



CentreSpoke

August 2019

WELCOME THE NEW COMMITTEE 2019—2020

President

Tony O'Brien



Vice President

Trevor Jacobs



Secretary

Douglas Draeger



Treasurer

Russ Driver



Public Officer

Brian Eather



Committee Member

Mandy Vandenberg



Committee Member

Neville Heness



Vehicle Registrar

Col Jarrett



Editor

Liz Driver



Webmaster

Tony McKenzie



Historian

Stuart Gear



Crank Handle

Alvina Spears



Hostess

Lisa Heness



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 2019/2020

PRESIDENT:	Tony O'Brien	0438 530 366
VICE PRESIDENT:	Trevor Jacobs	0417 824 684
TREASURER:	Russ Driver	0427 970 744
SECRETARY:	Douglas Draeger	0428 676 741
PUBLIC OFFICER:	Brian Eather	0428 758 002
COMMITTEE MEMBERS:	Mandy Vandenberg Neville Heness	0409 098 987 0428 740 964
VEHICLE REGISTRAR:	Col Jarrett	0457 297 271
EDITOR:	Liz Driver	0427 970 744
WEB MASTER:	Tony McKenzie	0412 853 072
HISTORIAN:	Stuart Gear	0418 898 361
CRANKHANDLE:	Alvina Spears	0417 169 452
CLUB HOSTESS:	Lisa Heness	0422 041 449
LIFE MEMBERS:	Dave Simpson, Tony Bullock, Walter & Alvina Spears, Stuart & Marie Gear, Col Jarrett	



Presidents Report

I am pleased to present my very first President's Report for the year and in so doing would first like to thank the previous committee members and club members for their great work and contributions over the past year.

As we are all aware finding that all elusive time to just enjoy our passions is no easy trick but is saying this - why not - we have all done the hard yards and deserve Our Time.

I have recently travelled down to Gippsland in the Latrobe Valley, south of Melbourne visiting family and visited the town of Maffra where they have the greatest collection of vintage/classic vehicles.

I have included a few pics of some of my favourites, which I am sure many of you will recognise. These vehicles are true gems and a credit to their various owners.

Our Web Site and our CentreSpoke magazine (courtesy of Tony Mc Kenzie and Liz Driver) are brilliant and an invaluable asset for our Club as they share and show our enthusiasm and passion for our vehicles and social gatherings.

Coming events include the Road Transport of Fame Dinner on Saturday 24th August which is of course our major fundraiser, all hands greatly appreciated here.

We have also been invited to join the Aces and Eights Red Centre Nats Cruise on Thursday 29th August, 5.30 pm at Flynn's Grave then into a casual cruise around town then onto the Crazy Train Diner at 7pm, could be a lot of fun.

Then on the weekend of the 31st the Red Centre Nats Street Parade. Please keep in contact with Colin Jarrett for information here as we would like as many members as possible to join in the run.

Thanks again for offering me the privilege of working with the club, I would also like to thank the members who have volunteered their time with this year's committee and look forward to working with them.

Safe Driving.

Thanks again.

Tony

Cont

TONY'S FAVOURITES (2)



Cont

TONY'S FAVOURITES (3)





The Sec's Desk

MECCA

MOTOR ENTHUSIAST CLUB CENTRAL AUSTRALIA inc

GENERAL MEETING Minutes

Masonic Hall Allchurch St 9.00 am

MEETING SUNDAY 11th August 2019.

Meeting Opened: 9.15am

Present: : Raelene Beale, Garry Bentley, John Bridgefoot, John Cooper, Douglas Draeger, Liz and Russ Driver, Brian Eather, Marie and Stuart Gear, Lisa Heness, Peter Hilliard, Col and Vicki Jarrett, Craig and Robyn Lambley, Tony McKenzie, Tony O'Brien, Pietje Span, Michele and Mike Thompson, Steve and Mandy Vandenberg, Trevor Jacobs

Apologies: John Hubner, Alan Campbell and Aileen Kennedy, John Syme, Phillippe Freidel, Wally and Alvina Spears, Fred Twohig, Neville Heness,

Visitors: - Nil

Previous Minutes: Minutes of the previous / July meeting as emailed to members and copies available at the meeting. Motion to accept the minutes. Moved: Tony McKenzie Seconded: Lisa Heness Carried: All
Business arising from previous minutes . - Nil

Presidents Report: Just in the last couple of days, John ended up in hospital in Adelaide having a check up on his ticker after a heart attack. We wish him a speedy recovery and look forward to seeing him back on his bike soon.

Treasurers Report:

Letter from Brian Knapstein (previous auditor) acknowledging too busy this year to assist with club accounts.

Financials:

July Bank Balance:	\$6,092.76
Income (memberships)	\$ 645.00
Tool Box Raffle	\$1,045.00
BBQ	\$ 257.05
Current Bank Balance	\$ 8,039.81

Future Expenses expected including Public Liability Insurance approx. \$900- and Meeting room rental – tba.

Russ has offered to investigate a better deal on club PL insurance.

Motion to accept the treasurers report.

Moved: Gary Bentley Seconded: Tony McKenzie Carried: All

(2)

Secretaries Report:

Correspondence In:

Issues of all club magazines received this month available to peruse at the meetings. (Folders on front desk at meeting) Inc: CrankTalk and Retroautos
Events in the NT:

Noonamah Rockability Rally – 10/8/19

Coffee, Cars and Cakes – Howard Springs Bakery – 11/8/19

REPCO Reliability Trial Cars – Winnelle – 20/8/19

Classic Ford Car Club Drive – Berry Springs

Supercars Supersprint from The Bend – 23 to 25th Aug

Road Transport Hall of Fame Reunion – 24-25 August

Red Centre Nats – Alice Springs – 29th to 1st September

DMV – Club Rego Reports

Show and Shine Coolalinga

Bay to Birdwood Classic 2019 – Sunday 29 September

Invitation and entry form for 41st Corowa Military Vehicle Gathering, Monday 9th
March to Sunday 15th March 2020 – Year of the Military Motorcycle

Correspondence Out:

Secretary will send out a get-well card for John on behalf of the club

Moved: Tony McKenzie

Seconded: Tony O'Brien

Carried: All

General Business:

Colin Jarrett – Life membership. In recognition of Colin's support to the club over many years beginning shortly after the club was formed (extension of the VVC club about 1996) joining in 1998, a plaque and Life Membership was presented to Colin. Both Colin and Vicki have been resolute supporters of the club.

Thanks to Frank Allen in SA for assistance to Tony with club web site. Much appreciated as Tony dropped in the deep end of picking up the task at the start

RTHF Bar – Have so far, Tony and Margaret McKenzie, Fred Twohig, Michelle Thompson, Raelene Beale & John Cooper (part time), Douglas Draeger, John Bridgefoot, Steve and Mandy Vandenberg

- Russ will follow up with temp Liquor License at next RTHF meeting, and who is Nominated Person (to be present?) Also confirm we don't handle cash (ticket system) and all volunteers not required to have RSA (preferred) – Can do on-line.

Russ gave an update of developments with the RTHF – New management / New committee comprised of Alice Springs business people, including Wayne Thompson (ATG) and Adrian DeBrenni. New General Manager Lester Hamilton.

(3)

Liz Driver gave the meeting a draft copy of proposed club calendar for 2020.
Suggestion welcomed and motion to proceed with 200 copies for cost of \$660

Moved: Col Jarrett Seconded: John Bridgefoot In Favor: ALL

Liz has requested good quality pictures of members in the picture with their vehicles for the calendar.

Red Centre NATS – next meeting Monday Night – Col attending, anything other than already on the RCNATS event web site, Col can advise

Club Shirts still available for sale \$45- each and a few club hats left at \$20 each – Contact Col

AGM Annual General Meeting of the Motor Enthusiast Club of Central Australia (MECCA) will be held following conclusion of this meeting.

You must be financial to vote. Membership fees are now due

Booking numbers for lunch after AGM at Golf Club – 13 – booked for 20

August / September activities:

August 24th – Sat night, RTHF Reunion dinner, members work bar

September 8th – Club meeting followed by Run to Stanley Chasm for lunch

Meeting Closed: 9.50 am

MECCA
MOTOR ENTHUSIAST CLUB CENTRAL AUSTRALIA inc

CLUB Calendar 2019

August 24th – Sat night, RTHF Reunion dinner, members work bar

August 30th - Sept 1st - Red Centre Nats

September 8th – Club meeting followed by run to Standley Chasm for lunch



The new committee will be asking for suggestion for runs and events for

October, November, February 2020 Breakfast, March, April, May, June, July and finally August 2020 - AGM time again

So get your thinking caps on and give suggestions so we can all have loads of fun

**RUSS DRIVER PRESENTING COL JARRETT
WITH LIFE MEMBERSHIP**

CONGRATULATIONS WELL EARNT



Golf Club Luncheon after the AGM - what a fantastic spot to have lunch with interesting people



Present were Stuart and Marie Gear, Tony and Margaret McKenzie, John Bridgefoot, Steve and Mandy Vandenberg, Mike and Michelle Thompson, Russ and Liz Driver, Michael Hanrahan and Brian Eather, Col and Vicki Jarrett, and Douglas Draeger



What has been the history of automobiles and the means of vehicle transport Australia before?

During the twentieth century, the automobile evolved from a marginal wonder to the dominant mode of ground transportation in the United States, spawning a vast network of subject interstate highways, spurring the post-war suburban sprawl, first step up unprecedented possibilities of mobility for the average American, but also generating a host of stubborn mixer complaint: air contamination, traffic jams, road rage, and even a significant donation to global climate modification

1. Adolf Hitler requested Ferdinand Porsche to fabricate a Volkswagen, which genuinely signifies 'Individuals' Auto' in German. This auto went ahead to wind up noticeably the Volkswagen Creepy Crawly.
2. In 1971, the cabinet of Peak Minister Indira Gandhi proposed the output of a 'People's Car' for India - the contract of which was given to Sanjay Gandhi. Before contacting Suzuki, Sanjay Gandhi held dialogue with Volkswagen AG for possible spiff speculation, encompassing transferee of technology and joint output of the Indian edition of the 'People's car', that would also mirror Volkswagen's global succeder with the Beetle.
3. Bowl -Royce Ltd. was mostly a car and aeroplane railway locomotive making company, established in 1906 by Charles Stewart Rolls and Frederick Patrick Henry Royce.
4. The most expensive cable rail-road car ever sold at a public auction sale was a 1954 Mercedes-Benz W196R Formula 1 airstream car, which went for a staggering \$30 million at Bonhams in July 2013. The record book was previously held by a 1957 Ferrari Testa Rossa Prototype, sold in California at an auction for \$16.4 million.
5. As a young man, Henry Ford used to stamping ground watches for his friends and syndicate using the tool he made himself. He used a corset arrest as tweezers and a filed shingle nail as a screwdriver.
6. In the twelvemonth 1916, 55 percent of the railway car in the cosmos were Model T Crossing, which is still an unbroken record.
7. Volkswagen named several of its automobiles after a fart. Passat - a German word for trade malarkey; Golf - Disconnect flow; Polo - polar winds; Jetta - jet stream.
8. British luxuriousness car marque Aston Martin's name came from one of the founders Lionel Martin who used to race at Aston Benny Hill near Aston Clinton. Gerald Ford Motor Society owned the company from 1994 boulder clay 2007. However, Ford still holds Synonyms/Hypernyms (Ordered by Estimated Frequency) of noun stake in the business.
9. The first road - reliable cars used a lever instead of a winding wheel to steer. It had a figure and functioning like that of a control stick.
10. Bob Marley, a Jamaican reggae singer-songwriter and guitarist, owned a BMW, not for prestige but because of the coincidence of initials for Bob Marley and the Wailers.
11. The Benz Letters patent -Motorwagen is believed to be the first Bodoni automobile. It was built in 1886 by German inventor Carl Benz.
12. Petrol natural gasoline and Diesel are still used to fuel the internal combustion engine today. However, both of this fuel cause air pollution and contribute to climate change. With rapidly increasing crude prices and care about the environmental encroachment, there is a lot of work underway to produce viable future choice magnate systems for cars. Hybrid vehicles, hack -in electric vehicles, hydrogen vehicles and vehicles using alternative fuels such as natural gas are gaining popularity.

Henry Ford's Model T car, introduced in 1908, is often regarded as the most famous of all early motorcar. It was the first car to publicly become affordable, especially after Ford massively improved the production-line manufacture scheme.

THE WONDER CAR—SUMMIT



Advertised as a 'New Wonder Car' and 'An Australian Triumph', the Summit was built in the Sydney suburb of Alexandria by Kelly's Motors Ltd between 1922 and 1926. It was equipped with a radio, cigar lighter and electric stop lights. The Summit also came with a 12 month warranty, which was unusual amongst cars of that era.

The Summit was powered by a 3.4 litre 4-cylinder Lycoming side-valve engine. The only body style available was a five-seater tourer. While most of the mechanical components were imported from the United States, an option was an unusual locally designed suspension system.

This used a series of leaf springs running the full length of each side of the chassis frame and was said to provide an exceptionally smooth ride. Unfortunately the long springs were prone to failure.

A couple of hundred Summits were built, with at least one fully restored example surviving today.

EH Holden:

Produced August 1963 to January 1965.

In August 1963 Holden released its new model, the EH. The new styling of the EJ was refined in the EH with straighter rear guards and a lower roof amongst other styling upgrades. But the improvements didn't stop at cosmetics, the EH included Holden's new Red Motor, finally Holden had upgraded from the old Grey Motor which even though reliable was seriously underpowered for the new styles of car Holden was starting to produce.



Holden had finally decided to put more focus on the motors in their cars, the EH actually came with an option of what sized motor the consumer wanted, either a 149ci or a 179ci was available, there also was available a 179HP (High Performance) motor which included a stronger crank and is still a sought after block for old Holden enthusiasts today. The main let down for the new model was that the old column shift manual was barely strong enough to handle the new 149 and was pitifully inferior behind the new 179. The king pin front end was also a let down behind the new motors and the brakes were not improved to handle the new power. Over the old grey motor the 149 had a 33% power increase and the 179 a 54% power increase, and with no noticeable improvements to handling or braking the EH was a little behind the times. The Hydromatic Automatic gearbox had another gear added making it now a four speed box.

The EH though was a terrific seller for Holden, 250,000+ EH Holden's were sold in just 18 months, showing just how popular they were in their day, today they remain one of the most popular old Holden's for enthusiasts and are commonly thought of as one of the best designed of all the old Holden's. With basic improvements to the front end and steering using later model components the EH Holden can compare with any other old Holden in every department and beat most for raw appeal.

The EH Holden range also included Holden's first attempt at a purpose built race car, the S4. There were only 120 S4 EH Holden's produced and they were inferior on the track compared to the Ford Cortina GT, but they were only the first steps on the new path for Holden. The S4 had a few features that were later included on other models such as a brake booster and there were also rumours that Holden was working on an S22 EH but it never came about. The S4, however it may have lacked, still showed that with the new Red Motor, Holden was committed to improving their cars with performance in mind. The V8 Holden's however were 4 more years away so even with the later produced 179 X2 Holden was still behind the competition in the performance department (although only by 5kw compared to the valiant).

The EH entered the market at the same time as the new Ford Falcon which created a fair bit of rivalry between die-hard fans of one or the other, rivalry which continues to today in their newer models. The EH however was sold as Australia's Own, much like the other early Holden's, even though the designs for most came from American General Motors design teams or European cars.

History of Yamaha Motorcycles 1950 to 1960's

1950s

In 1955, Yamaha Motor Company (YMC) was established with Genichi Kawakami acting as the first president. During the same year, the company also produced its first product, the Yamaha YA-1 — a 125cc motorcycle that was also dubbed the “Red Dragonfly”. The YA-1, Yamaha’s first ever bike, achieved huge racing success in Japan.

Just two years later in 1957, the company released its sophomore product, the YA-2. It has the same 125cc two-stroke engine as the YA-1, but with better frame and suspension. In the same year, they also released the 250cc two-stroke twin-cylinder Yamaha YD-1. Yamaha was on a roll.

Not one to break a successful streak, Yamaha Motor made history the following year as the first Japanese manufacturer to join international racing. It placed 6th in the Catalina Grand Prix in the USA. Its participation and performance in the race have earned the company heavy popularity, propelling the first Yamaha motorcycles (YD-1 and the 500cc MF-1) into the US market through the independent distributor Cooper Motors.

In 1959, Yamaha Motors released the performance motorcycle YDS-1, a 250cc two-stroke twin cylinder motorcycle.

1960s

Yamaha International Corporation was founded in the USA and began selling Yamaha motorcycles in 1960. In the very same year, the company also started venturing to boats and outboard motors. By 1962, the company moved its motorcycle development operations from Yamaha Technological Research Institute to the YMC headquarters.

Meanwhile, on the racing front, Yamaha continued to make a name for itself. From 1953 to 1964, Yamaha Motors won five of the 11 rounds of World GP series and getting its first world championship with Phil Read. The sales of the company remained impressive during this period.

In 1965, the first 350cc motor was built and in 1967, the larger R-1 350cc two-stroke twin cylinder model was manufactured. Yamaha Motors released the DT-1 Enduro, the first trail motorcycle, by 1968.

Cont. page 2

YAMAHA MOTORCYCLES 1970 TO 1980's (2)

1970s

Yamaha Motors has made its first four-stroke motorcycle, named the Yamaha XS-1 in 1970. It was also at the beginning of this decade that Yamaha developed the first off-road bikes or dirt bikes for off-road riding and competitions. Yamaha Motors Brazil was also founded in 1970 and two years later, the company moved to its present headquarters in Iwata, Shizuoka, Japan.

In 1973, Yamaha expanded to Canada and developed the first single-shock rear suspension system called Monoshock. This suspension was initially incorporated in 1974's Yamaha YZ-250, which was in production (with various updates) until 2015.

The second half of the 1970s marked the launch of the famous XT500, which won the first ever Dakar Rally which was also known as the Paris-Dakar 1979 race. Yamaha Motor Corporation USA also separated from Yamaha International Corporation in 1977 and released the brand's first all-terrain vehicle, Yamaha YT125.

1980s

The 1980's was a transformative decade for Yamaha. In the next 10 years, YMC concentrated their efforts on the innovation and diversification of their products. It started by manufacturing the company's first air-cooled V-Twin cruiser called Virago 750 in 1981. The Yamaha Virago 750 is one of the pioneering cruiser style motorcycles in Japan. Yamaha Motor went on to release a dozen more of this type of motorbike in varying engine configurations and displacements.

One of the Yamaha products that gained massive popularity then was the Yamaha RZ-350. It was also sold in the U.S. and was seen everywhere in the streets throughout the decade. Another is 1985's Yamaha FZ750, a high performance bike with 750cc four-stroke four-cylinder engine. It was the first motorcycle to ever have a five-valve cylinder head.

Aside from motorcycles, Yamaha Motor manufactured its first Personal Watercraft (PWC), the MJ-500T. It also released the Surface Mounter Boat 21 Series, gas heat pump YGC401W model and the limited R-50 unmanned Helicopter.

Meanwhile, Yamaha Motors continued to expand globally. In 1986, Yamaha Motor Taiwan was founded as was the Yamaha Motor Manufacturing Corporation of America. The company also acquired France's MBK and created a Beijing liaison office.

JOKE TIME



What do you get when you put a car and a pet together ?
Carpet!

Do you know what grinds my gears?
Clutch failure.

Why does a chicken coop have two doors?
Because if it had four doors, it would be a chicken sedan.

Where do Volkswagens go when they get old?
The Old Volks home.

Light travels faster than sound.
This is why some people appear bright until you hear them speak.

Confucius say: Girl who sits on Judge's lap gets honourable discharge.

Confucius say: Banker who sits in freezer, will have frozen assets.

NOT A BAD IDEA

A blonde walks into a bank in central New York City and asks for the loan officer. She says she's going to Europe on business for two weeks and needs to borrow \$5,000.

The bank officer says the bank will need some kind of security for the loan, so the blonde hands over the keys to a new Rolls Royce. The car is parked on the street in front of the bank; she has the title and everything checks out.

The bank agrees to accept the car as collateral for the loan. The bank's president and its officers all enjoy a good laugh at the blonde for using a \$250,000 Rolls as collateral against a \$5,000 loan. An employee of the bank then proceeds to drive the Rolls into the bank's underground garage and parks it there.

Two weeks later, the blonde returns, repays the \$5,000 and the interest which comes to \$15.41. The loan officer says, "Miss, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that you are a multimillionaire. What puzzles us is, why would you bother to borrow \$5,000?"

The blonde replies, "Where else in central New York City can I park my Rolls for two weeks for only \$15.41 and expect it to be there when I return?"

Sent in by Trevor Jacobs

This is the warranty statement from my 1925 Chrysler owner's manual. Nothing new here except the warranty period is only 90 days, a far cry from 7 years offered by some manufacturers today!

76

C H R Y S L E R " 7 0 "

Warranty

(Standard Warranty of the National Automobile Chamber of Commerce)

We warrant each new motor vehicle manufactured by us, whether passenger car or commercial vehicle, to be free from defects in material or workmanship under normal use and service. Our obligation under this warranty being limited to making good at our factory any parts or part thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser, be returned to us with transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective.

This warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on our part, and we neither assume nor authorize any other person to assume for us any other liability in connection with the sale of our vehicles.

This warranty will not apply to any vehicle which shall have been repaired or altered outside of our factory in any way so as, in our judgment, to affect its stability or reliability, nor which has been subject to misuse, negligence, or accident, nor to any commercial vehicle made by us which shall have been operated at a speed exceeding the factory rated speed, or loaded beyond the factory rated load capacity.

We make no warranty whatsoever in regard to tires, rims, ignition apparatus, horns or other signaling devices, starting devices, generators, batteries, speedometers, or other trade accessories, inasmuch as they are usually warranted separately by their respective manufacturers.

CHRYSLER SALES CORPORATION

The Chrysler Sales Corporation reserves the right to make changes in design or to make additions to or improvements in its product without imposing any obligation upon itself to install them on its product previously manufactured.

TRANSPORT HALL OF FAME DINNER 24/8/19

The Transport Hall of Fame with trucks and cars before the Reunion dinner



Our Bar members, Raelene Beale, Michelle Thompson, John Cooper, John Bridgefoot, Tony McKenzie, Mandy Vandenberg, Margaret McKenzie and Steve Vandenberg- Amazing job



A well earned Dinner while the others hold fort at the bar

SERVICES

Trev's Auto Repairs

For Rego checks, repairs and wheel alignments.

Phone 8955-5568



Club Merchandise For Sale

Club shirts various sizes \$45.00 each

Club Hats \$20.00 each

Overlander Badges \$75.00 each - conditions apply

Available at Club meetings or contact Col if required before.



Editors Page

Hello again.

I say to myself that the month before was busy enough and life is going to slow down however it seems to get busier and always interesting.

We all knew AGM was coming up in August which obviously put the pressure on John Hubner being the president whether he was going to run again - however life intervened and John had a heart attack a few days before the AGM and was rushed to Adelaide - WOW what a way to get out of coming to the AGM - ONLY JOKING.

As I am writing this John is back home and taking things easy - from all the club members we wish you a speedy recovery



Well I have to say the last meeting and AGM was the most relaxed and enjoyable meeting I think we have had.

I was worried we would be there all day filling all the positions however as each position came available we had a contenders and next thing we knew it was over— a new Committee was formed.

Would have been great if John Hubner and Allan Campbell who had the flu would have been present you were both sadly missed.

A well deserved life membership to Col Jarrett who has worked tirelessly for the club with Vicki.

Have to praise up Marie Gear who has been Hostess for the club for a long time - she has given the club enormous amounts of time preparing morning tea for us usually the night before or getting up bright and early on club meeting days to make her famous Mecca Pie and make sure we have coffee, tea, sugar, biscuits etc ready for us when we have our break.
THANKYOU from all of us.

Congratulations to Lisa Heness for taking up Marie's position as Hostess we look forward to your specialties.

Congratulations to the new Committee an exciting year ahead.





Editors Page

After the AGM it was time to eat.

Off we go to the Golf Club, there were 16 who attended and wow excellent location, quiet, great views and the food was terrific and a good size meal I would recommend any one to go there. It was hard to leave the Golf Club but after such a hearty meal it was time for a siesta.

Russ and I got involved with the Transport Hall of Fame sub-committee to help with the success of the truck reunion. Liz Martin was made redundant of her position however returned to advise the sub-committee what requirements were needed at the reunion, Liz Martin presented the inductees their induction to the Transport Hall of Fame.

A team of locals banded together including Russ and I, we removed all trucks and vehicles out of Buntine Hall so tables could be set up for the reunion. We all had lots of fun and were amazed how much room there was without vehicles in it.

The reunion was a success and of course every one enjoyed themselves.

Next will be to relocate vehicles back into the shed and start a new display.

I have to give Lester Hamilton manager of Transport Hall of Fame, Wayne Thompson, Jamie Debrenni, Brendan Heenan and Grant Whan full marks to getting in touch with Rosey Batt the Administrator and convincing Rosey to keep the Transport Hall of Fame a viable proposition.

Once the Transport Hall of Fame financials have been brought up to date then a new Committee will be formed and Rosey Batt will no longer have interest in the Transport Hall of Fame. Well Done to keep this institution in Alice Springs.

Red Centre Nats around the corner hope you all have your vehicles ready to go and it seems it will be magnificent weather again for every one.

Well that's it for another month - look after yourselves and we will see you at our next meeting on 8th September

Liz Driver

p.s. If you have anything to put in next newsletter email me I would love to hear from you
wheelnuts@always17.com.au

