

# Motor Vehicle Enthusiasts Club



No 59

Nov 2011

# TRANSMISSION

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  
In Katherine call 89710605 .  
Newsletter enquiries to Ted  
[propellers@bigpond.com](mailto:propellers@bigpond.com)

## My dearly beloved

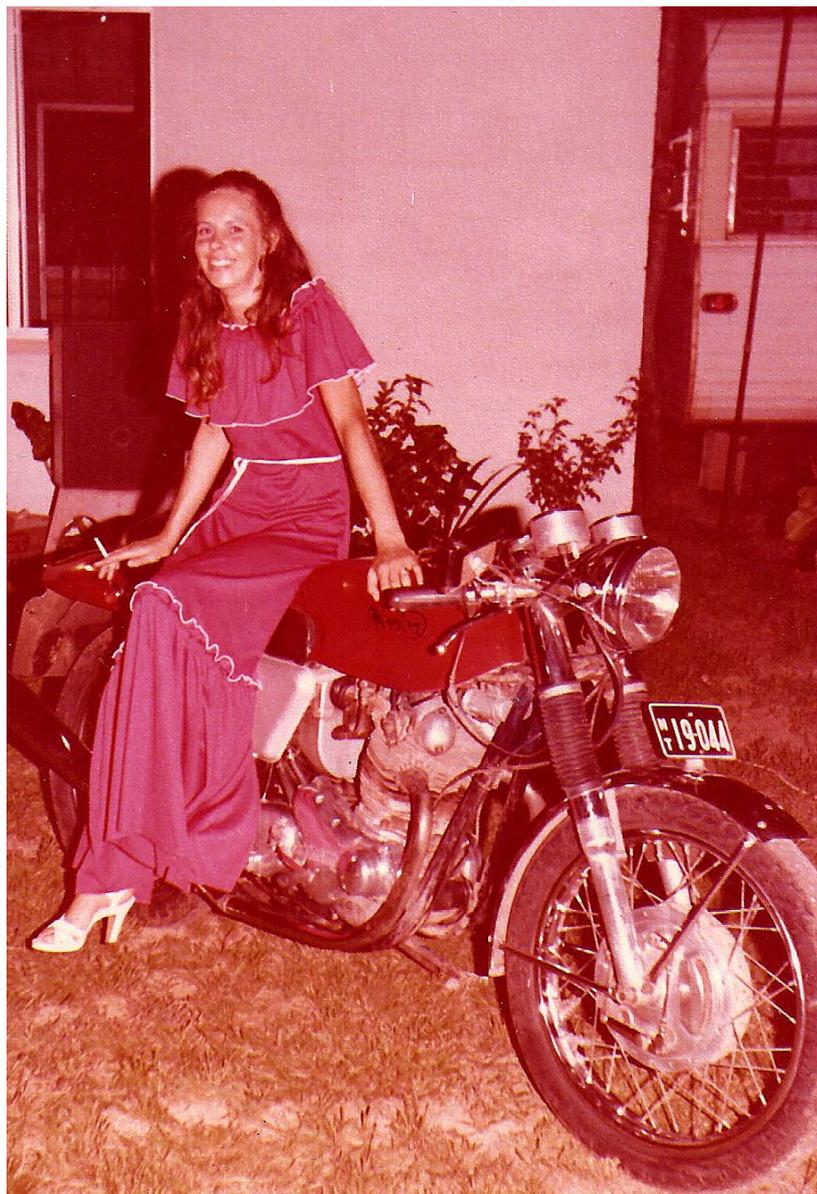
# Norton

Remembrance day is a fairly significant day. A day for reflection for sure but

its not all sad stuff, after all it is the day that marked the end of World War 1. Its also the day the Governor General sacked the Prime Minister of Australia. That might be good or bad depending on your point of view. But Remembrance Day 2011 is memorable to me as the day, after 31 years hiding in the shed, that my beloved Norton was registered and on the road again.

Many years ago as a trainee in Alice Springs I was a bit proud of my bike. This was the early 1970s. I had fitted a 600cc Norton 99 twin engine into a Matchless frame. Because of space restrictions the gearbox sprocket centre was a bit lower than the swinging arm pivot so I had to have a rather large sprocket on the gearbox so the chain would clear the aforementioned swinging arm. The net result was a seriously highly geared bike. I thought it went pretty fast. That was until I became mates with a Kiwi bloke that had one of the first Norton Commandos. It made my bike look slow. Sometime later I moved back to Adelaide and I remember talking to a mate . He told me about this old time rocker at work that had rebored his BSA about three times. It seemed these Pommy bottom ends would last forever if you used good oil and changed it

*The start of the neglected years for the Norton. This is my brand new wife Shirley on our wedding day. The best mans job was to polish the bike for the photo.*





*The new and the old. That's me and my lovely new Norton with old Norton / Matchless hybrid I built from parts.*

gears every time for the first couple of days. And I survived. And it survived too. And it stuck to the road like glue.

There was another benefit too. One day I came back to where I had parked the bike to find two honeys had come out of the chemist where they worked to check it out. That led to a girl-friendship for a while. Then I discovered that abrupt use of the clutch and the throttle

often. You could buy a bike and it could last forever. I began to have these thoughts....

Then a chick, I can even remember her name, it was Galena, who hung around this place called "The Blue Crocodile" One of those joints you play pool, drink coffee etc. Galena rolls up with a brand new Suzuki. She had told the new bike salesman that the colour of the tank didn't excite her so he agreed to paint it another colour if she bought the bike. So she bought it. Then she told the feller to hold off on the paint job till she got sick of the current colour, then she would be back for the paint job. And being a shieler she got her way.

So if she could get herself a nice new bike so should I. Off I went to Adelaide city next Saturday morning to buy a nice shiny new 750 Honda 4. I remember walking around the showroom and giving the Nortons only a cursory glance but for some reason I came away with just a brochure for the Honda. The brochure was pretty fancy. Chrome plated paper and it raved on about the disk brake and four pipes and 4 carbies. I thought about it for the weekend. When I went to work on Monday and it became known I was in the market for a new bike a colleague said "I know just the bike for you" It was on consignment at a small bike shop in the backstreets of Adelaide. The owner removed it from the bike shop ( brought the price down from \$1100 to \$1000) and next weekend I took it for a test ride, and the love affair began. The bike was shinier than the new ones and was tuned to perfection. The owner was an A grade racer who also owned a Manx. He was selling the Commando to finance getting married. I had to borrow some dollars from a finance company and the bloke there asked if I would bring the bike round so he could have a look. When I arrived he explained he just wanted to see what a \$1000 bike looked like. Not many people rode expensive bikes back then. Somehow the thoughts of the Honda had just faded away.

And didn't the Norton go. It was amazing! 7000RPM was the redline and that was where I would change

caused the back tyre to smoke. That was pretty cool until I got a bit out of shape going up mates driveway and clipped the door going into the shed. Got the sliding door off the runners and bent my footrest. *Horrors!!*. My bike was no longer unscathed. That is why to this day the left footrest is a custom job. No more smokies! Apart from going fast, what this bike was really good for was going around bends. To the right you had to be going around warp speed to scrape anything but on left handers the side stand



*You wouldn't leave your bike out in the cold at night would you. Ride it in the front door was the way to go once I got my own premises.*



*Son Luke tries the bike. The date on the sticky pad states 31/7/01, the date it was uncovered after 20 years. The handlebars are actually a leg off an old portable barbie.*

would scrape at high speeds. I made it my goal to wear the end off it. I managed to wear the plate on the end level with the shaft. These days Willunga hill is a big highway that goes straight up the side of the hill. Back in the days it was a really tight winding road with lots of patchy bitumen. It made you suspension work hard and I loved it. One Sunday on the way back from Victor Harbour with girlfriend on back we cruised down the hill. When we stopped next, cobbler following remarked how fast I had come down the windy road. I replied that I was taking it a bit easy because of my girlfriend on the back. That prompted me to ask of her "you weren't worried were you? She replied she wasn't as she had her eyes shut the whole way.

Life was simple. You got up early Sat morn and washed and polished it, then rode it down to the big shopping centre nearby where you could park it in a prominent position to show it off well. Sat arvo was cruising down the coast or through the lovely winding roads of the Adelaide hills. Sunday was more of those Adelaide hills.

I never did get a speeding ticket on it. One day on the way to work with a pillion passenger on a big fat cop pulled up next to me at the traffic lights on his BSA, and says "nice bike. Keep the speed down!" I got the impression he couldn't catch me up to clock me. An-

other time I was running really late for work. I was doing 90MPH through the traffic on this 35Mph AN-ZAC highway into the city. When I got into town the traffic was seriously banked up at the lights and a green arrow appeared in an empty right turn lane. I could take an alternate route here I thought as I but-toned off to about 70MPH and I entered the vacant lane. The trouble was a shieler in a car halfway along the line of stationary cars had the same idea and she pulled straight out just before I got there. I jammed the skids on but whacked into her door, bounced off and mounted the median strip, then dodged a whop-ping big sewerage vent pipe. By now I had shed all the excessive speed and I got back on the road and wobbled around the corner, stopped and tried to light a smoke to calm my frazzled nerves. The lady stopped too and was most apologetic. She said she looked but didn't see me. I never told her the reason she never saw me was because when she looked I wasn't there. I was going so fast that I was way down the road when she looked. Never mind. I bent the aforementioned footrest again and the left handlebar. I fixed them no worries.

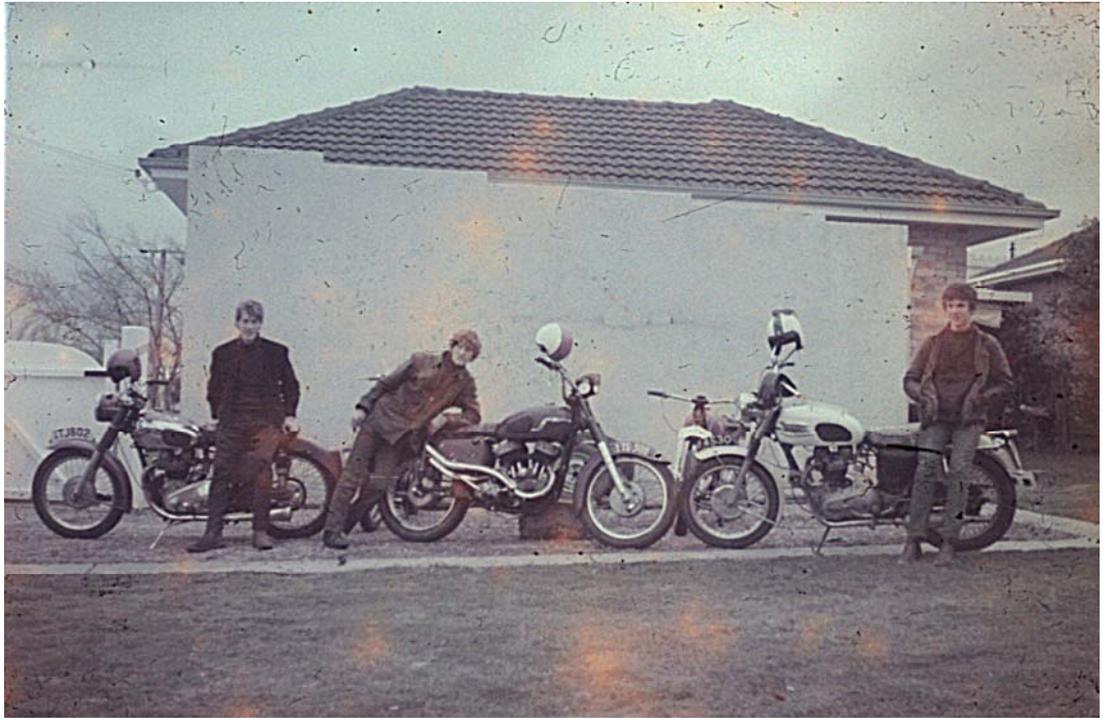
Somewhere around this era I solved the problem of how to drink a large bottle of beer while riding at 100MPH. In the interest of road safety I wont reveal the secret here.

Probably the most embarrassing moment in my rid-



*The same wife and same bike 20 odd years later. I would put some other pics of shielers on the bike but Shirley get snarly.*

*The boys: Me on the left with my Matchless 600 twin, Fred, better known as Slob, with his side-valve Harley engined Matchie, and John on his Triumph Bonneville.*



ing career was at an intersection called Emerson Crossing . There was something like five roads entering this intersection plus a tram track and at 5 o'clock peak hour it was a bit congested. I came hooting in to turn right with a green arrow all ready to scrape that right hand exhaust pipe as I went round.

Then I spied this big shiny manhole cover right in the apex of where I was going. My mind quickly decided that was a bad idea to run over that while cranked over so I took it a bit wider which made the rest of the bend a bit sharper, then I hit the nice shiny tram track, the front wheel washed out and I went splat! Right in front of a million people. Some clown honked me. I tried to hide under my bike.

The only time I ever got done for speeding I had moved to Darwin and was in Adelaide on Holidays. I was actually going to visit my new girlfriend Shirley. I had an SA licence as well as an NT licence. When the cop asked for my licence I asked him which one he wanted. He chose the SA one. Years later Dad remarked a cop had come around wanting to hand me a summons. Dad told him I was in Darwin and that was the last anyone heard of it. I first came to Darwin on a working holiday in 1974. To get some extra finances I advertised the Norton for sale before I left. I only had one enquiry. That was from a bloke that wanted to swap his small roadster tank for my bigger fastback one. So the Norton stayed. After the holiday I had a training course in Melbourne to attend. It sounded a lot more fun to ride along the Great Ocean Road that to fly in an Aeroplane. And it was!! But by the time I got to Melbourne I could hear that something was amiss in the valve department. The trip back after knock off time Friday was interesting. Naturally it got dark and the sight of the right hand exhaust pipe glowing bright red in the blackness was a bit of a shocker. Unfortunately I didn't quite make it to Murray Bridge before the rocker feed oil line melted and I had to park the bike up and hitch a ride the rest of the way to Adelaide, then come back with a trailer the next day.

Soon after that I moved to Darwin permanently and with a wife and kids the Norton became just a commuter getting me to work in town from Berry Springs, a 120 km

round trip. It was used as a workhorse a bit though. If I could tie it on it, I would carry it home. It wasn't all that unusual to have 6 metre lengths of steel pipe on board. I remember having a 30 foot swimming pool liner on the petrol tank. The road we live on was dirt in those days so the bike was always filthy, I had too much other stuff on to worry about cleaning it. Some of the fellers at work considered it an antique heap of junk but I still loved it.

The biggest problem was parts, or lack of them. No matter what trivial thing you wanted, it had to come up from south and it didn't always arrive all that quickly. But I needed to have it running to get to work. The one thing that stopped me riding it was where one of the exhaust pipe flanges screw into the head, stripped.

I parked the Norton in the shed and bought a Yamaha SR500, a single cylinder road bike. And you could buy parts right next door at Pitmans and most times they had them in stock.

The Norton was covered with bags so it wouldn't get damaged until I got round to fixing it. It survived a shed fire that consumed a Falcon, a yacht, a cabin cruiser, another motor bike and a caravan, but it just sat there from 1980 till 2001 when my son Daniel challenged me to have it restored for my 50th birthday party. I accepted the challenge, I had 10 weeks to do the job. Straight away I decided I wouldn't try start it up until the night of the party.

But when uncovered it was a lot worse than I expected. It had seized up sitting around. I had to beat the pistons out with a block of wood and a hammer. The exhausts had rusted right off so the mufflers weren't actually connected. So I pulled it completely and utterly to bits. I sent the head to a place in Adelaide that was recommended to fix the stripped

threads and I asked them to fix a crook valve guide while they were on the job. I could have bought exhausts straight off the shelf for around \$600 but they weren't exactly the same as the originals and a chap in country SA reckoned he could make me beautiful replicas with show chrome *and* they would whistle like the originals. The price was \$900 but I gave him the job. He understood the need to have them done for the grand unveiling at the party. When the head returned, the job on the threads was first class, but the valve guide had been totally botched, but as time was of the essence I put it together. And the exhausts did not appear. My sons bound up the originals with aluminium tape so I could start it. It started on the 8th kick at the party and instantly blew off the silverpaper, but it ran, Not well though, the head business was a problem. The pipes arrived a week later and were faulty so one of my party guests took them back to SA. I finally got a useable set 6 months later but they aren't perfect and don't whistle. And the head had me beat. The only thing I could think of was to get a secondhand head from somewhere. On my travels I always kept my eyes open. I picked up a Norton Atlas head at Wintersun in Qld but I wasn't happy with it. Then one day travelling through Murray Bridge in SA dearest wife Shirley spied a sign advertising Triumph and Norton parts. A quick U turn and yes he did have a couple of secondhand heads but they had the same threads repaired and I wasn't happy how it had been done. When he heard my story this bloke recommended I visit a Wayne Harris who has an engineering firm in Murray Bridge and is another bike enthusiast. When I explained my plight Wayne suggested I remove the head and send it down. I did and after a bit he sent it back and in brand new condition. A year or so later I bolted it back on the bike. Then a year or so later I put new rims on it and spoked it up with stainless spokes and last year I put new tyres on it. Exactly the same type of tyres that were on it when I bought it too. But I still hadn't got around to starting it since that birthday party years ago. Then in September this year it occurred to me the challenge from Daniel was to have it restored for my 50th, and in a week I was going to be 60. I felt sick!



*The Norton in its latest reincarnation. That side stand will be easier to scrape now as the less than perfect reproduction pipes won't allow it to be tucked in properly. A good excuse for an older bloke to take it easy round the bends.*

*I still have the original owners manual and toolkit..*

So I set to work and the day before my 60th birthday I started it up and rode it round the lawn. And today I registered it. I have one week to sort any bugs out and to run it in a bit for the 1st ever club motorcycle ride club ride to Wangi Falls along the lovely windy road through Litchfield National Park. The last rego certificate is dated 1980. That's 31 years ago. I'm excited!!



Left: 100 HP Twin cylinder Tangye. Originally ran with a gas producer. These days runs on petrol with a carb off Chamberlain tractor.  
Above : The 50 HP

### Dardanup Heritage Park

If you have even been near a 50HP Tangye engine when it is running you will remember it as a fairly memorable experience. Make that a 100 HP and you get twice the excitement. The 50 HP is a single cylinder engine , so to get a 100 HP you simply bolt two of them side by side with a slightly longer crankshaft. I saw both of these babies running at the Dardanup Heritage Park, just a short drive south of Perth. There is all sorts of mechanical stuff but what makes this place stand out is that everything works and they start em up and lets face it, all these old machines were meant to run and when they do it makes the world a happier place.

Back to the Tangye engines. The 100 HP was built in 1898 to run a flour mill and provide power to the town of York, but sometime early in its life the crankshaft broke. The local Repco didn't have a spare in stock so the new one had to be ordered direct from England to come out on a ship months later. With the engine out of action, there wasn't much production at the mill and the town was dark at night so as a temporary measure they welded up the old one and gave it a go. One hundred odd years later the welded crank is still running fine. The new one eventually arrived but since the engine was running sweet it was decided to put off installing it till later on. Consequently there is a brand new crank sitting on the floor next to the engine. Incidentally this crank was machined from one billet. Magnificent!

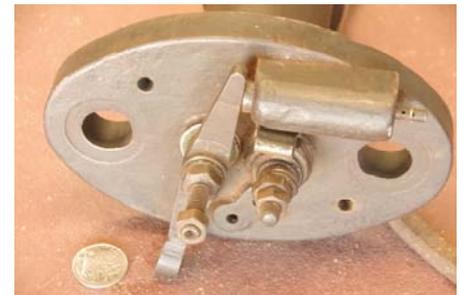
I had hardly finished taking my photos when a steam whistle had me running to a different shed. There is a fully functional steam driven saw mill. They had a whopping big gum tree log chained down to a railway line mounted trolley which they fed into a massive circular saw. Not surprisingly the saw made short work of slicing it in half. The surprise was that the two halves then went on to other circular saws and bye and bye the whole log was turned into nicely sawn timbers of all the sizes you would expect at Bunnings. The odd bits too small to be

Spare billet crank for the 100 HP



Below: The original igniter. Points were inside the cylinder and arc when opened. 20 cent coin for size

of use were cut up and stacked neatly in trolley to feed the stem engine. It turns out all the sheds in the complex are built with timbers from this mill.



As I wandered around the myriads of tractors and trucks, one of the volunteers would come in, fire up something and take it for a spin, just to keep everything running.

And they had a tractor pull. For those readers not familiar with the idea, the tractor pull consists of the tractor pulling a device a bit like a semi trailer except at the front where you would normally sit it on a turntable, there is a steel skid that slides on the ground. On top there is a large concrete block of 2 tons but adjustable to 6 tons just to make it harder. When the tractor is dragged at the start, all that concrete block is over the wheels at the back and the sled slides slightly easily. As the wheels at the back turn it winches that block of concrete forward until by the time it has covered the allocated distance the weight is entirely over the skid and it is rather difficult to keep it moving.

So they had lots of custom tractors, one with a V8 Cummins motor and Roadranger gearbox as well as its original Chamberlain gearbox. Another with a Perkins engine but my favourite was Commer

Knocker powered and with three exhaust stacks pointing straight up it uttered the most glorious wail as it dragged that bloody great weight down the track. It didn't pull any better than the others but it left em for dead in the sounds department.

The brochure said allow 2 hours to see it, I was there all day and didn't see it all, 2 days is closer to the mark.

And all this was started by a local trucking operator, Gary Brooke. His business had flourished and he was able to realise his dream of building a heritage park for industrial and agricultural machinery. Unfortunately just about when it was completed, he died quite suddenly aged only 54. His wife Jill carried on with the dream and with the help of family plus an army of volunteer machinery enthusiasts, the place is perfect. The steam driven sawmill gets fired up on the first Sunday of each month. I was there on the first Sunday of the month, and it was Fathers day. That's a whole lot better than breakfast in bed!

Check out

<http://www.dardanupheritagepark.com.au/>

*This baby is 1000HP @ 1000 Rpm. From Barrow Island and was used to pump oil. One of 4 to survive, the others became scrap. Weighs 17 tons. Did they start it up? Naturally!*



*1896 16 HP marshall steam engine. Has spent its entire life sawing timber*



*No they didn't saw through the chains. They were hooked into the log next to the cut.*



*The next step in dismantling the log. Then there was a crosscut to get the required lengths. All driven by steam via flat belts.*





*This massive Euclid dozer had two engines and gearboxes, one in either side and both sides could be separated by pulling a couple of pins out. Why? So you could transport it on narrower roads. Of course they ran it!*

*Not everything needs to be restored to new. 1927 Chev truck had a story that would have lost its meaning if this one had been tissued up.*



*Part of the Fordson collection*



*Commer Knocker powered tractor sounds great pulling that big block of concrete. As the tractors got bigger so did the block of concrete. One tractor seemed unstoppable so they attached another tractor backwards behind the trailer. Then they were able to stop it, just.*

*And just to show that old machinery can be beautiful even in the garden as a piece of art.*



# **President's report 2010/2011 for the Motor Vehicle Enthusiast Club Inc.**

## **Membership**

MVEC continues to grow at an average of 5 members per month and currently has a membership of around 400 made up of single and family members. . Membership covers all parts of the NT, including Alice Springs, Tennant Creek, Al-yangula, Nhulunbuy, Jabiru and around 40 members in the Katherine area, 16 members have interstate addresses

## **Donations**

This year MVEC donated:

\$1500 to the Queensland flood appeal, \$1000 to the Queensland cyclone appeal \$1000 to the WA fire appeal and \$1000 to the Victorian flood appeal,

\$968 was donated to assist in the publication of the official Police Blue Light Magazine to assist in the prevention of youth suicide in the NT

## **Club Registration Scheme**

Our Darwin database show Motor Cycles on Club registration are up from 30 to 41 this year whilst other vehicles on club rego increased from 100 to 134 in the same period. More events for the motor bike owners are in the pipeline starting with a run next weekend to Wangi Falls starting from Noonamah store at 8.30AM .

## **SHANNONS Insurance**

A big vote of thanks goes to Shannons and John Palamountain for the support given to us through the year

## **Finances**

Our main Club finances are now with the Bendigo Bank with a small amount still with CBC, Julie will give a rundown in her report.

## **Committee**

This meeting we farewell Stuart Duncan who is moving in the near future to Queensland, Stuart has been at the forefront of MVEC for many years serving in the roles of Librarian, President and Secretary to the detriment of the TD and I wish him all the best in the future he will be sorely missed. I also thank all of the committee members for the effort they have put in this year, running the club, organising events and running sausage sizzles for various charities. We have had criticism of the committee from time to time but it needs to be kept in mind that all are volunteers

## **Newsletter**

Ted continues as our newsletter guru and doing a first class job, he will also be taking over our web page <http://www.mvec.org.au> when Stuart leaves. Thank you Ted

## **Katherine**

We have around 40 members in our Katherine branch they have made great progress on their Sidney Williams hut in the Katherine Museum grounds and will soon be ready for club events..

The Show and Shine in Katherine this year saw approx 71 cars and bikes attending the event.

## **Hangar**

There is a small group of people headed by Leo and Tom who keep the hangar open on a day to day basis they include in no particular order Rowan, Mike, the two Barrys, Trevor, Stuart, Shayne, Bob and Pete the Plumber, they clean, work on club and various projects and are always ready to welcome visitors, without their input we would not be in the sound financial position that we are in today.

We resigned our Hangar licence with Museums and Art Galleries for another 3 years in January this year,

The new emergency exit doors and exit routes are now completed.

Tom recently completed a 1/8<sup>th</sup> scale model DH86 "Express" it now flies proudly above the exhibits in the main hall. QANTAS constructed the hangar in 1934 to house 4 of these aircraft

We continued with committee meetings starting at 5.30 pm on the 2<sup>nd</sup> Wednesday of each month, followed by a sausage sizzle before the member's meeting at 7.30

Tim Modra continues his donation of goodies from his Fannie Bay Outback Bakery on meeting nights, thankyou Tim,.

Attendances at the meetings this year have averaged between 30 and 45 members and guests. Guest speakers were again popular also films on various subjects were shown thanks to Craig. Working bees have clashed with club runs but are otherwise fairly well attended.

The 50 year Commemoration marker for the Amy Johnson flight was relocated to the hangar grounds

### **Club activities this year have included**

Sat / Sun 19/20 Feb – Bombing of Darwin 150-200 visitors on Saturday and 250-300 on Sunday.  
Sun 27 Feb Breakfast at East Point – around 30 attended  
Sat 19 March Darwin Centenary Display in Mall - 6 pre 1930 vehicles (12 members) participated  
Sun 10 April combined run with CHCC to Adelaide River  
Sun 24 April Hangar open day, visit of Cruise Ship passengers, 2 coach loads of visitors,  
25<sup>th</sup> April members participated in Dawn Ceremony and march  
Frid/Sat 14/15 May participated in Freds Pass Show display and grand parade  
Sun 15 May National Motoring Heritage Day – 30 cars / bikes participated.  
Sat/Sun 21/22 May Run & Overnight at Mandorah  
Sat 4 June display at Pineland's Supercheap Auto  
Sun 5 June Shannons / Repco Winnellie "Show and Shine"  
Sun 19 June Run to Bark Hut - Good run – 11 cars and two of motor bikes  
Mon 20 June – Chartered Institute of Logistics and Transport Association Dinner at Hangar – 6 MVEC members attended, Minister McCarthy was guest speaker  
Sun 26 June – Parap Arts Festival 9 cars and history panels displayed. History panels were well received  
Sun 26 June – All Ford Day – 105 cars on show. A member's Ford Anglia was nearly turned away, as organisers at first did not recognise that it was a Ford.  
Sat 9 July Gangsters Ball – Berry Springs Ted Mumme donated over \$300.00 surplus funds and drinks to the club  
Sun 17 June MVEC/ CHCC Batchelor Cricket MVEC managed to snatch defeat from victory but a great day was had by all.  
Institute of Engineers Tour of Hangar & BBQ. Thanks go to Trevor and Pauline Feehan, Judy Robertson and Alan Mitchell.  
Friday 22 July Darwin Show Parade 17 MVEC vehicles in parade  
Sat 30 July Rejex Rally start breakfast was a big success thanks to Bob and Maureen Archbald Lyn Bates, Pauline Feehan and Witco Van Syl, .  
30/31<sup>st</sup> July Rejex Rally, greatly enjoyed by those who took part and camped overnight at Emerald Springs  
3<sup>rd</sup> August Australian Institute of Engineers started and finished engineering tour at hangar for BBQ with around 70 in attendance  
Sun 21 August Visit to Jim Cooper's Vehicle Collection for BBQ lunch. Thanks to Jim and Neil for organising  
Sun 4<sup>th</sup> Sept Fathers day open day a steady turn up of visitors all day  
Sun 18 Sept run and lunch to Adelaide River Railway Museum, dropped into Coomalie airstrip on the way down for morning tea and watch aerobatics, MVEC picked up cost of lunches at Adelaide River.  
No club run in October due to cancellation of Daily Waters weekend  
4<sup>th</sup> October Darwin South Rotary Club meeting and BBQ at hangar  
12/14<sup>th</sup> October sausage sizzle for Solar car scrutineering at showground

Peet Menzies  
President

**After being married for 50 years**, I took a careful look at my wife one day and said, "fifty years ago we had a cheap house, a junk car, slept on a sofa bed and watched a 10 inch black and white TV, but I got to sleep every night with a hot 23 year old girl"  
Now I have a \$500000 home, a \$35000 car, a nice big bed and a large screen TV, but I'm sleeping with a 79 year old woman. It seems to me that you're not holding up your side of things.  
My wife is a very reasonable woman. She told me to go out and find a hot 23 year old girl and she would make sure I would once again be living in a cheap house, driving a junk car, sleeping on a sofa bed and watching a 10 inch black and white TV.

## List of MVEC Office Bearers to hang on your fridge

<b>President</b>	<b>Peet Menzies</b>	<b>0417855222</b>
<b>Secretary</b>	<b>Shane Harris</b>	<b>0418944359</b>
<b>Treasurer</b>	<b>Julie Danvers</b>	<b>0422518638</b>
<b>Public Officer</b>	<b>Stuart Duncan</b>	<b>89279640</b>
<b>Technical officer</b>	<b>Trevor Feehan</b>	<b>0407189136</b>
<b>Committee</b>	<b>Leo Izod</b>	<b>0418851770</b>
	<b>Steve Hall</b>	<b>0417831955</b>
	<b>Trevor Feehan</b>	<b>0407189136</b>
	<b>John Lear</b>	<b>89270664</b>
	<b>Bob Archbold</b>	<b>0427279102</b>
	<b>Bob Sharp</b>	<b>89854885</b>
	<b>Barry Stach</b>	<b>0417776339</b>
	<b>Ron Blanchard</b>	<b>89275638</b>
<b>Hangar phone</b>		<b>894207758</b>



# Superplus!

## the new Commando 850

Superplus I—The exultant verdict of one independent expert after riding the most exciting development yet from the Norton stable.

Why?

Not just because of its new dynamic 830cc power unit, with its improved longer life components evolved after countless hours of punishing test sessions on road and track, which makes light work of standing quarters in the low twelve second bracket and speeds of two miles a minute or more.

Not just because of the higher gear which it pulls—for the kind of durability that ensures you'll be keeping those miles burning when others have fallen by the wayside.

Not just because you can now do it all on regular gas—especially you globetrotters.

But mainly because of its Norton inheritance of rideability and simplicity, ever the Norton formula for the bikes that lead—try one and start pushing back the frontiers.

**Norton**  
Commando 850s  
Superplusbikes

For the name of your nearest U.S.A. dealer, write or call:  
Exclusive Importers and Distributors,  
East of Mississippi River: Berliner Motor Corporation,  
Railroad Street and Plum Road, Hightstown Heights,  
New Jersey 07024, (201) 256-9695.  
Exclusive Importers and Distributors,  
West of Mississippi River: Norton Villiers Corporation,  
6765 Paramount Blvd., North Long Beach,  
California 90805, (213) 531-7133.

-all with isolastic super-ride

*Featured:* Commando Roadster with 2 gal. steel gastank in candy apple.  
Other color options black and royal blue.  
Also available Commando Interstate with 7 gal. long distance steel gastank, color options black, midnight blue and candy apple.  
All machines fitted Norton-Lockheed hydraulic front disc brake.



# MVEC CHRISTMAS DINNER 26th November 2011

*PLACE*

*Cazalys at Palmerston*

*TIME*

*7.00pm for 7.30 start*

*COST members and guests*

*\$25.00 per head*

*Children under 16*

*\$12.50*

*Children under 10*

*Free*

*Bring a small present for your child if you would like Santa to hand it out*

**Please make sure your payment is in by the 18<sup>th</sup> of this month for catering purposes, or you may miss out. Place payment in an envelope in the lectern at the Hangar with name/s, number of people or online (Bendigo Bank) BSB 633-000 Acc 142473552 including your name and CAZALYS**

**Or mail to PO box 911 Darwin 0801 before the 18th**

KRIS KRINGLE



To enter into our Christmas Kris Kringle raffle, each person is asked to bring a present under \$10.00 and you will then receive a ticket in the draw

### 2000 MG F Soft top

157000 km

Body perfect, No dings or scratches

Factory mags 10 x 17, New rubber less than 2000km

Sony sound system. Rego till AUG 2012

Price includes Hydrolastic suspension pump/ vacuum and fluid.

\$9000

John 0412595930



### Old film cameras wanted

Ted 08 89886049 or propellers@bigpond.com

### TT or XT 500 Yamaha wanted

Any condition

Plse ring 0428824810

### 2003 BA XR6 Ford wheel wanted

Plse ring Luke 0432381345

### Free stuff

Get your free ads in here.

Give stuff away, sell stuff, get information, find a lover. Got a story to tell? Whatever you like.

Email Ted at propellers@bigpond.com

or phone 89886049

Deadline...the end of the month

### 1967 Cadillac Convertible

6.3 lt motor

New under dash Air-conditioner

Rebuilt Transmission

New water pump

New battery

New 650 Holley Carbie

Hydraulics on roof work perfect

Drove from Sydney to Darwin faultlessly 18 months ago and was previously used as a wedding car. \$26,000.00 ONO

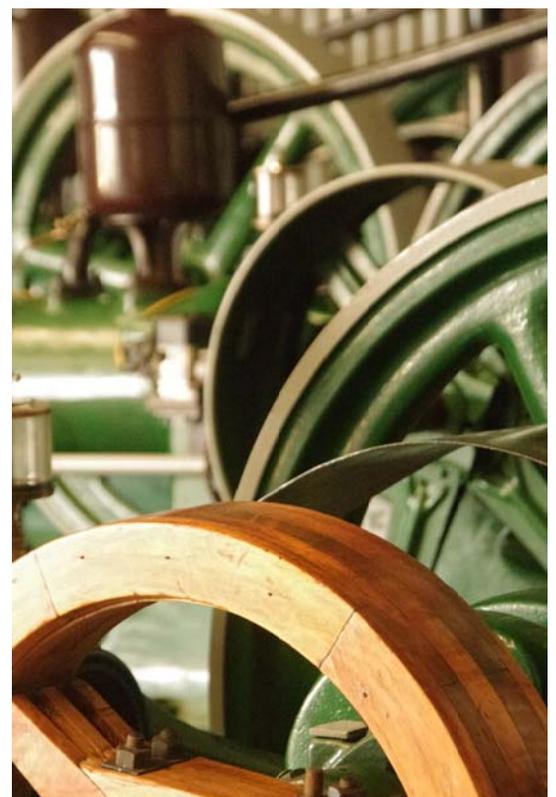
Contact Troy on 0419 178 340



*Read about this car in Transmission no 42*

*Not for sale, just beautiful to behold in a shed full of Tangye.*

**The Motor Vehicle Enthusiasts Club  
extends it's thanks to  
Shannons Insurance  
For it's continued support for the club**



## WOTS ON THIS YEAR

**Actually, there is not all that much left. Come along and enjoy!**

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq beforehand. Also there is a working bee at the hangar the following Sunday.

**Nov 20 Club run to Wangi falls.** The first ever MVEC event designed especially for motorbikes, big or small, old or new. Cars are welcome, its a beaut road for anything with wheels. A backup vehicle with trailer will be attending and will be able to carry stuff like food drinks etc in the Esky. If it rains a bit, big deal. This is the tropics, its not particularly cold. We will dry quickly. Meet at the Noonamah Pub at 8.30 for 9.00 start. Enquiries to Ted 89886049

**26 Christmas dinner** at CAZALYS see flyer inside. Don't forget you have to book this week.

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

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**Two elderly blokes** were sunning themselves on the first class deck of an ocean liner. One asked the other what work he was in. "Oh I am recently retired" said the other. "I ran a big manufacturing business in Sydney and a terrible fire wiped us out completely. Fortunately we were fully insured and I received a payout of \$5,000,000.00 so decided to give up work altogether. "Funny" said the first bloke," I also ran a big manufacturing business in Brisbane and a huge flood wiped out everything. Fortunately our insurer paid up \$8,000,000.00 and so I decided to also give up work.

The second bloke was quiet for a moment and then asked earnestly "How do you start a flood??!!"