



*Motor Enthusiasts Club
of
Central Australia*

Incorporating Alice Springs Vintage & Veteran Car Club Inc



Kurt Johannsen and the Mulga Express

CENTRE SPOKE

June-July 2010

THE GOOD OIL

Hello MECCA boys and girls.

We are now currently enjoying the time of the long weekend .

In April we had Anzac day, in May we had Mayday, in June we had the increasingly spectacular Finke long weekend, in July Show weekend and in August Picnic day. It was for this reason that the committee decided to cut out a couple of General Meetings and only have the Club Runs.

We have had three Runs since the last news letter.

May 8th Show and Shine at Lasseters Casino complex. There was a good representation from our club. Laurie and Heather with their trusty GTS Monaro, Rohan Hodge with Les's Monaro, Sandy with her Austin Seven, Mal with his Austin Chummy(best vintage vehicle) and Mal's brother John with his Austin 7, Dieter with the Rolls, Col and Vickie with their Jag (best European vehicle), B.E. with his Austin 1800, Mike and Michelle with their Mustang, John with his V12 Jag, Robert with his Vauxhall, Tony with 57 Chev, Don with his Aerial and visitor Dave Sullivan with his FJ ute. Well done to all who participated.

May 16th National Motoring Day: Another good roll up to this event with 11 members taking part. The event was listed as a Mystery run. It consisted of a drive around Alice Springs with a visit to the Aviation Museum (thank you B.E.), morning tea and finishing at Hungry Jacks for lunch. Many thanks to Col. For organising this event.

May 22nd and 23rd Shannon's Extravaganza in Darwin. Mal and Sandy in their Valiant, Col and Vicki with trailered WLA Harley and Brian Eather in his Fairmont represented our club. I believe they had an enjoyable time. Col won best American bike.

June 5th and 6th Glen Helen overnight run. This run did not attract a huge field. Heather and Laurie in their Monaro accompanied by moi on son's 1995 Harley Davidson. Heather and Laurie stayed overnight, however I had to return due to our 40th wedding anniversary celebrations. It was a great day for a run and we had a very enjoyable morning tea and lunch. Dieter drove his Rolls out on Sunday morning and had a pleasant trip home with Heather and Lawrie. Thanks to Heather and Laurie for organising this event.

We welcome back our long lost secretary Derek and his good wife Sharon who enjoyed a wonderful holiday in the U.K. A big thank you to Stuart Gear for stepping into the secretary shoes. Great job mate. We also welcome back our migratory couple in Wally and Alvina. Drove past the yard the other day and saw Wally climbing all over a cattle crate. Hard to keep a good man down.

As it is now school holiday time a number of members may be going walkabout. Hope you all have a happy time and safe travelling.

Hope to see you all at the Club meeting on the 4th of July and a good turn up for the Aileron Run the following Sunday. This is perfect weather for our older vehicles.

Regards Fred.

Club Activities

Date	Activity	Start Venue	Start Time	Organiser
4 July 2010	General Meeting	Masonic Hall	10 am	
11 July 2010	Aileron Run with morning tea at Native Gap	Truck Stop	9 am	Fred
8 August 2010	General Meeting followed by picnic drive to Corroboree Rock	Masonic Hall	9 am	Ian
15 August	AGM followed by BBQ lunch	Masonic Hall	10 am	

All listed events are official club activities. Non club members are welcome to attend these activities.

Buy, Sell or Swap

Advertise your items for here:

For give away a 2nd hand 6volt 110 a.h. gel battery. Contact Fred Twohig



Pictures from the 8th Show and Shine at Lasseters Casino

The story behind Angelina on our club badge

The Northern Territory Times and Gazette

28 August 1908

Editorial

The Overland Motorists

On Thursday afternoon, the 20th inst., the overland motorists, Messrs Dutton and Aunger, to whose progress across Australia there has been such frequent reference in recent telegrams, arrived in Port Darwin, thus bringing to a successful culmination the feat (begun last year) of driving the first motor car across the stretch of country separating the northern from the southern shores of this island continent. The task may not have involved the hazards of more sensational feats which have focussed public attention in other parts of the world upon different occasions; but it had its own difficulties and even dangers; in its way it has attracted, if only temporarily, no small amount of attention to this neglected and isolated portion of Australia; and it has established a new record and demonstrated the possibilities of motor car travel under unique and often most difficult conditions. On arrival in Port Darwin the motorists drove first down Cavenagh Street and were thus impressed with the notion that certain stories heard before leaving Adelaide were not far wide of the truth, and that they had struck a veritable Mongolian offshoot of the yellow East; but a little further exploration quickly dispelled this disagreeable first impression, and on being accommodated at the Hotel Victoria, with its fine balcony view of local surroundings, the visitors were agreeably surprised to find in this far northern terminus so neatly laid out a town situated on one of the finest harbours to be found in Australia, and carrying so large a European population. At the moment of writing the powerful and substantial looking 25 horsepower motor car in which Messrs. Dutton and Aunger have performed their long journey from Adelaide to the Shores of the Arafura Sea, is reposing in the back yard of the above caravansary, and whilst showing some traces of its rough experiences in traversing roadless bush and bridgeless creeks, the solid massive frame and wheels and steel studded tyres look sound and strong enough to endure another 2000 miles or more of rough and tumble encounter without serious detriment.



THE RIDE ACROSS THE CONTINENT

From a subsequent chat with Mr Aunger we have gleaned the following brief outline sketch of some of the main incidents of this pioneer motor trip across Australia. The travellers left Adelaide on June 29th [sic] and spent

their first night at Mr Dutton's beautiful paternal home, "Anlaby". The following evening Petersburg was reached. Passing through Burra the two travellers were met by the members of the local Automobile Club and entertained at dinner. After leaving here they passed through Rororo and Carrieton, and struck the railway line again at Hawker.



The railway line was then practically followed the whole way to Strangways. Here, with the object of avoiding the Strangways sandhills, the Warinna Creek was followed westward to its junction with the Anna Creek, and thence to the head station. This involved a detour of 20 miles, and provided such heavy and difficult going that it is believed that sandhills would have been preferable. From there to Oodnadatta the track in places was very rough; Neale's Creek crossing proving very troublesome. Leaving Oodnadatta the worst obstacles encountered were Alberga, Finke and Goyder crossings. The mail track to Horseshoe bend was found to be so cut up, that it was necessary in many places to take to the bush. Coming north from Alice Springs the 14 miles of track through the MacDonnell Ranges proved a bad bit, the weird and parched looking scenic surroundings scarcely compensating for the steepness and stoniness of the track, which in several places provided obstacles which taxed the powers of the car to overcome. The 80 miles or so across the Burt Plain, which followed, provided another phase of going peculiarly adapted for people suffering from sluggish livers, being so bumpy that it was almost impossible for the motorists to retain their seats in the car; thick growths of mulga and Spinifex, coupled with ant hills and stumps, added to the motoring joys to be garnered on this bit of the overland track. Passing Central Mount Stuart the impression retained of the track from Barrow's Creek to Tennant's Creek, and indeed right on to Powell's Creek, is that of a monotonous sandy desert the whole way, hidden here and there by desolate stretches of mulga and Spinifex, and punctuated by clusters of weird looking ant hills of every shape and size. Decidedly not a cheerful looking country at this season of the year, and many of the huge sandhills being from 50 to 60 feet in height, with frequently one steep face, and lying as a rule transversely to the line of the route to be followed, the difficulties to overcome were many. From Powell's Creek to Pine Creek there is a track, but it was frequently found so bad that it was preferable to go bush. Crossing Sturt's Plan provided another study of Jack-in-the-box acrobaticism, and here the car sustained the only serious mishap on the journey, in the snapping of two leaves of one of the springs.

The crossing at the Katherine was found in good order the water being only 18 inches deep. Up to arrival at Pine Creek the Edith proved one of the worst crossings encountered. The water in this creek was four feet deep and running strongly. A tarpaulin was secured over the front of the car, which was then driven full speed through the stream, carrying with it up the opposite bank a wall of water for a distance of some 20 to 30 feet – a regular tidal wave. From Horseshoe Creek into Pine Creek the motorists found a well defined track, and ran into the goldfield's capital under pleasanter conditions than had been met with for some weeks. The old 20 hp car, by the way, was picked up by the motorists at the point where last year's expedition was abandoned, and where this car was left perforce helplessly bogged in the spongy rain sodden soil. Although it had been exposed for over seven months to alternate heavy rains with scorching sun it was found in a wonderfully good state of preservation, and with the front wheel tyres still partially inflated. Practically no difficulty was experienced in restarting the engine, and the car was run to Pine Creek by Mr Dutton without any serious breakdown. The tyres still on the front wheels are the same with which the car originally left Adelaide. This fact speaks well for the good quality of the Michelin non-skid tyres with which both the cars are furnished. During its long rest in the wilderness the old car became the home of numberless wasps, spiders, centipedes and other feminine nightmares, and despite a good cleaning out, it is stated that some some hours after the car had resumed its long-interrupted journey northward, spiders etc could be seen emerging from various nooks and crannies and making a hurried dive for 'terra firma'.



The motorists reached Pine Creek at 10 pm on Saturday, 15th inst., and after resting throughout Sunday, resumed their journey for Port Darwin at 4.30 pm on Monday. Owing to the representations made at Pine Creek respecting the difficulties of the road to the seaport capital, it was decided to send the old car on to Darwin by rail. On Monday afternoon 17 miles was covered; on Tuesday 53 miles; on Wednesday 42 miles; and the remaining 42 miles into Darwin was completed on Thursday, making the total distance by road between Pine Creek and this port 154 miles. The going as far as Union was fair, but on this side of that place the creeks were found to be badly washed out. Yam and Bridge Creeks and Adelaide River were especially bad. Several of the crossings had to be roughly corduroyed. The old wagon road could be seen only at intervals crossing some of the ridges. From Burrundie down to the 10 mile the car practically travelled for most part of the way through the bush, in several places having to force its way

through thick growths of young saplings, in which process the car and its occupants frequently became covered with showers of green ants and other "crawlies" shaken down from the overhanging branches as the smaller saplings were broken off by the impact of the motor car. The worst crossing along the route was Bridge Creek, where there was a sheer drop of 28-30 feet on the south side, whilst the bed of the creek was strewn with boulders, many of considerable size. The south bank was cut away sufficiently to permit the car to slide down into the bed of the creek and she was sent full speed ahead and forced over the boulder strewn creek bed and up the opposite bank, the whirring steel clad tyres striking a fiery shower of sparks from the stones. The last camp prior to arrival here was at the Darwin Crossing.



Summarising the trip, Mr Aunger states that the total measured distance traversed from the GPO Adelaide up to arrival in Darwin, was 2100 miles. He estimates that the actual time occupied in covering this distance (exclusive of all stoppages) at about five weeks. As evidence of the sound construction of the 25 hp Clement-Talbot (London) motor car in which the journey was accomplished, he states that except the breaking of two leaves of one of the springs in crossing Stuart's Plan no mechanical troubles were experienced; the engine never had a spanner on it; the bearings of the machine were only greased on one occasion – at Alice Springs; there was no trouble whatever with the sparking plug – which usually needs frequent examination and adjustment; only three punctures were sustained, caused by sharp points of burnt tree stumps hidden beneath ashes; and generally speaking the car is practically in as good order now as when it started on its long journey, and the front wheel tyres are good for at least another 2000 miles of travel. The old 20 hp car (built by the same firm) is also in a wonderfully sound condition considering its unique experiences; the front axle is bent, but there have been no breakages. Pratt's motor spirit was used in the larger car throughout; the other car using the Shell brand of motor spirit.

In conclusion it may be stated that Messrs. Dutton and Aunger wish to publicly express their grateful sense of the hospitality and kindness of their reception at every station along the line of the route.

Recipes from the Dutton & Auger expedition

<p>Scones</p> <p>4 cups flour</p> <p>Pinch salt</p> <p>Mix lightly [with a] little milk and water. Roll out 5/8 [inch] thick</p> <p>Bake for 15 minutes</p>	<p>Curry with cooked meat</p> <p>Mix flour and curry dry</p> <p>Put meat in pan [and] just cover with water</p> <p>Put in 1 onion and boil 15 minutes then make thickening with 1 large dessert spoon of flour and small teaspoon curry.</p> <p>Mix smooth with water and stir into boiling meat and bring to [the] boil.</p>
<p>Curry with raw meat</p> <p>Boil meat for 2 hours and curry same as cooked meat. Potatoes can be added if needed but cook 20 minutes.</p>	<p>Stew</p> <p>Same as curry only omit curry and boil half hour</p>
<p>Dumplings for stew</p> <p>1 cup flour rub 1 dessert spoon of dripping in dry flour then mix into dough with water. Roll into small balls and drop into boiling stew and boil 20 minutes. Requires little more water than usual curry.</p>	<p>Jam Tarts</p> <p>2 cups flour, pinch of salt, rub 3 dessert spoons dripping and mix with water then roll out and spread with dripping.</p> <p>Twice fold and roll thin.</p> <p>Grease plate and spread paste [pastry] with jam. Cook about 15-20 minutes.</p>
<p>Rolly Polly</p> <p>Mix dough same as dumplings. Roll out and spread with jam. Roll up in cloth and put into boiling water for 1 hour. If wanted to stand overnight take out of water, leave in bag and put into boiling water when wanted.</p>	<p>Meat pies</p> <p>Make paste [pastry] same as tarts. Cut up fresh meat very small. Put on plate. Sprinkle pepper and salt. Mix [in a] little water. Put in and close down with thinner layer of paste [pastry].</p>
<p>Stuffings for game</p> <p>2 cups breadcrumbs teaspoon seasoning' [a] little salt and pepper and [a] good dessert spoon [of] dripping or butter. Chop one onion very fine. Rub well together. Put into bird [and] bake 1 ½ hours. Put cup of dripping in over and ¼ cup of water.</p>	

**AUSTINS OVER AUSTRALIA
2011
FORBES, NSW**

Friday 22nd to Monday 25th April

NEWSLETTER NUMBER 1:

The Austin Motor Vehicle Club of NSW has selected Forbes as the venue for AOA 2011. The interest and co-operation by the local council and all local businesses in Forbes has been extremely positive in the early planning stages.

They have offered the use of many local facilities and the closure of streets as required. All accommodation available in Forbes has been reserved for our use and only accommodation not booked by the end of September 2010 will be made available to the general public.



BOOKINGS MUST BE MADE DIRECTLY WITH YOUR CHOSEN ACCOMMODATION PROVIDER.

As Anzac Day falls on Easter Monday in 2011, those interested will be welcome to participate in the local Anzac Day parade.

CONTACT DETAILS:

Rally Director, DON GRANT: Phone: (02) 9544 3828

Email: AOA2011@amvcnsw.com.au

Secretary, JENNY BARNETT-BAISTOW: Phone/Fax: (02) 9834 1701

Email: AOA2011@amvcnsw.com.au

Postal Address: The Secretary

AOA 2011

PO Box 413

ST CLAIR NSW 2759

or by visiting our web site at www.amvcnsw.com.au/aoa11.html

EXPRESSION OF INTEREST

I wish to express my interest in attending Austins Over Australia 2011 based in Forbes NSW

SURNAME:

FIRST NAME:

TELEPHONE:

MOBILE:

EMAIL:

POSTAL ADDRESS:

VEHICLE DETAILS:

NUMBER ATTENDING: Adult/s: Children:

CLUB:

SIGNED:

DATE:

WANTED Your stories

Many thanks to the people who submitted articles for this newsletter. Anyone who has ever owned a motor vehicle has a story to tell. We need your stories and pictures for the club magazine. How about writing a story about your vehicle or a motoring adventure? Please send your articles to the Centre Spoke editor c/o:

MECCA Contact details:
PO Box 1506 Alice Springs NT 0871
Email address: mecca@mecca.asn.au
Web Site: www.mecca.asn.au

The stories can be either wordprocessed or handwritten. Pictures would be great too.

Thanks to Shannons for their support



The Shannons' Goggomobil and display at the Show and Shine.