

# Motor Vehicle Enthusiasts Club

No 5

DEC 06

# TRANSMISSION

The voice of the Motor Vehicle Enthusiasts Club



If you find you need more information about this club or just can't wait to join ring Peet Menzies on 89 81 4746 GPO BOX 911 Darwin 0801 or if you're in Katherine call 89711325 For correspondence regarding this newsletter email [Propellors@bigpond.com](mailto:Propellors@bigpond.com)

## Merry Christmas



## MORE COLLECTIONS

As you roll up at Trevor Feehan's you know you are at a car buff's home because of the unusual cars to greet you. Trev and Pauline's outdoor entertaining area is decorated with numerous photos of speedway



from the good old Bagot Park era. Trev also has every newsletter ever published by this club. Moving on to the under house workshop with pit (Trouble with pits is you need scuba gear in the wet season) with a sign "a friend in need is a pain in the arse". The main showpiece here is the 1936 Chev Ute "Standard". It is parked over the pit so you don't fall in. Surrounding the ute on all sides and above is a fantastic collection of motoring and motorcycling 'stuff'. A couple of examples of stuff...

V8 engine out of his 64 Buick Wildcat.

265 Hemi engine from his Charger  
Posters of old Pommie bikes all over the place

Triumph Bonneville in bits

318 Dodge motor for his hot rod  
Triumph Thunderbird running and lovely

And you name it, its probably there, and all neat and tidy too.  
No cobwebs!

Out in the yard were some stockcar rims Trev has made. Normal rims with centres made of 1/2" steel plate. Around the bead he has welded 1/2" reinforcing rod. Such are the stresses put on stockcars of the day.

Moving on and we find a 1949 Austin A40. In remarkably good unrestored condition. How do you get your wife to not give you a hard time about all these cars around the house? Easy. Give her one. The Austin was



Pauline's Christmas present a few years ago. There is a Honda Gold Wing tucked in behind the camper. Back under the house is a Morris Marshal in beaut unrestored condition. Looks and goes great. A 1970 Mazda used to belong to Trevor's Dad still looking great and used regularly. The 1951 Humber Super Snipe really stands out. Totally restored by Trev and Pauline it was built from the best bits of 3 cars. Trev hand formed panels that could not be sourced. He straightened it, prepared it and painted it. Rebuilt the mechanicals and had the chrome bits rechromed. Pauline reupholstered the interior. There was a catch. It was supposed to be going for their daughter's wedding. After 2 months of frantic work they realised they were not going to make it. The wedding proceeded without the car. After a short break of three years it

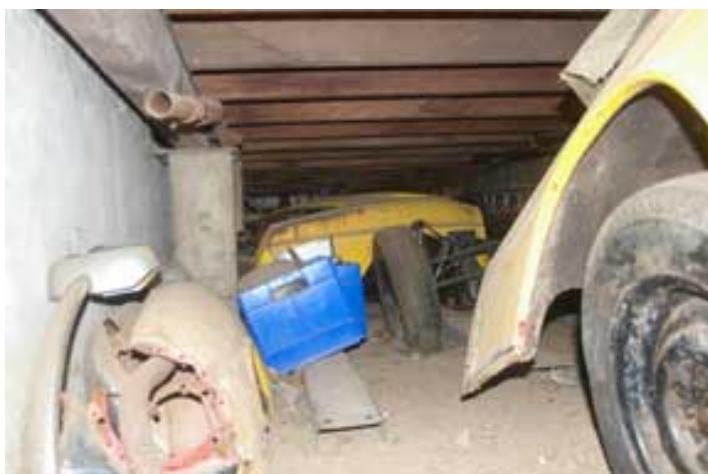


was back to work and a mere 8 months saw it finished. It looks great now. Remember we are not on a rural property here. You may be thinking we have filled up a residential property fairly well. Well that is probably true but any self-respecting car enthusiast will find a way to have his hobby expand. Trevor owns a block of units across the road, and wouldn't

want life to be dull for his tenants so has surrounded them with interesting automobilia. In the breezeway there he has a 1975 Honda Civic in perfect condition and a 1929 Dodge Truck. You can tell it is a 1929 Dodge Truck as it says so on the bonnet. That writing is a perfect replica of how it was at new. This is one upmarket truck with a padded vinyl roof and monstrous Hydraulic brakes. Trev is the second owner and has all it's history. Part of the tour was a ride in the truck. It was great, something about long bonnets, I reckon they are what its all about. It runs beaut too. There is a



3 car long shed here too. Inside are a convertible Buick Wildcat and a Valiant Charger. Both have a bit of work to be done before they are finished, but oh such coooooool cars.



The Charger used to belong to the Catholic Bishop O'Loughlin. It seems he used to drive bomby old cars so a feller by the name of Finnocchiaro, who won the car in a raffle and had no use for it, gave it to the bishop. He drove it around at about 30mph, much envied by the younger car enthusiasts of Darwin. When

Bishop O'Loughlin died the car was abandoned for a while, then was offered to Trevor as he used to be the mechanic who maintained it. The car has only traveled 36000 miles. All



along the sides of the shed are shelves with parts for just about anything. Diffs, generators, engine



blocks, tyres in racks with writing in chalk what they fit. A Mick Andrews Replica Ossa trials bike from 1972. So original it still has "Ossa" embossed in the seat vinyl. Ready to ride today too. If it was made once there is a fair chance Trevor has one. And as my wife kept telling me, it's all nicely organised and tidy! There is even an Adler motorbike frame. Need one? See Trev. But wait! There's more. The units are on 30" high stilts. That means more storage space. He has bumper bars, panels, mudguards and the complete front off a Jailbar Ford. There is even a complete Triumph sports car (dismantled) under there.

Have you got a collection of goodies. How about sharing it with the rest of our colleagues in motoring? Ring Ted 89886049 or propellors@bigpond.com

## Bombing of Darwin Commemoration

65th Anniversary of The Bombing Of Darwin  
As many of you will be aware, an event is being planned for this coming February that will commemorate the 65th Anniversary of the Bombing of Darwin. This will be held on Monday the 19th February 2007. The main event coordinator is the Darwin City Council. They have approached the MVEC about participating and we have agreed to do so. *This will be the last time that this event will be commemorated in a major way.* It will not be forgotten but the DCC will not be running the large scale events they have over past years.

It is envisaged that there will be veterans visiting the Parap Hangar over the proceeding weekend and that members will put on a vehicle display at the Cenotaph on the morning of the 19th.

There are also some plans for putting together some type of military diorama at the hangar and help will be needed for this. We will need as many volunteers as we can get to do all sorts of jobs for this event. If you are interested in helping out in any way please contact one of the committee members.

If you have a military vehicle or military paraphernalia (preferably WW2) that you would be interested in displaying - please contact Jared Archibald on 8988 4562(h) or 8999 8292(w)

## Club Alfa is coming along fine

*By the project's driving force Howard Moses*

The Alfa Romeo GT Veloce ,MVEC project has recently been a great example of car enthusiasm and co operation.

Trevor Feehan, Peet Menzies, Ron Blanchard and Ron Green all helped to cajole the gearbox back into position after replacing the clutch. It took most of the morning.

Edy Furlan arrived next day to assist with the trunion reassembly, then lo and behold we have a functioning clutch!

Kris Leonardos of TyrePower Stuart Park has donated a near new radial tyre, 2 new tubes fitting and balancing.

Now for door rubbers , lights and roadworthy. Thanks to everyone for the assistance and encouragement.

## Acronyms

ALFA is an acronym for  
Anomina Lombardo Fabbrica Automobili  
FIAT  
Fabbrica Italiano Automobili Turino

There must be others, SEAT, ???

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*Seen on Adelaide's main drag*

## For G.M. fiends only

Perth didn't seem to have many cool cars driving around the streets. Maybe its because of the mad driving habits over there and car buffs are scared of getting their cars scratched, or maybe its because I was too busy watching the crazy aeroplane pilots doing their stuff and I didn't notice. (They had the Red Bull Air Race).



*Mint Corvair ready for croozin*

That doesn't mean you are in a motoring desert though. On the contrary they have events all the time and a few real good museums. The event that stood out for me was the G.M Day at Bassendean oval where on previous visits to Perth I have been to events connected with motoring for enthusiasts. The event was held on a large footy oval. Very orderly laid out in areas for each club, all 21 of em. The place was chock a block and the standard of vehicles displayed was very high. Naturally there were bulk Holdens of every model from absolutely brand new original condition to put-it-in-the-shed-and-get-it-out-again-45-years-later-still-in-good-condition. An E.K. taxi looked like it was just waiting for its next fare. It was for sale for \$8000.



*Straight 8 Buick. Bonnet opens either way.*

Plenty of ripper customs too. You know they're gonna be good when they've put a mirror under em. The Chevrolet Club had clinched the first spot where you came in the gate and the first car was a beautiful 64 Corvair. Not custom, it looked like it just came out of the showroom. Cruising on past classic Monaros then into the present. HSV Holdens in force. A9X, FX/FJ, EH, XU1, Torana, they were all there enjoy-

ing the glory they so deserved. But there are so many groups here that there is not enough room to describe them all. A Straight 8 Buick won the heart and the vote from my wife and it was into the American vehicles. Buick, Camera and Pontiac were to be expected but I was a little surprised there was no Cadillac club. Being a Caddie lover I suppose I was a bit disappointed. There was one Caddie there though. I was looking under the bonnet of an old Chev where someone had a for sale sign on the motor and I was overhearing the sales pitch as the vendor promoted his goods (I reckon he was dreamin) and what should be parked next door but a 59 Caddie. I

exclaimed to the bloke I was with that there was a Cadillac here after all and as I walked over to it I remarked it wasn't a very plush one (it was a rat, painted flat black and the seats with the padding poking out). Well it turned out the bloke selling the engine was also the owner of the Cadillac and he heard my remark and got a bit indignant.

Whoops! Ah well, the lovely 16 year old chick that was with us thought it was fantastic (she is into black and skulls and all that stuff) so I hope that made the owner feel better. The event was also a "Remembering Brocky" day and had a display of Brocky memorabilia including a couple of his racing cars. I could have stayed all day but I allowed myself to be dragged out after many hours. (There is so much stuff on at the same time you have to tear your self away from one event to go to another) I still had to make the choice on which car to vote for. I settled on the most beautiful EK Holden. The paint was superb, the chrome was perfect, everything inside was white or chrome and under the bonnet was something totally different. Generally when you see a dirty great big blower sticking out a hole in the bonnet, it sits atop a whacking big V8. Not so in this case as it was gleaming above and to one side of the shiniest 186 (6cylinder) you have ever seen. Bloody beautiful! But wait! There's more. We actually arrived at the show early and started our tour before it had officially opened so there weren't many cars parked out side. When we went outside the gate there was another car show on the road and they weren't all GM either. There were just as many Fords. Parked all round the oval and on the roadside were dozens more enthusiasts' cars and more still cruizing the streets maybe looking for a park. Maybe just struttin their stuff.



*This EK got my vote*



*Out on the streets it wasn't neccessarily G.M.*

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**DEADLINE**

Please note the deadline for inclusion in this publication  
is the second Saturday in each month that it is  
published unless prior arrangements have been made.

Due to tradition there will be no  
Transmission in January  
You have one extra month to write your story  
for publication.

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