

Motor Vehicle Enthusiasts Club



No 85

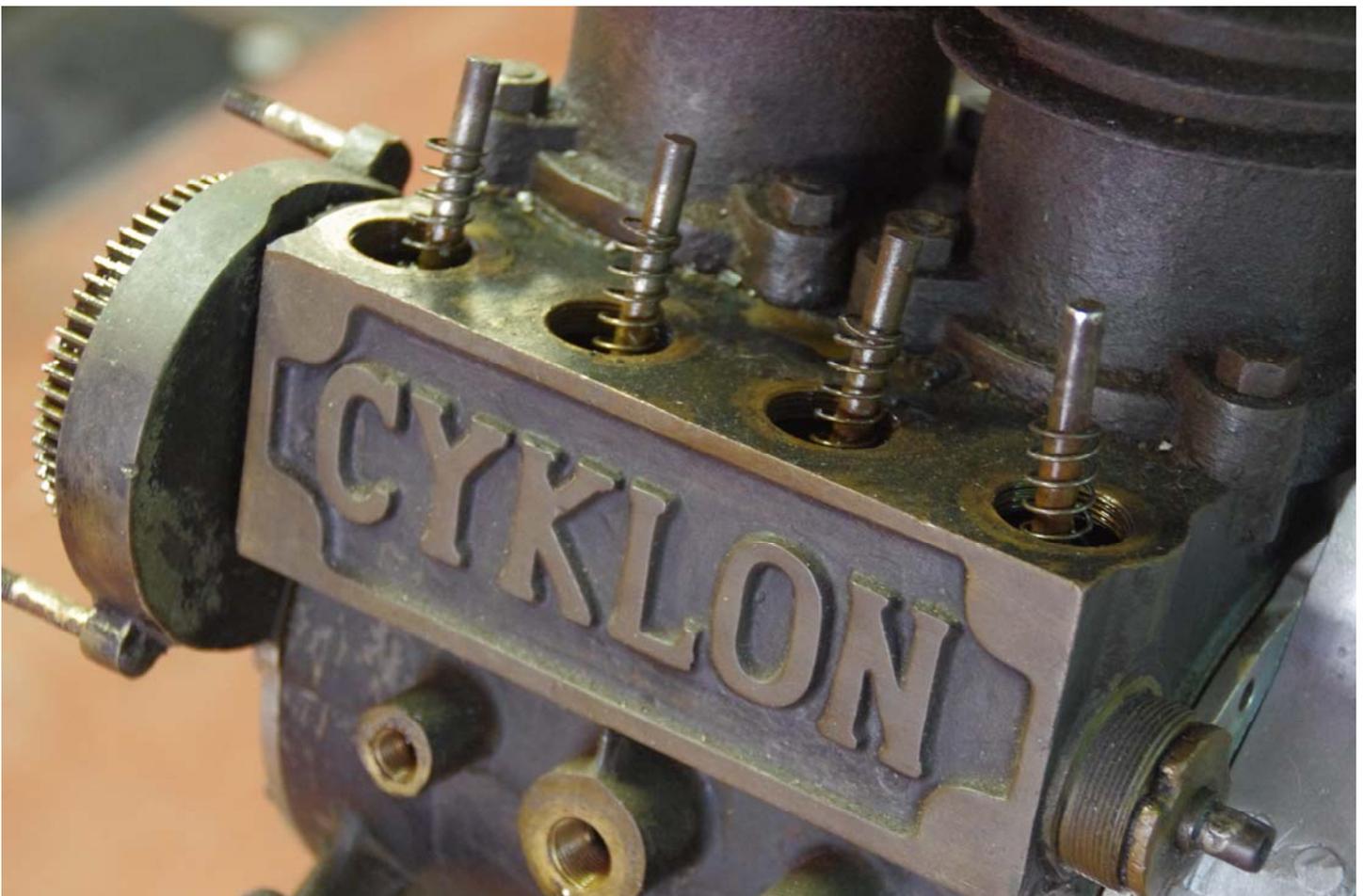
May 2014

TRANSMISSION

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

GPO Box 911 Darwin 0801
In Katherine call 89710605 .
Newsletter enquiries to Ted
longtelescope@gmail.com

CYKLONETTE



Lots of us car people have our projects. Sometimes one person will dismiss something as too far gone or too hard or too incomplete to be worth fixing, and then someone else will come along and snap up the same vehicle , or engine , or pile of bits to bring them

Cyklon engine. Beautiful cast bronze crankcase runs roller main bearings with babbitt big ends. Internally machined to close tolerances a close fitting scoop on the crankshaft dips into the oil and with nowhere to go other than a drilling in the crank, effectively acts as an oil pump..



back to life. This engine, with the name “CYKLON” cast boldly into it’s bronze crankcase first reared it’s head in the early 1960’s . It was attached to a pair of forks and was acquired by a bike enthusiast as part of a batch of assorted vintage motorcycle parts sourced from the SW of Western Australia. It then lay safely in the back of the bike collectors shed until it was offered to Harry Pyle. He obviously liked a challenge when he snaffled it up. With that name cast so boldly into the crankcase and with a bit of searching on the net it didn’t take him long to figure out that it was associated with an unusual vehicle , the “Cyclonette” which was in production for about 20 years from 1902 to 1923. For some reason not many of them survived as Harry could only find a small handful still in existence today. Of the seven known examples 3 are in museums at South Australia and Munich and Essen in Germany. The vehicle was made in two seat and three seat configuration. So he had just the front end , motor and front wheel of a very scarce vehicle. It would be of no surprise that he had little response to his request for parts, but through the organizer of the London to Brighton rally in England,



he did get a contact of an enthusiast who was interested in a similar type of vehicle but of a different make. It was called a Phanomobile. Five years previously the enthusiast had, from America, bought the back half of what he thought was a Phanomobile. Unfortunately when it arrived in England and he got his hands on it, it didn't fit the front half he already had. There were no numbers or markings of any kind on it, so it lay in the back of his shed for 5 years. Harry and his wife Deirdre were visiting England so dropped in and checked it out.



Harry reckoned it was the back half of a Cyklonette, a 3 seater version. The gent in England sold it to them for the same price he had paid for it 5 years earlier and they shipped it back home to Perth (the freight cost was 3 times the cost of the bits).

Before coming back to Australia they visited the museum in Munich where they had a 1904 2 seater Cyklonette. They also had a good collection of original sales literature, photos and most importantly, technical drawings. The museum staff also allowed Harry to take all the measurements he needed to recreate the parts he was missing. He had to wear white gloves while he was touching the machine.

And when they arrived home and the rear end from England also got home they could give it the ultimate test.... and it fitted. Now the Cyklonette was remarkably complete. When they had taken possession of the rear end in England, the seats still had their original horse hair and leather covering. The covering was discarded for Australian quarantine reasons but the original timber was still quite serviceable. You can see by the lack of nail holes that it has never been reupholstered. The frame is fine, just needing a cleanup and paint. There are a few tubes for the seat frame that will need to be replaced and naturally the upholstery, but the tiller steering and all the controls were missing as were the fork yolks and the 2 speed epicyclic transmission. From the drawings and measurements he took in Germany, Harry made wooden patterns of the missing alloy bits and had a foundry cast them with aluminium bronze, an alloy of aluminium with a small amount of copper. (The resulting metal is extremely strong but if the percentage of copper gets too rich the result can be so hard to be impossible to machine.) He then did the final machining and buffing on these parts. Naturally there were dozens

Above: Rear end view.

Right: The rims were in poor condition.

Below: The wooden pattern of the top fork yoke that Harry made
Bottom: The finished article after casting machining and polishing.



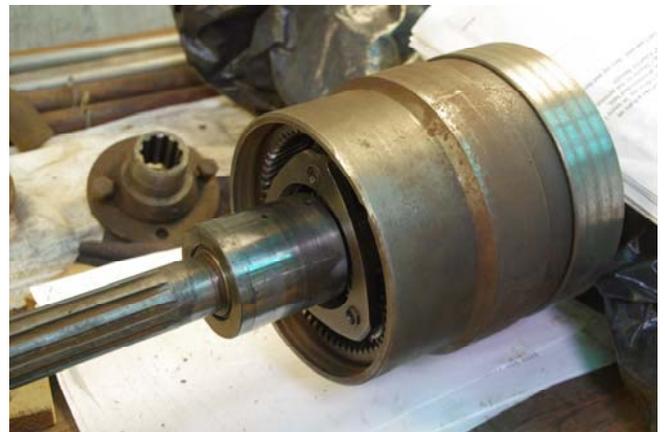
of smaller parts he had to manufacture. Then, as per the original, they were all nickel plated. The original 2 speed epicyclic gearbox had been hacksawed off so Harry is adapting the innards of a Borg Warner auto transmission from a Mark 2 Zephyr to fit. He has measured up a couple of possibilities but the Zephyr measures up as the closest to the original dimensions and has the correct 2:1 reduction for low gear. It will run a multiplate clutch but will be hidden from prying eyes and there will be a dummy cone clutch on the end to make it appear original. The front end came with the remains of a wheel and the rear end also had wheels but they have all been replaced and the hubs have been machined enough to remove corrosion and been replated with nickel.

The engine number of 282, 750cc twin cylinder with non sprung forks dates this vehicle as later than 1904 but previous to 1908. It hasn't been started yet but having a certain date to be finished by helps the project along. That goal is the National Veteran rally at Kalgoorlie in October this year.

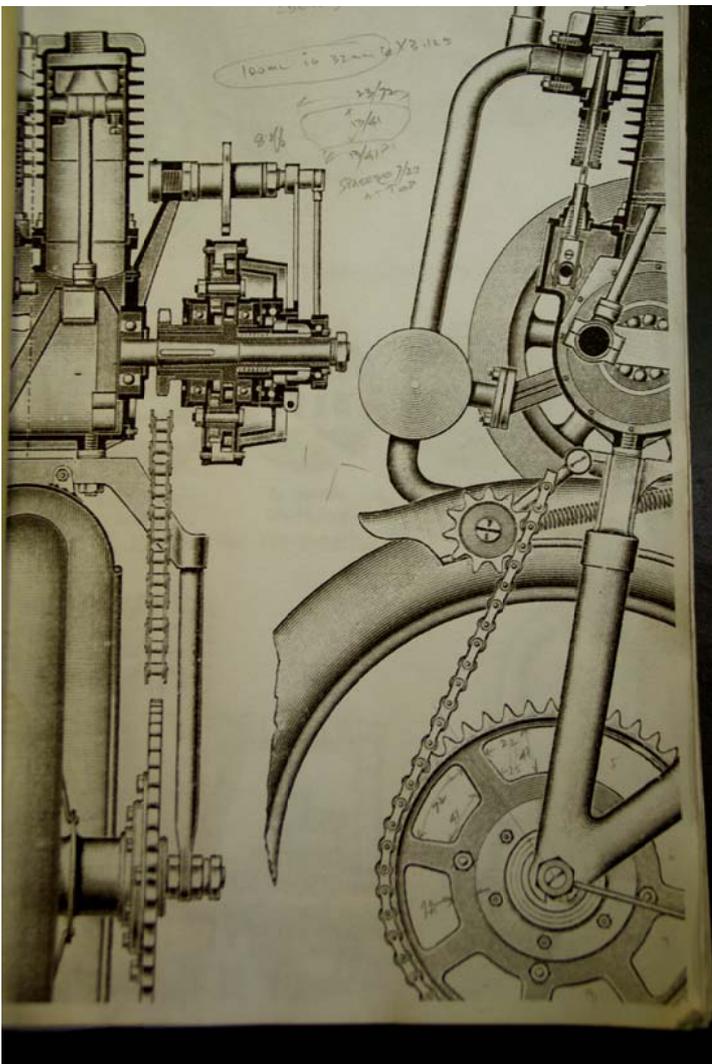
One thought is that this engine was to have been brought into Australia for use as a stationery engine, being parted from its original vehicle previously. With the rear end being minus the front sometime ago in America, it is just possible that these two halves were once the same vehicle.



Every single part of this engine has the engine number of 282 on it. This is one of the valve guides. It and just about every other part have remnants of nickel plating too.

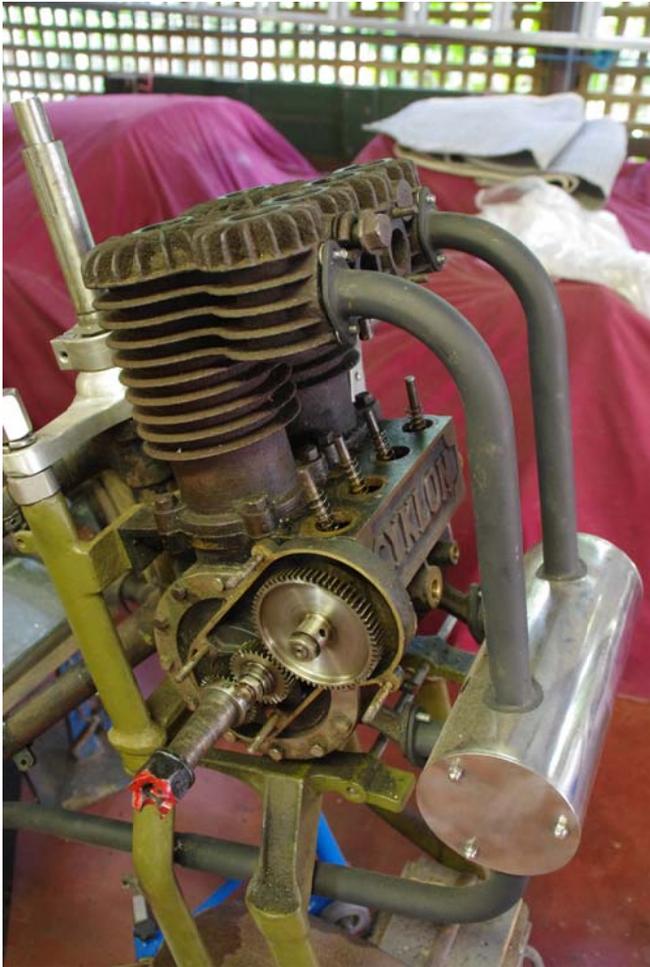


Borg Warner auto from Mk 2 Zephyr makes a good functional epicyclic transmission.



Left: One of the tech drawings from the museum in Germany.

Above: The front wheel sprocket manufactured from such drawings and measurements.



Left: The engine as it mounts on the forks. Note the manufactured exhaust.

Above: The lower part of the forks.

Below: More of Harry's manufacturing. The gear selector mechanism.



*Below : The steering tiller and controls manufactured by Harry. Apart from the steering function there is throttle, advance retard, mixture control, gear selection plus a few others I have probably forgotten.
Right: The engine end of the tiller. The whole thing is a work of art!*



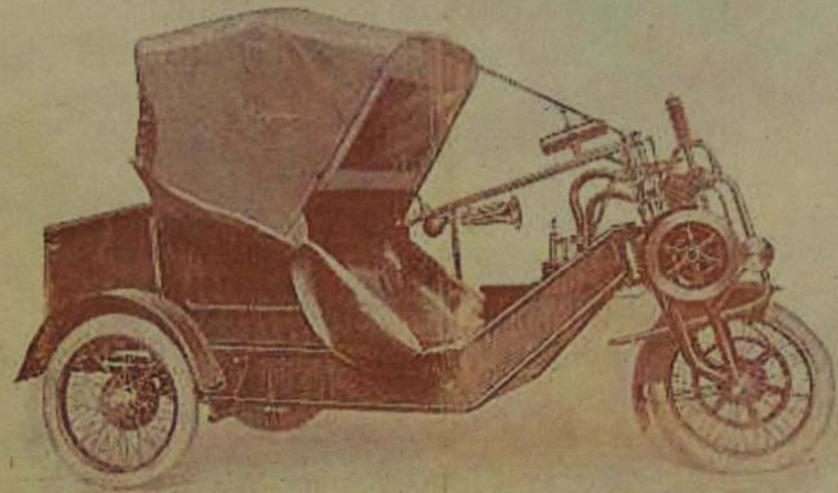
Central Palace 1911

CYKLONETTE.

A HANDY RUN-ABOUT. SIMPLE. CHEAP.
NON-SKIDDING. EASY RUNNING.

TWO SEATER "TOURING" CYKLONETTE.

TWO
CYLINDERS
EACH
72 mm x 90 mm
...
6 HP
...
AIR
COOLED.

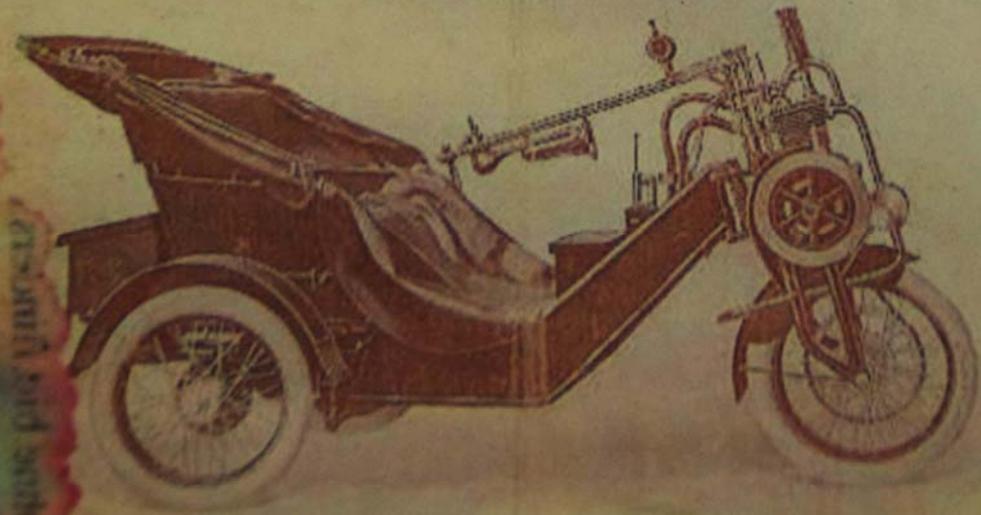


LOW
PETROL
CONSUMPTION
...
SPEED
UP
TO 30 MILES
PER
HOUR.

Length 9' 5" Breadth 4' 8" Height 4' 11" Weight about 6 cwt

The Frame work is of tubular steel with stamped metal body
Seats well upholstered in leather.
Tyres all of same size, 650 x 80 mm diameter.
Double Band Axle Brake also Tyre Brakes.

TWO SEATER "MOUNTAIN" CYKLONETTE.



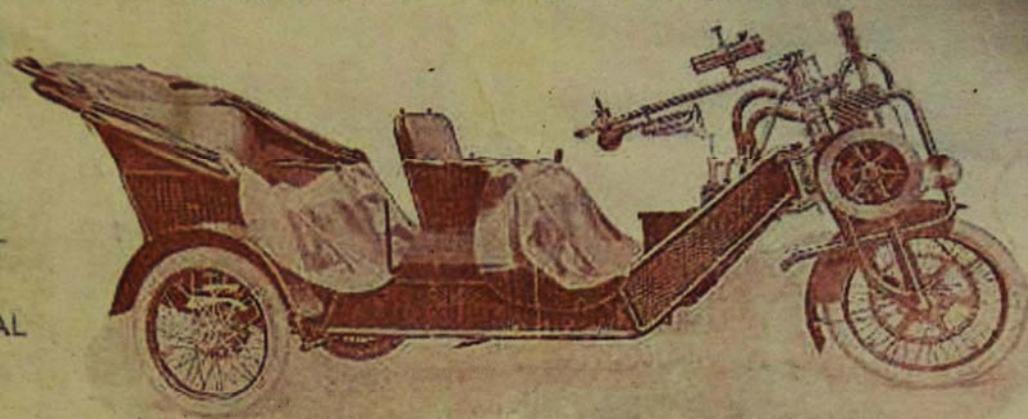
IMPROVED
TYPE
OF
SURFACE
CAR-
BURETTOR

Length 9' 4" Breadth 4' 8" Height 4' 11" Weight about 6 cwt

Vertical text on the left margin, possibly a signature or reference number.

"FAMILY" CYKLONETTE—3 SEATER.

ANY CAR
CAN BE
FITTED
WITH
HOOD AT
SLIGHT
ADDITIONAL
COST.



SIX
MONTHS
GUARANTEE

OBTAIN
COMPLETE
CATALOGUE

Length 9' 8". Width 4' 6". Height 4' 11". Weight about 6 1/2 cwt.

Steering is controlled by Tiller. By means of the handle at the end of Tiller the engine can be made to run free or at half speed.
Three small levers over the handle control air and gas supply, also the ignition.
Ignition by Coil and Accumulators or Bosch Magneto.

THE CYKLONETTE IS MADE IN 7 STANDARD TYPES:—

"MOUNTAIN", provided with case on back of car, for baggage.
"SPORTING", provided with case on back of car, for baggage.
"SPORTING", provided with servant's seat at back, in place of baggage case.

"TOURING", having a larger baggage case than the "Mountain" or "Sporting" cars.
"FAMILY", provided with larger seat at back for children.
"FAMILY", provided with seat for driver in front & two adults at back.

"TRANSPORT", provided with Box for goods.

"TRANSPORT" CYKLONETTE.

TO
CARRY
4 CWT.

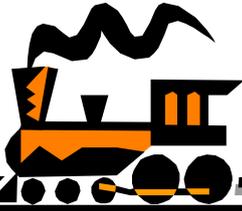
SIZE OF
BOX
5' 6" x 3' 6"
x 2' 6" deep.



THIS BOX
IS REMO-
VABLE AND
A SEAT
FOR TWO
MAY BE
SUBSTIT-
UTED.

Length 10' 8". Width 4' 6". Height 4' 9". Weight about 6 cwt.

CYKLON MASCHINENFABRIK m. b. H. RUMMELSBURG, BERLIN



Was the war in your backyard?
Did you have a Sidney Williams Hut in your backyard?
Did you have an historic concrete slab in your backyard?

.....the war years in the North with noted historian Pearl Ogden
OAM

Join us in a historical WW2 setting to listen to Pearl tell us what
was in our Darwin backyards (between Berrimah and Adelaide River)
during WW2

A night to be remembered - Pearl has a long and distinguished
career as both a historian and a tour guide in the Top End.

Thursday 22 May 2014 at 6.30pm for a
sausage sizzle followed by Pearl's talk

Old Qantas Hangar - Macdonald Street, Parap

Cost: \$10.00 per person

Enquiries: Trevor Horman
0417838578



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This page is for anyone to advertise just about anything, and it's free. You can advertise to sell a car or some stuff, or to buy some stuff or a car. Maybe find a lover or get rid of one, whatever you reckon.

Just email the text of your ad to:

longtelescope@gmail.com

You can email a photo too.

And if you need to phone its Ted at 0889886049

Stuff that's on

National Day of Motoring: 12th May. Meet at Repco, Stuart Hwy, Winnellie 11am. Come along in your old car as Historian Trevor Hormann is organizing this years event to be a cruise around a bunch of interesting historical sites. This will wind up at about 12.30 back at Repco for a barbie lunch. Any old cars, bikes or broomsticks welcome. (the broomsticks suggested by Kathy Armitstead) but no old black cats.

22nd May: A talk by historian Pearl Ogden regarding the war years in the top end. See flyer previous page.

1st June: The first rural motorbike run for the year. Meet at Caltex Berrimah 3 pm.

No more printed newsletters

Due to the firm that has been printing the newsletter not being able to do it anymore, and the cost of doing it elsewhere being 4 times the cost of club membership, there will be no more newsletters mailed out. Apart from the normal emails you can now view Transmission on the net. Just go to <http://mvec.weebly.com/>.



**The Motor Vehicle Enthusiasts
Club**

extends it's thanks to

Shannons Insurance

For it's continued support for the club

WOTS ON THIS YEAR

The year is getting on. Come along and enjoy!

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.

18 May	National Day of Motoring	6 - 7 Sep	Fathers Day Open Day 80 th Anniversary of Hangar
24-25 May	Shannons' Extravaganza	5 Oct	Bike Run from Caltex Berrimah 8.30 a.m.
1 June	Bike Run from Caltex Berrimah 3.00 p.m.	18 Oct	MVEC AGM
6-7 June	Adelaide River Show	19 Oct	Fannie Bay Breakfast
6 July	Bike Run from Caltex Berrimah 3.00 p.m.	2 Nov	Bike Run from Caltex Berrimah 8.30 a.m.
13 July	Cricket Match	29 Nov	Christmas Dinner at Nightcliff Sports Club
20 July	Darwin to the Doo	7 Dec	Bike Run from Caltex Berrimah 8.30 a.m.
25 July	Darwin Show Parade	26 January	2015 Australia day Ute Run
3 August	Bike Run from Caltex Berrimah 3.00 p.m.		
4 August	Picnic Day Run to Adelaide River		
23-24 Aug	Katherine Festival		
23 Aug	Overnighter at Coomalie		
24 Aug	Veteran Car Club arrives at the Hanger		
7 Sep	Bike Run from Caltex Berrimah 8.30 a.m.		

If undeliverable return to
MOTOR VEHICLE ENTHUSIASTS CLUB
GPO BOX 911 DARWIN 0801

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POSTAGE
PAID
AUSTRALIA

2+2=

An engineer, a physicist, and a lawyer were being interviewed for a position as chief executive officer of a large corporation.

The engineer was interviewed first, and was asked a long list of questions, ending with "How much is two plus two?"

The engineer excused himself, and made a series of measurements and calculations before returning to the board room and announcing, "Four."

The physicist was next interviewed, and was asked the same questions. Before answering the last question, he excused himself, made for the library, and did a great deal of research.

After a consultation with the United States Bureau of Standards and many calculations, he also announced "Four."

The lawyer was interviewed last, and was asked the same questions. At the end of his interview, before answering the last question, he drew all the shades in the room, looked outside the door to see if anyone was there, checked the telephone for listening devices, and asked "How much do you want it to be?"