

*Motor Enthusiasts Club of Central Australia*  
Incorporating Alice Springs Vintage & Veteran Car Club Inc

# CENTRE SPOKE

*September 2011*



**PO Box 1506 Alice Springs NT 0871**

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**Web Site:** [www.mecca.asn.au](http://www.mecca.asn.au)

## M.E.C.C.A. COMMITTEE 2010/2011

PRESIDENT:	Mal Trull	8952 2169
VICE PRESIDENT:	Col Jarrett	8952 6261
TREASURER:	Dieter Hentschel	8953 1369
SECRETARY:	Laurie Trimper	
PUBLIC OFFICER:	Brian Eather	8952 4091
EDITOR:	Allan Campbell	8953 4573
WEB MASTER:	Frank Allan	8953 7789
HISTORIAN:	Stuart Gear	8952 4645
CRANKHANDLE:	Alvina Spears	
COMMITTEE MEMBERS:	Heather Trimper, Derek Poolier & Marcus Seidel	
LIFE MEMBER:	Dave Simpson	
CLUB HOSTESS:	Marie Gear	

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

## MECCA 2011 Calendar

<b>Date</b>	<b>Run/ Meeting</b>	<b>Director</b>	<b>What to bring etc.</b>
11th September	09:00 at Masonic Hall Meeting and run to Tropic of Capricorn and Telegraph Station		
25 <sup>th</sup> September	<b>Bay to Birdwood Classic</b> in Adelaide		Entry form on website
9th October	09:00 at Masonic Hall Meeting and run T.B.A.		
13th November	09:00 at Masonic Hall Meeting and run T.B.A.		

Mal & Sandy's Val heading down a very famous mountain.



## **President's Report**

**September/October**

Well hello once again. I hope that this month finds you all well.

In the last couple of months a few things have happened. The Annual General Meeting was held in August and the committee for the next twelve months has been elected. The editor's position was not filled at the meeting but since then Allan Campbell has volunteered to take on the role. So thanks to Allan we have a Centrespoke this month.

Thanks to the members who turned up for the National Road Transport Hall of Fame Annual Reunion Dinner. Once again we had a busy time running the bar and keeping the old truckies from dying of thirst. As you all would know this is our major fundraiser for the year and the money from this all but covers our public risk insurance and hall hire for the year.

The next event is the September meeting and morning tea at the Masonic Hall. After that a short drive to the Tropic of Capricorn returning to the Telegraph Station for a BYO everything lunch.

**Remember September is the start of our 09.00 meeting time!!**

Sandy and Marie are well on the way to organising the High Tea and home Movies for October this should be a good fun event.

The committee are still looking at a venue for our Christmas Function so at the moment it is "Watch this space" on this one.

Frank has updated the website with new committee etc. so keep looking there for information.

mecca.asn.au

Happy Motoring

Mal

Thanks to Jeff Cole for supplying the next article about his BSA restoration.

### **Why Do We Do It?**

Most of us (all?) have been there. Our pride and joy (no, not the beloved spouse) needs some TLC. Just a little bit of work here or there is all we intend to do. But how often has this “little bit” turned into a major piece of work.



I bought a 1970 250 BSA Starfire from a work colleague. I had contemplated buying this model as my first motorcycle but fortunately I bought a Honda instead. The bike had been brought over from NSW where the engine had been done up by a previous owner and I had got it running for the owner but it sat in a shed for a couple of years before it was offered to me. After I got the bike I discovered the engine was actually off a 1971 Triumph. Fortunately the BSA and Triumph engines came out of the same factory and were identical as I had bought parts and workshop manuals for the BSA.

All I wanted to do was tidy up the appearance a bit. I stripped the tank and underneath the paint I found a patch of bog which I started to remove. It turned

out to be filling a large dent with a hole that had been brazed. I had to refill the dent and reshape the bog before having the tank painted. I painted some other parts and replaced some fasteners, had new front brake linings bonded and a number of minor mods. I replaced the clutch plates because the gear changes weren't great, the fork seals as they were leaking, and the headstem bearings as there was some play there.

The bike ran but when I backed off the throttle the revs wouldn't drop making gear changes particularly challenging. The Amal carburettor looked to be the original and it was worn so I procured an Indian made Mikuni clone. It took a lot of mucking about to get it fitted but the revving problem persisted. Next I bought a PWK carb. It fitted straight on but still the problem persisted even after mucking around with the jets. Eventually I decided to get a new Amal.

Meanwhile I removed some rusting parts and Derek Poolier took them to Adelaide where they were nickel plated. When they returned and were fitted it was time for a ride. Except the bike wouldn't start.

I did the tappets and timing but as this had always been a bit odd I decided to get electronic ignition.

After waiting for a week the ignition arrived and another few days saw it fitted. Time for a ride.

But the bike still wouldn't start as there was no compression. This was odd as I had had the bike running before sending the parts for plating.

I removed the head and barrel and found a piece of piston floating loose. A week later I had a new piston which I packed up with the barrel and sent off to Adelaide for a rebores. Two weeks later I returned from a bush trip to find the barrel waiting for me. I refitted the piston, barrel, head and rocker box (making my own gasket) as soon as I could. Time for a ride.

Not.

There was still no compression. So off came the rocker box and head so I could have a look at the valves. The valves and seats looked OK if little sooty and in need of reseating but there was some play in the valve guides. So the head was packed up and sent off to Victoria. Meanwhile I had removed the timing cover to see if I could stop an oil leak.

On my return from my next bush trip the head was waiting for me with nice

shiny new guides and polished valves. I replaced the head, rocker box (another hand made gasket) and timing cover again, checked the tappets and new electronic ignition. I was booked for minor surgery on my foot and didn't get much time to replace the last few bits before then. During my recovery I WAS able to complete the bike but as my kicking foot is the one that had surgery I couldn't try starting it.

The stitches were due to be removed and then it would be time for a ride. But the fickle hand of fate dealt me another Joker. My foot hadn't healed and I had to have more stitches inserted so I can't try starting for another few weeks. And now the rego has expired.

What did I learn apart from not to buy old bikes?

Don't assume the previous repairs were done properly.

Check everything first before sending off one part for repairs

I sent the barrel to Adelaide via Northline and it came back via Greyhound. I sent the head to Victoria via Greyhound and it came back via Australia Post. Australia Post may not have been the fastest but it was the cheapest for the same size and similar weight parcel.

PS. Derek came around to lend me his leg and the bike started after a couple of kicks. Yahoo! Maybe there is a future for the BSA in the Cole family after all. But we will have to wait and see how it rides.

Thanks Jeff & If anyone else has any articles or info for our Centre Spoke please forward them to the editor at [al\\_campbellau@bigpond.com](mailto:al_campbellau@bigpond.com)



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Secretary (08) 89534645  
(Acting)

President (08) 89532169

Activity Report August 2011

MECCA has so far had a pretty busy and successful year.

**February** We kicked off the year in with our Hungry Jacks breakfast run which is always well attended. Seems that free food always attracts people?

**March** Col Jarrett organised a Mystery Run which turned out to be a visit to Rod Mengel's helicopter maintenance facility at the Alice Springs airport. Although it was a wet day we had a good roll up. We finished off the run with lunch at the Stuart Railway Station kiosk at the Road Transport Hall of Fame.

**April** saw members gathering for a run to The Camel Farm at Stuart's Well for a drive, then lunch. Some members were away at "Austin's Over Australia" in Forbes.

**May** was a very busy month. MECCA entered cars and bikes in the "Bangtail Muster Parade" held on the May Day holiday Monday. The next Sunday was "National Day of Motoring" and we had a drive around town then a static display and sausage sizzle at the Aviation Museum.

May also saw the Dead Centre Show and Shine in which some of our members had entries.

**June.** We did not have any organised events in June as the Finke Desert Race pretty well consumed all the motoring resources in Alice Springs and many of our members were involved in this event.

**July** This year MECCA had a stand at the Alice Springs Show. The cars and bikes attracted lots of attention. It was great to talk to some of the older folk about their experiences in cars and bikes. They loved to see some of the vehicles they grew up with still being used today. Thanks to John and Shannons for their support again.

The following Sunday Laurie and Heather Trimper organised a day run to Glen Helen. This again was well supported.

**August** saw our annual general meeting and election of office bearers. This was held at our normal meeting place The Masonic Hall and was followed by a BBQ lunch.

Regards to all and Happy Motoring!!  
Mal Trull