



# CentreSpoke

September/October 2014



**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](mailto:mecca@mecca.asn.au)

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

# MECCA Committee 2014/2015

PRESIDENT:	Col Jarrett
VICE PRESIDENT:	Tim Schubert
TREASURER:	Ron Kern
SECRETARY:	Laurie Trimper
PUBLIC OFFICER:	Brian Eather
COMMITTEE MEMBERS:	Dieter Hentschel Heather Trimper, ,
VEHICLE REGISTRAR:	Derek Poolier
EDITOR:	Mal Trull
WEB MASTER:	Frank Allan
HISTORIAN:	Stuart Gear
CRANKHANDLE:	Alvina Spears/ Heather Trimper
LIFE MEMBER:	Dave Simpson



**SHARE THE PASSION**

## **Presidents Report.**

### **Motor Enthusiasts Club of Central Australia Inc.**

#### **Presidents Report .**

#### **Annual General Meeting**

**10<sup>th</sup> August 2014.**

This year was my first time as President and having lived away from Alice for the previous four years, was a steep learning curve for me, which I could not have done without Col's help. The year was shorter than most with only ten months between AGM's. Whilst we had a short year we still had some interesting and enjoyable activities. The events that the club has either run or been involved with this year include the monthly meetings and the following events:

A visit and guided tour of the RFDS hanger.

Christmas function at the Alice In The Territory Motel.

The annual February breakfast at Hungry Jacks.

A vehicle gymkhana including the Aces and Eights, and a visiting group of 1920's Chevs from SA.

Bang Tail Muster Parade.

National Motoring Day run with a vehicle display and BBQ lunch at the Central Australian Aviation Museum.

A run to Stuarts Well for lunch.

Club membership has stayed fairly static with a number of new members joining. We look forward to them getting involved with our future activities.

I would like to say thank you to all of the Committee and members for their support this year. A special thank you goes to Marie Gear for always providing a welcome morning tea and her delicious MECCA Pie at meetings and events, and Stuart for looking after the Overlander Badges for us. The presentation of these badges takes some time and organisation, and the revenue we make from his work is a welcome boost to our finances, not to mention lifting the profile of our club. I would also like to thank Frank Allan for looking after our web site for us.

Dieter Hentschel our Treasurer, Centre Spoke Editor, and active club member has decided to have a well-deserved rest next year. Thanks so much Dieter for all your help over the years.

Safe motoring.

Regards,  
Tim Schubert.



# Motor Enthusiast's Club Central Australia (MECCA) AGM Minutes - 10 August 2014

Meeting Opened 10:20

Apology :

**F.Twohig** in addition to apologies mentioned in General Meeting minutes held prior to AGM 10 August 2014.

Attendance as per attendance book for both General Meeting & AGM held 10 Aug 2014

Minutes of previous AGM read:

Moved **H.Trimper**, seconded **D.Pfzner** accepted

Business arising from previous minutes : none

Correction to previous minutes :

Typo **B. Appstien** correction to **B.Knapstien** as Auditor for 2013/2014.

**B.Knapstien** has been elected as auditor for 2014/2015.

Financial report :

Moved **F.Allen**, seconded **M.Trull**, accepted

Presidents report :

Moved **C.Jarrett**, seconded **C.Boyd**, accepted

Motion moved to increase fees for 2015/2016 period to Single membership **\$35.00**, Family Membership **\$50.00** to be made effective prior to next AGM 9 August 2015.

All Committee positions declared vacant & returning officer **B.Eather** took charge of the meeting:

**PRESIDENT : C.JARRETT**

Nominated : **R.KERN** Seconded : **H.TRIMPER**, accepted - elected to position

**VICE PRESIDENT : T.SCHUBERT**

Nominated : **R.KERN** Seconded : **F.ALLAN**, accepted - elected to position

**SECRETARY : L.TRIMPER**

Nominated : **T.BULLOCK**, Seconded **C.BOYD**, accepted - elected to position

**TREASURER : R.KERN**

Nominated : **F.ALLAN**, Seconded **T.BULLOCK**, accepted - elected to position

**REGISTRAR : D.POOLIER**

Nominated : **F.ALLAN**, Seconded : **H.TRIMPER**, accepted, elected to position

**PUBLIC OFFICER : B.EATHER**

Nominated : **H.TRIMPER**, Seconded : **M.GEAR**, accepted, elected to position

**EDITOR : M.TRULL**

Nominated : **C.JARRETT**, seconded **R.BEALE**, accepted, elected to position

**WEBMASTER : F.ALLAN**

Nominated : **M. GEAR**, Seconded : **C.JARRETT**, accepted, elected to position

**HISTORIAN : S.GEAR**

Nominated : **M.GEAR**, Seconded : **R.BEALE**, accepted, elected to position

**CRANKHANDLE : A. SPEARS / H.TRIMPER**

Nominated : **R. BEALE**, Seconded **M.TRULL**, accepted, elected to position.

**COMMITTEE MEMBER : D.HENTSCHELL**

Nominated : **C.JARRETT**, Seconded **R.KERN**, Dieter was elected to position in his absence.

**COMMITTEE MEMBER : H.TRIMPER**

Nominated : **M.GEAR**, Seconded : **A.SPEARS**, accepted, elected to position

**CLUB HOSTESS : M.GEAR**

Nominated : **F.ALLAN**, Seconded : **A.SPEARS**, accepted, elected to position

**Next AGM : 9th August 2015**

## All Members,

There is a group of vehicles coming to Alice Springs this week from Wagga NSW. They are driving Vintage vehicles and Special interest vehicles, there will be six of them. One of the vehicles, a 1926 Oldsmobil has mechanical problems and will be in town today. The main group will arrive Wednesday, they were at Curtin Springs last night enroute to the Rock.

# Presentation of OVERLANDER Badges will be at AJ's Tavern on Friday night at 6:30pm.

The members from the Wagga Club have asked to meet members from our Club. Tim has arranged to have a meal with them at AJ's Tavern, it is Fish and Chips night. All of these people have qualified for Overlander Badges, so it would be nice to have a good roll up from MECCCA for the presentation and to welcome them to Alice.

If you intend to help us welcome these people, please advise Tim or myself ASAP so that we can book tables.

Regards,  
Col.



### **When did America change to left hand drive?**

I was watching an old western a while ago and I noticed that the stage coach and the 'cowboys' all travelled on the left side of the street. This made me wonder when and why did they change to right hand side driving.

Driving or riding on the left had been the norm since men rode horses. As most people are right handed mounting a horse is easier from the left hand side. This is more so when wearing a sword. It also leaves the right side open for fighting with the sword. It is also better to mount and dismount from the side of the road than the centre of the road. The drivers of coaches and stage coaches sat on the right hand side to enable them to freely use the whip. Sitting on the right (driving on the left hand side of the road) also enabled them to more accurately gauge oncoming passing distances. So far so good but why did they change?

When America was colonised by England, English driving customs were adopted. When America gained independence from England they began to cast off their colonial past and gradually changed to right hand side of the road driving. The first law to keep right was passed in Pennsylvania in 1792, followed by New York in 1804 and New Jersey in 1813.

I have seen many photos of old American cars and almost all have the steering wheel on the right (even though they drove on the right hand side of the road). The famous Thomas Flyer, the car that won the 'Round the World' race from New York to Paris in 1908, had the steering wheel on the right. It was obvious however that seating the driver nearer to the centre of the road was a better option and accordingly changes were implemented. Ford became the first mainstream manufacturer to produce cars with the steering wheel on the left with the launch of their 1908 models.

Now a little world history. About 30% to 35% of world traffic drives on the left and they are mainly countries that were under British rule. Left hand driving was made mandatory in Britain in 1835. In this year Japan's first railway was introduced. It was built with technical input from Britain and of course all the trains drove on the left. Their auto industry followed suit but it took until 1924 that left hand driving was legislated. In France in the early days the aristocracy travelled on the left forcing the peasants onto the right hand side of the road. Following the French Revolution those aristocrats, those still with their heads, kept a low profile and joined the peasants on the right hand side of the road.

Later Napoleon's conquests converted Belgium, Netherlands, Switzerland, Germany, Poland and parts of Spain and Italy to right hand side driving.

An official keep-right rule was introduced in Paris in 1794. Further changes occurred during the Second World War. As Hitler conquered countries so their driving customs were changed to those of Germany. So now almost all of Europe was driving on the right.

Some oddities:

In Canada up until 1947 some of the French controlled territories drove on the right whilst those territories controlled by the English drove on the left.

In Italy it was made legal in 1912 that all vehicles had to drive on the right BUT cities with a tram network could retain left hand driving.



## Car Airconditioning

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner.

On July 17, 1946, the temperature in Detroit was 97 degrees. The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately. The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent. The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed. Now old man Ford was more than just a little anti-Jewish, and there was no way he was going to put the Goldberg's name on two million Fords. They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show **Lo – Norm – Hi** and **Max** -- on the controls.

## Stop Groaning

This is what happens when Dieter has too much time on his hands !



Alice Springs Show

# MECCA

## MOTOR ENTHUSIAST CLUB CENTRAL AUSTRALIA inc

### Calendar 2014 / 2015

**2014**

**August :**

10<sup>th</sup>: AGM

30<sup>th</sup>: Transport Hall of Fame Dinner. Volunteers for bar.

**September:**

14<sup>th</sup> : 9am Meeting. Run: Vehicle run to Standley Chasm for lunch.

**October:**

5<sup>th</sup>: 9am Meeting. Run: Vehicle observation trial and morning tea. (Note: First Sunday of Month) Second Sunday conflicts with other events.

11<sup>th</sup>/ 12<sup>th</sup>: Bathurst 1000.

11<sup>th</sup> to 18<sup>th</sup>: Masters Games.

**November:**

9<sup>th</sup>: 9am meeting. End of year Christmas lunch.

**December:** No Events.

**2015:**

**January:** No events.

**February:**

8<sup>th</sup>: 9am. Breakfast at Hungry Jacks.



## MECCA.

### Calendar 2015.

#### March:

8<sup>th</sup>: 9am Meeting. Run TBA.

#### April:

12<sup>th</sup>: 9am Meeting. Run TBA.

#### May:

4<sup>th</sup>: Bangtail Muster Parade.

10<sup>th</sup>: 9am Meeting. Mothers Day run TBA.

17<sup>th</sup>: National Motoring Day. Run and BBQ.

#### June:

14<sup>th</sup>: 9am Meeting. Run TBA.

#### July:

12<sup>th</sup>: 9am Meeting. Run TBA.

#### August:

9<sup>th</sup>: 9am Meeting followed by **AGM.**

#### September:

