



CentreSpoke

April 2023



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 2022/2023

PRESIDENT:	Trevor Jacobs	0417 824 684
VICE PRESIDENT:	Tony O'Brien	0438 530 366
TREASURER:	Sean Heenan	0439 040 188
SECRETARY:	Aileen Kennedy	0491 266 246
PUBLIC OFFICER:	Brian Eather	0428 758 002
COMMITTEE MEMBERS:	Peter Inkster	0432 310 911
	Neville Heness	0428 740 964
	Bryan Cartwright	0479 096 203
	Stephen Dinner	0409 525 350
VEHICLE REGISTRAR:	Allan Campbell	0491 266 246
EDITOR:	Douglas Draeger	0428 676 741
WEB MASTER:	Tony McKenzie	0412 853 072
HISTORIAN:	Stuart Gear	0418 898 361
CRANKHANDLE:	Marie Gear	0418 898 361
CLUB HOSTESS:	Lisa Heness	8952-8564

LIFE MEMBERS: Tony Bullock, Alvena Spears, Stuart & Marie Gear,
Col & Vicki Jarrett ,

HONOURAY MEMBER: Loraine Braham

LIFE MEMBERS (dec) Dave Simpson , Walter and Alvina Spears,
Len Davenport

PATRON: Bernie Kilgariff (dec)



Presidents Report

Hello Members,

There is lots happening in May within the car club and with the weather now turning, it's a great time to get out and about in the cars and bikes.

Mayday was well attended with apparently a record number of floats, even though the crowd was down and mainly concentrated in the Mall section. The club was represented by 4 cars, down on last year and thanks goes to those who did enter and support the event.

Coffee and Chrome followed the next Sunday and although I couldn't attend this year, I saw the club was well represented and again thanks goes to those who entered and offered their support.

Mother's Day is next Sunday with our next meeting being shifted to the following Sunday 21st May. As usual meet at 9.00 at the Hall for a quick meeting and morning tea, followed by a run to Simpsons Gap for lunch. Expect an SMS/email closer to the time with lunch details which again will be provided by the club at the bargain basement price of \$5 a head.

The committee met during the week and the general consensus was don't change the format of meetings and club runs.

It also provides the opportunity for members to attend their 3 meetings a year to satisfy club registration requirements.

What did come out is that meetings could be shortened by not reading out the minutes of the last meeting in their entirety.

They are published in Centre Spoke every month anyway so members are asked to read them there.

General business will be read as usual along with any business arising. Short, sharp and shiny so there is more time for car talk,

See you at the next meeting,

Happy motoring
Trevor Jacobs



The Sec's Desk

MECCA meeting

Held at Harry Griffiths Masonic Hall Sunday 16/04/23

Meeting opened 9.10 am

Present

Raelene Beale, Allan Campbell, John Cooper, Stephen Dinner, Doug Draeger, Liz Driver, Russ Driver, Marie Gear, Stuart Gear, Lisa Heness, Neville Heness, Peter Hilliard, Trevor Jacobs, Tony O'Brien, Mick Ryan, Michele Thompson, Mike Thompson, John Wischusen.

Apologies

Aileen Kennedy, Garry Bentley, Brian Cartwright, Adrian Cousins, Stuart McDonell, Mark Dunn, Brian Eather, Michael Hanrahan, Sean Heenan, Judy Inkster, Peter Inkster, Tony McKenzie, Margaret McKenzie, Derek Poolier, Tom Slattery, Pietje Span, Dallas and Jane Spears.

Visitors

Nil

Minutes of previous meeting

With the secretary away the previous meeting minutes were read as published in April Centre Spoke.

Moved Michelle Thompson Seconded Al Campbell

Business Arising

6 months car trailer rego was paid by Tony O'Brien as a donation.

Bright Spark award- still waiting for plastic surrounds

Sponsorship request was sent to Shannons re the Show entry fee - further information to be provided to Shannons once known.

President's Report

The President was pleased to announce that there are 36 vehicles on the MVR club plate register.

Events coming up include

-The Bangtail Muster on Monday 1st May. Further details will be posted via SMS closer to the day.

- Coffee and Chrome on 7th May with details again to be posted via SMS closer to the day.

The next 2 general meetings are on the 3rd Sunday of the month. The committee decided this year to trial not clashing with Mother's day and public holidays and will assess the acceptance or otherwise of the shift later in the year.

We wish Brian Cartwright all the best. He is currently down south having a tune up and will be back next month.

Today's run is to the Road Transport Hall of Fame for a bbq lunch. For those wishing to go through the museum there is a \$20 entry fee, and this includes a FREE guided tour by Russ Driver.

Thanks must go to Liz Driver for taking on the role of joint editor of Centre Spoke for the next few months due to the current editor being snowed under at work.

See you at the bbq, Trevor Jacobs



The Sec's Desk

Treasurer's Report.

The treasurer was an apology and as such there was no treasurer's report.

Secretary's Report

The secretary was an apology, and no report was available.

General Business.

A discussion was held on continuing with the club PO Box. It was decided that as it had been paid for the next 12 months, the new committee could re-examine the pros and cons when it next comes up for renewal.

Did the club need to look at reduced meetings, say every 2 months?

After a discussion it was resolved to continue as we are.

Did Centre Spoke need to be presented in a reduced form, say as a flyer?

After a discussion, it was resolved to continue in its present form.

The RTHF festival is on 24th - 27th August. For bookings go to www.roadtransporthall.com/ and scroll down to Festival of Transport 2023 programme.

Red Centre Nats is on again bigger and better than before 1st -3rd September. The club will have a spot again and members can enter individually as usual but receive the Club discount by ticking the box. Current entry fee is \$100.

Bay to Birdwood is on again this year 22nd October. Liz and Russ Driver are attending in the Buick. There are approx 1500 vehicles of all types participating, it will be quite a spectacle. If you are attending and driving a club registered vehicle, let the Vehicle Registrar know the details well in advance or you may find you are not registered or insured whilst interstate.

Marie Gear was pleased to accept the position of Crank Handle. Fines can now be paid via coin, paper or tap.

It was suggested that some new name badges be ordered, secretary to look into.

Members then adjourned to the kitchen for tea, coffee and Mecca Pie.

Meeting closed 9.50 am



MECCA

**MOTOR ENTHUSIASTS CLUB OF CENTRAL AUSTRALIA
Inc**

CLUB Calendar 2022 - 2023

14th May - Mothers Day - **NO MEETING**



**21st May - 9.00am meeting followed by drive to Simpson Gap
- BBQ**

9 - 12th June - Finke Desert Race and Queens Birthday long weekend
NO MEETING

18th June - 9.00am meeting followed by drive to Standley Chasm

7th—8th July - Alice Springs Show - club stall

9th July - 9.00 am meeting - no run

13th August - 9.00am meeting then AGM followed by shed crawl
(Sean Heenan organiser) TBC

2nd - 3rd September—Red Centre Nats - club stall

10th September - 9.00am meeting followed by run to Corroboree rock
and lunch Alice Springs Brewery - TBC

2nd October - 9.00am meeting followed by run - TBC

6th—9th October—Bathurst

16/4/23 BBQ at RTHF



Lisa our hostess still at it morning tea and now enough food to feed an army.

Neville our chef for the afternoon.

Trevor making sure its all there

Neville's first food victim - just joking.

How good is this sausages, plain and chili hamburgers, and onion - absolutely yummy



What's going on here?

Looks like secret men's business very official.

Is Stuart in trouble?

Or is he just advising the others how its done Ha Ha

16/4/23 BBQ at RTHF (2)



Yep all diners under the coolabah tree - enjoying the peace and quiet and the yummy food.

More diners giving the thumbs up - looks like Neville's bbq is ok



It was great to see Mick's family join the BBQ and again no complaints.



Some members had a tour of RTHF and they got spoilt as they had a free guided tour by no other than Russ Driver. Members and tourists found the tour fascinating

Up coming events

Sunday 7th May 2023 Aces and Eights Coffee & Chrome on Council lawns -
Line up 7am - 8am, entry fee \$5.00, music, food etc available

9 - 12th June 2023 Finke Desert Race and Queens (Kings) birthday long weekend.

7 - 8th July 2023 Alice Springs Show

Trade Show applications are out let the Committee know who will bring their pride and joy to put in MECCA pavilion .
A great weekend for all

24 - 27th August 2023 RTHF festival

Bookings open end of March. go to RTHF website
www.roadtransporthall.com/ and scroll down to Festival of Transport to Festival of transport 2023 programme

1 - 3rd September 2023 RCN 09 Red Centre Nats

Fathers day weekend - Mecca will have a spot in this magic weekend.
Enter your vehicle on line www.redcentrenats.com.au

22nd October 2023 Bay to Birdwood SA

Approximately 1500 vehicles enter to drive from West Beach to National Motor Museum at Birdwood.
Information email baytobirdwood.history.sa.gov.au

BANGTAIL MUSTER 1/5/23

The history of Bangtail Muster -

Bangtail Muster started in 1959 as a community event (dance and street parade) to signify the traditional start of the mustering season. The Rotary Club of Alice Springs taking it over in 1961 to date. Bangtail Muster name came from the stockman's tradition of mustering the cattle and cutting the ends off the tail to count the cattle. This ensured accurate count of stock on the land.

MECCA car club -

Neville and Lisa had 50% of the vehicles at the event, Mick Ryan driving one of the vehicles, Ross Murphy in the Dodge weapons carrier and Russ, Liz Driver and Michelle Thompson in the Buick and what a glorious day.



Getting closer for the start and enjoying the sun and company.



Lisa is all excited and was going to show us her leg - sexy



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BANGTAIL MUSTER PARADE 2023



Above - Neville, Lisa, Megan and baby Heness in the Holden Caprice

Douglas Draeger on the Penny Farthing going for it.

Mick Ryan below in Fairlane with Russ, Liz and Michelle following in the Buick.

Below Ross Murphy in the Dodge weapons carrier



There Are Only 47 Vintage Tucker Cars Left in the World, and They're Worth Millions Each

Since the dawn of the American automotive industry over 100 years ago, car enthusiasts have been debating which car is the most collectible of them all.

While some, such as the 1957 Chevrolet Bel Air, and the 1964 and a half Ford Mustang, are at the top of many collectors' lists, most will agree the Tucker 48 is indeed the be-all-end-all car to have in a collection. Even if you don't have a collection, one Tucker trumps a dozen Oldsmobile's.

Who and What Is a Tucker?

From a young age, Preston Tucker was in and out of the automotive industry. Even though he never had formal training or a college degree, he had a thorough understanding of how mechanical things worked, particularly automobiles.

It was Tucker's childhood dream to design and mass-produce cars for the American market using elements that were either his inventions or rarely used before. After the war, he was able to raise \$20 million (over \$259 million in today's money) to do exactly that through the Tucker Corporation.

Tucker and his crew made 51 cars by hand. There were subtle differences among them and the designers were constantly making small improvements as they went along. Parts were not 100 percent interchangeable from one vehicle to another.

"You can't take a door off one and put it on the other," said Mark Lieberman, a Tucker owner and historian. "There were changes in the engine that were made. There were changes in the suspension that were made."

Each car is known by its number. There's the prototype, known as No. 1000, also referred to as the Tin Goose. Then there are 50 Tucker 48s, numbered 1001–1050. However, prior to the Tin Goose was the Tucker Torpedo. "It was never a car; it was only a plaster model," said Lieberman. To make things even more complicated, Nos. 1026 and 1042 are known as Tuckermatics because of their unique transmissions.

Innovations

Safety was a priority for Tucker. In all of the cars, he installed a windshield that would pop out should the driver or passenger be thrown through it, thus avoiding lacerations.

You know when you're looking at a Tucker because it has three headlights. Tucker installed one in the middle of the front end that was connected to the steering wheel.

Tucker Cars (2)



Then there was the sponge rubber crash panel, which was essentially the first padded dashboard. Tucker also had this material on the doors, making the Tucker 48 the first car with a padded impact area. The automotive industry has since embraced this feature. “It’s been a staple ever since,” said Lieberman.

Tucker wanted his car to have seat belts, which no other manufacturer had at the time. However, the marketing department felt seat belts would send the message that the car wasn’t safe, and Tucker was overruled on that one.

The Tucker 48 had four-wheel, independent suspension. “Unheard of at the time,” said Lieberman. “Now it’s commonplace on many automobiles.”

The Big Three and the SEC

At this time in America, just about every car owner owned one made by one of the “Big Three” car manufacturers, Ford Motor Company, Chrysler Corporation, or General Motors.

The automotive establishment in Detroit was not happy with Tucker’s unorthodox methods of manufacturing and marketing and perceived him as a threat. History has painted The Big Three as being the villains in this saga, but that isn’t necessarily true.

A smear campaign was done with false charges of fraud, brought on by the Security and Exchange Commission. Tucker and his executives were tried and acquitted, but the SEC succeeded in putting the Tucker Corporation out of business.

Tucker Cars (3)

Where They Went

After the demise of the Tucker Corporation, the 51 cars were scattered about the country. In the 1950s, a showman named Nick Jenin bought up 10 of them and toured the country, bringing them to state fairs on two car carriers, where he promoted the story of Preston Tucker.

“Ezra Schlipf is another gentleman that bought quite a few of them and resold them,” said Lieberman. “There were guys that became known as Tucker specialists.” Collector David Cammack purchased three, none of which he’d even start, let alone drive, for fear of damaging them. Cammack also collected Tucker artefacts, such as original documents and blueprints, making his collection the most extensive of them all.

The second of the two Tuckermatics, No. 1042, had sat idle at the Michigan State Fair Grounds, even though it was owned by Jenin. The powers-that-be decided a good way to get this car off their property was to have an event where, for the price of a dollar, anyone could smash it with a sledgehammer.

In 1988, Paramount Pictures released the feature film “Tucker: The Man and His Dream,” starring Jeff Bridges as Tucker. It was produced in part by George Lucas’s Lucas film Ltd. and directed by Francis Ford Coppola. The biopic didn’t do well at the box office, but it introduced Preston Tucker to the general public. “The values of Tuckers wouldn’t be what they are today without the movie,” said Lieberman. Lucas owns a Tucker 48 and Coppola owns two.

The Resurrection of No. 1006

Lieberman has been a car enthusiast his whole life. In 1992, when he was 29 years old, a friend told him of a Tucker for sale. The story the friend verbalized was that in a parking structure in downtown Detroit, where he stores his car for the winter, there was a Tucker that might be for sale. Lieberman found this claim hard to believe. He went to the building, which was “packed full of dilapidated vehicles and cars in storage.” He met with the owner of the place, a retired police officer, who walked him over to a “dark, dingy corner.”

“Lo and behold, there’s three headlights looking at me from this corner,” said Lieberman. The exterior of the car was covered in dirt, and the interior was being used, literally, as a garbage can. This included Wendy’s bags and wrappers, a kitchen food processor, and a bathroom scale. Plus, the side windows were broken. “I didn’t care. I wanted it all,” said Lieberman.

After a few minutes of negotiating, Lieberman wrote a check and called for a flatbed to come get his newly found treasure. The trip home was in the pouring rain, which gave the car its first wash in decades, “leaving this trail of black behind it.” Lieberman didn’t realize until he arrived at his house that there was a convoy of drivers following them, who wanted to buy the Tucker from him on the spot. Lieberman has since restored the car to its original splendour (pictured) and at one time or another has owned five Tuckers.

A collector on Long Island currently owns No. 1044, which once belonged to Lieberman. “I pulled that car out of a barn where it sat since the ’70s,” he said. The barn was in Ohio, and he bought it in 2016 or so. “I just got it running and driving and I sold it at auction,” said Lieberman, where the current owner purchased it for about \$1.3 million.

Tucker Cars (4)

The Tucker Automobile Club of America

Lieberman has owned five Tucker 48s and he's the senior director of the Tucker Automobile Club of America in Hershey, Pennsylvania. The club is part of the AACA Museum, which Lieberman describes as "the centre of the Tucker universe." On display there are Cammack's three cars, Nos. 1001, 1022, and 1026, as well as the artefacts he collected. No. 1026 is the only surviving of the two Tuckermatics.

While the Tucker Corporation is long gone, Preston Tucker LLC exists today, located in Lancaster, Pennsylvania. It was started in 2012 by Tucker's two great-grandsons, Sean and Mike Tucker. The great-grandsons work closely with Lieberman in restoring the autos. "The three of us know every bolt, every fastener, and every component of these cars," said Lieberman.

The great-grandsons, Bob Ida and his Ida Automotive, and Bruce Devlin were the craftsmen who restored No. 1044, from the barn in Ohio, with parts supplied by Lieberman. Currently, all of them are involved in the restoration of three more Tucker 48s.

Other Locations

The Museum of American Speed in Lincoln, Nebraska, currently has a Tucker on display, as does the Tallahassee Automotive Museum in Florida. The Smithsonian's National Museum of American History in D.C. has No. 1039 on display, which was acquired through a 1992 narcotics arrest by U.S. Marshals. The automotive museum at The Imperial Palace Hotel and Casino in Las Vegas also had a Tucker on display for many years. The establishment is now called The Linq, and the museum is long gone. The car, No. 1008, is now at a museum in Chicago. No. 1030 is currently at the Petersen Automotive Museum in Los Angeles. The LeMay Collections at Marymount in Washington state has No. 1007 on permanent display. It was purchased in 2002 at an auction for \$334,800. Although its initial engine was replaced in 1948, the transmission is original. "The car came with a Cord preselector transmission from the factory and remains in the car," said volunteer Tim Hallen. Its most recent restoration was completed in 1993. The original color of the body and interior was green, but both have been redone in a non-Tucker blue.

There's a Tucker in Japan, one in Germany, one in Australia, and one in Kuwait. The City of Cacapava, Sao Paulo, Brazil, owns No. 1035, and the Maine Classic Car Museum has No. 1028 on display.

The Henry Ford Museum of American Innovation has one on display, which is ironic because the Ford Motor Company was one of the Big Three that was supposedly responsible for putting the Tucker Corporation out of business. The disclaimer on its website reads:

Tucker Cars (5)

“Tucker built 51 cars before a shortage of money and a surplus of bad publicity closed his company. Some think the Big Three conspired to destroy him. More likely, he was overwhelmed by the enormous cost of building an automobile company from scratch. Tucker raised over \$20 million, but probably needed ten times that much to secure his firm’s future.” Lieberman feels this statement is “all very true.”

“All cars are accounted for,” said Lieberman. “Of the original 51 cars, including the prototype, 47 survive.” He estimates that of the 47, just over half actually start and move but aren’t really roadworthy. He estimates about 10 or more can be driven long distances.

Tucker’s Legacy

Preston Tucker died in 1956, at the age of 53. So he never saw the worth of each of his 51 creations surpass \$1 million. He never saw his life played out by actors on the big screen. So it’s up to collectors with the desire to keep the Tucker 48s intact, and craftsmen such as Lieberman, Ida, and the great-grandsons to help them do that, to keep Tucker’s legacy alive.

Perhaps if Tucker could witness these things, he’d know that there are 47 machines that represent American ingenuity, American entrepreneurship, and the American Dream.

And those things will always survive, even if the 47 remaining cars don’t.

This article was originally published in American Essence magazine.



How good is this

Mick Trull,
Mike Thompson,
Allan Campbell,
Stuart Gear
Russ and Liz Driver

Part of the Top 10 - 2023
winners of Coffee & Chrome



JOKE PAGE



Dad to son you should get a job at a transmission repair shop.
The early-morning shifts will be good for you.

Who can drive all their customers away and still make money?
A taxi driver.

The police arrested two kids - one was drinking battery acid, and the other was eating fireworks. The police charged one kid and let the other one off.

Five surgeons are taking a coffee break...

1st Surgeon: "Accountants are the best to operate on because when you open them up, everything inside is numbered."

2nd Surgeon: "Nah, librarians are the best. Everything inside them is in alphabetical order."

3rd surgeon: "Try electricians! Everything inside THEM is colour coded."

4th Surgeon: "I prefer lawyers. They're heartless, spineless, gutless and their heads and their butts are interchangeable."

5th Surgeon who has been quietly listening to the conversation:
"I like British car restorers... they always understand when you have a few parts left over at the end."

A husband and wife were driving down a country lane on their way to visit some friends. They came to a muddy patch in the road and the car became bogged down in the dirt. After a few minutes of trying to get the car out by themselves, they saw a young farmer coming down the lane, driving some oxen before him.

The farmer stopped when he saw the couple in trouble and offered to pull the car out of the mud for \$50. The husband accepted and minutes later the car was free. The farmer turned to the husband and said: "You know, you're the tenth car I've helped out of the mud today."

The husband looks around at the fields incredulously and asks the farmer:
"When do you have time to plough your land? At night?"

"No," the young farmer replied seriously. "Night is when I put the water in the hole."





May 2023

Neville Heness,

CONGRATULATIONS - Marie Gear for becoming committee member for the position of 'Crankhandle'

THANKYOU - Donation from Tony O'Brien for registering the Club Trailer

Club Merchandise For Sale

Club shirts various sizes \$45.00 each

Available at Club meetings or contact Sean on 0439 040 188

Club Trailer

Stephen Dinner is trailer manager contact details
Stephen 0409 525 350

JETCOR MOTORCYCLES

SHOP 1 + 2 Stuart Hwy Alice Springs
Yamaha, Honda and Harley Davidson motorcycle dealership
Ph 8952-4884

REPCO ALICE SPRINGS

For your car parts
2 Whittaker St Alice Springs
Ph 8952-2377

Northern Territory Motor Vehicle Enthusiast Club Registration Scheme **Guidelines 7– 10**

7. Conditions applying to on-road use of vehicles registered under the Club Registration Scheme

Vehicles are not to take part in any form of competitive driving or event.

According to Section 9, Exclusions from certain benefits of the Motor Accident (Compensation) Act 1979, a person is not entitled to benefits for an injury suffered in, or as a result of, a motor accident if: a) the accident occurred while the injured person was in a motor vehicle; and b) the motor vehicle was engaged in, or in preparations for, a race, competition or trial.

The conditions associated with Club Registration reflect and support the rationale and spirit behind the scheme. Club Registration allows vehicles to access roads and road related area's for a maximum of 90 days in the 12 month period from commencement date of the current registration period.

There are two specific types of use applicable to vehicles with Club Registration.

1. Approved Club Events, including events organised by other clubs or organisations which are supported and approved by the Club.
2. Maintenance, Test Driving or Restricted Personal Use.

Vehicles registered under the Club Registration Scheme are registered for 12 month periods only. A completed Form R42 is required at each application and subsequent registration renewal. The Form R42 confirms the applicant's status as a participating member of a Recognised Club. Each and every day, or part thereof, that the vehicle undertakes travel upon a road or road related area, irrelevant of actual distance travelled or time spent on the road, equals one day. A day is any period from 00:01 am to 23:59 pm. The 90 days are divided between approved Club Events (60 days) and maintenance, test driving or restricted personal use (30 days).

A condition of the scheme is that a 'Log book' must be filled out to record each and every journey undertaken by the vehicle. The owner of the vehicle is required to ensure that a responsible person fills out the appropriate sections of the "Log book" for that vehicle prior to the start of each and every journey and at the end of each and every journey. See the section on Log books for more information

8 Approved club events – Maximum of 60 days per year

8.1 Club events within the Northern Territory Approved club events must be organised and/or supported by the Clubs committee prior to the commencement of the event. Events may include, but are not restricted to, club runs or trips to specific locations, static displays of the vehicles for viewing by the general public or other enthusiasts, and co-participation in other club or organisations events within the Territory. An individual Club may support events organised by another Club or organisation. To allow its members to participate in that event as part of the 60 days Approved Club Event period, the Club must approve the event. If the Club does not approve the other Clubs event, a member may attend the event as part of their 30 days maintenance, test driving or restricted personal use. Approved Club Events must be recorded by the Club. The record may take any form but needs to be kept for a minimum period of 24 months. The record may have any matters the Club considers necessary, but must include the registration number of any "Club Registered" vehicle that participated, the date and time of the event and a brief description, such as "club run".

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Northern Territory Motor Vehicle Enthusiast Club Registration Scheme **Guidelines 7– 10 (2)**

8.2 Club events outside the Northern Territory Interstate travel is permitted on programmed Club events or when the Club, or a Club member, receives a written invitation to attend an event from the organisers of a formal interstate Club event. The Club committee is required to advise the Registrar of Motor Vehicles, in writing, that members of the club intend to participate in an interstate event. This advice should be received by the Registrar at least one month prior to the start of the event. The written advice should include the registration number of the club registered vehicle/s intending to travel interstate, the departure and return dates of the vehicles, full contact details of the organisers of the event and a copy of the formal invitation or documentation associated with the event.

9 Maintenance, test driving or restricted personal use – Maximum of 30 days per year The owner or driver of a vehicle is entitled to drive upon a road or road related area for scheduled maintenance and test-driving, or restricted personal use, for a maximum of 30 days per year. Approved maintenance, test-driving and restricted personal use is defined below:

- ☐ Maintenance or test-driving is any travel upon a road or road related area for the purpose of maintaining the operational function of the vehicle or assessing mechanical performance of relevant vehicle components following repair or service.
- ☐ Travel interstate is not permitted during the maintenance, test driving or restricted personal use period, unless it is in conjunction with an approved interstate club event.
- ☐ During periods of maintenance, test driving or restricted personal use, the driver must not use the vehicle for general commuting, such as travel to and from work. Journeys where the driver or passengers are being driven to any location where they will perform any task or duty for financial gain or reward is not allowed.
- ☐ Travel during the periods of maintenance, test driving, or restricted personal use, must not include any transportation of a load or personal goods which would normally be transported by a commercial operator.
- ☐ Approval from the club is not required, but the owner or driver must complete the appropriate section of the Log book prior to the start and at the end of each and every journey.
- ☐ Travel during these allocated 30 days must comply, and be consistent, with the conditions and spirit of this document.

10 Conditions of registration for vehicles registered under the scheme

Vehicles registered under the Club Registration Scheme have not paid full registration fees, and as such, are not entitled to full and unrestricted road use. Vehicles registered under the Club Registration Scheme will only be offered 12 months registration. Registration for periods less than 12 months will not be available. Full annual registration fees will be payable upon initial registration and each annual renewal thereafter,. Owners of a vehicle registered with Club Registration may only use their vehicle in accordance with the Club Registration Scheme, including the following conditions:

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Northern Territory Motor Vehicle Enthusiast Club Registration Scheme
Guidelines 7– 10 (3)

1. A person must not drive or operate a motor vehicle on a public street or public place unless that person complies with the conditions, restrictions or limitations (if any) imposed upon this conditional registration of that vehicle.
2. It is the responsibility of the registered owner to ensure that the driver of the vehicle fully understands and complies with the restrictions associated with the Club Registration Scheme.
3. Whenever a vehicle is being driven on a road or road related area the owner is required to ensure that the Log book is in the vehicle at all times, and it is able to be produced on demand by a Police Officer, Transport Inspector or other appropriately appointed person.
4. Prior to the start of each journey the owner or driver of the vehicle is required to ensure that the relevant sections in the Log book are completed.
5. At the end of each journey, the owner or driver of the vehicle is required to ensure that the Log- book is completed specific to the journey undertaken.
6. The owner or driver of the vehicle is required to: a) ensure that when the vehicle is driven on a road or road related area, it is being driven as part of and in participation of an approved event; or b) ensure that when the vehicle is driven on a road or road related area it is being driven in accordance with the conditions associated with maintenance, test driving or restricted personal use.
7. The vehicle may be “test” driven by a person who is associated with a business that undertakes repairs or maintenance of motor vehicles. The owner of the vehicle is required to ensure that that person driving the vehicle completes the Log book at the start and end of that journey.
8. It is the registered owner’s responsibility to ensure the driver of the vehicle is appropriately licensed to drive the vehicle.
9. It is the driver’s responsibility to ensure that all road rules relating to the motor vehicle are complied with.
10. The vehicle is only to be driven on a road or road related area for a maximum of 90 days per year, 30 of which are for maintenance, test driving or restricted personal use, and 60 days associated with Approved Club Events.
11. Individual approval is required from the Registrar of Motor Vehicle if this 90 day period is to be exceeded. Such approval will only be given in the event of an emergency.
12. Vehicles registered under the Club Registration Scheme are not allowed to transport goods or freight of any kind, are not permitted to tow a trailer that is carrying goods or freight (unless it is part of an approved Club Event), and are not allowed to operate for ‘hire or reward’. Important note – additional conditions may apply The Registrar reserves the right to amend or impose additional conditions and/or restrictions on the operation of a vehicle registered under the Club Registration Scheme. These conditions may apply to an individual vehicle, a group or class of vehicle or vehicles associated with an individual club.



EDITORS PAGE

Well what a month, I thought by taking over / helping Doug with CentreSpoke it would be a piece of cake. Well I was wrong - so much has happened starting with our normal meeting which was the third Sunday of the month instead of the second, followed by a drive to RTHF and a magical club BBQ, with a tour of RTHF with a guided tour with Russ.

Then Bangtail Muster what a magical way to see people you haven't caught up with and the weather was just superb. Followed by lunch at our place with Neville, Lisa, Megan, baby Lucas, Mick and ourselves - no need for tea after cleaning out the fridge. Just joking.

Then Coffee and Chrome on the council lawns with Aces and Eights, a pretty good turnout and what a club we have getting 4 out of 10 best vehicles.

I don't think we have been so busy never mind what else we do in our lives, working, cleaning (well not too much of that - its boring and I don't normally use that word), gardening, family members visiting from interstate, sorting the shed etc etc.

The next few months are just as busy with special grand children's birthdays, gosh they grow up quick, another club meeting on 21/5 with a run to Simpson Gap for BBQ, Finke Desert Race in June, Alice Springs Show in July and then the popular AGM in August - wonder who will be on the Committee - time to think about it.

The pages on Club registration guidelines - there is more on line if you want to read all of it - I have highlighted the most important. If in doubt ring Allan Campbell our Club Registrar and he will inform you. If you don't do the right thing on club plates we are all effected and may not get the cheap rego with the stipulations.

Also don't forget if your club vehicle requires registration you need 2 x R42 forms - one for MVR and one for our Club Registrar and vehicle log book. The Committee can sign the forms, check your log book so you can register your vehicle at MVR.

Well that's it for now stay safe, happy and healthy.

Next meeting 21/5/23 at 9am at Masonic Hall followed by a run to Simpson Gap for BBQ \$5.00 each.

Ps if you have anything for CentreSpoke send me an email - stories of your projects, holidays, jokes, health does and don'ts, cooking skills etc.

Liz Driver
email liz@always17.com.au



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

Robin Lambley MLA member for Araluen

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