

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

# CENTRE SPOKE

*June 2012*



**PO Box 1506 Alice Springs NT 0871**

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## M.E.C.C.A. COMMITTEE 2011/2012

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	89534573
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 2012 Calendar

### **12-14 Jun**

Queen's Birthday/FINKE Desert Race

no Club event due to Finke, but feel free to organize something and invite people along

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### **6-7 Jul**

Alice Springs Show Vehicle display in conjunction with Shannons

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### **15 Jul**

Day Run to Glen Helen @ 9am at Mobil Larapinta

BYO lunch or buy it there.

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### **12 Aug**

General Meeting @ 10am at the Masonic Hall followed by Lunch run to Aileron  
- details TBA

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### **25 Aug (date to be confirmed)**

Road Transport Hall of Fame Dinner Our major fundraiser - Club members run the bar for the event

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### **9 Sep**

Annual General Meeting @ 10am at the Masonic Hall  
followed by BBQ

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### **14 Oct**

General Meeting @ 9am at Olive Pink  
followed by morning tea

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### **11 Nov**

Christmas Function details TBA

## President's Report May 2012

Well here we are into Autumn and the pleasant weather has arrived.

We had a glorious day for the "Bangtail Muster" parade which was one of the best local parades I have seen for a long time.

Last year we entered as MECCA for the first time in a while and I think this must have encouraged some other motoring clubs as there was certainly a good showing of vehicles this year.

We had nine cars entered this year but the bikes seem to be conspicuous by their absence. What has happened to all you bike enthusiasts? Now is the time of year you should be out and about.

I am pleased to announce also that MECCA won the best sporting organisation entry. I am not sure that we fit in to the sporting category but Stuart did suggest there were at least 3 sports cars there.

Sandy and I had a successful trip to Perth in the Valiant for the R&S Valiant Nationals. It is a long way to Perth isn't it. We did over 10,000 kms that was pretty well trouble free. (a blocked fuel filter and a worn out engine mount) I thought that was pretty good for a 50 year old car towing a caravan.

Some of you in the club may remember Bob Booth from the Victorian Austin 7 Club, he visited Alice a few times in Various Austin 7s and was featured in Stuart's home movie in the blue supercharged Austin Sports.

Unfortunately Bob passed away after a short battle with bone cancer last month.

He will be sorely missed in the Austin 7 movement as he was a brilliant engineer and a guru of all things Austin 7.

I guess as we all get older we start to lose more and more friends.



Anyway  
Happy Motoring  
Mal.



**2012 Bangtail Muster Parade**







## Editor's Note

I have to apologise for the lack of Centre Spoke's lately as some of you would know we have been rather busy trying to get the Ute ready for the first "Cortina Nationals" in Albury on 8th, 9th & 10th of June. At the time of writing this we are currently in Rochester with only a relatively short drive to go tomorrow to reach Albury.

The Ute has had 2 engine rebuilds in the last couple of months. The original engine had lots of rattles & had not run on all 6 cylinders for a number of years. When stripped down it had 2 broken rings & some very sad looking bearings.



The bottom end was replaced with a rebuilt unit that was sourced from the UK back in 2008. A set of heads rebuilt for unleaded were also fitted along with numerous other new parts.



The initial run in seemed OK & the engine was nice & strong. The running in oil

was changed out after 1,000k's & seemed a bit blacker than normal & I was concerned about the amount of blowby. After a further 500K's the blowby had worsened. There was only one thing for it – or that's what I thought at the time. So out came the engine to be stripped & honed. The bores had glazed up really badly & the internals were filthy. The oil looked like it had been run in an old diesel for way too long. So all the parts had to be scrubbed clean before reassembly. Aileen caught me washing conrods & bearing shells in the kitchen sink when she returned home from work – at least I used the old tea towels.

The second rebuild went a lot better. General consensus was that I had let the engine idle too long during the first run in process while opening & closing the shed & gate. So this time the engine was fired up & run at about 2000RPM for about 30secs let idle for about 10 seconds to check timing then shutdown. The ute was then pushed out of the shed ready for a quick getaway. I was instructed to drive it like I stole it. So this is what I did. For the second attempt at run in it was driven hard right from the first thing. This time the run in was successful & I had clocked up a further 2000K's before setting off on our trip. So far it has clocked up another 2,400K's on the trip & is running well.

Hopefully we will make the “Cortina Nationals” & the return journey OK & we will catch up with you all when we return.

Cheers Al & Aileen

If anyone 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)