

Motor Vehicle Enthusiasts Club



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TRANSMISSION

If you find you need more information about this club or just can't wait to join ring Peet Menzies on 0417855222.

GPO Box 911 Darwin 0801
In Katherine call 89710605 .
Newsletter enquiries to Ted

Merry Christmas



Sophie has a problem. There are so many presents there is hardly any room left in the sleigh. Rudolph and mates have made themselves comfortable in the back. They reckon it's a power world this year. And Where will Santa fit? It looks like Sophie will run the whole show. You had better be good!!



Indian uprising

Bear Grylls has got nothing on Dick Grylls. Dick has a shed, plus, more importantly what is in it. Predominantly it is full of motorbikes. And there are a lot of them plus there are stationary engines, and all sorts of interesting stuff, a lot of it to do with his personal walk through life. And especially his association with motorbikes, especially Indian motorbikes. The story started when he was at the tender age of four.

Dick grew up on his parents farm and at the age of four had the choice of getting on a horse which entailed catching it, saddling it etc, or the relatively easy option of a Honda 90. The choice he made is a bit obvious but it led to a lifetime of motorcycling including racing in just about every category. He was the Victorian enduro champ in 1979 in the all powers class, for the biggest capacity bikes. He has also been into scrambles, road racing, speedway, long track and drags.

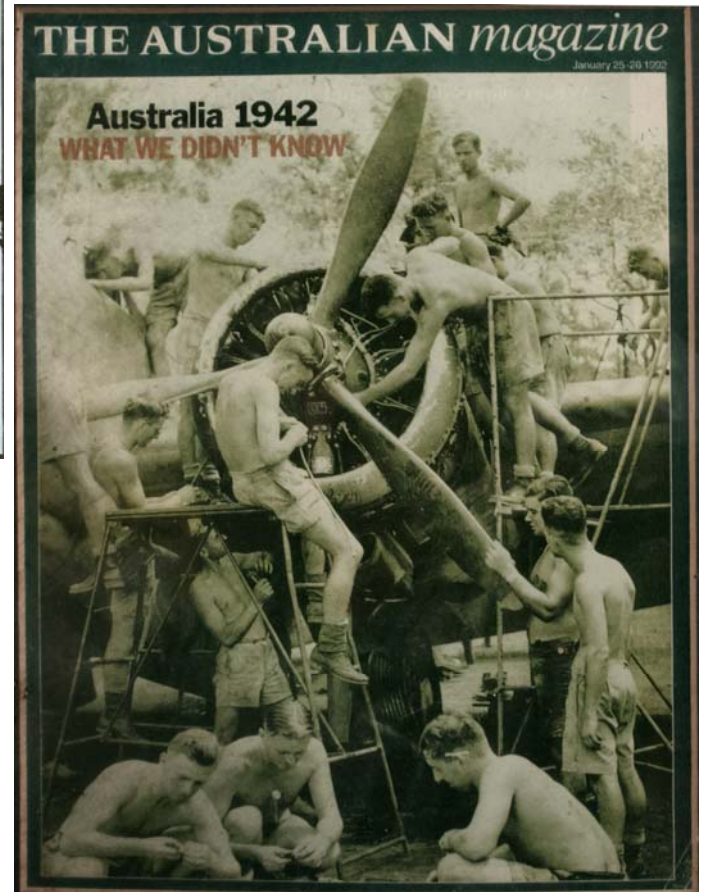
That's quite a lot of motorcycling but to my eyes the more amazing part of the story is the association with vintage Indian motorcycles and Dick's ability to make them go a heck of a lot faster than the manufacturer

could get them to go, plus a lot faster than a lot of modern bikes will go.

The association with the Indians also goes back to those early years on the farm where there were several Indians lying in derelict condition. He took on the task of getting them going again. No one else in the family showed any interest whatsoever and when his father passed on he inherited all those bits that remained. He still owns 2 bikes restored from those days but in total he has owned no less than 15 Indians. The latest one came into the collection already modified with quite a star studded history. It was originally a flat tracker but in more recent times sticks to the bitumen in road races and has won at Daytona in the United States. Dick plans to take it Speed Week at Lake Gardiner in SA where he will attempt to raise the Aussie land speed record from the current 112 MPH.



Dad's Indians as they were on the farm. Dick started on the project of restoring them when he was 12 years old.



A bit of the memorabilia on the shed wall. Dick's Dad took time out from farming during WW2 to be a RAAF aircraft fixer in the top end. This photo, as you can see was published on the front cover of the Australian magazine. That's Dad in the right foreground. It seems he got in the deep shit with his mum for allowing himself to get photographed with the crack of his bum showing.



1924 Scout with 1200 Chief motor. The combination is commonly known as a "Chout" This bike pulls 13.3 secs on the drag strip at Hidden Valley. And that's with the foot clutch and hand gear change too. All these bikes have the original Indian setup of the throttle on the left hand side of the handlebars. This is one of the bikes in the old photo and this, Dick says, is his favourite bike.

Pic: Dick



1927 Scout 600 Another one from Dad's farm. This is the same model bike on which Bert Munro based his worlds fastest Indian .

What would you expect a old Indian enthusiast to use as his daily rider? An old Indian naturally! It started life as a 1944 1200 Military Chief. The front end is a bit of bitsa. Marzocchi forks, wheel off something, caliper off something else. He loves to out corner his mates on their late model Harleys and Triumphs. Cruises 140 KMH all day. 30000 Kms and still running sweet.



Its not all V twins around here. Totally untouched 1957 BSA Bantam. Has original paint. It would be a shame to pretty it up. And the number 115 on the seat? Dicks mate tried it out at the drags. 35 secs on the 1/4 mile. It got more cheers than the high power bikes!



But its not all Indians. This one is a Harley but a sidevalve Harley. A 1942 WL which is the civilian version of the WLA (The A is for Army) They also made a WR version (R is for racing, a factory racer) This bikes blows the factory racers to the wind.

Yet another sidevalve Harley. 1938 1200 UL. The engine and frame are original but has modern wheels and brakes.



Below: Another high performance Indian motor in the process of being built. Note the recess for the piston in the head. The piston comes within 30 thou of it.

Right: More memorabilia decorating the walls. Dick's Jawa speedway bike and leathers from the 90's



Modified barrel . Note the uppermost valve is as big as it can possibly be





Whether this is the coolest bike in the collection is a matter of opinion, but it is certainly the fastest. A 1936 Super Scout it was built as a successful flat tracker in the United States, it progressed equally successfully to road racing. It was then brought to Australia by a gent that intended to race it here but found it ineligible due to its brakes being non original. He found the rules were different in Australia. So once again it changed into Dick's hands. He describes it as amazingly fast. The faster than factory Harley, described previously as very fast, gets lapped after 3 laps at Hidden Valley raceway by this bike. It has won Daytona several times and Dick hopes to beat the current Australian land speed record (112 MPH) at Lake Gardiner in SA with it.



The front brake torque arm is manufactured by a piece of orthopedic prosthetic. Hence the graduations still on it.





And every good shed has its collection of "Stuff" Apart from the normal stationary engines ala Lister etc, there is this one. It's a Continental 975 cubic inch (about 16 litres) supercharged 9 cylinder radial engine. Start it up at night and it shoots beaut sheets of flame out the exhausts. Neat!

And for garden ornaments there are always beaut bits of Indian that are no longer of use to a bike.



Another piece of art in the garden is a Japanese Zero drop tank from WW2

1929-1930 Indians have earned themselves the reputation of some of the most lovely handling bikes ever. For this reason they were the bike of choice for the wall of death. I took these wall of death photos some years ago in England. I checked them and sure enough, they are using Indians!



If you have seen the movie "the worlds fastest Indian" you will be familiar with the starting rollers for bikes. Dick has rollers set into the floor and powered by a 9" angle grinder. Beats kicking it.



Moses Triumphs at Barbagello WA

by Howard Moses

The Triumph Sports Owner's Association recently held a sprint meeting at Barbagello Wanaroo Raceway, north of Perth WA.

My ex Darwin Triumph 2500 S is no match against the petrol injection versions and the two TR 2500 fitted with 3.9 litre Rover V8's.

The race director allowed me to enter a newly acquired SAAB special edition Talladega Turbo 1997 Saloon (see Google : Saab Talladega Challenge, to view the 8 day, endurance test at Arizona raceway 1996)

To offset costs, other car clubs were invited to compete in this TSOA sprint meeting, which was run under CAMS regulations; starting 10 seconds apart, and accurately timed using Dorian transponders.

In Group 2 my rivals were;
WRX Subaru 08,
Renault Clio 2L S,
MG C 6,
Chevrolet Corvette Stingray.

The SAAB Turbo is quick, but I was surprised to post slower times against the WRX and Renault. I checked the SAAB manual and realized the Talladego is quite heavy at 1888 Kgs, and power to weight is the big factor in producing fast lap times.

This track is clockwise and quite daunting with a big hill to climb on both sides.

Coming over the top of the rise, you can not see the next corner ! The run off consists of sand.

I tried my best and was pleased to post quicker times than the MG and Corvette.

On a personal best, my fastest lap was 5 seconds quicker than the practice lap at the beginning of the day.

On the journey home, I could hear the scrapping sound of metal on metal. Yes, I had completely worn out the brake pads !

By comparison the Hidden Valley Circuit in Darwin, for me, is a much superior circuit, running anti clockwise with that long main straight.

I am planning to return to Darwin in June 2013 and drive again at Hidden Valley, participate in the Rejex rally, and enjoy other MVEC runs . . .

In the meantime . . .

“ Moses burns up the sands in his Triumph”



A message from your editor:

Merry Christmas

&

Happy New year

And remember there is no Transmission in January. Its my month off.

But so I don't get bored with all the time off, I am looking for a 4 cylinder Chevrolet head that is not attached to an engine so I can check its dimensions. This is to see if one of these heads is suitable for a project I am working on. If you have such a head and would let me run a tape measure over it I would be most grateful. Phone me 89886049 if you can help. Cheers! Ted

WANTED TO BUY.

Old ride-on lawn mower in any condition
Two Postie bikes in any condition.
Wanted for parts for next project.
Contact Stan 89270117

Harley Panhead for sale

2010 Build
Fully engineered
Registered in NT
93 ci S&S pan motor
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Dick 89882885
\$32,000



Massive shed clearance sale

5 Alloy wheels &tyres to suit Ford Courier (1996)
and others. 50% wear. \$150ono
Suzuki Jimny Parts (2000):
Front and rear diffs \$400ono
Engine & gearbox \$500ono
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VW Golf (2006) 2 litre engine & gearbox (auto)
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lockable. Also suit tradie. \$5,750 ono
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**The Motor Vehicle Enthusiasts
Club**

extends it's thanks to

Shannons Insurance
**For it's continued sup-
port for the club**



WOTS ON THIS YEAR

Not a lot left this year. Come along and enjoy next year!

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq beforehand.
Also there is a working bee at the hangar the following Sunday.

But in January there is no meeting or working bee or Transmission.

The Australia Day Ute Run details have not been finalised yet so check the media as it gets closer.

Merry Christmas!!!

If undeliverable return to
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Christmas Greetings

Three men died on Christmas Eve and were met by Saint Peter at the pearly gates.

"In honor of this holy season" Saint Peter said, "You must each possess something that symbolizes Christmas to get into heaven."

The first man fumbled through his pockets and pulled out a lighter. He flicked it on. "It represents a candle", he said. "You may pass through the pearly gates" Saint Peter said.

The second man reached into his pocket and pulled out a set of keys. He shook them and said, "They're bells." Saint Peter said "You may pass through the pearly gates".

The third man, Jack, started searching desperately through his pockets and finally pulled out a pair of women's panties.

St. Peter looked at the man with a raised eyebrow and asked, "And just what do those symbolize?"

The man replied, "These are Carols."