

Motor Vehicle Enthusiasts Club

No 151

OCT 2022



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

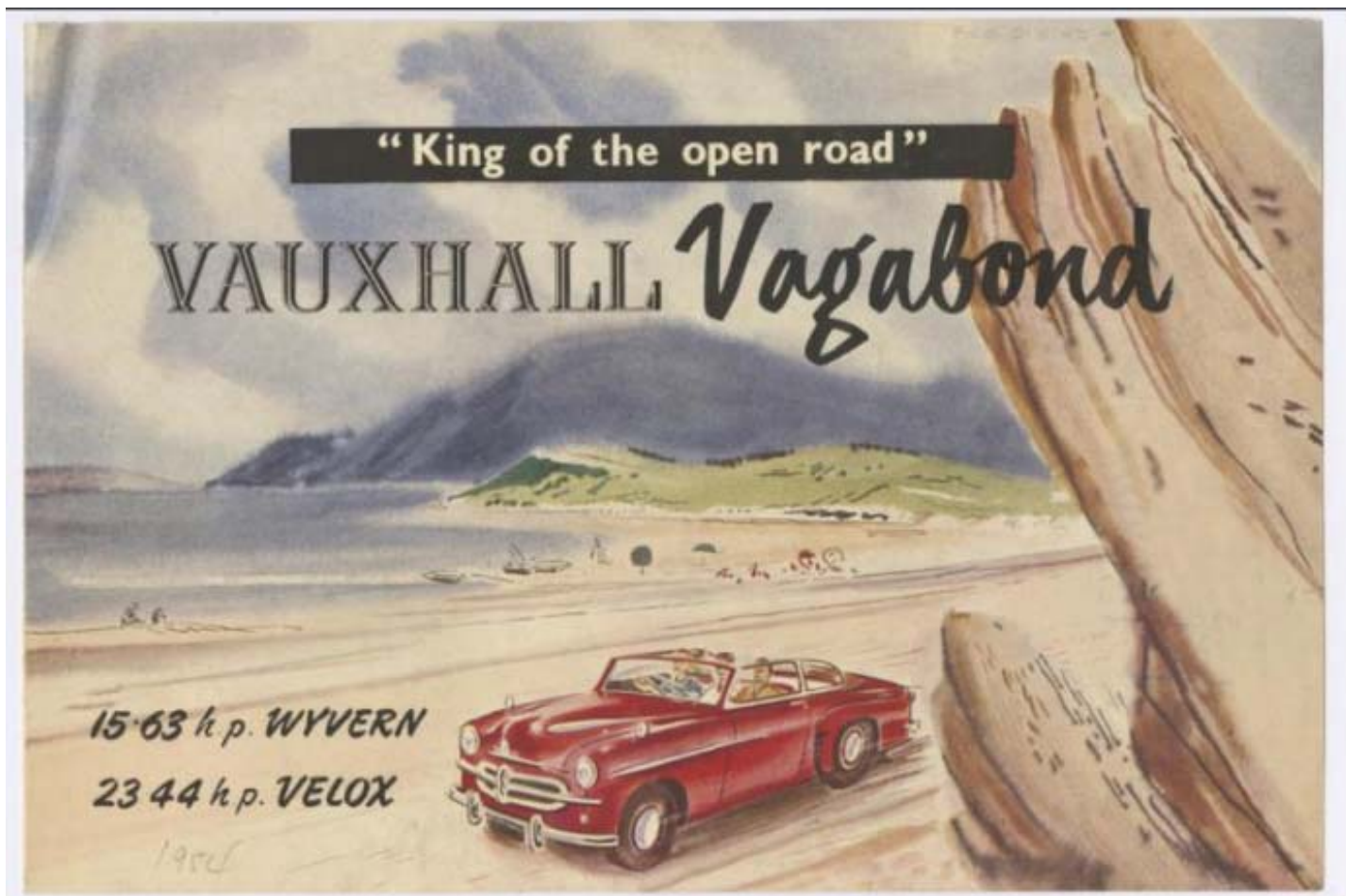
GPO Box 911 Darwin 0801
Newsletter enquiries to Ted longtelescope@gmail.com

TRANSMISSION

Vagabond



Teena Sandford took her beaut Vauxhall Vagabond out for its maiden voyage recently to be part of the grand parade at the show. But there is quite a story behind this shiny car and its not all plain sailing.





These
The 23.44 H.P. Velox—6 cylinder O.H.V. The Velox gives you 60 m.p.h. cruising speed, 60 m.p.h. top speed, excellent acceleration, the design and styling power of the big 6 cylinder "Square" engine give a power-to-weight ratio that produces not only outstanding performance but good economy as well.

Right
The 15.63 H.P. Wyvern—4 cylinder O.H.V. For efficient cruising between 30 and 35 m.p.h. . . . steady performance . . . outstanding petrol economy . . . Wyvern with its famous 4 cylinder "Square" engine is the car for you.

DESIGNED to fulfil your every wish

Do you like your car to express the sheer joy of living as you head for the open spaces? Vauxhall "Vagabond" will do just that! You'll know the first time you handle it. No other car offers such streamlined yet distinguished styling . . . such all-round usefulness . . . such practical economy and is so ideal for our mild Australian climate. The "Vagabond" models have the feeling of all outdoors—yet, with hood up and with the safety glass side curtains in position, easy comfort and protection against rain and the chilliest breezes.

is suited for 5 or even 6 passengers.

The "Vagabond's" smart good looks are enhanced by the graceful engine hood ornament . . . wheel trim rings and rear view mirrors on both front fenders, to name but a few of those little "extras" that add so much character.

And, with such time-proven Vauxhall features as independent front suspension, angle-set direct-acting shock absorbers at the rear and Lockheed hydraulic brakes . . . plus the brilliant Vauxhall "Square" engines . . . the "Vagabond" worthily carries on Vauxhall's proud tradition of more than 30 years' engineering leadership.



Teena Sandford and her Vauxhall Vagabond

Cruising into Darwin for the Darwin Show parade amongst the traffic I couldn't help noticing a car standing out amongst the crowd. It's that shape that doesn't conform to the look of all those boring generic modern cars. They could all be cloned from the same source. Boring! The stand out car had those nice curvy panels and chrome on the bumpers and a convertible roof. Then the car behind it pulled out to overtake and I could see it properly, and the tail lights gave it away as a Vauxhall. Then the lights changed to green and it was off and I couldn't keep up. Never mind, I took a guess it was going to the same place as me, the hangar.

And you should have seen the boys coming out to check it over. This was something worth writing about.

Teena's Dad owned a Vauxhall ute when she was a child and a lot of her childhood memories centre

around travelling in that car. They drove it right around Australia. That was back in about 1968-69. It was quite the normal thing to travel in the back of a ute back in those days. On the trip round Australia she spent half her time in the back, half in the front. And when travelling for a long time out the back it is nice to be able to communicate with those up front, so they had a piece of garden hose to talk through. Back then there was still a fair percentage of dirt roads too.

So Tina grew up to love the Vauxhall. She loved the shape of it. She drew lines on it as a kid and when she was older she waited for Dad to sell her the ute. And waited. And waited. Until she decided she was sick of waiting and would just go and buy one. The first one that came up for sale was a 1952 Vauxhall Wyvern Caleche which is a 4 cylinder version. It was in Bendigo and she was born in Bendigo. In Teena's own words "the stars were aligned and I bought it." That was all very good but she wasn't satisfied. She wanted something better. The absolute pinnacle of greatness was, in her eyes, a Vauxhall Vagabond, and she went looking. One turned up in 2017 interstate. She had a bloke check it out for her. Bad move as the feller was a motorbike enthusiast and the bloke selling the Vauxhall had a bunch of bikes. It seems the feller that was supposed to be checking out the car spent most of his time getting excited about the bikes and didn't look very hard at the car but reported it as good.

Teena bought it and when it arrived home it turned out to be not quite as good as expected. She had a few people look at it and they all had the same opinion, that is to condemn it as dodgy and not registerable. It was sitting on a Holden chassis with wheels that had Vauxhall centres welded to some other rims, it had a Holden gearbox and steering column and all the wheels were fouling on the mudguards when they turned. And for this wreck she had paid top dollars. She sulked for 6 months, Then Dad finally gave her the old ute which was by now pretty shabby, and suggested dismantling it and using the bits to



Now that she has got it, this is one pampered car! This is where it lives. A very roomy shed and its insulated as a cool room and its air-conditioned too. All her cars get treated this way.



The Vagabond was for sale in Australia only. no exports. Of 100 built 32 are known to exist today.

fix the Vagabond. They had considered restoring the ute but it had passed that stage where it was worth saving.

Just by chance she crossed paths with a bloke that was a Vauxhall enthusiast and who knew them inside out. He was only in Darwin temporarily but was working for a business that restored cars, so she consigned the job to them. They replaced the Vagabond's chassis and gearbox, and other stuff, including the steering column, with the goods from Dad's ute. After about twelve months they delivered the car back to her but there was still work to be done. It sat around for a while then headed to a panel shop whose job it was to make the doors fit and to touch up the paint a bit, then somewhere else to have the brakes fixed. Then finally MVEC member and all round good fixer bloke John Krumbek finished off the job with the mechanical bits to make it work and be roadworthy. And then finally it was registered and it was on its maiden trip when I spied it in the traffic.

Teena is the third owner of this car. The original was a newsagent that used it for newspaper deliveries. Remember when they used to chuck newspapers on your front lawn? Check out this video <https://www.youtube.com/watch?v=4dyxAR-XG1c> I guess these cars were popular for that.

Parts are easy to come by as the Vauxhall club in Victoria has a warehouse with extensive collections of new old stock parts. They also have a list of people that are wrecking particular models and who are willing to sell bits.



When Teena bought the car it didn't come with a hood, just the bows. She covered it with a tarp for the trip to Darwin and had the rag top made locally. It's unusual in that it's like a tourer in that the side windows don't wind down, they come right off.



The hood folds down in the usual way.



There is extensive use of wood grain finish right through.



They used to put the radio station names on the dial so you didn't have to know what frequency each station was.

Nifty spotlights on each door.



Very tidy and very accessible engine bay due to side opening bonnet.



The new, sparkling, versatile **VELOX "VAGABOND" SPORTS TOURER**

The ideal car for the mild Australian climate—here's the perfect combination: the smartest of sports cars convertible to a snug family car.

Hood down, the Velox "Vagabond" is the flashing, low-slung "vagabond king" of the open road, with the added attraction that it is a capacious five-or-six seater, giving plenty of room for family or friends.

Hood up, and with safety glass side screens in place, the Velox "Vagabond" is snug and comfortable for chill wintry days when cosiness is called for.

The design of the "Vagabond" and the zesty

power of the 6 cylinder "Square" engine give a power-to-weight ratio that will produce not only outstanding performance but good economy as well.

Vauxhall front and rear suspension makes handling delightfully easy however twisty the road or rough the surface.

The Velox "Vagabond" is a car that will make every motorist an enthusiast.

Equipment, Velox and Wyvern: Includes hood ornament, dual horns, rear view mirrors on both front fenders, chromeplated wheel trim rings, rubber gravel shields and many "grace" touches inside and out.



Both the Velox and the Wyvern Vagabond are upholstered with a leather on the front seats and squabs, and P.V.C. material on the rear seats and squabs. The top can be quickly raised and lowered manually



Johnno Johnson's motor home.

No doubt you have noticed motorhomes have gone the way of modern cars. They all look the same. A bit boring.

Johnno got some inspiration surfing the net one day to build a motorhome with a bit of character. One that would stand out in the crowd. The beginnings of it appeared on Gumtree where a nearby farmer had a 1934 Chev 1 1/2 ton truck advertised for \$3000. Its roots were a Brisbane city council nightcart truck.

He reckoned he could build a little house on it and set to work building the floor and frame from RHS steel. The corrugated iron cladding and roof was from anywhere he could find some old bits and the timber for the C cab was from an old cheese factory up the road in Qld. The timber was from the whey vats, made from timber planks 3 metres long by a foot wide. The factory started in 1909 and finished up in 1987 so 78 years of making cheese had the wood soak up a certain amount of the end product. Although Johnno had scrubbed layers of the old timber off with a wire brush, the aroma of cheese is still there, even though he left the timber out in the weather right through one summer in an attempt to get rid of the smell. The inside of the house is done out to the period with timber and with lots of nifty little extras to make it that bit more personal and special. The ceiling is genuine 1870 patterned tin. The seats convert into a bed that is positioned so you can look out the windows at the back when the doors are closed. The doors can open out onto a raised platform at the rear where

you can relax with a beer and not have your lady complaining of snakes around her ankles because she is far above them.

With about 2 years of work into building I was surprised to hear Johnno actually built this beauty to sell. He had lots of enquiries while was building it and when he finished and put it up for sale it was gone within 2 days. It never got to the stage of being registered. The couple that bought it wanted it for alternative accommodation on their rural block.



The interior is a bit special. The ceiling is genuine 1870 embossed tin. The inset in the cupboard doors is of a different pattern. Note the forged steel embellishments around the doors. The stanchions for the rail around the cupboard top are railway dog spikes.



Nifty forged lizard door handles.



The wheel comes off the back to become the winch handle to lower and raise the rear deck. Once the deck is down the double rear doors open onto it.



That timber across the rear of the cab just oozes the aroma of matured cheese. And the new owners were obviously cheese lovers as they were happy with it.

It would make me miserable to sell such a creation, but here it is on the front lawn with a for sale sign. Didn't last long, 2 days and it was gone.



Stuff on the net

The worlds longest car.

It turns out the worlds longest car had been abandoned and was in a sad shape when a bloke found it on an auction and bought it for a song. He then set about sprucing it up a bit and it is driving again. He has a problem parking it in shopping centre pissy little car parks.

https://www.youtube.com/watch?v=sNE_dqkmLF0



Tyres with replaceable tread

The first I heard of the idea was an old film showing a Russian invention where they could deflate a tyre and put new tread bands on it, then reinflate and you have new tread. You could change the tread pattern for off road or highway anytime you liked too.

All this in 1961

<https://9gag.com/gag/avAD27Z>



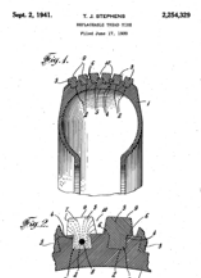
With a bit more searching I found out Pirelli reckoned they came up with the idea in 1959

<https://journal.classiccars.com/2019/12/05/60-years-ago-pirelli-launched-a-tire-with-interchangeable-tread/>



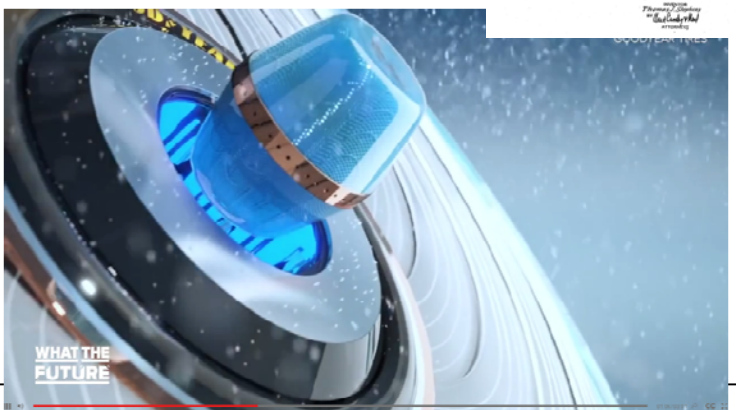
Then with a bit more research found they had already patented the idea in the United States in 1939

<https://patentimages.storage.googleapis.com/bc/4c/ac/9bd795f965fbc3/US2254329.pdf>



Then on to modern day and Goodyear reckon they have a regenerating tyre where you give it a pill. Probably comes in different colours too!

<https://www.cnet.com/roadshow/news/goodyear-recharge-tire-growing-tread-concept-future/>



Walter Arnold and the World's First Speeding Ticket

[Extracted from an article by Miriam Bibby BA MPhil FSA Scot, historian, Egyptologist and archaeologist]

January 28th, 1896 must have started out as an ordinary day for the police constable responsible for Paddock Wood, Kent, as he pushed his bicycle through the quiet streets. While proceeding in an orderly fashion through the village, the peace of the constable's regular beat was suddenly and rudely shattered. He wasn't to know that what was happening was also an event of national, and, ultimately, international significance.

Belting past the bobby at a scary 8mph, a motorist by the name of Walter Arnold was about to enter the record books in a burst of exhaust fumes and a flurry of legal activity. Not only was he clearly breaking the speed limit for one of these infernal machines, which was 2mph, but also, and even more damningly, he had no man with a red flag preceding him as the law required. The bobby on the beat set off in hot pursuit on his regulation issue bicycle, finally catching up with this deranged road racer after five miles. Having captured his man, what was a bobby to do in pre-speeding ticket days? It's not hard to imagine a subsequent scene between motorist and constable.



"Gasp – didn't you hear me shouting at you to pull over sir? – cough – must ask you to accompany me – hang on a minute – wheeze..." Have you thought of asking your superiors for an upgrade, constable? I could provide them with a very good deal on a Benz motor, finest German engineering..." "Now I've got my breath back, I'm writing you a citation, sir."

Walter Arnold was no ordinary motorist. He was also one of the earliest car dealers in the country and the local supplier for Benz vehicles. He was well ahead of the times and set up his own car company producing "Arnold" motor carriages at the same time. It has to be said that the subsequent publicity surrounding his speeding offence probably wasn't entirely unwelcome, and it was certainly a game changer for the automobile.

The London Daily News detailed the four counts, also known as "informations", on which Walter Arnold faced charges at Tunbridge Wells court. Arnold's vehicle was described several times in the newspaper court report as a "horseless carriage", and the case clearly raised some interesting philosophical as well as legal points for the bench.

The first count, which reads oddly now, was for using a "locomotive without a horse," the next for having fewer than three persons "in charge of the same", indicating the enduring influence of horse-drawn and steam locomotion when legislating the new vehicles. Next came the actual speeding charge, for driving at more than two miles per hour, and finally, a charge for not having his name and address on the vehicle. In defence, Arnold's barrister stated that the existing locomotive acts had not foreseen this type of vehicle, throwing in the names of a couple of elite users, Sir David Salmons and the Hon. Evelyn Ellis, who had never had any problems while out and about in theirs. Since this was a case that would set a precedent, referencing names of people who were in the public eye would avoid the problem that has become a by-word for judges who are out of touch – the "who he?" reaction. The origin of this phrase, frequently referenced by satirical magazine *Private Eye*, lies in the response of one judge in the 1960s who was heard to ask in court "Who are the Beatles?"

Mr Cripps, defending, said that if the Bench considered the vehicle was a locomotive, therefore presumably legislating it within existing Acts, they should charge a nominal fine. Eventually, Mr Arnold was fined 5 shillings for the first count of *"using a carriage without a locomotive horse"* (aka "horseless carriage") plus £2.0s.11d costs. On each of the other counts, he was to pay 1 shilling fine and 9 shillings costs. Effectively then, his speeding offence cost him a shilling. All in all, the publicity it created may have made it worth it.

The case may have had an influence on the changes to legislation shortly afterwards. His sentence extended for "gross impertinence to the rural police", Arnold sped off into a glorious new dawn. The speed limit now rose to a breathtaking 14mph, and drivers throughout the land, including Walter Arnold in his Arnold Benz, celebrated with the Emancipation Run from London to Brighton.

Arnold's beautiful little vehicle took centre stage at the Hampton Court Concours of Elegance in 2017. Clearly showing the ancestry of horse-drawn vehicles in its design, with carriage lamps on either side and a coachman style bench with footboard, it is an important part of the English past, telling so much about one of the most significant transitional periods of human history.

ON 18th JANUARY 1962 - SOUTH AUSTRALIA PREMIER "SIR THOMAS PLAYFORD" UNVEILED THE 'R' SERIES VALIANT TO THE PUBLIC.

Chrysler Australia was in real trouble in the late 1950's, as were Ford Australia, as neither company had a car to compete with the Holden which was dominating new car sales.

About this time America could see the writing on the wall and knew that with rising fuel costs and talk about fuel shortages there was going to be no place for the big gas guzzlers that had been so popular in America. It was time to build compact cars and General Motors introduced the Chevrolet Corvair, Ford the Falcon, and Chrysler the Valiant.

Ford jumped the gun first and started bringing Falcons into Australia to compete with Holden. David Brown from Chrysler Australia negotiated to have a Q Series Valiant sent to Australia for testing, by this time the Q Series had been on the market in America for a couple of years. The Q Series arrived from the States with the smaller engine, a 170 cubic inch, and was put through some gruelling testing in the outback. It was naturally a left-hand drive car with standard 13 inch wheels.

It came through with flying colours and it was decided to order 1,008 'R' Series Valiants with the larger 225 cubic inch motor because of vast distances Australians travel, and also with 14 inch wheels to give more ground clearance in rural Australia. The cars arrived in CKD form and were assembled in Adelaide and converted to RHD. This was the 'R' Series which had superseded the 'Q' Series in America.

The 'R' Series was unveiled on the 18th January 1962 by S.A. Premier Sir Thomas Playford at the Chrysler Factory in Adelaide. No one envisaged just what an impact the 'R' Series would have and sales went crazy with the 1,008 selling out in just 40 DAYS.... this was the most short-lived sales period ever.

By now America had introduced the 3rd model and this was the 'S' Series and Australia ordered 10,009 of these to be sent to in kit form immediately. Fortunately Chrysler Australia in Adelaide had started assembling the 'S' Series Valiants. Chrysler agencies throughout Australia were not happy that they couldn't honour agreements with customers as the cars weren't available and they asked Chrysler Australia to cease advertising as it was becoming an embarrassment.

The entire stock of 'S' Series Valiants sold out in 13 months and fortunately Chrysler Australia by now was producing cars in their Adelaide plant and this was called the AP5, AP standing for Australian Production.

The Valiant was considered streets ahead of both Holden and Falcon in handling, braking and also performance. It had 3 speed electric wipers not vacuum as used by Holden and Falcon. It had an alternator rather than a generator. In fact the Q Series Valiant was the first production car to be fitted with an alternator in the world several years ahead of General Motors and Ford.

Now years on, these two models (the 'R' and 'S' Series) have become collector items and have a strong following with Clubs throughout Australia. Even now, thanks to their torquey motor and superb torqueflite transmission, these cars are no slouch and have no trouble keeping up with modern traffic.

With acknowledgement to the R and S Series Valiant Car Club

The Formula 1 Engine

Formula 1 teams of today have to reach certain criteria in terms of reliability to meet the engine limitations for a season. Under current rules engines must be a V6 with a capacity of 1600cc. Each car is limited to 3 engine changes per year.

The Formula 1 race engine is designed to push the boundaries of what internal combustion is capable of. In doing so, it can only be brought to life and operate in precise conditions. First the engine has to be preheated. An external water and oil pump is used to send coolant and lubricant of around 80 degrees centigrade around the engine's inner passages. This is because the tiny tolerances these engines are manufactured to mean that the pistons are seized solid in the cylinders at anything below 60 degrees centigrade. The starting procedure also requires a powerful external crank to bring the engine into life.



The average F1 power-train costs around \$7.7 million. The sheer cost comes from the tiny tolerances that the engines are machined to, eking out every last morsel of power that can be found within the six cylinders.

The high-tech pneumatic valve-trains also add to the price. In an engine reciprocating upwards of 15,000rpm, pressurised nitrogen is used to snap the engine valves shut after the camshaft lobes have opened them. Oil lubrication is achieved with a dry sump and direct pressurised feed.

The ignition procedure itself is far more sophisticated than anything used outside F1.

Rather than the spark plugs being placed inside the combustion chamber, they are housed in a separate pre-ignition chamber, where the spark lights three percent of the fuel-air mix. This produces a 'flame jet' that ignites the remaining 97 percent of the mix, resulting in a fuller burn and more power and efficiency.

Cooling

The volume of heat energy created requires heat exchangers with large surface areas to interact with as much incoming cool air as possible. Radiators are angled downwards and situated in huge side pods that form air ducts. The angled radiators result in the large heat exchanger only taking up a small amount of space on the side of the car, reducing drag while enhancing cooling efficiency.

Fuel

The rules dictate that an F1 car cannot burn through more than 100 litres of petrol per hour of driving and can only carry 225 litres.

The fuel used is fairly close to the chemical makeup of every day fuel, however slight modifications are possible after every race. The engine oil is tested for up to 15 different types of metal to source any probable concentrations of wear. This data is relayed to the fuel supplier to dictate the level of cleaning and friction reduction additives to be integrated into the next batch.

Lifespan

Formula 1 engines experience huge stresses throughout their reciprocation, with the combination of combustion and frequency of revolution making for some staggering stats. An unlimited F1 engine can spin as high as 20,000rpm due to the relatively small stroke and wide bore. This equates to the pistons moving up and down an eye-watering 300 times every second. The pistons can experience up to 10,600g, or 10,600 times the weight of gravity.

The internal pressure within a cylinder can also reach upwards of 1500psi every second. and these engines only last around 1000 kilometres before they have to be completely stripped and rebuilt.

1924 Dodge tourer for sale

Located in Canberra. Plse contact Geoff
gsdavidson@grapevine.net.au



Free stuff

Get your free ads in here
Give stuff away, sell stuff, get information, find
a lover. Got a story to sell? Whatever you like.
Email Ted at longtelescope@gmail.com
Or phone 89886049

Previous editions

All previous editions of Transmission are now
available at mvec.weebly.com

1960 Chev Belair project

Price negotiable

Harry 0427055470



A bit of trivia

About how much does the battery in the new
electric Hummer pickup weigh?

- A. 3,000 lbs. (1,326 kg)
- B. as much as a 1967 Camaro
- C. as much as a 1984 Dodge Caravan

Answer: All of the above.

1982 Honda CB750F \$5000.

‘good’ original condition 18000 miles .
David at ricedg@bigpond.net.au 0417839735.



A farmer stopped by the local mechanics shop to have his truck fixed. They couldn't do it while he waited, so he said he didn't live far and would just walk home.
On the way home he stopped at the hardware Store and bought a bucket and a gallon of paint. He then stopped by the feed store and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem – how to carry his entire purchases home.
While he was scratching his head he was approached by a little old lady who told him she was lost. She asked, ‘Can you tell me how to get to 1603 Mockingbird Lane’
The farmer said, ‘Well, as a matter of fact, my farm is very close to that house I would walk you there but I can't carry this lot.’
The old lady suggested, ‘Why don't you put the can of paint in the bucket. Carry the bucket in one hand, put a chicken under each arm and carry the goose in your other hand’
‘Why thank you very much,’ he said and proceeded to walk the old girl home. On the way he says ‘Let's take my short cut and go down this alley. We'll be there in no time.’
The little old lady looked him over cautiously then said, ‘I am a lonely widow without a husband to defend me. How do I know that when we get in the alley you won't hold me up against the wall, pull up my skirt, and have your way with me?’
The farmer said, ‘Holy smokes lady! I'm carrying a bucket, a gallon of paint, two chickens, and a goose. How in the world could I possibly hold you up against the wall and do that?’
The old lady replied..... ‘Set the goose down, cover him with the bucket, put the paint on top of the bucket, and I'll hold the chickens.’



A couple of Kombis with a difference.

Aliens come to earth and they're S000 nice.
 There's a huge televised event with all the world leaders in attendance.
 The Pope asks, "Do you know of Jesus Christ?"
 The aliens say, "Do we Ever? Awesome guy!! Swings by the planet every couple of years to say Hi!"
 The Pope exclaims, "Every couple of years?? What!!?? We're still waiting for his second coming!"
 The alien replies, "Maybe he didn't like your chocolate?"
 The Pope is flabbergasted, "What does chocolate have to do with anything?"
 The alien says, "Well when he came the first time, we gave him a huge box of chocolates! Why? What did you guys give him?"

Ford

REDUCES PRICES!

A wonderful opportunity for Car buyers

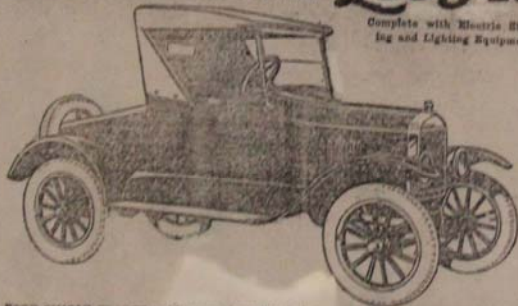


1925

THE NEW FORD TOURING CAR, equipped with wide and lower body, giving extra space and room to the right fittings throughout. Body colours, Cablet Blue, Imperial Hull or Empire Grey. Four Cord Tyres, windscreen wiper and rear vision mirror are standard equipment.

£169-10

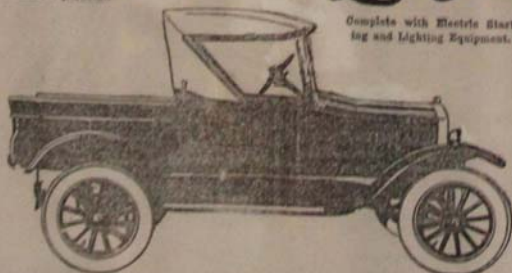
Complete with Electric Starting and Lighting Equipment.



FORD SINGLE SEATER, with smart Australian body, lower, broader seat, large lock-up compartment at rear, providing ample space for baggage. Richel fittings throughout. Cablet Blue, Imperial Hull or Empire Grey. Four Cord Tyres, windscreen wiper and rear vision mirror are standard equipment.

£169-10

Complete with Electric Starting and Lighting Equipment.



FORD LIGHT DELIVERY RUNABOUT, with a new Ford designed body, built to Ford standards of strength and durability. The most economical delivery vehicle for department stores, grocers, small shops and tradesmen of every description. Four Cord Tyres are standard equipment.

£169-10

Complete with Electric Starting and Lighting Equipment.

Another instance of how the Ford organisation can improve the quality of Ford Cars and yet reduce prices!

THROUGHOUT the history of the Ford organisation, every economy in manufacturing, every advantage due to increased production, has been shared with the buying public. This is the Ford policy. It aims at continually improving Ford Cars and making them available at the lowest price at which they can be sold.

Quantity reduction on an unheard of scale has made this possible. This fundamental principle of Ford manufacturing, has enabled the Ford Organisation to bring about the marvellously efficient methods, which have continually improved the car and kept prices low.

NOW, the New Ford Touring Car, equipped with Ford-designed Australian Body in optional colours, with smart low hood, wider and lower seats, and nickel fittings, is offered at a price unparalleled in Australia. In addition, windscreen wiper and rear vision mirror are fitted to the Touring Car and Single Seater, at no extra cost. This price reduction offers a remarkable opportunity for car buyers everywhere.

The price is so astonishingly low that there can now be no reason why every man should not own this most economical and practical car.

This will enable the business man to secure the popular Ford Single Seater for his own or traveller's use, or the Light Delivery Runabout for handling deliveries rapidly and at low cost.

These cars, at the new prices, backed by Ford service available everywhere, provide the soundest investment in convenience and service ever offered the Australian public.

Complete with Electric Starting and Lighting Equipment.

A small deposit will secure a Ford Car for Christmas!

See nearest Ford Dealer.

Ford

CARS - TRUCKS - TRACTORS

FORD CARS AND TRUCKS ARE BRITISH EMPIRE PRODUCTS

DONOR

MRS. C. COOPER

President's report for the Motor Vehicle Enthusiast Club Inc. AGM 2021-2022

Welcome everybody to this year's AGM. We have had a major change to the committee this year Shayne Harris stood down as Secretary of MVEC earlier this year and the Secretary position was taken by Mike Wright. We thank Shayne for all the years he kept us on the straight and narrow and thank him for remaining as our Public Officer. Also, welcome to Mike Wright as our new Secretary, Mike has served on the committee since 2012.

Membership

Firstly, our deepest sympathy to our members who had loved ones pass away this past financial year. Currently our financial membership including partners is close to 660 people with around 40 still unfinancial/not paid yet and 10 members resigning and moving interstate this year.

Club Registration Scheme

MVEC members with Vehicles and Motor Cycles registered in the NT Club Registration Scheme totaled 337 as at the 1st of this month made up of 271 vehicles and 66 motor bikes

Finances and Audit Report

We continue to bank with Bendigo Bank, our treasurer Dave will give you an update in his report on the bank details and audit report details tonight.

Donations and help to Charities

This year we continued giving time and financial assistance to various charities and organisations including Lions Clubs of Nightcliff and Palmerston, Legacy, NT Special Children's Party.

Newsletter Webpage Facebook and Information

Ted continues to put his ever-popular MVEC Transmission out every two months with every copy from 2007 for free on the website mvec.weebly.com

This year Committee member Suzi took over the regular Gmail messages to financial members with regular posts on club information as well as upcoming Club Events. It is now possible to email any reply or information directly to paraphangar@gmail.com

Pete Grice continues to control The Darwin MVEC Facebook page that continues to list coming events as well as interesting posts from users. We thank these members for all their effort in getting the message out

Hangar This year has seen visits by schools from Darwin and Palmerston districts, also schools for disadvantaged children, bus tours for people from Pearl Nursing Home, Darwin Day Tours continue to bring visitors to the Hangar several times each week including bus tour visits from the recent international military community on exercise in the NT.

Owing to our small band of regular volunteers the Hangar has been kept open for visitors most days, we need more volunteers.

Also, our thanks again to Leo Izod without whom we would not have this facility.

The AGM will continue following the agenda as posted

**Peet Menzies
President MVEC**

Motor Vehicle Enthusiasts Club Inc

ANNUAL GENERAL MEETING AGENDA

15 October 2021

At the OLD QANTAS HANGER, MacDonald Street PARAP, NT.

Opening: 6.30 p.m.

All those present: Please fill out the attendance book.

Apologies: As set out in the attendance book.

President's Report: Peet MENZIEShis president's report, published separately.

Motion: **That the President's report be accepted.**

Moved: PETER Grice Seconded:Steve Hall

All in favor.

Motion:**That the Minutes of the last AGMbe accepted.**

Moved: PETER GriceSeconded:STEVE Hall

All in favor.

Treasurer's Report:

Motion: **That the Auditors Report be accepted.**

Moved: Seconded:

All in favor.

Motion: **That the current Auditor, BDH Consulting, be reappointed.**

Moved:Seconded:

All in favor.

The Chair to declare all positions vacant.

Election of Committee for 2021-22:

Sole nomination for President Pete MENZIES

Peet MENZIES elected by default.

Sole nomination for Vice President Peter GRICE

Peter GRICE elected by default.

Sole nomination for Secretary Mike WRIGHT

Mike WRIGHT elected by default.

Sole nomination for Treasurer Dave KELSO

Dave KELSO elected by default.

Sole nomination for Public Officer Shayne HARRIS

Shayne HARRIS elected by default.

Sole nomination for Technical Officer Leo IZOD

Leo IZOD elected by default.

Nominations for Committee Members, not less than four, not more than 7:

Bob SHARPE, elected by default

Steve BOW, elected by default

Jarred ARCHIBALD, elected by default

Suzie KLEEHAMMERelected by default

Tanya IZODElected by default

David BALLY elected by default.

Motion:**That MVEC re confer honorary memberships for Bob KENNEDY, Laurie and Debbie FEEHAN, and Ron GREEN.**

Moved: Steve HALL

Seconded:Peter GRICE

All in Favour.

The Chair advised that no new by-laws came into effect during the past year.

Meeting adjourned at 7.03 p.m.