built everything you see here. The axle is adapted from a Torana. The next job is to put a door in it.



A elderly lady whose husband had died a few years earlier had a shed full of old Harley stuff including a complete bike with sidecar. She made Graham the offer if he could get the bike going and take her for a ride in it,



then he could have everything else in the shed. So he took her up on the deal. There were a couple of engines, 6 sets of forks, gear-box parts and all sorts. This is one of the engines. One day the rest of the bike may turn up.

And sometimes the most unlikely stuff turns up in Cheap as Chips variety store.



Capone's Cadillac

by Bill Buys

In 2020 and you had a little more than US\$1m, you might have been able to become the new owner of a unique 1928 Cadillac Series 341-A Town Sedan.

What made the immaculate car so valuable is that it was probably the world's first car with customised armour plating - to protect its then owner: Al Capone

The infamous Chicago mobster was a big Cadillac fan, and owned several through the years, two of them with armour plating.

Up for sale in 2020 was the first one, a V8, at CelebrityCars.com, and they weren't look at any offer under the magic million mark. Also, a deposit of \$20,000 was required if you wanted to negotiate further. The complete ownership history of the car is known from 1933 on.

The stately car is powered by a 5.6litre L-head V-8.



Documentation says Capone had a foundry install quarter-inch boiler plate all around, including under the soft top, as well as thicker windows.

The hinged rear window

hinged allowed Al's bodyguards to shoot at pursuers, and a police siren was fitted under the bonnet to help clear traffic. Al had it painted green and black to match the look of the police Cadillacs of the day.



All of that came as the result of attempts by rival gangs to remove Al as boss of the so-called Chicago Outfit, and there were several assassination attempts from which Al only narrowly escaped. The most spectacular was a 10-car drive-by ambush on Al's favourite hangout in Cicero, Illinois. That convinced Al that he needed better protection against the automatic weapons favoured by his rivals. So, with the help of a local mechanic, Al made modifications that transformed the car into a rolling fortress.

Apart from the aforementioned mods, these included inch-thick bulletproof glass windows on front, rear, and both sides, and the side windows could be cranked up so that a 2-inch air gap appeared at the base of the window, providing enough room for Al's bodyguards to poke a Thompson submachine gun through to blast away any opposition. The car also had flashing police lights mounted behind the grille, and a regulation police radio hidden in the glove compartment.

Modifications to the big V8 boosted the effective speed of the 3.5tonne car to 110 mph, or nearly 180km/h.

Al was said to be happy with the 341, but wanted to add another Cadillac to his fleet. So in 1930 he bought a top-of-the-line Series 452 Imperial Sedan featuring Cadillac's more powerful 7.4litre V-16 engine.

Like the 341, the Imperial's windows were bullet-proofed, with small circular cut-outs to allow gunfire from within; its side doors included 1/4-inch steel armour plate. Other custom accessories were a police radio, smoke screen system, and a slot cut into the floor so that oil or tyre

-puncturing tacks could be dropped to thwart pursuers.

Al's custom modifications to the Imperial Sedan reportedly cost \$30,000. Unfortunately for Al, he was sent to prison before putting many miles on the car.

What happened to the Caddys?

When Al began serving an 11-year federal sentence for tax evasion in 1931, the 341 was left with a Chicago car dealer, after which it was bought by Harry E. LaBreque, a promoter who shipped it to Europe to serve as an attraction at a London amusement park.

During the next decades, the car repeatedly changed hands before eventually returning to the US to promote the 1975 opening of the movie Capone in Chicago.

In 2013, it was sold at auction for US\$341,000, making it one of the priciest, most historically significant classic Cadillacs out there.

Capone joined the Five Points Gang as a teenager, and became a bouncer in organised crime premises such as brothels. In his early twenties, he moved to Chicago and became a bodyguard for Johnny Torrio, head of a criminal syndicate that illegally supplied alcohol. Torrio retired after an attack by a rival crim clan, handing control to Capone, who expanded the bootlegging business through increasingly violent means.

How did he escape law enforcement? Well, he palied up with Chicago mayor William Hale Thompson and the city's police in a mutually profitable racket, so he seemed safe from prosecution.

The public seemed to love him, especially since he made generous donations to various charities and was widely viewed as Robin Hood of the era.

But the Saint Valentine's Day Massacre, in which seven gang rivals were murdered in broad daylight, damaged Chicago's and Capone's image, leading to public demand for government action and newspapers soon referred to to him as Public Enemy No. 1. His seven-year reign as crime boss ended when he went to prison at age 33 - not for his criminal activities, but for tax evasion.

For the record, he was born in New York in January, 1899, and died on Palm Island, Miami Beach, in 1947.

The charismatic thug was not short of wisdom.

One of his oft-used phrases was: You can get much farther with a kind word and a gun than you can with a kind word alone.

And his geographic knowledge was something else. Someone once inquired if he intended to expand his business to the nation just north of the US, and he replied: "I don't even know what street Canada is on."

Anyway, tot up the balance in your piggy bank, and if you can muster enough - and want to own a piece of history - get in touch with Celebrity Cars and see what they have.



HT pattern Holden rim wanted

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Stuff on the net—Owen Magnetic

People think hybrids are something new, but they've been around since the beginning of the automobile. Ferdinand Porsche built the Lohner-Porsche series hybrid car back in 1901. It used a gas engine to spin a generator that fed electricity to in-wheel motors. In 1917, the Woods Motor Vehicle Company of Chicago offered the Woods Dual Power, a series hybrid that could motor along—at speeds of less than 15 mph—solely on battery power. But I think the 1916 Owen Magnetic might be the most interesting early hybrid of them all.

The Owen Magnetic's technological leap was its electromagnetic transmission. Invented by the wonderfully named Justus B. Entz, an electrical engineer from New York who once worked with Thomas Edison, the electromagnetic transmission compactly housed both a 24-volt generator and an electric traction motor. The crankshaft of a 75-hp gas engine was attached to the generator, which sent juice to the traction motor, which in turn powered the rear wheels. There was no mechanical connection between the engine and the drivetrain.

One could argue that in 1916 hybrids made even more sense than they do today because early manual transmissions were such a bear to operate. Most cars of the era had straight-cut gears and heavy clutches. If you were a man or a woman with a bad leg, or you simply weren't able to drive, shift, and double-clutch at the same time, the Owen Magnetic was the perfect vehicle, since it has no clutch or gear shifter. To go faster, you press on the gas and then move a steering-wheel-mounted lever along six speed detents. As you accelerate, the engine speed increases, and that in turn speeds up the generator, enhancing power. Each successive lever position increases the intensity of the motor's magnetic field and torque. Compared with operating most early cars, driving the Owen Magnetic is a breeze.

Check out Jay Leno's Owen Magnetic at
https://www.youtube.com/watch?v=LYQ2PiX_Z9o



Napier L48 one of the coolest cars ever built.

<https://www.newsmaker.com.au/news/385183/historic-australian-napier-recreation-passed-in-at-auction-for-a15-million>

And a short video where 3 lovely ladies are inspired to have their string quartet play "Canon" whilst in it.
https://www.facebook.com/watch/?ref=search&v=937330343876848&external_log_id=bece8740-a8e0-4c40-b00f-486303676d84&q=napier%20148



**SERIOUSLY, YOU JUST
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A doctor that had been seeing an 80-year-old woman for most of her life finally retired. At her next checkup, the new doctor told her to bring a list of all the medicines that had been prescribed for her. As the doctor was looking through these his eyes grew wide as he realized Grandma had a prescription for birth control pills.

"Mrs. Smith, do you realize these are birth control pills?" "Yes, they help me sleep at night."

"Mrs. Smith, I assure you there is absolutely nothing in these that could possibly help you sleep!"

She reached out and patted the young doctor's knee and said, "Yes, dear, I know that. But every morning, I grind one up and mix it in the glass of orange juice that my 16-year-old granddaughter drinks. And believe me it definitely helps me sleep at night."

Have you ever been



LOST?

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