

# Motor Vehicle Enthusiasts Club

No 7

MARCH 2007

# TRANSMISSION



The voice of the Motor Vehicle Enthusiasts Club

If you find you need more information about this club or just cant wait to join ring Peet Menzies on 89814746 GPO Box 911 Darwin 0801 In Katherine call 89711325 Newsletter enquiries to Ted propellers@bigpond.com or 89886049

## Darwin Defenders

MVEC opened the doors of the hanger on the weekend of 19th Feb as part of the commemoration of the 65th anniversary of the bombing of Darwin. With a nineteen forties theme, a mess hut was recreated in the carpark. When I saw the photos of it taken during the war this was truly a replica and 1940's music quietly playing from a gramophone on the bar really set the scene. It was a beaut place to escape from the crowd when you needed a few quiet minutes. Just like it was

Darwin City Council. All weekend they ferried vets from one venue to the next, leaving some who found the venue interesting and needing a bit more time to digest, to hop on the next bus. One organisation that was well



*How many coaches do you reckon you can fit in the yard ?*

65 years ago I guess. Inside the hangar was a collection of cars from the era with the military vehicles defending the outside. But Saturday in the hangar was far from quiet. From 9am coaches kept pulling in and discharging large amounts of WW2 veterans and their families and friends. These coaches were organised by



*Darwin Defenders. Tony Gillam (R.A.N.), Bernie Lenaghan (R.A.N.) and Bill Hosking (R.A.A.F.) all made the journey from Vic. Well done fellers and thanks!*

represented was the "Darwin Defenders" which is a group of military and non-military people that were in the Darwin area in WW2 and their family and friends. Bill Hosking, an ex RAAF member from back in the days told me he was just a teenager when he was here during the war. He handed me a colour brochure which explained the Defenders, some of which I have copied in this publication. There was plenty of interest in the vehicles and exhibits on display, which included a Dodge



*The vehicles on display in the yard under the watchful eye of the Ferrett.*

hangar when it was chock a block.

The folk that visited the Hangar came from far and wide and had many and varied backgrounds and fascinating stories to tell. There was never a dull moment as many stopped to tell a small snippet of what it was like in days of yesteryear.

There were several bombing of Darwin displays on that weekend. The NT Museum had one which had my wife and I engrossed for hours and we still didn't see it all. The old Commonwealth Bank building had us strolling and reading the paraphenalia anew. There was a DVD of actual footage from the bombing of Darwin which took us back there vividly. Add that to the very real bullet holes in the steel girders in the hangar it makes me realise it would have been bloody scary to have been here at the time.



*Some of the vehicles on display from the perception of the Thornycroft*

weapons carrier, Chev mobile crane, 1923 Chev ute, Blitz (Leo Izod). Ford Jeep which looks like a Willys Jeep but isn't (Peet Menzies). Long wheelbase Blitz (Danny Wright). K5 International, Ford Jailbar (Les Wilson). 1936 Chev ute, Dodge 1 ton truck (Trev Feehan). 1920's A.C. racer (Graeme Bennett). 1915 Studebaker (Chris Armitstead). 1934 Willys (John Crossing). Model A Ford (Aileen and Ron Blanchard). Ferrett Scout Car (Paul Samuels). and my 1922 Ford T bus. My 1950's working automatic telephone exchange always gets a lot of attention from all ages. Some of the younger generation took a while to figure out how to use a rotary dial. They had never seen a dial you didn't press. So considering all the interesting stuff that is usually there plus some more gear that was relevant to the bombing of Darwin, it was quite an interesting display. When the last couple of buses had disgorged their passengers I went in the hangar to get some photos of the crowds. Trouble is these veterans are such interesting blokes to talk to I never actually got a photo of the



*In our WW2 bar our lovable barmaid Maxine prepares to throw a missile at a customer who became too amorous.*



*It wasn't just for oldies. Jasmine and Ellen Archibald take the T Ford for a spin round the hangar.*

## *Courtesy Darwin Defenders 1942-45 Inc*

### Bombing Raids (64) on Darwin 1942-43

1942

19 Feb 1st raid starting at 09.58 am, heavy attacks on shipping, the town and aerodrome by 188 aircraft. Officially 243 killed; Mayor J Burton estimated 900 killed, other army sources approx. 1100 killed. Extensive damage.

19 Feb. 2nd raid by 54 heavy bombers, at 11.57 am. Altogether, in the two raids, 23 of our aircraft were destroyed. The USA Air Force lost 10 P40 Kittyhawks, one B24 bomber, 3 Beechcraft. The US Navy lost 3 Catalina amphibians. The RAAF lost 6 Hudsons; 8 ships were sunk. 15 damaged. The Japanese lost 12 aircraft

4 Mar. Two Japanese planes machinegunned men repairing the line at the 4-mile. 1 Hudson totally destroyed on the runway.

16 Mar. 14 planes bombed the R.AAF. 5 airmen killed, 1 injured.

19 Mar. Daly Street and Myilly Point areas bombed, 2 killed.

22 Mar. On Sunday two air raids were made on the Civil Drome and Katherine 'Drome 200 miles inland. No damage, no casualties.

28 Mar. RAAF. bombed, slight damage to 1 Wirraway.

30 Mar. RAAF. bombed, no damage.

31 Mar. Bombs dropped in the bush. Nil damage.

31 Mar. First night raid at 10.30 p.m. No damage.

2 Apr. Oil tanks bombed, 29,500 gallons of fuel destroyed. Harvey and McMinn Streets hit.

4 Apr. Raid by 7 bombers with Zero escort. Japanese lost all 7 bombers and their Zero escort. RAAF aerodrome strafed by 3 Zeros, 1 civilian killed, 2 servicemen injured.

5 Apr. RAAF. bombed and runways cratered.

25 Apr. 25 planes bombed C Company 19 Machine Gun positions at RAAF aerodrome. 1 Bren Carrier, 1 Anti Tank vehicle and ammunition destroyed, 3 soldiers injured, 1 US airman killed, 1 injured. Power, water and telephone services cut. 84 bomb strikes counted.

27 Apr. 27 planes bombed R.AAF. 4 airmen killed, 3 injured.

8th Jun. Japanese submarine sunk at Boom net.

13 Jun. RAAF. bombed by 27 planes.

14 Jun. Big air battle at 10-mile. One Jap plane and one Kittyhawk shot down.

15 Jun. 27 planes bombed from old hospital to Police Paddock. 4 killed, 15 wounded.

16 Jun. Oil tanks, banks, Jolly's store, and railway yards bombed.

25 JuL Japs bombed R.AAF. and civil drome.

26 JuL First raid at 9.15 pm. Vestey's damaged. Second raid at 10.50 pm.

27 Jul. Another night raid at 10.30 pm. Bombs dropped at 10

Mile near Wireless Station.

28 Jul. Slight damage to water line and runways.

29 Jul. RAAF. bombed at 1.25 am. Slight damage to Naval repair shop.

30 Jul. Civil drome bombed at 4 am.

30 July Japanese lost 20 planes in a daylight raid. Power, water, telephone cable damaged. 2 fuel dumps destroyed, 1 killed.

9 Aug: Two Japanese submarines sunk in Darwin Harbour.

23 Aug. 27 bombers, damaged Hughes Field, 2 aircraft damaged.

24 Aug. Night raid, Vestey's hit. First raid at 9.15pm at 29 Mile.

24 Aug Second raid at 12 midnight bombs dropped near Vestey's Meat Works and near civil aerodrome, damage to radio and power lines. Japanese reconnaissance plane shot down at Koolpinyah.

25 Aug. Damage to civil aerodrome and civil radio station.

28 Aug. Railway yards hit at 2.15 am.

30 Aug Point Charles lighthouse bombed at dawn.

31 Aug Civil aerodrome hit. Slight damage to pipeline.

31 Aug. Damage nil.

25 Sep. Raid at 4 am at Clark's Pearling Sheds. Army petrol destroyed.

26 Sep. Camps at 34-mile bombed at 04.35.

27 Sep. Raid at 4 am McMinn and Harvey Streets hit.

27 Sep. Adelaide River, Batchelor, and Winnellie bombed- 5 casualties.

24 Oct. Night raids 3.50 am at East Point, Fannie Bay, and Francis Bay. Japs came again but were driven off.

26 Oct. Lands office, Don Hotel and railway offices hit.

27 Oct. Don Hotel hit again, also East Point and civil drome. Slight damage to power lines.

23 Nov. Night raid 3.50 am at South Point.

26 Nov. Raid at 4.00 am on Navy yards and 28 mile. Raid at 1.00 pm on harbour.

26 Nov. Raid at 4.00 am on railway yards, Raid at 11.00 am on West Point.

27 Nov Japanese attacked but were driven off.

29 Nov Japanese attacked again but were driven off.

3 Dec. Japanese attacked but were driven off with heavy losses. 1943

20 Jan. Raid at midnight. Bombs dropped at Ironstone.

21 Jan. Raid at 10 pm. Daly Street and Police Paddock bombed.

2 Mar. Coomalie Creek airstrip attacked by 16 bombers.

Spitfires shot down 2 Zeros and 1 Kate bomber.

7 Mar. Sunday - Reconnaissance Japanese Dinah came over but was shot down by 457 Sqn.

15 Mar. 21 bombers and 24 Zeros came over at 11.00 am. 7 bombers shot down, 3 Spitfires and 1 pilot lost. Set fire to two oil tanks near the wharf.

2 May. Raid at 10.30am RAAF bombed. 11 Jap bombers and 5 Zeros shot down. We lost 14 Spitfires, all but 2 pilots were saved.

20 Jun. Winnellie bombed. 35 bombers attacked, Spitfires shot down 12 bombers and 4 fighters for the loss of 2 Spitfires.

21 Jun, Japs came over at 10.30am driven off.

22 Jun. Tuesday - Japs machine-gunned Batchelor roads.

28 Jun. Raid at 11.10 am East Point and Vestey's bombed.

30 Jun. Raid at 12.30 pm. Fenton attacked by 27 bombers escorted by 23 fighters. Japanese lost 6 'Bettys' and 3 Zekes, 1 Spitfire was lost. 3 more were written off with engine failure. 3 Liberators were destroyed on the ground, 7 others damaged.

26 Jul. Fenton hit by 26 bombers and 21 fighters. Spitfires destroyed 9 for the loss of 8 Spitfires.

18 Jul. Raid at 3.30 am. 38-mile camp, one Jap plane shot down.

13 Aug. Low level attacks against Fenton drome and the 29-mile.

17 Aug. 11.15 am raid at Batchelor.

20 Aug. Raid on Nightcliff (Darwin).

20 Aug. Raid on Batchelor.

29 Aug. Sunday - Raid at 9.30 am at 29 mile.

7 Sep. Tuesday - Raid at 10 am 29 Mile.

15 Sep. Midnight raid at Fenton.

12 Nov. Last raid, on Power house, 21/2 mile, Winnellie, and Adelaide River at 2.30 am.

Note: Japanese reconnaissance flights were not counted as raids

## About the Darwin Defenders

### When War Came to Australia

On February 19, 1942, the Japanese dropped 683 bombs on Darwin in the first attack ever made by an enemy on Australian soil

It was the first Battle for Australia fought on Australian soil. The devastating attack by 242 Japanese aircraft was Australia's greatest disaster. Our defences were totally inadequate against such an attack. Eight of the 45 ships in the harbour were sunk and many others damaged, 23 aircraft destroyed, and the Mayor of Darwin estimated about 900 people killed, and hundreds more injured.

The Japanese had armed forces of 9,100,000 which outnumbered Australia's 993,000 by more than 9 to 1, and the situation was desperate. The islands to the north were swiftly overrun by the Japanese forces, and by the end of 1942 Japan occupied and controlled all the islands to the north of Australia except the southernmost strip of New Guinea.

We are intensely proud of those men and women who served in the Northern Territory at those desperate times, and fought back with everything they had, which wasn't much - no fighter aircraft, the infantry had only 5 rounds of ammunition each, the machine guns enough for 5 minutes, the Ack Ack were told to "use the 1916 ammo first", and one unit had 80 rifles between 700 men.

Strict censorship was imposed on any information about the air raids, or anything that happened in the area. No cameras, no diaries, no mention of any enemy action in letters home. This censorship was carried even further, to the extent that official documents were stamped "Not to be released until 1995". Officially, the government thought it would be better if the Australians knew nothing about it.

As a result of this, Australians know very little about those who served in the Darwin area, the shortage of food and ammunition, or about the dangers and discomforts endured for months and years to keep the Japanese out of Australia. Their efforts are unknown and unrecognised, and we are determined to do something about that.

The "Darwin Defenders 1942-45 Inc." organisation was set up to try to rectify the situation, and the committee need the support of all the ex-service men and women who served in the Darwin area in WW2, and their families and friends.

Darwin Defenders 1942-45 Inc  
73 Bay Shore Ave  
Clifton Springs, Vic 3222  
03 52531754  
Rexgru@iprimus.com.au

## Anyone for Burnt Snags

I reckon that if a jobs worth doing it is worth doing properly. When it comes to cooking snags they need to be well done. A bit charred in fact. There is really not many lower things in life than a undercooked sausage. Readers, we have the answer to the problem. Read on...

The Chrysler Company in U.S.A. came up with a competition in 2005 entitled "What can you Hemi". This was all about using their new 5.7 litre v8 Hemi engine. They received 360 wacko entries one of them being a Hemi powered barbeque. It can cook 240 "HEMI" dogs in three minutes and is covered by more than 330 square feet of steel. Imagine the beautiful aroma of the snags burning and the exhaust mingling when you ran this thing with castor oil in it. HMMMMMMMMM....Lovely!

But the Barbie didn't win the contest. The crown went to a trike styled on the plastic, large front wheeled trikes normally associated with small children. It was Hemi v8 powered of course!



*I reckon it would be more efficient if you was to harness the heat from those exhausts.*



*The Winner! That's no kid in the rider's seat, or is it?*

## What The Hell

The following is an actual question given on the University of Washington chemistry mid-term. The answer by one student was so "profound" that the professor shared it with colleagues, via the Internet.

Bonus Question: Is Hell exothermic (gives off heat) or endothermic (absorbs heat)?

Most of the students wrote proofs of their beliefs using Boyle's Law (gas cools when it expands and heats when it is compressed) or some variant.

One student, however, wrote the following:

First, we need to know how the mass of Hell is changing in time. So we need to know the rate at which souls are moving into Hell and the rate at which they are leaving. I think that we can safely assume that once a soul gets to Hell, it will not leave. Therefore, no souls are leaving.

As for how many souls are entering Hell, let's look at the different Religions that exist in the world today. Most of these religions state that if you are not a member of their religion, you will go to Hell. Since there is more than one of these religions and since people do not belong to more than one religion, we can therefore project that all souls will go to Hell.

With birth and death rates as they are, we can expect the number of souls in Hell to increase exponentially. Now, we look at the rate of change of the volume in Hell because Boyle's Law states that in order for the temperature and pressure in Hell to stay the same, the volume of Hell has to expand proportionately as souls are added.

This gives two possibilities:

1. If Hell is expanding at a slower rate than the rate at which souls enter Hell, then the temperature and pressure in Hell will increase until "all Hell breaks loose".
2. If Hell is expanding at a rate faster than the increase of souls in Hell, then the temperature and pressure will drop until "Hell freezes over".

So which is it?

If we accept the postulate given to me by Teresa during my Freshman year, "it will be a cold day in Hell before I sleep with you", and take into account the fact that I slept with her last night, then number 2 must be true, and thus I am sure that Hell is exothermic and has already frozen over.

The corollary of this theory is that since Hell has frozen over, it follows that it is not accepting any more souls and is therefore, extinct...leaving only Heaven, thereby proving the existence of a divine being which explains why, last night, Teresa said "Oh my God."

## Creepy Crawlies?

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21 Yrs

**Mvec is 21Yrs old**

**We are having a party  
to celebrate**

**Our Katherine colleagues  
Are coming**

**Make sure you are too**

**Dress as you were at your 21st**

**Real food**

**BBQ Salad Cakes**

**Byo drinks**

**4pm Sat 24th March**

**More festivities**

**See Presidents report**

**Page 7**

**Ferals (rurals)**

**Bring your swag (van)**

## MOSES RIDES A CHARIOT AROUND NEW ZEALAND

*Story and photos by our on the spot reporter in Kiwiland, Howard Moses*

The invitation was exciting. Arrive in Auckland NZ, arrange the purchase of a car for to drive to Dunedin, South Otago. My long time friend Alan S from Scotland was immigrating to NZ, and I was to be his personal tour guide on a *Tiki* tour of both islands.

A quick search in TradeMe on the internet revealed a fabulous, inexpensive used car market. I reckoned Alan needed a manual station wagon with an operational heater to cope with Dunedin's harsh winter.

My son Tane, the rally chauffeur, drove us around a number of wholesale car yards in the Auckland area. Thousands of cars were for sale at super low prices. Mostly Jap imports and automatic. A Subaru Legacy



*100E Prefect and Fiat Bambina quietly resting*



*Timewarp to 1960's wrecking yard*

was a tempting choice, but the chances of these speedsters being stolen was very high, so sadly they were off the list. By days end we had 2 possibles: a 1998 Nissan SW, low miles, \$7K; A September 2003 Mitsubishi Lancer SW all wheel drive also \$7,000.

Next morning in downtown Auckland, I spotted a Mitsubishi Chariot GLX in a carpark with a sign in the window reading: power steering, new clutch, 6 months rego & WOF, a going concern for \$1550. Had it not been for a conversation with Rowan Charrington who had highly praised his Mitsubishi Nimbus (as they are



*Bloody steep hills over here mate*

badged in Australia), I would have walked on by. Within the hour, we had phoned the owner, test driven the car, paid \$1400 cash and \$12 transfer fee at the post office. We had a Chariot.

Heading south next day we covered 425 km on 30 liters of BP ultima 98 octane.

Pitching the tents that night, alongside a lake near Opotiki in the Bay of Plenty we

were very happy. The tour continued down to the Art Deco town of Napier, the Sacred Hill winery, then back up across the island to Taupo Moana NZ's largest lake. A beautiful day down around the lake to Tokaanu hot springs and on up to the central plateau beneath the giant snow capped volcanoes. We stopped at the tiny village of Horopito to visit the 50 acre farm of cars. Horopito Motor Wreckers was a really organised place; parts for my Citroen DS and Leo's 1915 Studebaker were available! – have a look: [www.horopitomotors.co.nz](http://www.horopitomotors.co.nz).

That night we camped alongside the Pipiriki river near the Maori village of Hasulemi (Jerusalem). The time had come to leave the north island from the capital Wellington by the inter island ferry to Picton. Arriving at 5pm we still had 4 hours of daylight to reach the fabulous west coast of *Mainland NZ*. This is a country of fabulous rain forest, desolate beaches of the Tasman sea, and many beautiful lakes. More hot pools at Maruia springs, and a splendid night on Kumara beach. We made an enormous bonfire from the acres of driftwood lying high on the sand. Nobody about, no rangers, no nosy policemen. Woke up in the morning for a swim, looked back across the rain forest to see the snow capped mountains of the Main Divide – 17 peaks over 10,000ft and more snow than all of Switzerland.

Feb 8 was an historic day. 900 athletes were poised to contest the 25<sup>th</sup> running of the Coast to Coast; an endurance race involving cycling/mountain running/kayaking/cycling 257km to the east coast. I had been on the inaugural event in 1983 and was part of the 25<sup>th</sup>

celebration : our names were carved in stone at Kumara beach, a banquet and danceband party was held in the local town hall, a tremendous event.

As the athletic cyclists pedaled out of town at 6am next morning, my great mate Boris suggested we should test out his new Porsche Cayenne V8 AWD. This machine revved instantly to 5000rpm and stayed on the road no matter what ; rough farm tracks, wet metal roads, slick highway, the ride was all the same. Value for money though, the Chariot was definitely the winner! Boris was determined to show us a good time and took us out that afternoon in his Hamilton Jet Boat powered by a Lexus V8. We launched at Brunner Moana and powered across the glassy lake to a tributary river with rapids. That was exciting traversing the rapids with only 4 inches of water running over the smooth greywacke stones.

The Franz Josef and Fox Glaciers are a number one tourist attraction which we visited at first light before all the tourists arrived. Then on to South Westland, a rugged isolated part of the country where deer hunting is a major activity. Venison marinated in red wine makes a meal you will never forget. Alas it was time to climb the Haast Pass and on to Central Otago and the very beautiful lakes: Hawea, Wanaka and Wakatipu. This is the heart of the country for me, especially as my grandmother lived here in the late 19<sup>th</sup> century. We stayed on the shores of the lake.

The Chariot made its grand entry into Dunedin on the next, my last day in NZ.



### *The trusty Chariot*

Averaged 13.2 kms/litre about 41mpg in the old language.

Technical details;

1800cc, SOHC, FWD, 5 speed, 100km/hr = 2400rpm in top,

6 seater in 3 rows which can convert into SW or sleeper.

## Presidents Message

### Birthday Invitation

Two great events are happening this month, the first is that MVEC turns 21 and the second is that our Katherine members are coming to Darwin to visit us

So we are having a party on the 24<sup>th</sup> of this month with a free BBQ and BYOG at the Hangar, starting around 4pm then on Sunday morning a small tour around Darwin followed by brunch overlooking the Harbour by the Deckchair cinema, before the Katherine mob head back.

Editor Ted suggests coming to BBQ dressed as we did when we were 21 to celebrate our 21<sup>st</sup>, sounds good so see you there

Happy Motoring  
Peet

### \$300 miles for one dollar

That's what the blurb says. With modern petrol prices I reckon the value of surviving examples will have increased significantly. Photo page 8

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An automobile on 2 wheels

## Feelin Thirsty?

In the 1950s and '60s, American stock car racers took their cues from illegal moonshine runners. Junior Johnson, one of the most successful drivers in American stock car racing history, learnt to drive by running moonshine.

Bootlegging became an industry after World War 2 and continued until well into the 1980s. The moonshiners built secret stills in the mountains close to the pure waters they needed and ran it to the towns in tankers, normal looking but highly modified cars often carrying more than 400 litres of 'shine.

Federal agents tried to catch them because getting the drivers often led to the stills. It was a game of cat and mouse invariably played out in the small hours of the morning. The speeds were high, there were roadblocks and occasional gun shots.

Junior Johnson always regarded racing as a come-down from running 'shine.

"On the race track you're a-runnin' to beat someone, Out on highway you're a-runnin' for your life"

But the racers were bound by rules while the bootleggers had no rules at all.

"I had some pretty fast race cars, but none of them was as fast as the cars I ran on the highway," he said.

"The tankers were supercharged and turbocharged, we could do anything we wanted."

They'd firm up the rear suspension until it hardly moved, not just for handling but also to make the car look normal despite having 400 kg of moonshine in the boot.

All this on cross-ply tyres and drum brakes. The bootleggers weren't above dirty tricks. The Chrysler has a pair of toggle switches under the dash, one to turn off the brake lights, the other the tail lights. This could leave pursuing revenue men in a ditch after over driving a curve.

Johnson had another trick. He used a second brake pedal which applied the brake on one front wheel only. The car would spin around in the width of a highway lane and he'd head back in the other direction, leaving the pursuers in a haze of tyre smoke.

In 1985, president Ronald Reagan granted him a full and unconditional pardon for his moonshining convictions. He's now 74.



*The big finned 1961 Chrysler New Yorker had extensive engine mods and dual shocks and could run at 180 mph (290kph). It has clocked 300,000 miles and was never used for anything but running moonshine*

## FOR SALE

**1981 Mitsubishi Canter motorhome**, converted bus, 6.3 m. 3.3l diesel (4D30-OA), 200,000 km approx. Rear permanent d/bed + can sleep 1 extra adult and 2 kids. Big fridge (3-way), 4-burner gas stove/oven, 2 x 4 kg gas cylinders, 60l fresh water, portable toilet, plenty of storage. Therma-shield roof paint. Rear rack for bikes or extra storage, spare wheel etc. Honda generator, hardly used.

\$18,500 ono. Peter Bate, 8927 7040,

[pwbate@octa4.net.au](mailto:pwbate@octa4.net.au)

**1993 Subaru L-series 4WD Sportswagon**. EA82 motor (1.8l). Good goer but not driveable due lower front end accident damage. Repair or use for bits.

\$1,000 ono.

Peter Bate, 8927 7040, [pwbate@octa4.net.au](mailto:pwbate@octa4.net.au)

## WANTED

I'm interested in obtaining a good engine for my 1961 Standard Vanguard Six Station Wagon. Prefer a 6 but will consider a 4. Son showing interest in this vehicle so want to encourage him! Any information will be appreciated.

Peter Bate, 8927 7040, [pwbate@octa4.net.au](mailto:pwbate@octa4.net.au)

## FOR SALE

My friend is retiring her **Volvo 245 SW**. I have heard that the rear end, diff, springs, disc brake assembly fits almost straight onto a number of classic Holdens.

If you know of anyone who would be interested in acquiring the Volvo, please let me know.

It is actually quite a nice car, silver, an 80's model, and also heard that you can fit a 186 or 161 Holden motor into these Swedish over engineered machines and have a beaut svelt (result)

Also available in Darwin, a **1985 Renault Fuego GLX** 2 litre coupe, turn key and go, rego till August, blue, \$1500 !

Moses 0408 714 115

## NERA-CAR in the flesh.

Fremantle Motor Museum.





**FOR SALE - 1974 Jaguar XJ6 Series 2.** All offers considered, as is where is (Wulagi). Spare engine, suspension, all parts, leather seats, as new woodgrain dash. Phone 0438 699 764.



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Somebody out there has a **Packard straight 8** motor or transmission sitting around. It needs an engine bay to make it feel warm and worthwhile, needed. I have that engine bay. My 1943-4 Packard Clipper has a great big void under the bonnet. If you know of someone that may have this engine or a lead to one please call me....Ted Mumme. 08 89886049 or propellers@bigpond.com or write PO box 361 Noonamah NT 0937. Interstate is no problem.



The motor vehicle Enthusiasts Club

Extends its thanks to

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For its continued support for the club

## WOTS HAPPENING

Sun 18 March 9am to noon Working Bee at Hangar

Sat 24 March 4pm at Hangar for **MVEC 21ST BIRTHDAY PARTY!!!! BE THERE**

Sun 25 March 10am Brunch beside Darwin Harbour, near Deck Chair Cinema

Easter (6-8 April) Power Cruise at Hidden Valley Petrol Head Paradise

Wed 10 April 7pm BBQ and 7.30pm club meeting at Hangar

Sun 22 April Hidden Valley for Shannons All Club Day . This serious fun for anyone a little bit interested in cars. You get to hoon round Hidden Valley Raceway too.

Sun 22 April Fund raising BBQ for LEGACY at Aviation Heritage Centre Open Day. Show off your car too.

Sun 29 April Lunch at Marlow Lagoon followed by visit to Les and Marylyn Wilson's (Knuckey Lagoon) to inspect his truck collection

If undeliverable return to;  
MOTOR VEHICLE ENTHUSIASTS CLUB  
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## Wots on the rest of the year

Sun 20 May National Day of Motoring 10am at Hidden Valley for run to markets.

2 & 3 June Shannons Motor Show. Seriously good motor show. Plan to have at least one car in this.

June sometime- Mandorah weekend Gary and Lorraine(super cars following weekend)

Jul 29 – Daly River pub and overnight Van park

Aug 4-6 – Rejex Rally Serious fun, plan to go!

Aug 26 Mystery run, Pauline and Trev to organise

Sep 30 – Progressive Dinner Lyn & Brian to organise

Oct 28 – Evening at Dripstone Cliffs

Nov 25 – Breakfast Sunset Restaurant - Casino

So write all this on your calendar now so you don't miss out