



CentreSpoke

September 2018

Supercheap Auto Bathurst 1000

4 - 7 OCTOBER 2018



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 2018/2019

PRESIDENT:	John Hubner	0435 293 146
VICE PRESIDENT:	Allan Campbell	8953-4573
TREASURER:	Russ Driver	0408 002 907
SECRETARY:	Douglas Draeger	0428 676 741
PUBLIC OFFICER:	Brian Eather	0428 758 002
COMMITTEE MEMBERS:	Neville Heness John Bridgefoot	0428 740 964 0418 223 557
VEHICLE REGISTRAR:	Col Jarrett	0457 297 271
EDITOR:	Liz Driver	0427 970 744
WEB MASTER:	Tony McKenzie	0412 853 072
HISTORIAN:	Stuart Gear	0418 898 361
CRANKHANDLE:	Alvina Spears	0417 169 452
CLUB HOSTESS:	Marie Gear	0407 399 551
LIFE MEMBERS:	Dave Simpson, Tony Bullock, Walter & Alvina Spears, Stuart & Marie Gear.	

President's Report





**MOTOR ENTHUSIASTS CLUB
OF CENTRAL AUSTRALIA
CHRISTMAS 2018**

Where:- the Gillen Club

When:- Sunday 11th November

Time:- 12 noon (following the November meeting)

Price:- \$30.00 per head

Meal includes: Roast Turkey, Glazed Ham, Roast Beef, Cold meats, Butter Chicken, Sweet & sour Fish, Selection of Salads, Vegetables, Christmas Pudding, Brandy Custard and Chocolate Mud Cake.

**We will run the November meeting as normal (9:00 am)
followed by morning tea and
Kris Kringle,**

**Everyone please bring a gift wrapped present to the value of
\$10.00 to the meeting.**

DRESS CODE: Christmas party!

RSVP essential

To help assist with catering numbers we ask that you RSVP John
NO LATER THAN THE 26th October.

Please email John at johno359@hotmail.com
or call mobile 0435 293 146



The Sec's Desk

MECCA

MOTOR ENTHUSIAST CLUB CENTRAL AUSTRALIA inc

MEETING SUNDAY 9th September 2018

Meeting Opened: 9:10am

Present: (as per attendance sheet)

John Hubner, Douglas Draeger, Pietje Span, Russ Driver, Liz Driver, Raelene Beale, Clinton Dennison, Garry Bentley, Mike Thompson, Derek Poolier, Peter Hilliard, John Cooper, Allan Campbell, Aileen Kennedy, John Bridgefoot, Neville Heness, Megan Heness, Phillippe Freidel, Marie Gear, Tony McKenzie, Stuart Gear, Lisa Heness, Brian Eather, Fred Twohig.

Apologies: Colin Jarrett, Michele Thompson, Jasmina Muhic.

Visitors: Nil

Previous Minutes: Were emailed out to members and moved as read

Moved: Raelene Beale Seconded: Liz Driver

All in favor:

Treasurers Report: Russ Driver gave the Treasurer's, no expenses for the month, receipts were \$545.00 Memberships.

Bank balance \$7,728.21

Account to pay (Public Liability Insurance renewal) \$ 880.00 (annual expense)

Invoice for hire of the hall to be passed on to treasurer

BPay a possible option for payment of invoices (2 step process involving 2 x executive committee members)

Moved: Raelene Beale Seconded: Garry Bentley All in favor:

Secretaries Report: nothing to report

Correspondence In: Nil – Reference last months meeting email request for car hire – email was forwarded to members if interested in responding to request.

Correspondence Out: nil

General Business:

AGM Minutes emailed to all members, if not received – let us know

Financials for FY 2018 – 2019 Moved that Financial for the past FY be accepted

Moved: John Hubner

Seconded: Stuart Gear

All in favor:

NRTHF Reunion dinner – Thank you to members who were able to help run the bar on the night (\$1000- donation to the club) Pictures on club FaceBook page

Christmas Party – Gillen Club proposed, \$30- a head Buffet style (like last year) = \$10 extra for seafood. Option is to have platters only. Outdoors in shelter area, has evap A/C, same as last year. Each person pays for their own on the day.

Proposed to do Kris Kringle again \$10- gift (Maree and Lisa will organize) John proposed a quiz at the Xmas party. Michelle will be asked if she can help. Club will contribute to prizes.

Trailer update – Mike Thompson - Monitoring grant opportunities, Community Benefit Fund application open shortly for submissions. Looking at Adelaide Trailer Sales as one option, 16' floor, tilt tray, winch, Max GVM 2 ton, twin axle with override mechanical brakes, can accommodate motorcycles as well. No formal quotes as yet. Huge range of pricing \$4500 to \$6000. More specs and pricing to follow.

Red Center Nats – John gave a review, good and not so good, vehicles displayed in field with non members from VW club. Some club members displayed their vehicles in special categories in the shed

Russ Driver – Best vintage vehicle

Neville Heness – Best unrestored vehicle

Jared - Black Customline – Strip your 4 Cyl engine – done in 17min and 33 sec. Won – All expenses trip to Summer Nats

Russ Driver spoke of his son driving the T model Ford and broke down out in front of Bojangles (fuel blockage)

Others displaying vehicles included Colin (GT) Russ (two vehicles),

Neville (Ford), Sarg Best 4 x 4 and Alan (Cortina)

Facebook and Website - John reminded members that it's important to have members current email address for communication, there is also our Facebook page and Website.

CentreSpoke magazine, Stuart gave thanks and congratulations on excellent effort on club magazine by Liz Driver. Liz asked for reports and any articles of interest, including Buy, Sell, Swap

February 2019 General Meeting, Liz Driver proposed breakfast meeting be held at **Barra On Todd** in lieu of Hungry Jacks. \$20- a head all you can eat (locals)

All Agree

Club calendar to be updated

Club events calendar. Liz Driver proposed variations to the club calendar for 2019 with new venues and some alternate dates and earlier starts for vehicle runs. E.g. vehicle runs on the 4th Sunday of the month. Put forward suggestions for Mothers Day (change run to the Sat) and Bathurst (change run to following weekend).

14th Oct General Meeting - Proposed Gillen Club to watch Bathurst after meeting.

11th Nov General Meeting / Kris Kringle / Gillen Club for Lunch

Members to put forward suggestions and committee will look at.

Membership email via. members@mecca.asn.au and

Committee email via. committee@mecca.asn.au

Noted that it is also good to be consistent with meetings and runs for visitors. (2nd Sunday)

Vehicle Registrar, Noted, Colin has the R4 sheets, Executive committee members can sign R4 sheets (not their own)

Phone numbers of Committee members, agreed mobile numbers for President, Vice President and Vehicle Registrar can be displayed on Web site.

Today's Run; lunch at Standley Chasm

Next General Meeting @ 9am at the Masonic hall – Sunday 14th October 2018

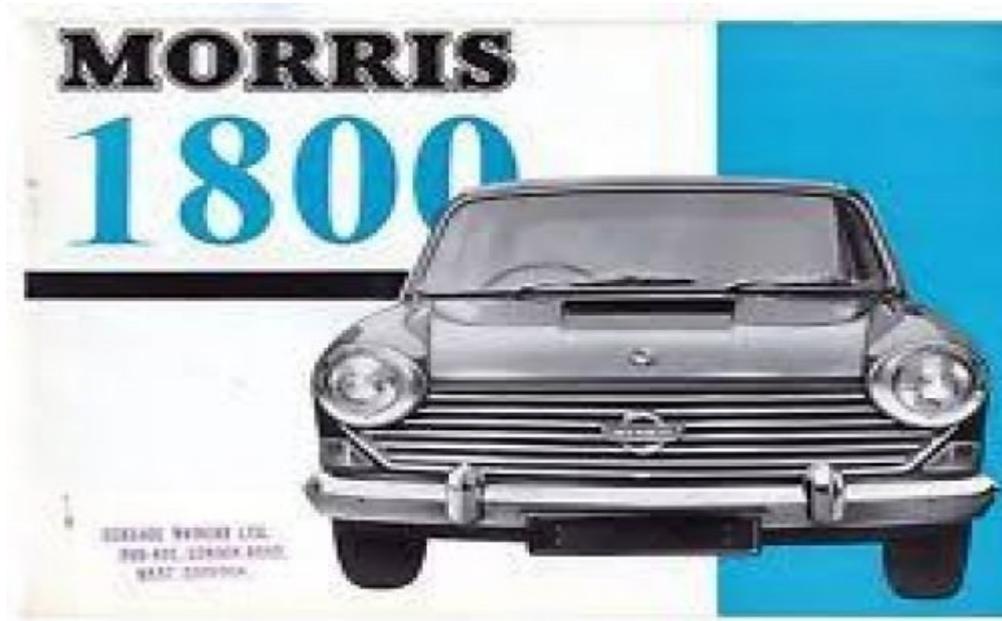
Proposed Gillen Club for lunch to watch Bathurst after meeting.

Meeting Closed: 9:50am

Interesting on this day 14th October

Morris 1800 launched on 14/10/68

The Morris 1800S, MG 1300 Mk II, Riley Kestrel 1300 Mk II and Wolseley 1300 Mk II were launched.



Motorized pram world record in 2012 on 14/10/12

Colin Furze achieved a top speed of 53.46 mph (86.04 km/h) in his motorised perambulator or 'pram' at the Shakespeare County Raceway in Stratford-upon-Avon, UK, to establish a new world record.



Car Parts Word Search Puzzle

S E L E E H W G N I R E E T S
 A T B E S L T S S R E W E R E
 I N V E E N R T O E T D I N T
 M B R A K E S T E R E O H E L
 A I T E P E A I G H M T E E N
 T H R I O I U N D R O E D S B
 E U W R D L E I H S D N I W S
 N T T A O H E Y W E E R E T F
 I I R R M R H S T G E O A F F
 G E R E E C S G A S P E D A L
 N D A S T A N S K O S P A T I
 E O N U E F T C O R N L E W C
 A R L B R A O B H S A D S I N
 T C H E N L L A T R E F O R T
 I E S K N U R T M U F F L E R

CAR PARTS WORD LIST

Alarm	Wipers
Brakes	Odometer
Radiator	Clutch
Seats	Dashboard
Steering wheel	Engine
Stereo	Gas pedal
Truck	Gas tank
Tires	Mirrors
Locks	Windshield
Muffler	speedometer

TRIUMPH HERALD - VITESSE



Triumph produced a winner with the Herald and built on the success with the six-cylinder Vitesse.

Variants include saloons, convertibles, estates and vans and the Herald's chassis on frame construction means that restoring one these very useable cars is well within the bounds of a keen DIY owner.

Here are some interesting facts about the Herald you may not know -

So, why did the Herald use a separate chassis?

It was because BMC owned Fisher and Ludlow and were becoming a pain to deal with.

Triumph had no option but to use a chassis on which to build a body that was basically bolted together thus enabling various body styles at minimal cost.

Triumph bosses got their own back on BMC in the BMH merger though!

What was the Herald Coupe all about?

Because the roof was a bolt on panel, Triumph could alter body styles at will and the main body tub is all but identical. However, the Coupe – despite being the 'looker' in the range – was not a great success and was discontinued in 1964, as it was felt that it provided internal competition against both the Spitfire and the Vitesse models.

TRIUMPH HERALD - VITESSE

Was the Herald a sales success?

Yes and no. The Herald was expensive and time consuming to build and the resulting 1959 launch price of £700 put it out of contention with the £500 Mini and £600 Anglia. The Mini had a slow start but the Anglia flew out of showrooms. Nearly 200,000 were sold in 1960, three times as many as the Herald. The cars 1961 relaunch as a 1200 helped it though.

Why was the Herald a Triumph and not a Standard?

Standard Triumph knew then that there was value in a brand. Standard made cheap and cheerful saloons, the Triumph name meant the TR3. If they were going to ask 700 quid for a 948cc car, it needed the right image. After that, the Standard name and its Down market connotations was phased out by the final Vanguard in 1963.

Was the wooden dash an attempt to justify the high price?

No, because the original 948cc cars didn't have one – instead, the dash was a pressing made from dark grey fibreboard. A wood veneer dash panel was an option on early cars but by the time the 1200 arrived, it had been phased in as a standard feature (no pun intended!) and it became a well-known Herald trademark.

What about the later Indian built cars?

Standard Triumph set up an assembly plant in Madras in the early 'Sixties to build cars from CKD (complete knock down) kits although as time went on, more autonomy and locally made parts were used. A four-door version was made called the Standard Gazel and this continued in production until 1977 with a solid Triumph Toledo rear axle.

Why was the early Vitesse a 1600?

This was due to Triumph concern over the 2.0 litre unit from the 2000 being too much. The Vitesse used front discs and a reinforced chassis, the latter phased in for Herald production for 1963. The 1600 straight six was very smooth and gave 70bhp. Many enthusiasts think it was a nicer package than the faster 2000 that tested the rear suspension design to the limit.

TRIUMPH HERALD - VITESSE

Did Triumph ever sort the handling problems?

Yes, to a large extent. Like the original GT6 Triumph was stung by criticism with a car that really shouldn't have been launched in that form. The 1967 MII had a revised rear suspension with new lower wishbones, Roto flex driveshaft couplings and rear camber changes reduced from an alarming 15 degrees to just five degrees.

What are the main weak points of these cars?

Not a lot, they didn't drop to bits with rust like the Anglia or an 1100 and mechanically they were tough. Tired engines, worn driveshaft's, rusty arches, rotten chassis outriggers were common but decent cars will have been doctored by now. There are others though, as Convertible doors can fly open on corners if the catches are worn out!

How many Heralds were built in the end?

521,000 Heralds were built of all types, as well as 51,000 Vitesses.

Compare that to the Mini and 1100. By 1965 BMC had built a million Minis (two million by 1969) and the 1100/1300 range chalked up over two million units. Ford sold a million Cortina's in four years but the Herald's construction meant it just took too long to build.

HERO!

BURT Munro's legendary motorcycling exploits began with the purchase of a new 596cc Indian Scout side-valve V-twin in 1920. Almost 50 years later, aged nearly 70, the wiry New Zealander was still campaigning the American machine at Speed Week on the Bonneville salt flats in Utah, a 12,000 mile trip from his Antipodean home, a shack shared with his motorcycles in Inver-cargill.

By this time, the Indians makers would have failed to recognise their mild-mannered 55mph standard Scout, for it had been transformed into the streamlined Munro Special, a fearsome 190mph projectile powered by that original V-twin engine boosted to 883cc, fitted with overhead valves and painstakingly developed year after year.

In 1970, following what was to prove to be his last trip to the record-breaking Speed Week, Burt Munro corresponded with the American V-twin enthusiast John Andrew who lives in England. In his own words, this remarkable man recalled a lifetime devoted to speed and motorcycles.

"It's a bit hard to cram the history of a bike I bought for £140 cash in 1920 and have been developing ever since 1926 into a single letter. It has gone 3¼ mph faster each year for 44 years, which is about average for some factory bikes over the same period. I have been riding since 1915 and owned a Clyno V-twin before I bought the 1920 Scout, engine number 50R627. I have made five heads for it, countless pistons and conrods, carburettors, magneto parts, cams, valves and fly-wheels. Not to mention the frame mods, fork changes and as many wheels built as tyres and rims changed. The last one was for the front wheel last July when I changed from 19in. to 18in. as I cannot get 2.75 x 19in high-speed tyres any more. I cut the tread off with a knife and then smooth down to the bottom of the non-skid groove.

For the first 22 years after 1926 it was weekends and nights getting ready for hill-climbs, trials and standing-start and flying quarter-mile events as well as dirt sidecar races at Penrith Speedway in New South Wales, Australia. Between 1926 and 1929 I held records in hill-climbs, quarter-miles and petrol consumption runs, achieving 116mpg in one of these. That's how I started tuning.

I also came second behind Les Weatherby in the world's first mile TT at Chatswood in North Sydney. The track was cut out of the bush, with stumps and tree roots left in place. There was a high-jump out of a deep creek. This sort of race became what is now known as motocross.

In 1927, riding solo at Aspendale Speedway, Melbourne, I jumped off at over 90mph. I'd gone into a bad speed wobble at the end of the straight while I had one hand on the oil pump. We hit a deep gutter and took off on the bend, landing with the 'bars pulled round a little. My heavy, 29in over-size front tyre kept the wobble going while we were heading for the post-and-rail fence.

HERO!

The 10,000 spectators at the Speedway were told that I was unhurt, but in fact I ended up in bed for a week or two, recovering from concussion and lots of bruising.

On the Saturday before my crash the flathead Scout had won me a gold medal at Inverloch Beach in Victoria, equalling the performance of a 1928 Chicago 61 cubic inch Harley-Davidson ridden by an air force pilot from Point Cook.

In 1929 I returned to New Zealand after four years in Australia. Work was simply unobtainable there in the Depression. I spent the next ten years as a motorcycle salesman finally giving this up in 1941 when one of my - by then - rare crashes saw me off work for 11 months.

When I returned to NZ I was invited to join a local club and after that I just lived for beach races, grass track (mile and quarter-mile events), hill-climbs, speed trials, trials, road racing and drags. I think the beach racing was the greatest in 1940. About seven years ago I averaged 83.43mph in a six-mile race on a beach course not far from Invercargill and came home first. This is where I do most of my testing nowadays.



Pre-war shot of Munro with the Indian still relatively unmodified

HERO!

In 1948 I decided to give up work to concentrate on getting a good run out of my old bike. By this time I thought that I was getting better at designing parts and was planning to get ready for the Canterbury Speed Trials which were held each year, north of Christchurch.

Well, I went there for 22 years, even though it was a 1000-mile round trip from home. I broke New Zealand national records there more than once, but was only really satisfied with my runs on three occasions. And each time I went as fast as I thought I could, their timer failed.

My first major record was the NZ open road record, established on the Ayles-bury straight in 1940 at a mean speed of 120.8mph. That record stood for 12 years. I later took the under750cc road record at 143.43mph and broke the NZ open road record at the same time. In 1957 I broke the NZ beach record which remains mine at 132.38mph.

At Bonneville in 1962 I took the 55 cubic inch AMA world record with an engine displacing 51 cubic inches. By 1966 the engine was out to 56cu in and I recorded 168.06mph. And in 1967 I broke the 61cu in record in America at 183.6mph, putting in a best run of 190.07mph while qualifying. Two years later at Bonneville I established a record for the number of runs by a streamliner - 14 runs in four and a half days. In all, I've hauled the bike - or just the engine, leaving the cycle parts Stateside- to the USA eight times in attempts to get just one good run. This has always eluded me.

After I finally squeezed 94mph from the engine in side-valve form - running on aviation fuel, I had a go at making overhead valve heads. A foundry told me how to go about making patterns and I finally had the heads finished and operational a year later.

Believe it or not, the first runs were actually slower than my best efforts on the side-valve. But by 1937 I was getting 110mph, but also breaking conrods. About this time I was returning from a distant beach race with yet another pair of rods broken when the mate I was travelling with suggested getting special conrods from the Indian factory. That got me thinking, and I acquired a scrap Ford truck axle and carved two rods out of the steel in five months. These were a part of the engine for 20 years, standing up to the strain of 140mph runs. By 1950 I was up to 150mph without streamlining.

I have had many terrific blow-ups. Let me describe the one I had at Muriwai Beach, Auckland, in April 1969. I had hauled my Munro Special the 1130 miles up there and it blew one of the thirteen new pistons I'd made for the season. With the piston in pieces the rod and gudgeon pin tore up and down, scoring the cylinder. Both new cylinders split, a large hole was punched in the crankcase, the ML magneto's armature was bent and its magnets broke into five pieces. eight and a half weeks later I had it running again.

I'd best give you a rough idea of some of my best crashes, too. In 1916 I was unconscious all day after landing on my head. In 1921 I was riding around standing on the seat of my Scout, waiting for my uncle Alf to get his bike going. I looked around and woke up two days later. The 1927 Apendale crash I've already mentioned bruised me from my heels to my neck. Then in

1932 I stopped to help a fellow rider get going while I was on my travelling job. I told the guy that I would follow on behind him in case he stopped again. After a while we came to a farmhouse at a cross-roads and a dog ran out at him. I caught it on the rebound and came round later concussed and bloody from a deep scalp wound. Two years later I crashed at Clifton Gorge, striking a wash-out before I could pull up and come round concussed. During a 20 mile beach race in 1937 I was doing 110mph when the last rider I had to catch cranked over right in front of me. I hit the little 6in brake and tried to steer clear, but still hit him. My bike climbed up over his and sailed 120 feet clear of the beach before it landed.

HERO!

He was knocked out and broke a collar-bone, while the BSA's sump landed squarely on my head, splitting my bash-hat from crown to rim in two places. I had all my teeth knocked out. My brother picked up numerous gold-filled ones from the sand. It was one of the saddest moments of my life. The accident that lost me my job as the travelling representative of a motorcycle firm happened in 1940. Instead of running the bike on petrol, I had it going on one of the home-built gas producers common in wartime. At its top speed of 56mph - when coal-fired - I hit a ridge of wet gravel and ran off the road, regaining control on the fence-line. Before I could shut off the gas we hit a deep cutting into a farmhouse. The bike struck the far bank and shot right up into the air and landed back on the gravel road. Unconscious for one-and-a-half hours, I came to blind because of dried blood in my eyes. I suffered a brain haemorrhage, was concussed for a week and off work for almost a year.

As I didn't care to sell bikes while travelling by car or bus, I gave up that type of job. The physical after-effects of the crash included 15 years of headaches.

I was in a drag race at the Teretonga International track in 1959 when the bike went into a wobble suddenly at 110mph. Jumping off, I finished up with my bash-hat still on, plus the waistband of my pants, a pair of tennis shoes and bits of socks. I was in hospital for seven-and-a-half weeks. This time I was only slightly concussed. It was the missing flesh and skin that took time to repair itself. One finger was ground half-way through to the bone. It still works, but one joint is crook. All my other crashes just involved broken bones or scars or burns.

For 1970 I have made new cylinders and pistons to the largest bore ever. The engine is now 3.192in x 96mm, giving a displacement of 60.54cu in (992cc). I machined new cylinder heads on the same 22-year-old 3½ in. Myford lathe I use for most jobs, working about 70 hours a week. That's the sort of time I spend on my '36 Velocette too. The pistons I redesign every year and take about half-a-dozen with me to the USA as spares. This latest batch of eight have been heat-treated for the first time ever. Some years I have used every one and even welded up burned out ones while there.

When Jim Enz and his wife wanted to help me with fuel I said I would like to try alcohol and they brought me five gallons of the best Mickey Thompson alcohol. But it sure was the best piston burner! I guess it had nitro or TNT in it. Every run, the pistons vaporised. I usually make cylinder liners from very old gas pipe, cast-iron condemned because of very large pits. I manage to get short lengths without too deep marks.

The barrels are cast from old pistons melted down in a small pot on the two-gallon-can furnace I also use for making pistons. I turn the alloy cylinder muff castings down on the Myford, bore them under-size and then heat them up with a blow-lamp in order to drop them over the liners.

The crankshaft in the 1928 Scout engine has been turned down to ¾in. and sleeved. I have two engines, running one in handling trials and the best one in competition runs. The rods now have a bigger eye and smaller big-end rollers, of course. Up to three years ago the main-shafts were standard, with four sets of genuine caged Indian rollers. As my speed increased over the years I began to have visions of these ¼ x 5/16in. bearings breaking up. I made up two new over-size shafts from a spare gearbox mainshaft with its splines ground off, boring out the taper in the flywheel.

I've manufactured new steel flywheels from 5in axle, hammered out under a steam hammer. At the same time I fitted a 1933 Indian oil pump, modified to feed oil to the big-end. Camshafts I now grind in pairs on a home-built machine, but I used to use a file and saw. In 1963, I spent 800 hours making the engine into a four-cam unit. I would like to have a go at another double over-head cam set-up. In 1951, I constructed one for the front cylinder and ran the machine in grass-track races with the rear pot blanked off. It was just an exercise that appealed to me at the time as everyone was talking about double knockers.

HERO!

In the clutch, the standard Raybestos plates are long gone and I run 17 hardened and ground steel plates. I fit 24 standard clutch springs to give a pressure of 1360 lb. on the pressure plate. The standard thrust race and withdrawal screw haul this free for gear changing.

I have the clutch lever on the left, with a small foot-assist lever on the clutch worm shaft. This is only used for low-gear engagement during test runs without the streamliner shell fitted.

Over the years I have constructed four chain primary drives to replace the helical-gear original. I ground the gear teeth off the clutch body and filed out 46 half-inch pitch 1 sprocket teeth by hand. The current set-up is a triplex chain running round that and a 22-tooth engine sprocket. Renold told me this wouldn't work, but it has run quite happily for 35 years, lubricated by SAE10 oil.

The gearbox three-speed is original, with the addition of earlier parts. You see I'd been unable to get hold of a new sliding dog for the 'box, but by chance an acquaintance in Sydney had bought up a dealer's stock of Indian parts. I bought a set of 1916 Power-plus gears from him and modified the layshaft cluster to fit. They have served me well for the past 22 years.

The current carburettor is a Schebler from a 1924 Indian Chief twin. I've modified the brass body and it's mounted in the normal position, feeding the cylinders gas through a T-shaped 1 3/8 in. steel tube inlet manifold. Since I swapped a Schebler H for a De Luxe in 1927, I've tuned five carbs for my bike. These have all been De Luxe Scheblers made for Indian twins manufactured later than mine.

The 1920 Scout frame and my third streamliner shell are still in the USA. The first full shell took me five years to hammer out of sheet aluminium alloy. I could only work at it in between working on the engine which was blown up on a regular basis. Progress on the streamlining was usually interrupted by new schemes to extract more speed from the engine. These often made it slower, or just increased the pile of blown parts.

That first alloy shell was too difficult to control, too tight a fit and made it difficult for me to change gear. So I modified it and used it as a mould for shell number two in glass fibre. This was the streamlining I took with me to Bonneville in 1962.

At the salt flats, I was ordered to go for a test run with AMA officials following me in a car. It just veered from side to side at all speeds. I thought that I might as well ship it back home straight away. They were never going to let me run a thing like this! But when the officials came over after the run they said that it handled okay. I said 'What?' but they just repeated that it handled good. Well, for the next five or six years I had some of the worst out-of-control rides on record. The worst lasted for five miles in 1962. I had made up a 601b lead brick and bolted it in front of the rear wheel in an effort to stop wheel spin at 160mph. By the time I got to the three-mile marker the top of the shell was swerving five feet from side to side. The wheel marks - measured later - were five inches wide and snaking thirty inches off course every 200 yards.

When you figure that you can only die on the next skid, you'll try anything, so I wound it all on for another mile and a half. By then I'd realised that this could go on forever, so I rolled the throttle back and got the Munro Special to stop. When the recovery gang arrived I was laughing and they asked me what the joke was all about. I replied that I was simply happy to be still alive.

The cure for this swerving from side to side is to sit up and let the air strike your body. This shifts the centre of pressure back behind the centre of gravity. I'd learned that lesson the hard way. The lead weight should have been in front of the front wheel and the shell should have ridden higher off the ground. At the rear, air was packing under the tail, lifting weight off the rear wheel and causing wheel spin.

HERO!

Incidentally, I have read about many of the theories about what caused Eric Fernihough's fatal crash in Hungary in 1938. Perhaps I can offer a reason why he ran out of road, because I've had similar experiences caused by a side-wind of perhaps 2-3mph.

If one is travelling at over 190mph - as I am, on most occasions - the bike will steer over to one side. Naturally, I start to correct this at once. But I have had to go 12 feet from the black line on the salt at Bonneville before getting back to the centre of the track. This can take about a mile from the start of the swerve to getting back on the line. If this were to happen on a road -rather than on the wide expanses of salt flats in Utah - there would be no chance of survival.

Since I've been back home after my last trip to the USA I've put 560 hours' work into the Munro Special. I've been testing the results on the beach on 17 occasions and had 11 blow -ups.

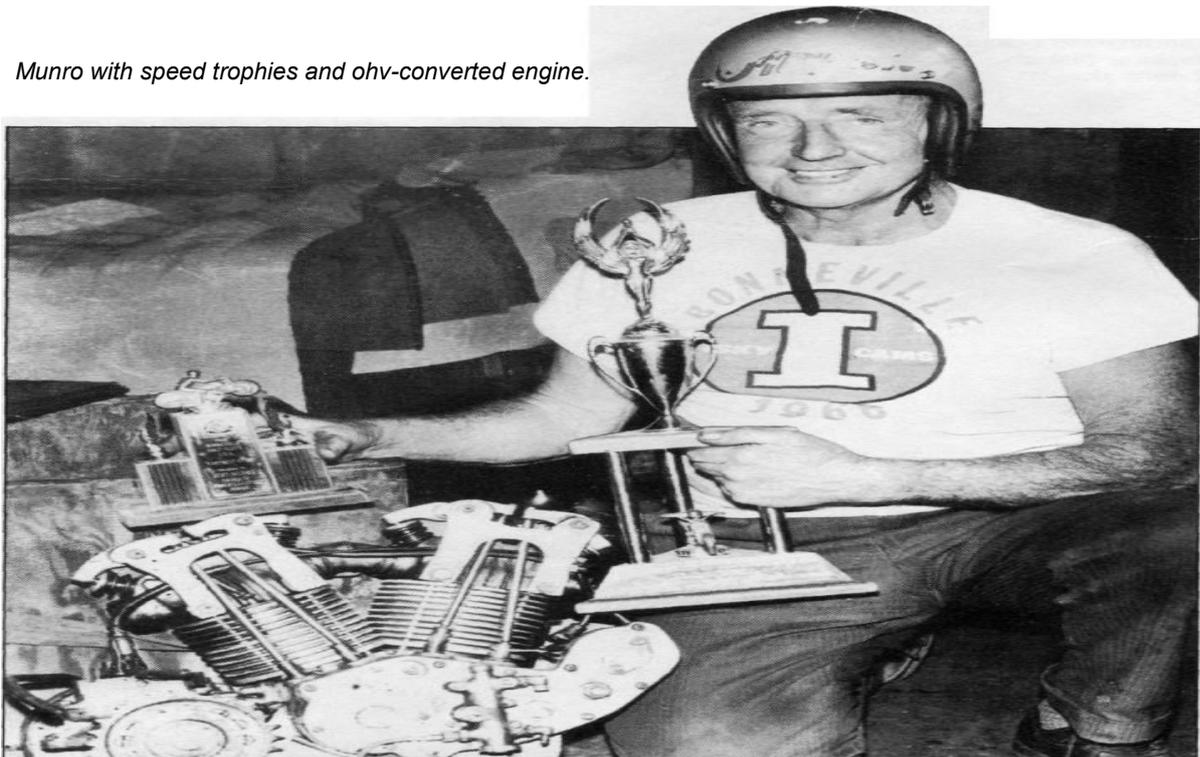
These consisted in the main of older piston designs breaking up. I was also testing a new conrod running at 20:1 compression.

As soon as I lowered the compression to 13:1 the conrod that had stood up to all those pistons breaking finally shattered the top end when I was accelerating hard in top at 5500rpm. I took the engine down to discover that the new piston was in pieces, the gudgeon pin had broken in half and the cylinder liner was scored and split. One rocker arm was broken, with one twisted. One pushrod had broken, while the other was buckled. Both valves were bent and the cam follower I'd made from magnesium four or five years back was also broken.

I'm starting to make two new conrods from a DC6B aircraft propeller. I hope the material is strong enough. I cannot get 70-70 or 20-24 alloy in New Zealand. Development goes on all the time. I have a berth booked on the P&O ship Oriana, sailing for the USA on June 15th. But I won't go if I cannot pass the doctor.

Burt Munro never competed at Bonneville again, due to declining health. But to this day he has

Munro with speed trophies and ohv-converted engine.



STANDLEY CHASM LUNCH 9/9/18



Present for lunch was -

Russ + Liz Driver, Neville, Lisa + Megan Heness, Stuart + Marie Gear, Derek Poolier, Tony and Margaret McKenzie, Peter Hilliard, Mal Trull with his grand daughters Zoe and Ruby.

We arrived at Standley Chasm just in time for a walk up the Chasm before lunch

Did you know if you show your NT Licence you get to walk to the Chasm for \$1.00 per person to cover insurance otherwise it costs you \$10.00 per person.

Lunch was a surprise they had a good menu (not just pies and sausage rolls), friendly staff and when ready bought lunch to the table. We all had interesting conversations and just enjoyed the lazy Sunday before eventually heading home.

Cop Gives This Man One Chance To Drive Away. This Was His Response.

A senior citizen drove his brand new BMW Z4 convertible out of the car salesroom. Taking off down the motorway, he floored it to 150kph, enjoying the wind blowing through what little hair he had left.

"Amazing!" he thought as he flew down the expressway, enjoying pushing the Pedal to the metal even more. Looking in his rear view mirror, he saw a police car behind him, blue lights flashing and siren blaring.

"I can get away from him – no problem!" thought the elderly nutcase as he floored it to 180kph, then 200, then 250kph. Suddenly, he thought, "What on earth am I doing? I'm too old for this nonsense!" So he pulled over to the side of the road and waited for the police car to catch up With him.

Pulling in behind him, the police officer walked up to the driver's side of the BMW, looked at his watch and said, "Sir, my shift ends in 10 minutes. It's Christmas. If you can give me a reason why you were speeding that I've never heard before, I'll let you go."

The man, looked very seriously at the policeman, and replied, "Years ago, my wife ran off with a policeman. I thought you were bringing her back."

"Have a good day, Sir," said the policeman

EDITORS REPORT

**It's been a rough week but
I made it - how about you?**



Unbelievable where did the month go?

I would like to do a special thanks to Fred Twohig who sent me the article on 'Hero' - what a fantastic article I hope you enjoy it as much as I did.

Mecca Christmas just around the corner don't miss out and let John Hubner know so he can let Gillen Club know numbers - see page 3 for details.

Vicki Jarrett had a birthday - 21 again - Happy Birthday from the Club hope you had a great day.

Next meeting Sunday 14th October 9am Masonic Hall see you all there

Thought for the month

Respond intelligently even to unintelligent treatment

