



CentreSpoke

2018—2019 Mecca Club Committee



From left to right

Allan Campbell - Vice President, Tony McKenzie - Web Master, Colin Jarrett - Registrar, John Bridgefoot - Committee, John Hubner - President, at rear Neville Hennes - Committee, Liz Driver - Editor, Russ Driver - Treasurer, at front Stuart Gear - Historian

Not in photo.

Brian Eather - Public Officer. Alvina Spears - Crankhandle. Doug Draeger - Secretary.

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 2018/2019

PRESIDENT:	John Hubner
VICE PRESIDENT:	Allan Campbell
TREASURER:	Russ Driver
SECRETARY:	Douglas Draeger
PUBLIC OFFICER:	Brian Eather
COMMITTEE MEMBERS:	Neville Heness & John Bridgefoot
VEHICLE REGISTRAR:	Col Jarrett
EDITOR:	Liz Driver
WEB MASTER:	Tony McKenzie
HISTORIAN:	Stuart Gear
CRANKHANDLE:	Alvina Spears
CLUB HOSTESS:	Marie Gear
LIFE MEMBERS:	Dave Simpson, Tony Bullock, Walter & Alvina Spears, Stuart & Marie Gear.



President's Report

REMINDER

This Sunday 9 Sep 2018

General Meeting 9am at the Masonic hall, Allchurch St.

THEN

Vehicle run to Standley Chasm for lunch



YUMMY and we get to go with our club members
See you there



Thought for the month

' If we did all the things we are capable of,
We would literally astound ourselves'

Transport Hall of Fame – Dinner scheduled for Saturday 25 August 2018 and MECCA has been asked to assist with the bar again this year.

Col to email asking members who are available to assist, we need about 6 – 7 people to help out around the bar.

The club receives a sizable donation for helping out on the night

John reminded members that it's important to have members current email address for communication, there is also our Facebook page and Website.

John went through the list of committee positions for the AGM and asked for any nominations – None were forthcoming at this time.

Alvena and Wally Spears gave an update on their family trip across the Simpson Desert to celebrate Wally's 90th Birthday.

Col mentioned long time MECCA club member Rod Crusher passed away last week after a long battle with cancer. Commiserations to Ron's family and friends.

Col has the current membership list here today. Please check your details and make any corrections to the list. It's important that our records are kept up-to-date!

John mentioned about the Club's Audited financial statements for 2017-2018 financial year.

The Audit has been completed and copies of the Audited accounts are here for your perusal, however we can't accept them at the AGM as we weren't able to distribute them 14 days prior to the meeting.

Official notice was hereby given that these will be reviewed and voted on at the September general meeting on Sunday 9th September, Masonic Hall, Allchurch St, Alice Springs.

Today's Run: lunch at Gillen Club

August / September Activities:

Saturday 25 Aug 2018

Road Transport Hall of Fame Dinner

Our major fundraiser - Club members needed to help run the bar for the event

Friday 31 Aug – Sunday 2 Sep 2018

Red Centre Nationals

Parade and display details TBC.

Get your entry in early for cheapest rates!

MECCA
Motor Enthusiast Club Central Australia inc.
ANNUAL GENERAL MEETING MINUETS
12th AUGUST 2018.

Meeting opened: 10:15 am by John Hubner then handed over to John Bridgefoot as acting returning Officer.

Welcome visitors: Brad Van Ree

Attendance:

John Hubner, Jasmina Muhic, Clinton Dennison, Alvena Spears, Wally Spears, Vicky Jarrett, Peter Inkster, Neville Heness, John Bridgefoot, Trevor Hyman, Aileen Kennedy, Allan Campbell, Douglas Draeger, Mark Dunn, Tony Mckenzie, Stuart Gear, Marie Gear, Phillipe Freidel, Lisa Heness, Raelene Beale, John Cooper, Peter Hilliard, Liz Driver, Russ Driver, Garry Bentley, Derek Poolier, Colin Jarrett, John Syme, Brian Eather

Apologies:

Tim, Fred & Lyn, Mike Thompson, Frank Allan, Tony O'Brian, Sunder Madabushi, Karl Smith

Minutes of AGM held 13th August 2017:

Copies of the minutes were circulated to be read and accepted as correct;
 Moved: Raeleen Beale Seconded: Alvena Spears
 Business arising from minutes: no business.

Financial report 2017 / 2018.

We cannot vote on financial reports at the AGM as they were unable to be circulated to members 14 days prior to the meeting.
 Copies of the Audited Financial reports were circulated to the members, for consideration and will be voted on at next general meeting scheduled for 9 September 2018, Masonic Hall, Allchurch St, Alice Springs.

Moved: N/A Seconded: N/A

Auditor for 2018/2019: - Brian Knapstein

Moved: John Hubner Seconded: Raelene Beale Carried: All

Presidents report:

John Huber; We had a reasonably good year, memberships remained static with some new memberships offsetting those that left.

Thank you to all the committee members for their help during the year especially to Col for without his wealth of knowledge I wouldn't have been able to do my job as President,

John Syme for being Treasure and preparing the club books.

Jasmina for being secretary and taking the minutes,

It's great to see the way people pitch in and help out when needed !

• Review membership fees for 2018/2019

Proposed that there be no change to the fee structure for 2018/2019, being \$35 single and \$50 family, membership.

Moved: John Hubner Seconded: Peter Hilliard Carried: All

Election of new committee:

All committee positions declared vacant. Elections will now be held for committee positions for 2018/2019 year;

Returning officer: John Hubner asked for someone from the floor to act as returning officer to chair the AGM, John Bridgefoot volunteered and was accepted by the members present.

PRESIDENT: John Hubner was nominated from the floor and accepted the nomination.

Nominated: Col Jarrett Seconded: Peter Hilliard Carried: All

VICE PRESIDENT: Allan Campbell was nominated from the floor and accepted the nomination.

Nominated: John Hubner Seconded: Col Jarrett Carried: All

SECRETARY: Douglas Draeger nominated himself

Nominated: Douglas Draeger Seconded: Derek Poolier Carried: All

TREASURER: Russ Driver was nominated from the floor and accepted the nomination.

Nominated: Col Jarrett Seconded: John Syme Carried: All

REGISTRAR: Colin Jarrett was nominated from the floor and accepted the nomination.

Nominated: John Hubner Seconded: Allan Campbell Carried: All

PUBLIC OFFICER: Brian Eather was nominated from the floor and accepted the nomination.

Nominated: John Hubner Seconded: Alvena Spears Carried: All

EDITOR: Liz Driver nominated herself.

Nominated: Liz Driver Seconded: John Hubner Carried: All

WEB MASTER: Tony McKenzie was nominated from the floor and accepted the nomination.

Nominated: John Hubner Seconded: Col Jarrett Carried: All

HISTORIAN: Stuart Gear nominated himself

Nominated: Stuart Gear Seconded: Wally Spears Carried: All

CRANKHANDLE: Alvena Spears was nominated from the floor and accepted the nomination.

Nominated: Col Jarrett Seconded: John Hubner Carried: All

COMMITTEE MEMBER: Neville Heness was nominated from the floor and accepted the nomination.

Nominated: Colin Jarrett Seconded: John Cooper Carried: All

COMMITTEE MEMBER: John Bridgefoot was nominated from the floor and accepted the nomination.

Nominated: Raelene Beale Seconded: John Hubner Carried: All

CLUB HOSTESS: Marie Gear was nominated from the floor and accepted the nomination.

Nominated: Marie Gear Seconded: Raelene Beale Carried: All

All club members present and were in-favour of MECCA committee position appointments for 2018/19.

Bank Signatories: Moved that John Hubner (Club President), Allan Campbell (Club Vice-President), Russ Driver (Club Treasurer), Douglas Draeger (Club Secretary) to be become the new Commonwealth Bank signatories for Motor Enthusiast Club Central Australia inc.

Moved: John Hubner Seconded: John Syme Carried: All

Next AGM: Scheduled for 11 August 2019

Restoration ??? How long does it take? HA HA

Another 'Getaroundtooit' one day



WHAT YOU NEED TO REGISTER YOUR CLUB CAR AT MVR

Fill out 2 x R42 forms, submit one to current Club committee member for signature, and one for MVR once signed.

- For MVR you require
1. R42 form signed from Club, (note we do not have club membership number as the R42 form gets stamped with official MECCA stamp and this is sufficient)
Two R42 Forms – can be downloaded from NT Gov. website
 2. Green roadworthy certificate
 3. Vehicle log book (if new rego MVR will give you a vehicle log book)

IMPORTANT INFORMATION

If you become un-financial or inactive in the club –
MECCA is bound by the Registration Act to inform MVR of that fact and
your registration will be deemed invalid.

There are a few other restrictions that affect your club registration. If you are not sure of any of these please ask at MVR or MECCA for details



Northern
Territory
Government

Department of Lands and Planning
GPO Box 530, DARWIN NT 0801
Phone: 1300 654 628
Fax: (08) 8999 3103
Email: mvr@nt.gov.au
Website: www.mvr.nt.gov.au

Office Use Only

Customer ID

Registration No. Type

Log-Book No.

R42

Application for Club Vehicle Registration

New Application

Renewal of Registration

Details of Applicant 1 (sole owner)

Surname

Given Name(s)

Date of Birth / / NT Driver Licence Number

Residential/Street Address

Postcode

Postal Address

Postcode

Telephone Mobile Telephone

Email Address

Details of Applicant 2 (joint owner)

Surname

Given Name(s)

Date of Birth / / NT Driver Licence Number

Residential/Street Address

Postcode

Postal Address

Postcode

Telephone Mobile Telephone

Email Address

Details of Vehicle and Club Membership

Registration Number State Name of Approved Vehicle Enthusiast Club Membership Number

Year Make Model Colour

VIN / Chassis / Serial Number Engine Number

Privacy Statement

The Registrar of Motor Vehicles is required to collect information for Registrations, Licenses and Permits under section 92 of the *NT Motor Vehicles Act*. The Registrar adheres to the Department's Privacy Statement and the *Information Act*. Further information on privacy can be found at www.nt.gov.au/dlp

WARNING:

Persons who by false statement or misrepresentation, obtain or attempt to obtain registration or renewal of registration or transfer of a motor vehicle, are liable to a penalty not exceeding \$2 000 (Companies \$10 000) or imprisonment for 6 months under the *Motor Vehicles Act*.

Applicants Declaration

I/We the undersigned owners of the above mentioned vehicle hereby apply for Club vehicle registration and declare that the above details are true and correct. I/We have obtained a copy of and have read and understood the Northern Territory Motor Vehicle Enthusiast Club Registration Scheme Guidelines and General Information. I/We will abide by those Guidelines at all times when driving the above mentioned vehicle on the Road Network.

Signature of Owner/s:

Date: / /

Club Office Bearer Certification

I, hold the position of Approved Signatory of
(full name of Approved Signatory)

(Name of Approved Club/Organisation)

I certify that the person/s named above is/are a financial member of our club and that the application and vehicle meet with the requirements of the clubs constitution.

Signature of Approved Signatory:

Date: / / ONLY VALID FOR 6 WEEKS

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, ie., 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.

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



VETERAN



VINTAGE



CLASSIC



SPECIAL INTEREST

Overlander Badge Application

I HEREBY MAKE APPLICATION TO RECEIVE THE **OVERLANDER BADGE** FOR THE FOLLOWING CATEGORY
 VETERAN, VINTAGE, CLASSIC, SPECIAL INTEREST, Please circle.

YOUR DETAILS

Full Name: _____

Home Address: _____

Phone Nos. Home: _____ Mobile: _____

Email: _____

Where should we mail the badge to: _____

VEHICLE DETAILS

YEAR _____ MAKE _____ MODEL _____

BODY STYLE _____ No OF CYLINDERS _____ TYPE OF MOTOR _____

PROPOSED ROUTE

START: _____ FINISH: _____

VIA: _____

START DATE: _____ FINISH DATE: _____

SIGNATURE: _____ DATE: _____

NOTE: Please enclose the fee of \$75.00 with the application and allow time for the engraving.



THE BLACK BOX

Do You Know . . .

David Warren's involvement in the aviation industry? He was a research scientist at the Aeronautical Research Laboratory in Melbourne – and he was the inventor of the so called “black box” flight recorder. (Incidentally, this Laboratory is now known as the Defence Science and Technology Organisation).

In 1953, while investigating the mysterious crash of the world's first jet-powered commercial aircraft ‘The Comet’ - David Warren thought how useful it would have been to know what had happened leading up to the crash. He had seen a miniature recorder at a trade fair not long before – and suddenly he could visualise such an instrument recording all aircraft transmissions. The challenge was to make sure the instrument did not disintegrate on impact, and so be recoverable afterwards. His idea was met with a lot of negativity in the beginning, so he set about building a prototype which could continually store up to four hours of speech, as well as flight instrument readings. Finally, in 1958, the breakthrough came. During an informal visit to the Laboratory by a former British Air Vice-Marshal, Sir Robert Hardingham, David demonstrated his device. Sir Robert saw the potential immediately, and David and his “black box” were soon on their way to England. Britain and Canada showed great interest, but not so America and Australia. So while there was continued lack of support in Australia, other countries were moving ahead with its development, and subsequently capturing the growing market. It was not until the crash of a Fokker Friendship in Mackay (Qld) in 1960 that led to Australia becoming the first country in the world to make cockpit-voice recording compulsory.

Since then, the flight recorder has been universally adopted as a means to investigate all aircraft accidents, as well as being a significant contribution to international airline safety.

So why is it called a “black box” when in fact the box is bright orange (for easy retrieval purposes)? The origin is uncertain but basically, the term was coined by the media – the aviation industry only ever refers to it by its proper name that is, the flight data recorder and cockpit voice recorder.

Who was David Warren? He was born in 1925 on Groote Eylandt, Northern Territory. He was the first child of European descent born on the Island. His father died in 1934 in an aircraft crash in Bass Strait. David had a distinguished education leading to a most impressive career, culminating, for this story, in his position at the Aeronautical Research Laboratory in Melbourne from 1951 to 1985. He died in 2010, and was buried in a casket bearing the label “Flight Recorder Inventor; Do Not Open”.

He was a member of many Committees, and received many awards and honours. Of note, in 2002 he was awarded the Officer of Australia Medal; in November 2008, Qantas named one of their Airbus A380's after him; in June 2012, the ACT Government named a road, David Warren Road in the suburb of Hume; he was inducted into the Australian Aviation Hall of Fame in 2013; and in March 2014, the Defence Science and Technology Organisation renamed their Canberra headquarters the “David Warren Building”.

He was also the founding chairman, and patron of the Morris Minor Car Club of Victoria for 25 years (1977-2002)

Phoebus Cartel

Alfred Sloan was the originator of the annual model change to sell more cars, and subsequently the pushing of used cars to cut into Ford's sale of the Model T - have you considered this and how it might apply across other industries?

Conspiracy theorist will love the work undertaken to uncover the Phoebus Cartel. Essentially a combination of European light bulb manufacturers who conspired to reduce the usable life of light bulbs to ensure more sales of the product. There is plenty of evidence of this and it gained renewed interest with the release of the LED bulbs now common and in usage world-wide.

Through the manipulation of the various aspects of bulb manufacture (filament design, gas content of the bulb and designed operational power consumption and subsequent luminescence) this cartel of manufacturers redesigned light bulbs to reduce their operational life from around 2500 hours in the early twenties down to 1500 hours by the end of the twenties. The end result is that they got to sell a whole lot more bulbs and was in part driven by a fall in sales as the industry entered the 1920s.

Indeed manufacturers were required to send batches of bulbs to a cartel owned Swiss testing laboratories on a regular basis to have them tested against the required performance. Failure to meet the standard, by exceeding or by not meeting the 1500 hour target resulted in fines being imposed by the cartel on that manufacturer. Thus it may be seen that the Phoebus Cartel was the most probable instigator of planned obsolescence, a then novel idea that has reaped plenty of profits for companies ever since.

The question now on the mind of the conspiracy theorists is this: what cunning plan surrounds the new LED bulbs and the claims of super long life.

Only time will tell.

To get the full story, why not check out some of the available websites at *The Phoebus Cartel* – it is quite fascinating albeit

Fashion—Overalls

It was in the twenties that staff in a Engineering Department adopted the wearing of overalls and formed an overalls club. Whilst we are unsure of exactly what an overalls club was, overalls were the choice of work wear for a number of trades although there seemed to be a hierarchy of who wore what colour.

Railway men wore striped overalls, painters wore white and the rest of the trades wore either blue denim or occasionally, black.

Overalls provided a few pockets both front and rear to hold small tools and the like. During the twenties and up to the forties, overalls had large fold up cuffs, however we have not been able to establish why. It can be noted that during this time overalls were quite baggy in fit and only slimmed down to the modern shape as they moved into the fifties and sixties. I expect that, from research, the overall was beginning to make a fashion statement and this may be part of the drive behind the engineering department taking them up.

An even more practical outfit may have been the coverall. This garment provided full cover for your clothes and would not have been too bad an outfit to wear, at least in winter.

Next time you're working on your restoration, don't forget to wear your overalls or is it coveralls????



Overalls and Coveralls – you decide



1920's farm boy

Just Joking Around

Difference between GUTS and BALLS:

There is a medical distinction between Guts and Balls.

We've heard colleagues referring to people with Guts, or with Balls.

Do they, however, know the difference between them?

Here's the official distinction; straight from the British Medical Journal:
Volume 323; page 295.

GUTS - Is arriving home late, after a night out with the lads, being met by your wife with a broom, and having the Guts to ask:
"Are you still cleaning, or are you flying somewhere? "

BALLS - Is coming home late after a night out with the lads, smelling of perfume and beer, lipstick on your collar, slapping your wife on the butt and having the Balls to say: "You're next, Chubby"

I trust this clears up any confusion.

Medically speaking, there is no difference in the outcome; both are fatal.



"You can have it for fifteen quid, but he goes with it."

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Roof shed frames



Sample of shed roof assembled

Sand stone bricks for sale Phone Russ 0408 002 907



Editors Report

Wow what a excellent turn out for the last meeting before the AGM. 31 members attended and 29 members attended the AGM.

The 2017—2018 committee did an excellent job and we commend you for your commitment in ensuring the club continues.

The 2018—2019 Committee have the great job to excel and achieve greater results for the members and for the members will give the Committee their backing to attend meetings and events available to them. For if members do not back the Committee there is no challenge to excel expectations of the club.

After the AGM we went to the Gillen Club for lunch and approximately 13 members arrived. After a delightful lunch Marie (who had bought a birthday cake, decorated it and a magnificent birthday card) gave it to John who presented Wally with the cake for his 90th Birthday. Wally was enthralled with the rainbow cake—must go with Wally's personality (Ha Ha).

On 25th August was Transport Hall of Fame dinner and the Mecca club was in force again to man the Bar.

Attended were Cole Jarrett, Tony and Marg McKenzie, Michele Thompson, John Bridgefoot, Doug Dreager and John Hubner they were there from 5.30pm to 10.30pm and approximately 300 people attended the dinner. Everyone had a fabulous time and Cheryl from the Transport Hall of Fame complemented the Mecca Team for their fabulous contribution to make the event a success.

Well done you do the club proud.

Sept 1st and 2nd - Red Centre Nats - thank goodness the wind had died down Saturday and Sunday were beautiful days.

Our club under our marque was (resident) Peter Hilliard who looked after the clubs 7 vehicles, 1 motorbike and motorbike/sidecar on Saturday and on Sunday looked after 2 vehicles and motorbike/sidecar. Peter was visited by various interested members of the public plus other club members who were on site.

In the Elite shed the club was privileged to have 4 club vehicles and (resident) Neville and Megan Heness kept an eye on these vehicles, and was visited by members of the public and various club members who were on site.

At the podium Mecca car club Neville Heness won a trophy for 'Best Unrestored Vehicle' and Russ Driver won 'Street Top Vintage'.
Congratulations well done.

It is wonderful when club members are involved with these events as it is a great social event and it also makes it so easy to pack up as many hands make light work and it was a heap of fun.

Thank you everyone.

Ps. I would love stories, classifieds of any kind etc email to -
wheelnuts@always17.com.au

