

Motor Vehicle Enthusiasts Club

No 2

SEPT 06

TRANSMISSION



If you find you need more information about this club or just cant wait to join ring Ted 89886049 GPO BOX 911 Darwin 0801 or if you're in Katherine call 89711325 For correspondence regarding this newsletter Ring Ted Mumme 89886049 or email Propellers@bigpond.com

The voice of the Motor Vehicle Enthusiasts Club

Sheer Extravagance

SHANNONS MOTORING EXTRAVAGANZA described the event accurately. The hype started when you entered the carpark as it was obvious from the large number of spectator cars this was going to be an impressive event. The first thing was the sound of the model cars racing. Once you got through the gate the sight was awe inspiring. MVEC had the first display and presented a broad spectrum of vehicles. Trucks, small and medium cars and a couple of real nice 64 & 65 Pontiacs. But the sweet sound of an internal combustion engine always lures me so I was quickly positioned trackside at the model car races. These fellers put on quite a spectacle. These cars really get moving around a winding track in an area around 30m x 20m .



Total control most of the time



Low flying was not a problem, this car landed perfectly and continued tearing up the grass.

The track is defined by a rope around 50mm dia and includes sharp bends, curves and jumps. These cars are faaaast yet still maintain control, get airborne and some times are involved in spectacular crashes involving cartwheels with pike etc. The big difference from normal cars is no one gets hurt. Riveting stuff and hard to pull away from, but this is a big show and I want to see it all. The next display after MVEC was the GAS-SERS, with some beautiful Chevs. A 62 Belair with lake pipes spent most of the day with one side on the ground and the other up like a Land Rover showing off his airbag suspension. Behind was an Impala with a more modern theme with super large diameter wheels and rubber bands for tyres and a whacko boot full of upholstery and sound system. In front of it all a light metallic blue 63 Thunderbird, completely original. One of my earliest car impressions is at the 1963 Adelaide show where there was a red Thunderbird convertible on display. The crowd around it made it hard for a young bloke like myself to get a good look but



Spotless 1963 Thunderbird

the wait was worth it. The car on display here was a hardtop and just as impressive. Played Dixieland on the horns too just like my Pontiac. Next was the Mopar group with the most Valiants you have seen in one place at the same time for a long while. Even a two door LHD version with a Plymouth badge. More memories of a Plymouth Barracuda which looked like an AP6 Valiant up front but a fastback with a big glass sloping back. Cruizin on to the Classic Holden Club with the spectacle of endless 60s classics in a line that seemed to go on forever. There was even a second row and then



The Holdens go on forever

more still with 70's and hotties. Makes the heart beat fast! Opposite the Holdens just as impressive were the Fords. But strategically placed to draw the crowds over were two aircraft engines on mobile displays. The sign on the Rolls Royce Merlin said it would be started in ten minutes. I was not



going anywhere! Wouldn't you know it, I got volunteered to man the fire extinguisher to put out the operator Ted Hurn (with a name like Ted you knew he was a good bloke) should he catch fire stoking up his large toy. The advantage with this job was I was on the action side of the safety barriers and right in the firing line of 6 of those 12 exhaust pipes. After a few flames that left me grabbing for my camera it fired up and I was bathed in total bliss as the smell, smoke and heavenly sound totally engulfed me. My life is almost complete now. I wandered on in a Merlin trance past new cars and boats and blundered into one of the pavilions where I was shocked back into reality by another endless line of gleaming bikes. I mean real metal bikes with no plastic. It was the English Motorcycle Clubs display. Beezers and Triumphs by the dozen all radiant in their splendour. No Nortons though. Maybe I'll help them next year. You didn't know where to look there was cool stuff everywhere, Lizard's lovely yellow Cusso was there with its story about not letting your daughter in one of these things and next to it under Sparrow's careful eye was Jim Coopers 1906 model Ford which makes my T look



These little fellers do around 80mpg

like a recent model. Turn around was the people choice winner of a pink Cadillac and right next door were two micro cars from the 60's. One, a Messerschmitt looked a bit like the cockpit of the WW2 fighter with some wheels. Real cool stuff. A Zeta ute, Cool custom Beetle with Subaru motor had our President, Stuart Duncan drooling with envy. Spike Morrison's immaculate v8 powered FJ and just what the NT Police need to fix those evil doers.. the Mad Max cop car. It even has a big machete sort of knife in the drivers door to fix those law beakers. Floating out of that pavilion past more new cars into the next shed and more MVEC cars and bikes. Duncan Rance's 1800 Vtec Honda powered Mini had you scratching your head how he fitted it in the engine bay. You need feeler gauges to measure the clearance around the engine. The beautifully restored Mk V Jag of Paul Rhys was a real eye catcher. There was this neat 1921 model T ford that won an award too. Best pre 1930 modified. I had to put that in folks as it's my car. A pair



My model T Ford. A carton to each judge got me an award.

of Studebakers of Chris Armitstead and Leo Izod and too many other neat cars to describe here. Moving on came to the dyno shoot out where the bullshit stops and the printout says who delivers the most power. The mudracers looked like they were built for Luna roving but when they started them up they sure sounded like they meant business and were threatening the circuit racing cars which were parked on the hill round the oval. They all had a sign on them saying would you like to race this car? Cripes that is hard pressure salesmanship. Lucky my wife grabbed me quick.. There was a bunch of old military vehicles contrasted by current ones nearby. There was a young girl running around with a clipboard and pad, taking notes. When asked what she was writing about she said she was making a list of all the cars , she was going to write to her friends interstate. They would reckon she was in heaven with all this neat machinery. There was lots more good stuff than what I have described here, this is just the highlights that caught my eye. If you missed the event as a spectator or as an exhibitor make sure you are in the next one. This was the biggest and by far the best motor show Darwin has ever seen.



Some statistics of the event

22 Motoring and motor racing type clubs represented.
463 cars entered for display
73 motor cycles entered for display.
Making a total of 536 vehicles.
Approx 10,000 people thru the gate.

PRIZES

Best Original/Restored
Best Modified

CARS

Pre 1930 1926 Chrysler Roadster - Terry Unthank MVEC
T Model omnibus - Ted Mumme MVEC
1930 - 1949 MG TC Roadster - Kathleen Hocking MGCC
38 Ford Pick Up - Spike Morrison
1950 - 1959 Austin A30 Sedan
FJ Holden - Spike Morrison
1960 - 1969 1961 S Series Valiant - Alex Deres
1969 Mustang - Chris Mingay
1970 - 1979 1973 Bond Bug - Dion Rinaldi
1977 HX 1 Tonner - John Obolevics - Ute Club
1980 - 1989 Group A VL Brock Commodore
HSV Club 1980 XF Fairmont - David Turner

BIKES

Pre 1949 1929 BSA Sloper - Mick Pfennig
1950 - 1959 BSA B32 Single Gold Star - Neil Bromley
BMC
1960 - 1969 BSA Matchless - John Lear MVEC
1970 - 1979 Triumph - Mick Kullick
1980 - 1989 Honda Gold Wing - MVEC
1990 - 2006 Honda Valkyrie Rune -
Harley Chopper - Mick Luke
Best Hot Rod 1938 Ford Pick Up - Spike Morrison
Best Private Entry 1968 VW Beetle
Best Club Display British Motor Cycle Club
Best Commercial display Darwin Misubishi



British Motorcycle club won best club display

President Report

After a very busy August, the rest of the year is back to a more normal pace. Activities are listed elsewhere in the Newsletter.

Our AGM is in early October. All members are encouraged to attend, elect a Management Committee and voice your opinion of how the Club should be run.

The social run to McMinns Lagoon at the end of month was nearly cancelled until Aileen offered to tow the BBQ trailer. Be warned, unless a member volunteers to organise a programmed activity, the activity will be cancelled. If you can tow the trailer to East Point in October or Darwin River Dam in November contact Aileen.

The Shannons Motoring Extravaganza at the Show Grounds was a huge success with around 10,000 coming to inspect over 500 vehicles and bike and comment "Did Shannons bring all these up from down south." Thanks goes to Ron & Aileen for organising the sausage sandwich and chicken satee stall.

Shannons were so impressed with the success of the Extravaganza, they have already indicated it will be repeated next year. Start preparing your vehicle.

The Duo Lointain concert held in the Hangar on the Sunday of the weekend when a number of MVEC members went to Katherine for the Flying Fox Festival Motor Show, has been described as the highlight of the Darwin Festival. Come along to the AGM to see photos of the Hangar in a different light.

I wish to welcome new members Tony Sage of Howard Springs; Bernie Devine of Anula; Bill Boys of Stuart Park, Ken Grace of Stuart Park and Adrian Darby of Rosebery.

Lastly, a reminder that membership renewal is overdue. If your newsletter address label has 2006 on it, your membership has lapsed and you will be removed from the Club register.

Happy motoring
Stuart Duncan
President

Annual General Meeting & Dinner

Qantas hangar 14 OCT

AGM 6PM

Acceptance of committee & financial report

Election of committee

Annual reconfering of honorary membership

DINNER 7PM

Aileen has organised Happy Garden Restaurant to supply a 5 dish chinese banquet

COST \$10 PP meal and drinks

Entertainment photos & videos of club activities

McMinns Lagoon Reserve breakfast

SUN 24 Sept 8am for 8.30 am breakfast

Access off Girraween Rd

The Policeman pulled over a car and strolled up to the drivers window: "Excuse me sir, but do you know that you're driving without a rear light?"

The driver jumped out and ran to the rear of his car and let out a whimpering groan. The driver seemed so genuinely distressed that the policeman took a sympathetic view: "Don't take it so hard, it's not all that serious an offence..."

"Isn't it" the driver cried, "Where's my caravan gone?"

Katherine Flying Fox Weekend

By your on the spot reporter Garrey Colliver

An early morning start required for the departure of the NT Variety Bash Vehicles from Jape Homemaker Village. I got my southern visitors (Mexicans) out of the cot at “sparrow fart” for an early arrival at Jape. We cranked up the Pontiac at some ungodly hour, woke the neighbors, as we proceeded to fit the week-



The cat didn't quite fit in the boot

ends camping gear into the boot e.g. 4 swags, 4 chairs, 2 tents, large esky (booze and tucker) plus 1 slab and 4 huge winter jackets to fend off the cold weather, almost couldn't fit the cat in the boot but just managed!! We arrived at Jape at approximately 7am (I was told to be there early as there were many vehicles arriv-

ing). By 9:30am we had a dozen or so MVEC and CHCC vehicles turn up. We watched the departure of the Variety Bash Vehicles (heading to Port Douglas). Our combined group then followed the Variety Bash cars, however, as usual we all went in different directions, although, we all arrived in Adelaide River at approximately the same time. Our group refueled, and headed off in convoy. By Hayes Creek we were extremely spread out, with the only excitement on the journey was dodging road kill and 'Grey Nomads'. South of Pine Creek I was in convoy behind Wilko in his Munro (Monaro). At this time we had bunched up due to a slow vehicle up front, when we came across several dead roos (road kill) in the middle of the road. When you drive a low slung Pontiac, the last thing you need is to hit and drag road kill down the highway!! When, YOU GUESSED IT! Wilko had lined up a roo but cleared it, and you know who, managed to hit and drag what seemed to smell like something that died three days before.

On arriving at Noel Neil's Residence an hour later (our camp site for the weekend), I now know the meaning of what has eight pistons and flies, we had every blow fly within 50kms hanging around the Ponti. As many of us were camping on site, the Ponti wasn't very welcome with its pesky companions. Dilemma! What to do?? A quick decision was needed, so over to the pig pen to remove smelly bits from under the vehicle. Dilemma again! Can't get under the vehicle, too bloody low, so could only remove bits that could be reached!! So out came the water hose for a quick squirt including the fly spray. With some success we then moved to our camp site and with considerably less flies, but it

still smelt bloody awful!! (I swagged it beside the car as I had to stay close to the esky). I had to put up with some whinging, as I ran out of nose pegs for them.

After arriving and setting up camp, approx. mid-day, Kath and Noel Neil and Katherine MVEC members put on a great welcoming lunch for us, along with tea, coffee and cold beer (for some). Over lunch a good chin wag was had by all regards the trip down and the pending afternoon car show at the Civic Centre.

The car show had a huge variety of cars on display for all to see. Estimate 40 odd, plus one smelly Pontiac. John Palamountain of Shannons was the official judge, with the overall champion peoples choice being a Red Twin TurboV8 Mustang Fast Back. (local Kath. car). Ben Munneke took the trophy for the best ute with his beautiful JailBar Ford and the twenty bucks I slipped J.P. gave me



Ben Munneke's prize winning ute

the trophy for the most Pistons and Flies. The market stalls along with general entertainment all day kept the Katherine crowd happy and a good day was had by all. Just on dark, after the trophy presentations everyone went back to their “camp” to freshen up and present themselves at the Neils for a great BBQ tea and movies from the past, such as Rejex 2005 & 2006 and a short silent very funny comedy movie called “The Plank”. Over a few quiet drinks (not so quiet for Howard as he was complaining that someone had spiked his coffee!!) we all en-

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Large variety of vehicles

Rejex Historical Stuff

We hear a lot about Rejex especially at this time of the year, but I bet there are some people out there that don't know what it's all about. Leo Izod, the bloke who was this year's winner on handicap, as usual, was actually a competitor in the first Rejex Rally back in 1956. He now drives the same car his dad drove, and in which he was the navigator. You would reckon a motoring event like this would be organised by some kind of car club. Not this time. It turns out the idea was dreamed up by the Katherine Racing Club. That's horse racing. I guess they realised there had to be something more exciting than old nags so they came up with a car rally, for vehicles older than 25 years. The name Rejex is a sling off at the REDEX trials of the era. The REDEX people were told they were pinching their name, but not quite. They made the Australian Safari types look like pussies. Names like Gelegnite Jack come to mind. Gelegnite! That's another story. Suffice to know he carried a substantial amount of the stuff and had none left at the end.

REJEX would travel along the Stuart Highway from Darwin to Katherine with a detour of 25 miles on a HORROR STRETCH, leaving the Stuart Hwy east for 12 miles, crossing the Edith River then returning to the Stuart Hwy and travel on to Katherine. The horror stretch had the bonus of £100 prize money to the car quickest over it.

Leo's dad bought the 1924 Chev especially for the event. They left Darwin at 4.30 am planning to arrive in Katherine at 2.30 pm at which time the Katherine cup started. At the 18 mile they lost a tyre when it came off the rim and rolled off into the darkness. They didn't realise at the time that you had to pump these fellers up to 60 psi. Clincher rims were not the norm in 1956. They are not now either. They never found the tyre so put on one of a couple of very old spares they had put in. By the time they got to the horror stretch they had no spare left and they wrecked another tyre. What else do you do in 1956 in a remote part of the Territory and you lose a tyre? Continue on your journey running on the rim! The rolled edge on the rim did not damage the road and they finished the event with only 3 tyres. Roger Roderick borrowed a truck from Harold Knowles, another old Chev, for the event. Roger carried a bottle of rum to keep warm. He also had a water bag to break it down a bit. Trouble was the water bag spung a leak so he had to drink the rum straight. By the time he got to the horror stretch he was a bit 'charged' and a large tree jumped out in front of him. The front mudguard was bent around the wheel and he was stuck. These blokes didn't just stand around saying 'oh, woe is me' so he produced an axe and commenced bashing the offending guard off the wheel. He hadn't noticed that the truck had developed a petrol leak and fuel was running on the ground. Sparks

from the mudguard ignited it and the whole lot went up in smoke. At the end there was only one of those wooden wheels that had any spokes. That vehicle travelled back to Darwin on a tipper. It is not known what Harold said when Roger returned the truck. Back to the horror stretch. It was just a track to Bogger Young's battery. The track went east to the battery then crossed the Edith river and the track was extremely rough. At the river crossing was a steep bank, so steep in fact the only way up it was to take a fast run at it and use momentum to carry you over. The Ford T Ton Truck of Jolly's was geared to a top speed of 20mph. It couldn't go fast enough to take a run up and it never did cross the river. They met him on the return trip to Darwin. There was another track following a telephone line which cut across both the in and out track as it made its way through the bush. One of the competitors who knew the area used the phone track as a short cut of 4 miles to win the fastest time over the horror stretch.

Although the event was a ripper the business of the shortcut caused so much controversy the organisers awarded the 100 quid to the fastest car regardless of the tactics and then would have nothing more to do with it.

Leo's Dad left the car out the back of his business, Izod Motors, until 1973 when they closed the business. Someone bought the car intending to restore it. Cyclone Tracy stopped that project and Trevor Feehan ended up with it. Roll on 1996 and he offered it for sale to Leo as it was tied up with his youth. Leo mentioned it and the story of the Rejex rally to Les Eather the proprietor of 'Jap Crap' who was a rally enthusiast. He suggested Leo buy the old car and they would revive the rally. He did and they did. The rest is the success story that we all know and enjoy.



A 21 year old Leo and father



Hauling the burnt remains of the borrowed vehicle



Jolly's truck that couldn't get up the river bank



Overland getting cranked



They even had scrutineers. That's serious stuff



Roger Roderick & Stan Perron & scrutineer with the Chev before they burned it.

Cruizin in the Kimberley

Ray Grimshaw has just announced that the tour group is planning a run along the Gibb River Rd in WA around next July. The trip is aimed at 4WD types. They already have six starters. Ray reckons its probably not suitable for "older vehicles" but I reckon they have probably got more chance of surviving than your late model computerized 4wd. Sounds like a lot of fun and the scenery in the Kimberley is fantastic. Interested? Call Ray on 89831763 but not until October. They will then have monthly meetings at Ben Munneke's to plan the finer details.

LOST

There is a folder somewhere that contains all the real good REJEX history. There are original newspaper articles, photos, letters and all sorts of good stuff. The problem is we don't know where it is. If you have seen it or have got it, please call Leo Izod, the bloke to whom it belongs. 0418851770 or go see him at the hangar.

Flying Fox Restival

(Continued from page 5)

joyed a great meal and show.

By very late evening the crowd had dispersed, however there were, as always, the stayers talking car whoffle, keeping some of us awake (from our much needed beauty sleep), not to mention the Neil's rooster that didn't have his inbuilt alarm clock working right and cockled all night.

Sunday morning saw everyone doing their own thing, with a large group gathering at the Kurrumbidgee Tearooms for a late breakfast and more whoffle (on cars) again. On leaving Katherine later that morning some gathered at the Pine Creek Hotel or Mayse's Café for lunch prior to heading for home.

A great weekend was had by all. A great thanks to the Neils and Katherine MVEC and I am sure we will see you all again next year.

Your substitute reporter (as appointed by Ted in his absence)

p.s. Ponti still stinks and the Mexicans said "thanks for a great weekend!!"

Hillman Memories

John Price's add regarding a Hillman Gazelle jogged my memory back many years where my mates and I were camped on flat ground at the lip of a very steep creek valley about 100 meters deep. For a bit of fun and excitement during the night I drove my Landrover over the lip and cruised the dry creekbed then drove back up to the party around the campfire. Several beers later, Fred who had a Hillman Gazelle reckoned that he would give the creek a go in the Hillman but when he got over the lip onto the steep bit decided it wasn't such a good idea, but couldn't reverse back again, so he put the hand brake on and came to me for a tow back to level ground. I backed the Landrover up to the car and called out to Fred to tie it on. I didn't check the rope. "OK" says Fred so I took up the slack, Fred reached in through the drivers window and released the handbrake. He didn't need to get in as we were only going to tow it about 3 metres. There was another bloke, Peter in the passenger seat who had flaked out from too many beers while waiting for the ride. In low range 4wd I started to move the car but it only moved an inch when SNAP!, the rope broke and we watched the Hillman accelerate down the hill in the moonlight and there was not a lot we could do about it! By the time it got near the bottom something made it do a sharp turn so it was side on to the hill and still on its wheels. We thought it would roll for sure and wondered if our blotto friend would survive. Just as fast something else deflected it and it continued down the hill and the little step you get on the edge of a creek turned it so it came to rest aligned with the creek on level ground. After a quick check to find Peter still out to it and none the wiser to what was happening we returned to the party and decided to retrieve the Hillman in the morning. Fred could still sleep in it down in the creek. In the morning the local policeman woke Fred demanding to know why his car was in the creek to which Fred replied that the handbrake had failed. When Peter woke he couldn't figure out how they had got there. When we pulled the Hillman up with a bigger rope and checked it out there was no damage at all. One tough little car!!



Hillman leads the GT Falcon! At Bathurst

For sale

1971 Holden Statesman Deluxe,
excellent unrestored condition
\$7000 ono
contact Kim on 0408 934 963



BARGAIN

Must sell

1966 Hillman Gazelle

Has run out of rego and is just sitting in my back yard waiting for a new owner.

The body is good, interior and engine need attention.

All I'm asking is \$500 ono.

Call for more details

John Price
0409 550534

For sale

1975 Corvette Stingray in immaculate condition over \$50 000 dollars spent on vehicle will sell for \$35 000. For more information call David on 0417 104 467 or E mail us sherplum@bigpond.net.au



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The motor vehicle Enthusiasts Club

Extends its thanks to

Shannons

Insurance

For its continued support for the club

Pebbles 5 1/2

Vehicles like the Blastolene special and Rod Hadfields creations are beaut, but we have a vehicle just as cool right here in Darwin. Created in the



backyard shed with a budget of endless ingenuity. The car is well known to Rejexians but I wonder how many have had an in depth look at it. The story started back in the reign of the Beatles where a mate of Trevor Feehan had a Ford Prefect ute that was past its use by date. He dumped the body but kept the mechanicals with intention of making a little car for his sons. He built a chassis from box section then got sidetracked. Meanwhile his boys grew up, so it sat around till 1973 when Trev got his hands on it. His plan was to build it for his son Laurie as a chrissy present. So he took it to mate Brian Nixon's place so he could work in secret, but once again got sidetracked and Brian moved house so he took it home and 9 yr old Laurie helped him build it. It was going in 1974, the kids driving it with no body attached till they got around to building one. It is still going strong as can be seen every year. Laurie, Anthony, Matthew, Timmy, Connor & Rowan learned to drive in it, all at the tender age of 9.

Trevor was a speedway driver, his number was 11



with Fred Flintstone on it. The little car is half size 5 1/2 with Pebbles (Fred's baby) and the same col-

our scheme. Dads was a super modified, hence the name mini-mod on 5 1/2. The whole vehicle oozes ingenuity. There is not enough room here to explain it all but some of the more obvious bits are:

1951 Ford Prefect motor and gearbox.

Mazda steering wheel – sprocket behind dash chain driven to T Ford steering box mounted to side.

Rear bobtail is back part of 2 FJ Holden mudguards welded together with a spacer between them.

Datsun shocks and engine mounts.

Transverse springs front and back.

Front wheels are prefect hubs with wheelbarrow wheels welded to them.

Back wheels are fabricated using three rims to make one. Prefect centres and the inside (wider half) of two mini rims welded together. Makes a very wide small diameter rim. Aircraft tyres 10 ply all round. Carries its own special spanner needed to get the rims off.

Prefect bonnet custom modified. Trev got the bonnet during an interstate trip by plane. You cant fit a car bonnet into your suitcase so he cut it in half and welded it back together when he got home!

Prefect Grille.

Radiator from aircraft refueller. No water pump, works on thermo syphon ala original prefect.

The engine mounts look like they were copied from an rx7 but they hadn't invented rx7's then. I reckon Mazda copied 5 1/2 !

Gear knob is a champagne cork.

Clutch is from a 10/10 commercial, Makes a heavy-duty clutch.

It has no fan, no generator, 12v battery runs 6v starter.

Brakes are a rod operated from a lever outside the cockpit.

Petrol tank from a Briggs and Stratton stationery engine

Postie bike exhaust guards

Dash is Prefect turned upside down.

One cool, tough little car, built in real hot-rod style. It even survived cyclone Tracy.

In the hot-rod magazines at this point credits are given to Joe's engineering for the welding, Fred's panel shop for the painting, Jacks motor trimming for the seats. Ten points out of ten to Trevor and son for doing the whole lot themselves.



Ingenious steering setup. Chain driven model T box

2006/07 Committee Nominations

Committee Position	Nominee's Name	Nominated by 2 members (Name & signature)	Nominee's Acceptance (Signature)
President		1 2	
Vice-President		1 2	
Secretary		1 2	
Treasurer		1 2	
Committee Position 1		1 2	
Committee Position 2		1 2	
Committee Position 3		1 2	
Committee Position 4		1 2	
Committee Position 5		1 2	
Committee Position 6		1 2	
Committee Position 7		1 2	
Committee Position 8		1 2	

Nomination forms to be returned to the Committee at least 7 days prior to the AGM

Before accepting nomination for a position on the Committee of the Motor Vehicle Enthusiasts Club Inc at the forthcoming Annual General Meeting, please read the following.

In order not to bring the Club into disrepute, the Committee brings to members attention Section 30 of the *Association Act 2003*, which reads in part as follows:

leave of the Commissioner, be an officer of an incorporated association.

Penalty: 200 penalty points *(equates to max. of \$22,000)*

- (2) A person who has been convicted within or outside the Territory –
- (a) on an indictment of an offence in connection with the promotion, formation or management of a body corporate;
 - (b) of an offence involving fraud or dishonesty punishable on conviction by imprisonment for not less than 3 months;
 - (c) of an indictable offence;
 - (d) of an offence against this Act; or
 - (e) a prescribed offence,

must not, within 5 years after the conviction or, if the person was sentenced to imprisonment in relation to the offence, within 5 years after release from prison, without leave of the Commissioner, be an officer of an incorporated association.

Penalty: 200 penalty points

MVEC Activities – Darwin

September

Sun 24 8am Breakfast at McMinns Lagoon Reserve

October

Sat 9 6pm MVEC AGM & Dinner – Hangar

No Monthly Meeting

Sun 15 9am – midday - Hangar working bee

Sun 22 10am Brunch on foreshore opposite Lake Alexander

November

Wed 11 7pm for 7.30 - Monthly Meeting

Sun 15 9am – midday - Hangar working bee

Sun 26 10am Brunch at Darwin River Dam

December

Sat 9 Christmas Dinner

Wed 13 7pm for 7.30 - Monthly Meeting

Sun 17 9am – midday - Hangar working bee

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

**PRINT
POST**
PP 545393-00032

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VCC Log Books

The Committee will be inspecting and stamping VCC vehicle log books at the AGM on Sat 14 October

VCC Vehicles and Club Membership

MVR have advised “owners of VCC registered vehicles need to be members of an approved club, not just when renewing registration”.

A look at our register would indicate there are number of members who have VCC vehicles and who have not renewed their membership.

Check you address label. If it has 2006 on it, your membership will cease at the end of this month.