



CentreSpoke

July/August 2015



This one might be beyond repair?



Motor Enthusiasts Club of Central Australia

Incorporating The Alice Springs Vintage & Veteran Car Club

PO Box 1506, Alice Springs. NT. 0871

Email: mecca@mecca.asn.au

Web site: www.mecca.asn.au

MECCA Committee 2014/2015

PRESIDENT:	Col Jarrett
VICE PRESIDENT:	Tim Schubert
TREASURER:	Ron Kern
SECRETARY:	Laurie Trimper
PUBLIC OFFICER:	Brian Eather
COMMITTEE MEMBERS:	Dieter Hentschel Heather Trimper
VEHICLE REGISTRAR:	Derek Poolier
EDITOR:	Mal Trull
WEB MASTER:	Frank Allan
HISTORIAN:	Stuart Gear
CRANKHANDLE:	Alvina Spears/ Heather Trimper
CLUB HOSTESS:	Marie Gear
LIFE MEMBERS:	Dave Simpson, Tony Bullock



SHARE THE PASSION

PRESIDENTS REPORT JUNE / JULY 2015.

Welcome to the June / July Centre Spoke.

May was a very busy month for the club which started with the Bangtail Muster parade, we had eight vehicles in the parade and as promised we were up near the front and had good run.

The following weekend was Mothers day with a meeting scheduled with no run. We did not have enough members for a meeting so we had morning tea and welcomed a new member to the club. There were a lot of apologies from members not attending the meeting, due to family commitments.

National Motoring Day went very well with a good number of vehicles and members present. It started with a vehicle run to the airport and ended up back in town at the Aviation Museum for a BBQ lunch. Thank you to those that helped out on the day and a special thanks to the Aviation Museum for the use of their facility and Brian Eather and Heather Robinson from the Museum for helping us set up.

The June meeting had a good roll up with four new members present. The run was to Stuart's Well for lunch, all of the members that went had a good time and enjoyed a very good meal.

The Red Centre Nationals is ramping up, with a huge contingent of vehicles and people expected, at last count there was fourteen vehicles from MECCA entered and hopefully a few more will enter as the event gets closer. I went to the June steering committee meeting and was informed that there were 290 confirmed entrants and the response from all over Australia was very positive. They are still looking for volunteers so if you are not entering a vehicle you may consider a volunteer role, there will be training for the volunteers in early August.

The National Road Transport Hall of Fame twentieth reunion dinner is getting close, so if you can spare some time to help run the bar on the night it would be appreciated.

The AGM is due in August, All positions will be vacant. This is an opportunity to contribute to the running of the club, so please consider applying for one of the positions.

Next meeting and run:

12th July, 9:00 am. meeting.

12th July, 10:00 am: Run to Aileron road house for lunch.

As always we would like to see your vehicle, however if your vehicle is off the road, we would still like to see you at the event so drive your everyday car.

If you need more information please contact a committee member or myself.

Safe Motoring.

Colin Jarrett.

Mob: 0457297271.

Home: 89526261.



Important

The **Annual General Meeting** is to be held on Sunday 9th August 2015 at the normal venue of the Masonic Lodge Rooms in Allchurch Street.

9am Meeting followed by **AGM. And BBQ Lunch**

All committee positions will be vacant. Please seriously consider nominating for one of the positions.

Please remember this is your club and this is your opportunity to contribute to the ongoing management of MECCA.

Also remember club fees are now due and can be paid online at:

BSB 065900

ACC 00900920

Account name Motor Enthusiasts Club Central Australia

Annual Fee: Full Membership - \$35 Family/Couple Membership - \$50 (Includes children 15 years of age and under) Country Membership - \$15 (Reside over 50km from Alice Springs Post Office)

Don't forget to include your surname on the deposit details. Also a good idea to email Ron ronnykern101@gmail.com

Or see our treasurer Ron at the next meeting.



From the EDITOR

This is the last CentreSpoke I will be doing as the next one will fall due after the AGM. I will not be nominating for Editor this year.

So MECCA will need a new editor. The position is not a difficult one in this day and age with so much information available it is pretty easy to throw together a newsletter.

Please consider nominating for this position I will be around and am happy to steer you in the right direction if you need.

Thanks
Mal

EVER WONDER WHY?

Why the sun lightens your hair, but darkens your skin?

Why women can't put on mascara with their mouth closed?

Why don't you ever see the headline, "Psychic Wins Lottery?"

Why is abbreviated such a long word?

Why is the man that invests all your money, called a broker?

Why isn't there mouse-flavoured cat food?

Why didn't Noah swat those two mosquitoes?

Why do they sterilize the needle for lethal injections?

You know the indestructible black box that is used in aeroplanes why don't they make the whole plane out of that stuff?

Why don't sheep shrink when it rains?

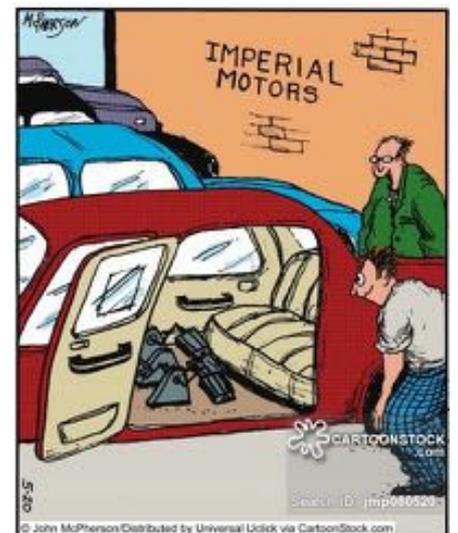
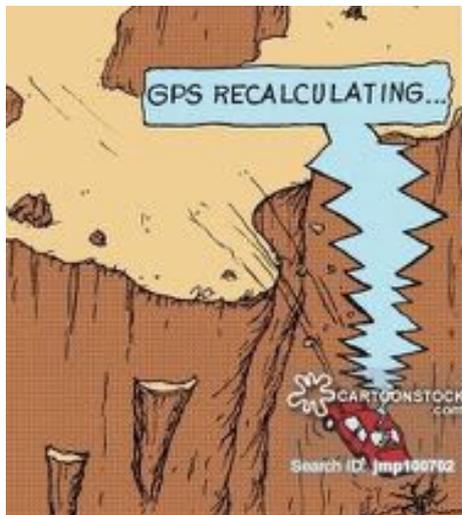
Why are they called apartments, when they are all stuck together?

If flying is so safe, why do they call the airport the terminal?

Why is the third hand on the watch, called the second hand?

Why is "phonics" not spelled the way it sounds?

Why is bra singular and panties plural?



"And with THREE teenagers in the back seat, you should get 57 miles per gallon!"



Program Highlights

2015 Red CentreNATS Program Highlights

Thursday 3

Morning/Afternoon

Blatherskite Park
Scrutineering & Registrations

Restricted Hours

Alice Springs Township
Cruising Routes
Alice Springs Cruising

Friday 4

Morning/Afternoon

Blatherskite Park
Elite Show Cars Display
Scrutineering & Registrations

Alice Springs Township
Cruising Routes
Town Street Parade

Afternoon/Evening

Blatherskite Park
Rock N Rumble Concert

Restricted Hours

Alice Springs Township
Cruising Routes
Alice Springs Cruising

Saturday 5

Morning/Afternoon

Blatherskite Park
Elite Show Cars Display
Show n Shine
Grass Driving Events
Dyno Cell
Shows Cars Unveiling

Afternoon/Evening

Alice Springs Inland Dragway
Drag Racing Qualifying
Burnout Qualifying
Burnout Masters Mains

Restricted Hours

Alice Springs Township
Cruising Routes
Alice Springs Cruising

Sunday 6

Morning/Afternoon

Blatherskite Park
Elite Show Cars Display
Show n Shine
Grass Driving Events
Dyno Cell Finals

Afternoon

Alice Springs Inland Dragway
Drag Racing Finals
Burnout Competition Finals
Burnout Masters Finals

Evening

Presentation Night*

Restricted Hours

Alice Springs Township
Cruising Routes
Alice Springs Cruising

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

MECCA

MOTOR ENTHUSIASTS CLUB CENTRAL AUSTRALIA inc Calendar 2015

July **Sunday 12th** 9am Meeting. **Run to Aileron for Lunch**

August **Sunday 9th** 9am Meeting followed by **Annual General Meeting**
(election of new committee) and BBQ

25th to 31st Road Transport Hall of Fame Reunion

September **Sunday 13th** 9am Meeting. Run to Standley Chasm

3rd to 6th Red CentreNats

October **Sunday 11th** 9am Meeting. Run TBA.

November **Sunday 8th** 9am Meeting. Run TBA.



This is the story of how a friend of mine tracked his new Land Rover from the factory to delivery. I thought it may be of interest. ED.

The Voyage of the Defender Or How Does My New Land Rover Get To Australia?

By Greg Rose.

Ordering a new Land Rover product is pretty exciting. Going to the dealership, selecting the model, perusing the endless options list, selecting a colour and signing a purchase agreement. Sales folk always know they are about to close a deal when you start talking colours and trim options.

Chances are the vehicle you desire will not be in dealer stock, sometimes another dealership may have stock and a swap can be undertaken. However you will probably have your order placed in the manufacturing queue. The dealership can track the manufacturing progress and small detail changes can be made quite close to the final manufacture date.

Once the vehicle has been built at Solihull in the UK it is transported to the docks, usually Southampton, once a full shipment is assembled the vehicle will be loaded onto a purpose built car carrying ship. The ship will carry a range of cars, trucks, tractors, etc. from a variety of manufacturers at any one time. Your new vehicle will travel half way round the world before you see it.

The following are the details of the voyage of my new Defender and the amazing ships that carry vehicles to all parts of the world.

The Roll On Roll Off vehicle carrier that carried my Defender was the MV Tombarra, a PCTC, Pure Car and Truck Carrier. The MV Tombarra is part of the Wallenius Wilhelmsen fleet sailing under UK registration. The company had, at the end of 2014, 147 vessels, not all car carriers, and accounts for approximately 25% of the world's car transport requirements. The company has a long maritime history and was founded in Norway in 1861 and acquired their first pure car carrier in 1983.

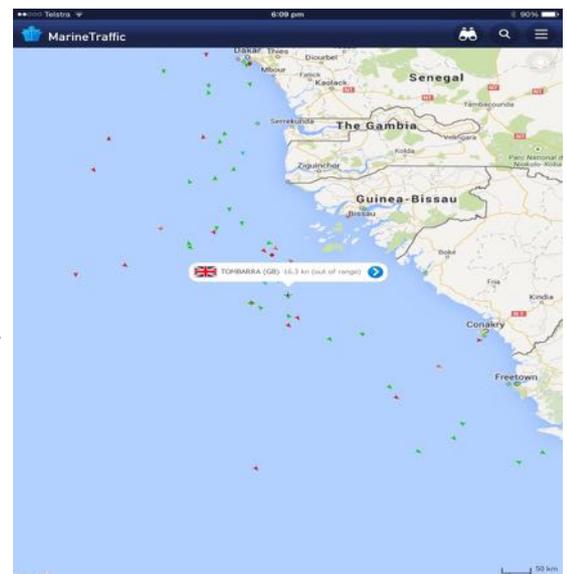
Built for purpose, not beauty, the car carriers are like shoeboxes with rounded corners, every bit of space is given over to carrying vehicles; the more vehicles carried the more profitable the voyage. The Tombarra, built in Japan from 2004 and delivered in 2006 has a capacity of 6350 cars on twelve decks. Vehicles are driven on and off via either the stern or midships ramps. The crew of twenty-seven have quarters on the upper deck and have a gym and T.V. rooms to relieve the monotony of long sea voyages with no shore time except when they are rotated. The ship is never in one place for more than a day or two.



My Defender was loaded onto the ship at 11:50 a.m. on the 13th of February. The vessel had previously been at La Havre in France. The vehicles are driven onto the ship, parked incredibly close to each other and lashed down with straps front and rear. If you go to YouTube and search for "Roll On Roll Off ships" there are some amazing videos of the loading process. Fans continually circulate air through the decks to minimise moisture build up and vehicle corrosion.

Using the Marine Tracker App on my iPad I was able to follow the voyage of the MV Tombarra. While the ship will not always be in range of the tracker once it nears major ports and shipping lanes you can locate it again.

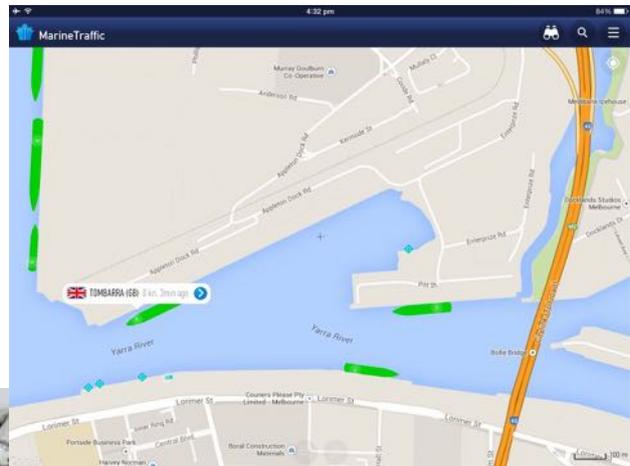
The vessel sailed through the Atlantic Ocean down the Western side of Africa passing Dakar in Senegal, famous as the destination of the original Dakar rallies, and joining hundreds of other ships on the busy route down to South Africa.



In South Africa the ship made three stops. South Africa has a huge motor industry with BMW, Ford, Mazda, General Motors, Mercedes Benz, Nissan, Renault, Toyota and VW all having major operations in the country. 12% of South Africa's manufacturing exports are vehicles, approximately 250,000 units per year. The MV Tombarra stopped at Port Elizabeth (VW and General Motors products), Durban (South Africa's largest port and home to a huge Toyota plant) and East London (Mercedes Benz). European manufactured cars, vans, trucks and farm machinery would be unloaded at the ports.

Now in the Indian Ocean the vessel steamed across to Fremantle for a brief stop before heading to Melbourne. On the 22nd of March the Tombarra was at Appleton Dock moored within site of the Bolte Bridge. The voyage from Southampton had taken thirty-seven days.

My Defender was unloaded in Melbourne and the MV Tombarra continued on its endless voyage, Port Kembla, Brisbane and then to Nagoya in Japan where Toyota and Mitsubishi have manufacturing facilities.



The unloaded vehicles stay at the docks until they are passed as meeting Australian Standards and Australian import duties are paid. This is usually handled on behalf of the importer by a logistics company, in the case of my Defender, Prixcar Services. After one or two weeks the vehicle will be invoiced to the dealership and arrive by road transport ready for dealer pre-delivery.

All signs of its journey, like the rubber protection on the external door edges, plastic covering delicate internal and external surfaces and special locks and electronic programs to prevent the vehicle being tampered with or driven at more than delivery speeds are removed. The vehicles arrive with enough fuel to get them on and off the ships and road transport.

At the dealership any Australian sourced accessories will be added as part of the pre-delivery process. The vehicle is registered, given a final detail and once you hand over your cheque, the keys are yours.

MOTOR ENTHUSIASTS CLUB OF CENTRAL AUSTRALIA (MECCA)

Incorporating the Alice Springs Vintage & Veteran Car Club Inc

Postal Address: PO Box 1506, Alice Springs NT 0871

Email: mecca@mecca.asn.au Web Site: www.mecca.asn.au

Overlander Badge History & Particulars

The members of the Alice Springs Vintage & Veteran Car Club originally created this very special and much sought after award in the mid 1970s in recognition of the many Veteran, Vintage and Classic motor vehicles whose drivers took up the challenge to travel from interstate to visit Alice Springs. Back in those days the roads to Alice were not the wide, smooth roads we have today but were narrow, undulating strips of bitumen with rough shoulders and causeways where we now have all weather bridges. The Stuart Highway from Port Augusta to the Northern Territory border was still a rough boulder strewn, bull dust and corrugated dirt track which tested the endurance of man and his machine. The sealing of this part of the Stuart Highway was not completed until 1987. The award was appropriately named the OVERLANDER BADGE to commemorate the vast distances covered on these roads, the confidence or blind faith the owners had in their vehicles, and the courage of the drivers and passengers who travelled in them to reach Alice Springs. In July 1996 when the Motor Enthusiasts Club of Central Australia was formed and incorporated the Alice Springs Vintage & Veteran Car Club it was decided that a new category be established to award vehicles from 1947 to a rolling date of 30 years old that make the journey to Alice Springs. This is called the Special Interest category.

Today the OVERLANDER BADGE is available to anyone who is confident enough to take up the challenge to drive their Veteran, Vintage, Classic or Special Interest vehicle or motor cycle either to or from Alice Springs over an approved distance. The Badge can only be awarded to the nominated driver and vehicle which must arrive at or depart from Alice Springs and cover the specified distance under the vehicles own power.

THE APPROVED DISTANCES FOR THE FOUR CATEGORIES ARE:

Veteran:	Up to 1919	500 kilometres
Vintage:	1920 to 1930	1500 kilometres
Classic:	1931 to 1946	3000 kilometres
Special Interest:	1947 to 30 years old	3000 kilometres



The badges differ in design to distinguish the different categories:

Veteran Badge:	White tyre, red spokes, silver grey background and yellow scroll.
Vintage Badge:	Black tyre, green spokes. Silver grey background and yellow scroll.
Classic:	Black tyre, orange spokes. Silver grey background and yellow scroll.
Special Interest:	Black tyre, blue spokes. Silver grey background and yellow scroll.

TO APPLY for the badge, contact your club secretary, or apply directly to the MECCA Club secretary. An application form will be sent to you or your club secretary, as required. This form is self-explanatory and must be returned to the MECCA club secretary on completion of the road kilometre requirements. Fee for the badge and engraving is \$75.00. We recommend payment in advance, i.e., upon application, to ensure engraving is completed in time for presentation at the completion of your trip.

ALL APPLICANTS, whether arriving from interstate or originating in Alice Springs, must submit reasonable proof of their completion of the qualifying road kilometres in order to be awarded the Overland Badge. This is typically in the form of fuel receipts from the service stations along the route.

AFTER APPROVAL by the Overlander Badge committee, the badge applicable to your vehicle will be duly inscribed with the applicants name and vehicle and registered in our files. The badge will then be posted to you or your club secretary's postal address, as specified. If you have completed your required kilometres upon arrival in Alice Springs, MECCA can present the badge to the applicant in person.

For further inquiries email us, or drop us a line at the above addresses.

Hi to all Members of our MECCA Club from Tony and Linda Bullock.

As some of you may know we are living in a lovely small town called Palmwoods on the Sunshine Coast, Queensland. I would like to start this letter of interest to our club CentreSpoke by wishing all members of our MECCA club the very best for the up and coming winter NATS for the first time held in Central Australia. I think it will be a great show. I wish I could be there with you all. I also would like to reflect on the honour for bestowed on me as being presented as a life member of our club. I would like to thank you all again for your generous appreciation of my input into the club, especially in the early years. It will never be forgotten.

One of the exciting activities of living in this part of the world is there are many car and bike club swap meets, car shows and auto memorabilia activities. Since Linda and I have been here we have been to more than four car shows and entered our car in one of them. Some of you may know I sold my 1957 Chevy to my Nephew over here in the Sunshine Coast and purchased a 1955 Ford Thunderbird. I will send a picture and some specifications of the car at the end of report to you all. The first big show that we went to was the "Chrome Bar Bonanza" at Lakeside Park Kurwongbah on the 24th May. This was a magic place where you were able to take your vehicle onto the race track and cruise around. There were many hot rods, mustangs, Holden's, Fords Chevrolets etc, all in the 50s, 60s and 70s. It was a great day out and I couldn't get over some of the extreme work put into some of these cars.

The second big show was "Cooly Rocks" held at the Coolangatta Beachfront. The show went for one week from 29th May to 7th June. My wife and I and a new couple (we have met) who own a beautiful 1959 Ford Retractable, visited the last 3 days of the show which included live bands, many stalls, and a parade. The show was awesome. I have never in my life seen so many beautiful cars. I believe there were over 1000 of them, mainly between 1950s 1960s and 1970s. It is well worth going to this one. It is held every year at this time.

We then visited the Caboolture regional car club swap meet, show and shine on the 20th June. This was quite a big show about a third of the size of the Bendigo swap meet. There were some lovely cars on display there. I am amazed of the amount of cars there are over here in this area of the country.

Last weekend we attended the Eudlo show and shine where we entered our Thunderbird for the first time. It was a great day out with over 100 cars on display, even though there was a little sun shower towards the end which annoyed me a little.

This weekend 5th July we are gearing up for a show and shine at Maleny called "Muscle on the Mountain". I am busy preparing our car for that show as the Thunderbird club of Queensland will be there. I am looking forward to touching bases with them, especially if they can through some ideas my way and hopefully make some new acquaintances.

We are fortunate where we live in Palmwoods as there is a bar and grill with live music of the 50s and 60s every Friday and Saturday night. It's an old garage converted into an inside and outside eating area with a Rock & Roll setting with a dance floor and memorabilia etc. It's a little like a modern day American Dinner all though the building dates back to the 20s. It's called "Ricks Place" and there are constant coming and goings of old and classic cars and bikes parking outside the establishment daily.

Well folks, I guess there is not much more to add that may interest the club, so below this letter to you all I will send a picture or two of our thunderbird. Mel will decide if he will publish them. I believe Ronny Kern has a nice black 1955 Ford Thunderbird that should be exciting to see when he is ready to show it.

Once again good luck and good cruising especially with the winter NATS (RedCentreNats ED)

Kind Regards to you all from Tony, Linda and Family





1955 FORD THUNDERBIRD

ABOUT

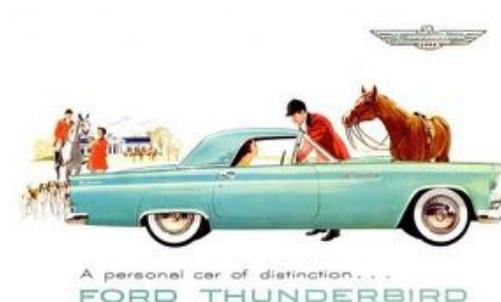
The 1955 Ford Thunderbird also known as T-Bird is the first 2-seat Ford since 1938, the Thunderbird was developed at nearly the same time as the Chevrolet Corvette. The T-Bird is equipped with a V8 engine and could hit 120-148 mph. It was a smaller two-seat "personal luxury car", compared to many other much larger cars that were on the road in the 1950s. They were considered as 'instant classics!' It was designed to be a brisk luxury tourer, and not a sports car. Only **16,155** cars were produced in 1955.

SPECIFICATIONS

Engine:	292 cubic-inches V8 Y-block
Transmission:	Ford-O-Matic 3 speed transmission
Carburettor:	Single four-barrel carburettor
Output:	193 brake horse power at 4400 RPM

COLOUR

Thunderbird Blue





Some pictures from Tony Bullock. His new toy and a friend's 1959 Ford Galaxie Skyliner





MECCA Club appreciates the help given to us by Shannons.
Please support those that support us.

