



CentreSpoke

September 2019

HAPPY
FATHER'S
Day!

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 2019/2020

PRESIDENT:	Tony O'Brien	0438 530 366
VICE PRESIDENT:	Trevor Jacobs	0417 824 684
TREASURER:	Russ Driver	0408 002 907
SECRETARY:	Douglas Draeger	0428 676 741
PUBLIC OFFICER:	Brian Eather	0428 758 002
COMMITTEE MEMBERS:	Mandy Vandenberg Neville Heness	0409 098 987 0428 740 964
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:	Lisa Heness	0422 041 449
LIFE MEMBERS:	Dave Simpson, Tony Bullock, Walter & Alvina Spears, Stuart & Marie Gear, Col Jarrett	



Presidents Report

I enjoyed the recent monthly meeting last Sunday 8th September, and thank all who were able to attend.

We covered quite a lot in general business and I can only commend the dedication of our crew who were able to help out with our major fund raising event at the RTHF Dinner, a very successful evening.

Fishes Run was also a success and attended by Brad/Peter and John, thanks.

The Nats weekend also went well with quite a few of our vehicles on display and taking part in the parade through town, I noticed that there were a few of the later model cars pulled over with mechanical issues and fortunately our cars made the event without problem.

My old jag overheated though but I completed the run OK. I have diagnosed the problem as a blocked thermostat, all good now.

During our Monthly meeting I would like to encourage our members to bring up any matters that they can share regarding their vehicle projects good/bad, there is always someone who can lend a knowledgeable hand .

We also talked about other issues, health and preventative measures that can be taken or made aware off.

Last Thursday 12th sept, our Committee dinner meeting went well (unfortunate I was unable to attend, out of town working) and many issues discussed relating to our Club events for 2020.

Speaking of which Liz has finalised the official 2020 Club calendar and she has done a brilliant job, thanks Liz.

Birthday wishes to Vickie Jarret, perhaps we could include our birthdates into club membership.

Don't forget our Club Run to Simpsons gap, it will be a breakfast meeting at the gap. Food supplied and a \$5.00 donation applied. Vehicles leaving at 0900 hrs Diarama Village. It will be a great day.

Please forward any pics of interest to Face Book so that we can all enjoy.

Thanks again.
Safe travels.

Tony O'Brien



The Sec's Desk

MECCA **MOTOR ENTHUSIAST CLUB CENTRAL AUSTRALIA inc**

GENERAL MEETING Minutes

Masonic Hall Allchurch St 9.00 am

MEETING SUNDAY 8th September 2019.

Meeting Opened: 9.10 am

Present:

John Bridgefoot, Allan Campbell, Douglas Draeger, Russ + Liz Driver, Brian Eather, Phillippe Freidel, Marie + Stuart Gear, Lisa Heness, Peter Hilliard, John Hubner, Col + Vicki Jarrett, Aileen Kennedy, Craig + Robyn Lambley, Tony McKenzie, Tony O'Brien, Trevor Jacobs, Alvina + Wally Spears, Mike Thompson, Fred Twohig and Mandy + Steve Vandenberg

Apologies:

Raelene Beale, John Cooper, Steven Diner, Peter & Judy Inkster, Michael Thompson and Neville Heness

Visitors: -

Ian & Bronwyn Falconer (visiting A/S for the week) and new member Bryan Cartwright and John Wischusen

Previous Minutes:

Minutes of the previous August meeting as emailed to members and copies available at the meeting. Motion to accept the minutes.

Moved: Tony McKenzie Seconded: Lisa Heness Carried: All
Business arising from previous minutes . - Nil

Presidents Report:

Just in the last couple of days, John ended up in hospital in Adelaide having a check up on his ticker after a heart attack. We wish him a speedy recovery and look forward to seeing him back on his bike soon.



The Sec's Desk 2

Treasurers Report:

Letter from Brian Knapstein (previous auditor)

acknowledging too busy this year to assist with club accounts.

Financials:

July Bank Balance: \$ 8,039.81
 Income (memberships) \$ 285.00 (memberships \$85 and \$200- donation
 for calendar – (Robyn Lambley)
 Current Bank Balance \$ 8,324.81
 Expenses including: \$310.40, \$18- Territory Business, Gallagher Insurance
 \$916-, \$35- Eng
 Total expenses \$ 1,278.40
 Final current balance \$ 7,046.41

Hall rent invoice received and to be paid this month

Motion to accept the treasurer's report.

Moved: Col Jarrett Seconded: Trevor Jacobs Carried: All in favor

Secretary Report:

- Correspondence In:

Issues of all club magazines received this month available to peruse at the meetings. (Folders on front desk at meeting) Inc: Auto Torque, CrankTalk, Shannon's car auctions and Retroautos

Bay to Birdwood Classic 2019 – Sunday 29 September

Invitation and entry form for 41st Corowa Military Vehicle Gathering, Monday 9th March to Sunday 15th March 2020 – Year of the Military Motorcycle

- Correspondence Out: Nil

Moved: Tony O'Brien Seconded: Brain Eather Carried: All in favor

General Business:

Thank you to all members who assisted in the RTHF dinner / Bar.

An invoice for \$ 1000- has been sent

RTHF update – new committee, some members are on the new committee, administrator appointed and working through the files,, RTHF stays in Alice Springs and future looks certain, new business manager appointed (Lester Hamilton), Financials for last 10 years will be completed by the end of the year, last three years financials within the next two weeks.

Red Centre Nats, Col attended with other members, went well, good display of club vehicles in shed, awards presented to three members (refer this months newsletter)

Club calendar – 2 drafts submitted and further review, will be available in November meeting.



The Sec's Desk 3

October Club Run to Simpsons Gap – BREAKFAST Run Depart 9am meet at Diorama Village, members bring chairs, plates and cups (\$5- per head) Club supplies bacon, eggs, portable BBQ and urn, tea, milk and coffee – club meeting on return run.

Next Committee Meeting – This Thursday 6pm Gillen Club – Board Room Trevor restoring an E Type Jag – gave the members a project briefing Tony is restoring a 1998 Lotus Esprit – Outlined to the meeting the challenges ahead

Phillipe asked for assistance from members with his motorcycle and electronic ignition installation

John raised the question – are we becoming a caravan club J

Fishers Run attended by Brad / Peter and John – was a good run and raised money for the butterfly foundation

Shannon's insurance (Col) funds available for clubs, Shannon's truck was at RCNats, Robert Berry now in charge NT/SA

REPCO vehicle display on 26th and 27th October – Members who are available requested to attend – REPCO supports the club

Facebook account – John asked for assistance from members who can be joint administrators to approve new posts etc. Members encouraged to post new pictures to Face Book which can be accessed and used by the club magazine editor

Aces and Eights – joint events to be encouraged as in the past year including, Coffee and Chrome, Aviation Museum / National Motoring day run

John Hubner gave us an update on his health scare and medical condition.

Alvina Spears – Joke of the day – you had to be there. J

Club Calendar to be updated at committee meeting for next 12 months

October activities:

Sunday 13th October – Breakfast run start

October Club Run to Simpsons Gap – BREAKFAST Run Depart 9am meet at Diorama Village, members bring chairs, plates and cups (\$5- per head) Club supplies bacon, eggs, portable BBQ and urn, tea, milk and coffee – club meeting on return run.

Meeting Closed: 9.50 am

MECCA
MOTOR ENTHUSIAST CLUB CENTRAL AUSTRALIA inc

CLUB Calendar 2019

Sunday 13th October – Breakfast run start

**October Club Run to Simpsons Gap – BREAKFAST Run Depart 9am
meet at Diarama Village,**

members bring chairs, plates and cups (\$5- per head)

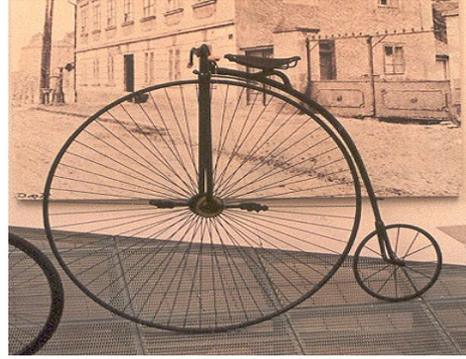
Club supplies bacon, eggs, portable BBQ and urn, tea, milk and coffee – club meeting on return run.



October 26th and 27th - Repco - club static display - TBA

November and 2020 Club Calendar will be published in October Centrespoke.

PENNY FARTHING



The penny farthing or high wheel, high wheeler or ordinary is a cycle with a large front wheel and small rear wheel. This term Penny Farthing comes from the British penny (1d) and Farthing (1/4d) coins of the early and mid-20 century

The heyday of the penny farthing was between 1880 and 1890 and the majority of museum pieces are from this time. The first Penny Farthings were made about 1869 when the construction of large wheels were made possible by the invention of the wire spoke tension wheel. They were developed until in 1880 Meyer produced what we would recognise of today as the classic high bicycle design. The life span of the penny farthing was relatively short lived with the development of the safety bicycle in the 1890s and lingered on only in small areas until the 1920's

Although during this period, they were dominant. Not only were they magnificent things to see ridden, but they were also fast and dangerous. With the exception of the railways, there was nothing faster on the roads.

There has been a bit of revolution in the Penny Farthing racing scene over the last few years with the Evendale event in Australia and world championships since 1986. Europe now has its own championship races held in Belgium every year and the UK has had the Pennies in the Park races since 2012.

Eugène Meyer of Paris, France is now regarded as the father of the high bicycle by the International Cycling History Conference in place of James Starley. Meyer patented a wire-spoke tension wheel with individually adjustable spokes in 1869. They were called "spider" wheels in Britain when introduced there. Meyer produced a classic high bicycle design during the 1880s.

James Starley in Coventry added the tangent spokes and the mounting step to his famous bicycle named "Ariel". He is regarded as the father of the British cycling industry. Ball bearings, solid rubber tires and hollow-section steel frames became standard, reducing weight and making the ride much smoother.

Penny-farthing bicycles are dangerous due to the risk of headers (taking a fall over the handlebars head - first). Makers developed "moustache" handlebars, allowing the rider's knees to clear them, "Whatton" handlebars that wrapped around behind the legs, and ultimately (though too late, after development of the safety bicycle), the American "Eagle" and "Star" bicycles, whose large and small wheels were reversed. This prevented headers, but left the danger of being thrown backwards when riding uphill.

Other attempts included moving the seat rearward and driving the wheel by levers or treadles, as in the "Extraordinary" and "Facile", or gears, by chain as in the "Kangaroo" or at the hub, as in the "Crypto"; another option was to move the seat well back, as in the "Rational".

IT IS NO MORE 'FATHERS DAY' RED CENTRE NATS HAS TAKEN OVER?

NO MORE SOCKS OR HANKIES FOR DAD

Col at scrutineering



Jasmina having a bug of a time



Neville getting ready for a great weekend



Mandy having a time of her life



Allan telling a story of the car

Other members present at Red Centre Nats -

Raelene Beale + John Cooper in Triumph, Tony O'Brien in Jaguar, Mark Dunn in XB Ford, Clinton Dennison in Kombi

CONGRATULATIONS

TO OUR M.E.C.C.A MEMBERS WHO WON PRIZES
AT RED CENTRE NATS



Wally and Alvina Spears - Top Vintage



**Mandy Vandenberg -
best presented Off Road**

Peter Hilliard - Top presentation



**Also congratulations to Mark Hangan for best presented 4wd belonging to
Sarg - unfortunately no photo was available**

History of the 1970 - 1977 Triumph Stag

The Triumph Stag started life as a 1958 concept called Zebu, designed by Les Moore.

When Giovanni Michelotti took over as Triumph's chief stylist, he revised the idea and the result was undeniably handsome, a four-seat grand tourer with both hard top and soft top. In order to stiffen the body, a T-bar remained when the tops were removed and the framed, full-width grille design was mirrored at the rear.

The plan had been to use the petrol-injected 2.5 litre TR5 motor, but difficulties with emissions laws in the all-important US export market prohibited this. For reasons never fully explained (production capacity being the most frequently cited), rather than utilizing the proven 3.5-litre aluminium Rover V-8, a 3.0-litre, 145-bhp V-8 was developed, based on two SOHC Triumph-built Saab 99 engines, with aluminium cylinder heads. The Stag was available with a Borg-Warner 3-speed automatic transmission or 4-speed and overdrive: 0-60 came up in 9.3 seconds on the way to a 116 mph top speed. Steering was rack and pinion, there was independent suspension all round, with McPherson strut up front and coil springs in the rear with trailing arms.

At just under £2,000 at intro, the Stag was not cheap, but it was aimed at the Mercedes-Benz 280SL, which cost almost twice as much. Unfortunately for Triumph, however, the Mercedes didn't go wrong at the same rate that the Stag did. The US market bore the brunt of the early Stag failures since Leyland dealers in the US were fewer and sold more Stags on average than those in the UK which averaged a little over one Stag sold per year from 1970-77. On automatics, the neutral isolator switches regularly failed, disabling the starter. The Stag also often overheated, water pumps frequently being the culprit. Repeated head gasket failures were common as the aluminium cylinder heads could not be torqued down adequately due to the studs entering the block at an angle. Over-tightening the angled head studs encouraged the heads to close around the studs, a process complicated by electrolysis which also blocked water passages and made faulty cylinder heads very hard to remove. As if that weren't enough, many Stag V-8s experienced timing chain failures.

Approximately 25,000 Stag were made (1976 production figures are missing) and around 7,500 were exported, mostly to the US. The number would have been much greater if Americans' initial experience hadn't been so disappointing. Many quality issues were sorted out following the 1973 model year, but by then, the US market would take no more believing the car to be damaged goods. And although the Stag soldiered on for several more years in the UK, its lack of exportability ultimately sealed its fate.

The Triumph Stag remains a great concept with a terrific look, but finding an untouched original example can be a task. Later cars are pretty well sorted and as usual, the specialists have helped rectify the original problems (much as they have with the Jensen-Healey). The Stag is one of the few British sports and GT cars of the era where right-hand-drive cars vastly outnumber left-hand-drive cars so the notion of exporting a sound Californian can be challenging although prices in the US tend to be quite attractive when cars can be found. With problems sorted, the Stag represents a unique form of motoring as one of the few 4-seater, V-8 powered open sporting cars in the sub-£25,000 range.



JOKE TIME

A wife asks her husband, "How would you describe me?"

He replies, "ABCDEFGHGIJK."

The confused wife asks, "What does that mean?"

Her husband replies, "Adorable, beautiful, cute, delightful, elegant, fashionable, gorgeous, and hot."

The wife says, "Aw, thank you, but what about IJK?"

I'm just kidding!"

What did one boat say to the other?

Are you up for a little row-mance?

Doctor, I keep seeing an insect buzzing around me."

"Don't worry; that's just a bug that's going around."

It is evening. Little Johnny and his friend are sitting by a camp fire.

They've been plagued by swarms of mosquitoes already for an hour and the assault only worsens when the darkness sets in.

Suddenly, fireflies appear. Little Johnny swears: "These darn mosquitoes!

Now they've even brought lanterns with them to find us!"

A man is walking in a graveyard when he hears the Third Symphony played backward. When it's over, the Second Symphony starts playing, also backward, and then the First. "What's going on?" he asks a cemetery worker.

"It's Beethoven," says the worker. "He's decomposing."

WOW STANDLEY CHASM FOR LUNCH

A great selection of food- hamburgers and chips, Chicken hamburgers and chips, variety of sandwiches, salad, pies, pasties, sausage rolls, coffee, tea and chocolate drink with cream - YUM



Present for lunch
Wally and Alvina, Douglas,
Peter, Mandy (taking the photo)
Steve, Brian, Russ and Liz,
Fred, Col and Vicki

Look at those relaxed happy
faces - do you wish you
were there ? You can next
year - see you then.

Present at table 2
Michael, Brian, Allan and
Aileen



SERVICES

Trev's Auto Repairs

For Rego checks, repairs and wheel alignments.

Phone 8955-5568



Club Merchandise For Sale

Club shirts various sizes \$45.00 each

Club Hats \$20.00 each

Overlander Badges \$75.00 each - conditions apply

Available at Club meetings or contact Col if required before.



Editors Page

I'm back (Ha Ha)

Firstly many thanks to Robyn (and Craig) Lambley Member for Araluen for their \$200 donation towards the Club's 2020 Calendar.

Many thanks to Col and Mandy for their input and photo's for Red Centre Nats for this CentreSpoke as we were otherwise engaged.



Well what a Red Centre Nats weekend.

This year Russ and I did not have the Buick going in time for the event and had the pleasure of being spectator for the run through town.

We had a great time talking to other on lookers many we had not seen in years.

As the cars came out of Blatherskite park there was a diverse range and occupants, and we were thrilled at seeing our club members with their pride and joy go past us - I reckon you all had as much fun as we did.

Our son Wayne was in the Ford model T with his family and it was the first time he did the circuit as he was usually a spectator and he was blown away at the amount of people who lined up to watch the parade.

Last year Wayne and the family made it to Bojangles before the Ford Model T decided to stop and refused to go again - so what else was there to do than have a few drinks and wait until Dad came by with the tow truck to ferry them home. So this year no drinks but very ecstatic to have made it and drove quite a few people around making their day.

Russ has been busy washing and putting trucks etc back into the Transport Hall of Fame Buntine Pavilion with the help of volunteers. It looks great - tell all your friends to go and visit. The Manager Lester has been getting phone calls from people wanting to attend 2020 Reunion, and for other events - great news for the town.



Editors Page 2

The first meeting with the new committee was enjoyable - different and loved to hear the restoration nightmares of our club members - can't wait to find out how it all turns out - however it may take a while maybe years before we can see the outcome however I am sure it will be enjoyable when it eventuates.

Lisa did a great job with morning tea and every one enjoyed the Mecca pie

Well what a great place Standley Chasm was this year - some of our members got away early from the meeting so they could walk up Standley Chasm and catch the magnificent views - Well done.

The rest of us were more relaxed and ordered coffee and lunch and veg'd out and talked about every thing and any thing was a most enjoyable afternoon.

Russ and I left Standley Chasm with our relies in hand and we went to Birthday waterhole, was a shame the fires very evident and almost appeared as if we were the only people left on earth - very earie. As we got nearer to Birthday waterhole the scenery improved dramatically with green trees and rolling hills very nice, and then a leisurely trip home to have a great barbecue with the family.

Well Russ and I will be away for October meeting as we are heading to Adelaide for the Bay to Birdwood and then on to Bathurst for the Supercheap Auto Bathurst 1000 and then ????????

Don't worry we will be back for Christmas lunch in November.

Have a great month and keep healthy.

Liz Driver

Ps if you have anything for CentreSpoke send me a email



