MVMC NEWS

Gas Producers | EH Holden | Member Profile | TEA 20 | Stanley Steamer

Submitting for the newsletter or website, a shortcut.

We're definitely not all authors. Some can whip up a letter or story in very short time without effort.

Many of us, especially the more senior members, find making the time and struggling through a 200 word essay difficult.

SEND ME 30 WORDS AND A COUPLE OF PHOTOS

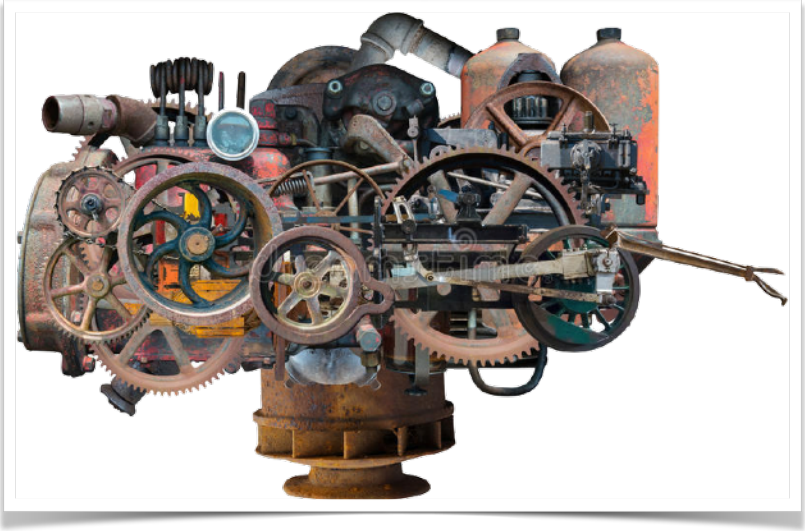
and I will write the article, send it back to you to check, then if you're happy, we will then published it.

QR codes for easy access to MVMC information.

Struggling to remember web, email and on line addresses.

At the back of this newsletter are scannable QR codes to help you out. Hopefully this will make it easier for MVMC members to contact the appropriate people of pages online.

If you're not sure about QR Codes your grand children can help you out.

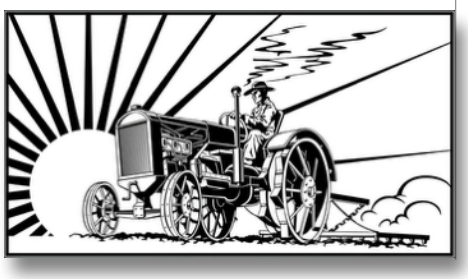


Calling All Members: Share Your Stories with Milang Vintage Machinery Club!

Dear Members of the Milang Vintage Machinery Club,

We hope this message finds you in good health and high spirits. As we continue to navigate through the year, we would like to take a moment to remind you of the importance of sharing your experiences, knowledge, and stories with fellow enthusiasts. The Milang Vintage Machinery Club Newsletter and website can be valuable platforms that thrive on your contributions, allowing us to stay connected and celebrate our shared passion.

We strongly encourage each and every member to consider submitting reports, articles, or anecdotes for publication in our club's newsletter and website. Your involvement is vital in keeping our community vibrant and engaging, fostering a sense of camaraderie among like-minded individuals. By contributing your expertise and personal experiences, you can



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inspire others, showcase your unique projects, and contribute to the preservation and appreciation of vintage machinery.

Here are a few compelling reasons why your participation matters:

1. Share Your Expertise: You possess a wealth of knowledge that can benefit fellow members. Whether you have technical expertise, historical insights, or tips and tricks for restoration projects, your contribution can serve as a valuable resource for others. By sharing your expertise, you'll be assisting fellow enthusiasts in overcoming challenges, learning new techniques, and broadening their understanding of vintage machinery.

2. Inspire and Engage: Your personal stories and experiences are invaluable. They have the power to ignite inspiration and kindle enthusiasm among other members. Whether you've encountered unique restoration challenges, participated in memorable events, or simply have interesting tales to tell, sharing them will entertain and engage our community.

3. Promote Fellowship: Our club thrives on the bonds we forge with one another. By contributing to the newsletter and website, you strengthen these bonds and promote a sense of belonging within our community. Your articles and reports will foster conversation, create connections, and encourage others to participate, ultimately making our club stronger and more inclusive.

4. Showcase Your Projects: Whether it's a restoration project, a modification, or a rare find, our newsletter and website are the perfect platforms to showcase your hard work and creativity. By sharing your projects, you inspire others and stimulate their interest in similar endeavours. Who knows, your article might be the spark that leads to a fellow member embarking on their own remarkable journey!

Remember, you don't have to be an accomplished writer to contribute. We welcome contributions from members of all skill levels. Your unique perspective and experiences are what make our club diverse and exciting. If you have an idea for an article, a report from an event, or even a simple anecdote, we encourage you to put pen to paper (or fingers to keyboard) and share it with us. Twenty to thirty words with a picture or two is often all that's needed to start an article.

Please reach out to our newsletter editor/website administrator. He will be more than happy to guide you through the process and provide any assistance you may need.

Tyre Pressure Monitor

After a recent blowout on the front tyre of our Toyota Coaster I realised how dramatic it could have been if we had been on a high speed highway. Many new cars are now being fitted with monitor to alerts the driver to any tyre pressure (and sometime temperature issues.

A tire pressure monitor (TPMS) is a system that keeps track of the air pressure in vehicle tires. It consists of sensors mounted on each tire, which transmit real-time pressure data to a central unit. The TPMS displays the tire pressure information to the driver, often through a dashboard display or indicator lights. This allows drivers to monitor tire pressure and take necessary action to maintain optimal performance and safety. By alerting drivers to low or high tire pressure, TPMS helps prevent accidents, improves fuel efficiency, extends tire life, and enhances overall vehicle handling. Prices start from around $60 online and installation is easy and many are solar powered when fitted to your dashboard.

The T.E.A. 20 tractor, also known as the Ferguson TE20, is a historic agricultural vehicle that was produced from 1946 to 1956. It was manufactured by the Ferguson Company, founded by engineer and inventor Harry Ferguson. The TE20 played a significant role in revolutionising farming practices, particularly with its innovative three-point linkage system.

Powered by a four-cylinder petrol or diesel engine, the T.E.A. 20 tractor boasted a modest 20 horsepower output. Its compact design and versatility made it popular among small-scale farmers. It featured a robust chassis, reliable transmission, and user-friendly controls, which contributed to its widespread adoption.

One of the notable features of the T.E.A. 20 was its patented Ferguson System, which allowed for the attachment of various implements and equipment to the tractor's rear. This groundbreaking system enabled more efficient plowing, cultivation, and other farming tasks.

Today, the T.E.A. 20 tractor is celebrated as a classic and iconic agricultural machine, often sought after by collectors and vintage machinery enthusiasts. Its historical significance and enduring reputation make it a symbol of innovation in the agricultural industry.

The EH Holden, manufactured by General Motors-Holden's Ltd, was a popular Australian car produced from 1963 to 1965. It was the third model in the Holden EH series and offered various body styles, including sedan, station wagon, panel van, and utility.

In terms of performance, the EH Holden came with several engine options:

1. 149ci (2.45-litre) inline-six engine: This was the standard engine in most EH Holdens. It produced around 95 horsepower and 137 lb-ft of torque.

2. 179ci (2.94-litre) inline-six engine: This was an upgraded engine option that delivered more power. It produced approximately 115 horsepower and 161 lb-ft of torque.

3. 179ci X2 engine: The X2 engine was a high-performance version of the 179ci inline-six engine. It featured a twin carburettor setup and a higher compression ratio, resulting in an output of around 145 horsepower and 173 lb-ft of torque.

4. 186ci (3.05-litre) inline-six engine: Introduced later in the EH Holden's production run, this engine provided improved performance. It generated approximately 125 horsepower and 185 lb-ft of torque.

The EH Holden featured a three-speed manual transmission as standard, with a column shift (located on the steering column). A three-speed automatic transmission known as the Hydramatic was also available as an option on some models.

The performance of the EH Holden varied depending on the engine and transmission combination. The acceleration and top speed were respectable for the era, although not particularly sporty by today's standards. The car was known for its solid build quality and reliable performance, making it a popular choice among Australian drivers.

It's worth noting that the EH Holden was designed as a family car rather than a high-performance vehicle. However, its robust construction and smooth driving characteristics made it a beloved classic car in Australian automotive history.

MEMBER VEHICLE PROFILE

Roger Miller, a member of the Milang Vintage Machinery Club, owns a 1956 Packard car, a classic automobile from the mid-20th century. The Packard Motor Car Company was renowned for producing luxury vehicles with exceptional craftsmanship, and the 1956 model was no exception.

The 1956 Packard featured a distinct design characterised by its sleek lines, chrome accents, and iconic hood ornament. It was powered by a V8 engine, which provided ample power and smooth performance on the road. The car's interior boasted a lavish and comfortable cabin, with luxurious upholstery and innovative features for its time.

Owning a vintage Packard, Roger Miller is part of a passionate community dedicated to preserving and showcasing these automotive gems. The Milang Vintage Machinery Club serves as a platform for like-minded individuals to share their love for vintage vehicles and participate in events and exhibitions.

Roger's 1956 Packard car is not only a cherished possession but also a symbol of automotive history. Its presence in the Milang Vintage Machinery Club highlights the enduring appeal of classic automobiles and the dedication of enthusiasts to maintain their timeless beauty.

By owning and maintaining this 1956 Packard, Roger Miller contributes to the preservation of automotive heritage and fosters a sense of nostalgia for a bygone era of elegance and craftsmanship.

During World War II, a significant technological innovation emerged in the form of the historic gas producer, which was fitted to motor vehicles to overcome fuel shortages and ensure the efficient operation of vehicles. The gas producer, also known as a gas generator or wood gas generator, played a crucial role in keeping vehicles running during the war when traditional fuel supplies were scarce.

The gas producer system functioned by converting solid fuel, such as wood or coal, into a gaseous form known as producer gas. The gas was then fed into the engine to generate power and propel the vehicle. This process, known as gasification, involved heating the solid fuel in an oxygen-limited environment to produce a mixture of carbon monoxide, hydrogen, and nitrogen.

The gas producer technology was particularly important in regions where petroleum reserves were limited or disrupted due to the war. By utilising locally available biomass resources, such as wood or agricultural waste, motor vehicles could continue to operate despite the fuel scarcity. This made the gas producer a practical and effective solution for maintaining transportation and logistical capabilities.

However, the gas producer systems had their drawbacks. The process of gasification was less efficient than traditional combustion engines, resulting in reduced power output and decreased vehicle performance. The systems also required additional maintenance and modifications to adapt vehicles for the gas producer technology.

Nonetheless, the historic gas producer played a crucial role in ensuring the mobility of military vehicles during World War II when traditional fuel supplies were strained. It stands as a testament to the ingenuity and resourcefulness displayed during times of crisis.

Philip Smith had the pleasure of attending the prestigious McLaren Vale Vintage and Classic event, an annual celebration of automotive heritage. Among the myriad captivating vehicles on display, one particular gem captured Philip's imagination—a resplendent Stanley steam car.

Glistening under the sun, the Stanley steam car stood as a testament to the ingenuity of early automotive engineering. Its elegant curves and polished brass accents exuded a timeless charm that transported onlookers back to a bygone era. Philip found himself immediately drawn to the meticulous craftsmanship and attention to detail evident in every inch of the vehicle.

As he watched the Stanley steam car, Philip was captivated by its unique propulsion system. The quiet yet powerful hiss of steam emanating from its engine mesmerised him, hinting at the remarkable technology that powered this vintage marvel. It was a fascinating reminder of the pioneering spirit that drove early automobile inventors.

Leaving the McLaren Vale Vintage and Classic event, Philip carried with him a newfound appreciation for the rich heritage of automobiles. The encounter with the Stanley steam car had left an indelible impression, reminding him of the remarkable progress that had been made since those early automotive days while cherishing the timeless allure of vintage classics.

Here are some technical details about a Stanley Steamer car:

1. Power Source: The Stanley Steamer was a steam-powered car, utilising steam as its primary source of power.

2. Engine Type: The car featured a two-cylinder, compound, double-acting steam engine. It had two cylinders, with the high-pressure cylinder located in front and the low-pressure cylinder at the rear.

3. Fuel: The Stanley Steamer used petrol or diesel as its fuel to heat the water and generate steam. It had a burner located beneath the boiler to heat the water and create steam for propulsion.

4. Transmission: The Stanley Steamer featured a unique direct-drive transmission. The steam engine's power was directly transmitted to the rear wheels, without the need for a traditional gearbox.

5. Steering: The car had a conventional steering mechanism, with a steering wheel controlling the front wheels. It utilised a system of gears and linkages to turn the wheels.

6. Brakes: The Stanley Steamer employed mechanical brakes to slow down and stop the vehicle. The brakes operated on the rear wheels, typically using drum brakes.

7. Speed and Performance: The exact specifications varied among different models of Stanley Steamers, but they generally had a top speed of around 35 to 50 mph (56 to 80 km/h), depending on the model and conditions.

8. Production: The Stanley Steamer cars were produced by the Stanley Motor Carriage Company from 1902 to 1924. They were manufactured in several different models and variations.

9. Legacy: The Stanley Steamer was known for its reliability, ease of operation, and quietness compared to early gasoline-powered cars. It holds the land speed record for a steam-powered vehicle, with a record of 127.66 mph (205.44 km/h) set in 1906.

Echuca Moama Steam, Iron & Trades Revival. June 10

11Th June 2023 Swap Meet - (New) Show'n'tell, Trash & Treasure, Market Day Kadina

18Th June 2023.Sedan Swap

Yp Classic & Vintage Tractor Pull Club, Price, August 5Th & 6Th

13Th August 2023 The Lion Club Of Willunga And Districts Incorporated Swap Meet
Lions' Centenary Park, Binney Road, Willunga

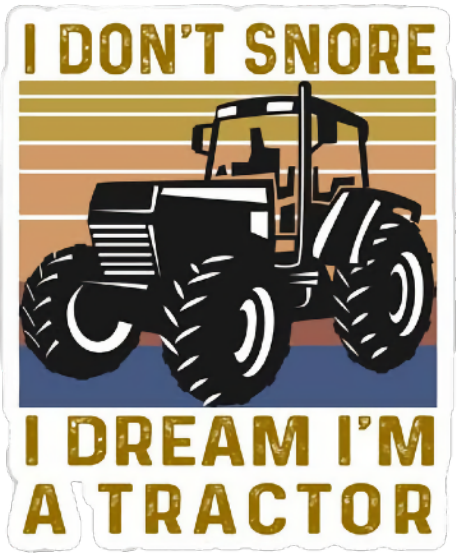
Tba August 2023 Vintage Tractor Pulls
Mundoora Progress Association
Mundoora Oval

September 2023 38Th The Legendary Gawler Auto Swap Meet . Gawler Sport And Community Centre Nixon Terrace Gawler

15Th October 2023 The Bay To Birdwood

Tba October 2023 Strathalbyn Auto Swap Harness Racing Track 34 Milnes Rd, Strathalbyn Sa 5255

Yankalilla Classic Motor Show
Sunday, November 19th 2023



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https://www.milanghistoricvintage.com/

or

Login via the QR code

To submit items for the website or newsletter email:-

webeditormvmc@gmail.com

or

Scan the QR code to email

And to contact the secretary
secretarymvmc@gmail.com

The newsletter and website will work is club members are willing to submit information.

If you just supply some bullet points about your subject I can produce something that should be interesting enough for either publication.

BUT THERE MUST BE INPUT FOR IT TO WORK ..