



CentreSpoke

New Exciting Committee 2020—2021

August 2020



President
Tony O'Brien



Vice President



Secretary
Allan (Sam) Salmon



Treasurer
Russ Driver



Public Officer
Brian Eather



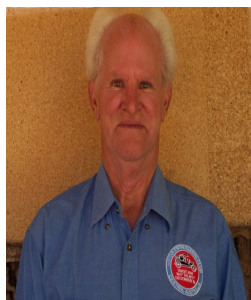
Committee Member
Carl Blackmore



Committee Member
Neville Heness



Vehicle Registrar
Cole Jarrett



Webb Master
Tony McKenzie



Historian
Stuart Gear



Crank Handle
Alvina Spears



Editor
Liz Driver



Hostess
Lisa Heness

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 2020 / 2021

PRESIDENT:	Tony O'Brien	0438 530 366
VICE PRESIDENT:	Trevor Jacobs	0417 824 684
TREASURER:	Russ Driver	0408 002 907
SECRETARY:	Allan (Sam) Salmon	0409 033 257
PUBLIC OFFICER:	Brian Eather	0428 758 002
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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
LIFE MEMBERS:	Dave Simpson, Tony Bullock, Walter & Alvina Spears, Stuart & Marie Gear, Col & Vicki Jarrett	



Presidents Report

Thank you for voting me in again as President for another year.

Hope that we are all well and looking forward to those Hot Summer Months.

Red Centre Nats, coming up again (Covid permitting) this Sept weekend 4th 5th 6th.

Great to see so many of us entering our vehicles.

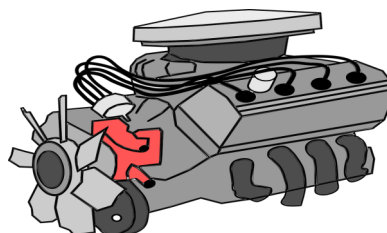
Several motor cycles are also being displayed in one of the Halls which will really show the flag for MECCA

Our Club had our first committee meeting for this financial year last week at the Eastside club where we discussed future club meetings and calendar events.

Sam Salmon our new Secretary will be sending out details and other information in due course.

Even our Xmas meeting has been arranged although an appropriate venue is yet to be determined.

Keep well and those engines running.



Cheers for now.

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 August 20120.

Meeting Opened: 9.20 am

Present: 27 Members + 4 Visitors – Members:- Garry Bentley, Allen Campbell, Stephen + Cameron Dinner, Marie and Stuart Gear, Trevor Jacobs, Col and Vicki Jarrett.

Raelene Beale, John Bridgefoot, John Cooper, Douglas Draeger, Liz and Russ Driver, Brian Eather, Lisa Heness, Peter Hilliard, Tony O'Brien, Carl Blackmore, Alvina Spears, John Hubner, Mark Dunn, Jared Bentvelzen, Brian Cartwright, Pietje Span, Fred Twohig.

Visitors: Tom Slattery (Combi Ute / Mini Moke / MC), Ross Murphy, Sean Heenan, Allan Salmon (Sam) – new member (brought TransAM that has never left Alice since imported from US, WB ute, F100, HR station wagon, mini moke, Mercedes truck), Richard Bill (just finished resto of VW Combi

Apologies: Aileen Kennedy (broken leg), Steve Vandenberg, Clinton Dennison, Jasmina Muhic, Phillipe Freidel, Neville Heness, Craig and Robyn Lambley, Wally Spears (in hospital), Judy and Peter Inkster,

Correction to previous minutes:- John Bridgefoot doesn't own a jag and doesn't intend to own one – hereafter to be known as No Jag John

Previous Minutes: Minutes of the previous 12th July meeting as emailed to members and copies available at the meeting. Motion to accept the minutes.

Moved: Tony O'Brien Seconded: Alvina Spears Carried: All in favor
Business arising from previous minutes. - Nil

Presidents Report: Welcome, good turn up of members, Welcome visitors, any interesting vehicles owned by visitors? (see visitors above) good turn up of members to last meeting run (BBQ at Russ and Liz Drivers) – welcome all, thanks for coming along, stay Covid Safe – numbers for today's lunch – about 10. Venue change to Gillen Club due to late start time for lunch at Golf Club



The Sec's Desk (2)

Treasurers Report:

Per attached as tabled at meeting – July 2020

Balance as at 7/3/3030 \$6,227.51

Total Income inc balance \$6,947.51

Expenses \$ 785.00

As at 11/07/2020 \$6,162.51

Still to reimburse Tony McKenzie for Digital Pacific – web hosting -\$ 129.00

MECCA yearly Auditors Financial report completed and tabled / copies at meeting for members

In summary: 2020- nett loss \$55-

2019 – nett loss \$495-

Motion to accept the treasurer's report: Tony O'Brien

Moved: Mandy Van De Berg Seconded: Liz Driver Carried: All in favor

Secretaries Report:

Correspondence In:

WEB Mail In:

Members can subscribe to the following sites if they want to receive updates

Slattery Auctions Australia marketing@slatteryauctions.com.au Classic car and equipment

Rare Spares Loyalty Club login to [Loyalty Club](#) to view available rewards, accrued points statement and your members list. **We are now online** - Your members can now purchase online and receive their **10% discount** simply by signing in, all points from these purchases will be automatically assigned to your car club.

**Excludes already discounted items and vouchers.* Please email marketing@rarespares.net.au if you face any issues logging in or if you have any questions.

The Retroautos is on line. Click on this [LINK](#). And subscribe if you wish to follow www.motorex.com.au/ *Motoring enthusiast monthly magazine / newsletter*

Sunday Drive Our first episode can be streamed for free on our website, so be sure to tune in. Until then, we invite you to have a look around! <https://www.enthusiast.com.au/sundaydriver>

ECKLER'S
Automotive Restoration & Performance Parts

<https://www.ecklers.com/>

DMV club historic vehicle registration report – members – please check your details have been correctly reported by inspecting the list at the club meetings.

CORRESPONDANCE Out:

Department of Environmental Health – COVIT application for meetings, submission of COVIT safety plan and approval notice

Red Centre Nats email and web site update – held in September <https://www.redcentrenats.com.au/>

Motion to accept Secretaries report: Tony O'Brien

Moved: John Bridgefoot

Seconded: John Hubner

Carried: All in favor



The Sec's Desk (3)

CORRESPONDANCE Out:

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Red Centre Nats email and web site update – held in September <https://www.redcentrenats.com.au/>

Motion to accept Secretaries report: Tony O'Brien

Moved: John Bridgefoot

Seconded: John Hubner

Carried: All in favor

General Business:

AGM follows this general meeting – lunch at Gillen Club after

Membership renewals due now – must be financial to vote at AGM, and maintain historic vehicle registration

Col Jarrett spoke of proposal to have club motor cycle display at RCNats – limited numbers prefer vintage – 10 or 12 spaces (no cost). See Col after the meeting. How many members have entered RCNats? (approx. 6 from meeting) Club Banner will be taken, \$60- entry fee for club members vehicles. Web site on line registration glitches now fixed – select RCN06.

If entering a motor cycle – see Col (organizer)

Stuart Gear gave an update on the Masonic Hall – next meeting to consider credit for Covid months meetings could not be held

John Hubner spoke of steps to obtain bike repairs in Adelaide and Covid restrictions – on line documentation, also DMV restrictions on historic registration intrastate – unable to take for test runs.

Red Centre Nats – refer web site – 50 trophies', Col will organize club display / Mandy offered assistance

Russ Driver provided an update on RTHF – Feature on Imparja TV filmed highlighting good turn up of club vehicles also – administrator difficult to deal with, now 11 months in administration, now open 9-3 pm daily.

Alvina Joke of the Day: Two fat blokes in Bar and William at Church (Join Army of the Lord)

Next Committee Meeting date to be decided after AGM

Sept activities:

September 4-6th Red Centre Nats

<https://www.redcentrenats.com.au>

September 13th – Club meeting followed by run to Standley Chasm for lunch

Meeting Closed: 9.55 am

MECCA

MOTOR ENTHUSIAST CLUB CENTRAL AUSTRALIA inc

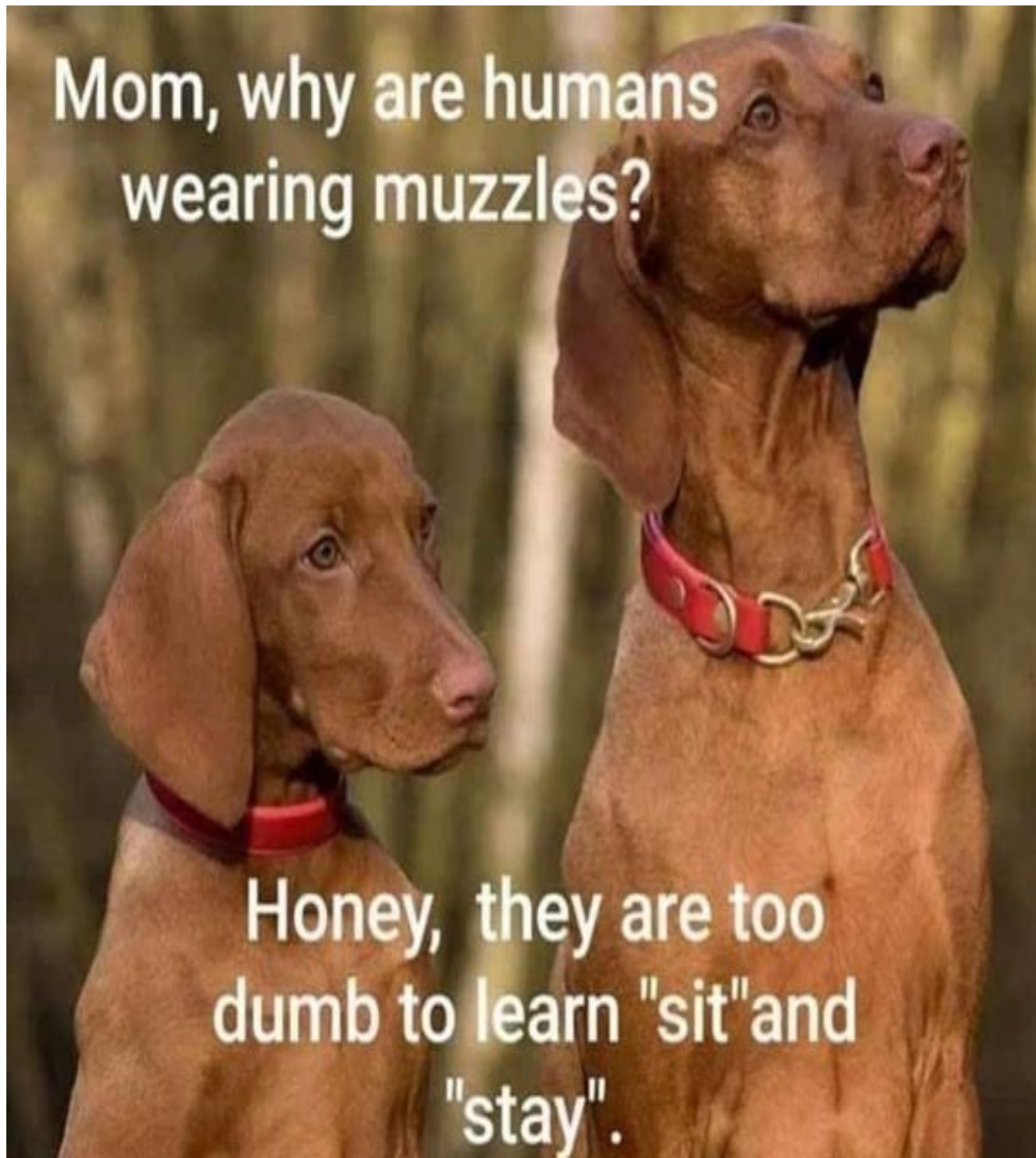
CLUB Calendar 2020

September 4th- 6th Red Centre Nats

**September 13th – Club meeting followed by run to
Standley Chasm for lunch**

**October 11th – 8am – 9am BBQ Breakfast before run followed by club
meeting on return. Details tba**

Wearing of face masks - dogs impression



Gillen club lunch after Club Meeting and AGM



Present— Tony O'Brien, Brian Eather, Michael Hanrahan,
Cole and Vicki Jarrett, Stuart and Marie Gear,
Wally and Alvina Spears

Note the above pictures are not our members -
as no photos were taken on the day—so who is who?

WELCOME TO OUR NEW MEMBERS

Allan (Sam) Salmon

Tom Slattery

Sean and Karen Heenan

Our club welcomes you to M.E.C.C.A and hope you experience friendship, exciting conversation, laughter, enjoy the runs and events our club has in store for the year.

We have a Website 'Motor Enthusiasts Club of Central Australia'

Icon on Home page you will find the President, Vice President and Registrar contact phone numbers.

The next icon 'Club Committee' who is on the committee and information regarding our clubs constitution and club Bylaws, we suggest you familiarise with our expectation of members.

Next icon - CentreSpoke newsletter in case you don't get yours by email and if you don't let the President know so we can include you in. Also if you have any stories etc you would like to include send email to Editor.

Next icon - Calendar of events for the year

Next icon - Meetings - where meetings are held and what time

Next icon - Forms - requirements and application form for Overlander Badge
MVR - R42 forms for registration of club plates
Application for Club membership
Renewal of Club membership

Next icon - General information - AGM dates, and events local and interstate

Next icon - Other clubs - list of other motoring clubs around Australia

Next icon - Photos of club runs - not up to date needs upgrading

Enjoy



Pontiac history from 1926 to 1941

GM created Pontiac in 1926, naming it after a local Indian chief who led a failed rebellion against the British. The company's first car was an inexpensive six-cylinder "companion" to GM's more expensive Oakland brand.

Ironically Pontiac waxed while Oakland waned.

The Depression undoubtedly played the role of killer, as it did to so many of the mid to expensive brands. Pontiac barely survived, and the fact that it did owes to the first use of cross-divisional sharing of manufacturing and bodies at GM. It was a prescient move that would eventually come to absorb all the GM divisions.



GM President Alfred P. Sloan, the "father of the modern corporation" spent his career shaping the delicate balance between once-independently run divisions into a coherent structure that still allowed creativity, initiative, and the divisions' unique qualities to blossom. Pontiac was too close to Chevrolet and too small to survive the Depression, so for 1932 Pontiac's manufacturing was combined with Chevrolet, saving enormous cost for tooling, engineering and production. It was the prototype for GM and Pontiac spent the rest of its life trying to differentiate itself sufficiently from Chevrolet, despite their fundamental similarities.

The 1933 Pontiac enjoyed a handsome restyle, and a new straight-eight engine that would end up lasting until 1954. The "big car" look and the new engine helped Pontiac's "Economy Straight Eight" revive the brand's fortunes, and sales took a steady upwards trajectory. The 1935 Pontiacs were the beneficiary of a bold ribbed band called Silver Streak echoing the fluted streamlined trains of the time.

In Sloan's "a car for every pocketbook" dictum, Pontiac's prices slotted in exactly between the most expensive Chevy and the cheapest Oldsmobile.

The positioning defined the brand; a Pontiac was a realistic step up the ownership ladder for the Chevy driver of the thirties. Pontiacs of the time did not emphasize performance; in fact a good running Ford could probably out run one. The goal was to entice low-end buyers to step up to a more stylish and higher prestige brand.

As the Depression eased, Pontiac stayed in the sweet spot, introducing its resolutely conservative, middle class customers to industry-firsts like the column-mounted gear shift and a choice of six and eight cylinder engines and it worked handsomely propelling the Silver Streaks to fifth place in the sales charts in 1937 with the stylish new cars of that year.

In 1941, the final pre-war GM cars were introduced. Pontiac had two distinct levels: the smaller cars shared Chevrolet bodies, and the larger ones used the corporate B-body along with the junior Oldsmobile's and Buicks. The three-body hierarchy was now solidly established, and would stay largely intact until 1959, when all GM cars (except Corvette) shared a single basic body design, with some variation in wheelbase length. These larger Pontiacs, like the Streamliner 8 were the equivalent of the Bonneville in the sixties and seventies, competing with the mid-level full-sized cousins at Olds and Buick.

ARIEL SQUARE FOUR



BACKGROUND

The Square Four engine was originally designed in 1928 by Edward Turner, the man who later came up with the vertical twin for Triumph. In original form it started out as a 500cc and was quickly expanded to 601cc. The Square Four was essentially two 2-cylinder engines each with traverse (across-the-frame) crankshafts that were geared together. They shared a common cylinder block and removable head. These early bikes designated Model "4F", used overhead cams, and ran from 1931 to 1936. Overheating problems with the rear cylinders prompted a total redesign with the model "4G", which was now OHV and displaced 995cc. The 4G ran from 1936 to 1949.

SQUARE FOUR DESIGN

The 1000cc four-cylinder was a slow revving, torquey engine that was meant for cruising over long distances and low rpm or tugging a sidecar. They weren't high-revving, high performance machines. But in their day they had a reputation for reliability. The one-piece iron cylinder block had all four cylinders arranged in a square pattern (hence the name) with a one-piece removable cylinder head. It was all fed by a single SU MC2 carburettor and each bank of cylinders (left and right) shared a common exhaust manifold exiting with one pipe per side. This arrangement doesn't make for great airflow, but again, this wasn't a racer, this was a cruiser. The 1948 Ariel Square Four continued to use Ariel's patented Anstey-link plunger rear suspension, but the girder forks were replaced with telescopic forks with hydraulic damping.

SQUARE FOUR - NEW & IMPROVED

The Square Four went through a major revision in 1953, with a new cylinder head and manifolds prompting a new sub-model designation, Mark II, which ran from 1953 through Ariel's final year 1959. Prior to 1953 both cylinders on each side shared just one exhaust pipe hence the nickname "2-pipes". But new intake and exhaust manifolds and the new head gave each cylinder its own exhaust pipe hence the term "4-pipe" bikes. This '55 Square Four of course benefitted from these improvements, which yielded a bump in power to 40 horsepower allowing a top speed of 100 mph.

SQUARE FOUR NOT A HOT ROD

Of course, the Ariel Square Four was never intended to be a road rocket. With two counter-rotating crankshafts, it was meant to be very smooth. These bikes are cruisers, designed to pull a side car or cruise at speed all day long. There weren't many bike in the 1950s that you could say that about. Ariel had more or less committed itself to this "cruiser"-image, having plumbed in a common intake manifold that fed all four cylinders from a single carburettor by now an automotive type SU carb.

GRAND KIDS JOKE PAGE



Why can't cars play football?
Because they only have one boot

A while back I was having some work done at a local Ford Dealership. A blonde came in and asked for a seven-hundred-ten. We all looked at each other and then finally another customer asked, "What is a seven-hundred-ten?" She replied, "You know, the little piece in the middle of the engine, I have lost it and need a new one." She said that she did not know what it was, but this piece had always been there. He gave her a piece of paper and a pen and asked her to draw what the piece looked like. She drew a circle and in the middle of it wrote 710. He then took her over to another car, which had its hood up and asked, "Is there a 710 on this car?" She pointed and said, "Of course, it's right there."



I normally knock on the fridge door before I open it...
Just in case there is salad dressing

What do you call a boss at old McDonalds Farm?
The CIEIO

What do you call a Ford Fiesta out of gas?
A Ford Siesta

What does Woody say when he walks into a German car dealership?
Audi!

Why should you check your tyres for punctures?
In case there's a fork in the road!

What was wrong with the wooden car?
It wooden go!!

Why did the taxi driver lose his job?
He kept driving his customers away!



SERVICES

Trev's Auto Repairs

For Rego checks, repairs and wheel alignments etc

Phone **8955-5568**



Club Merchandise For Sale

Club shirts various sizes \$45.00 each

Club Hats \$20.00 each

Available at Club meetings or contact Col if required before.

Editors Page



Hello every one - Yep I'm back you re-elected me so another year of ???

Well you will have to wait and see what's in store and even I don't know what it is so it will be interesting. However all jokes aside -

Thank you I do enjoy doing the magazine.

Well after the last meeting and AGM Russ and I drove to Qld in my little Hyundai I20 to pick up our 6x6 Isuzu. We made it to Barkley Homestead the first night and got the last motel room - yep that's right the last one, any one would think Covid was not around and things were normal. Plenty of tourists on the road with their caravans, camping at all the usual spots. The following morning the Border - all blocked off with Police to make sure we were compliant to coming into Qld. We must have looked o.k as they let us through- no guarantees at this point that they would let us back in however we were willing to take the chance.

We had to behave ourselves on Qld roads as speed limit is 100km/hr, sometimes they let us rev it up to 110 km/hr and of course roadworks slowed down to stop or 20 to 40km/hr. Oh Oh Russ was driving and of course night comes quickly in Qld and found ourselves driving in the dark when - yep you guessed it a Kangaroo came and joined us for a short modification to my Hyundai. Russ oblivious went on driving assuring me there was no great damage as we still had headlights, blinkers there was no smoke or engine overheating. We finally stopped about 100kms later to survey the damage. Only superficial damage to front spoiler.

We were surprised that the majority of night stops were pretty well booked out so motels and Caravan parks were not suffering - nor was what they charged to stay the night.

We picked up the truck in Qld and headed to Townsville stopping to see some relatives on the way and learnt all about sugar cane growing and witnessed the burning of the cane before harvesting it the following day. Always good to catch up with the relatives and find out what has been happening.

We did not spend much time in Townsville when we heard they were off loading Covid cases from a ship moored in the harbour- no sir ree we high tailed it out of there and headed back home.

At the border we ticked all the right boxes and our I.D must of checked out as they let us cross the border - what a wonderful feeling being on Territory roads nice and smooth not like a roller coaster being tossed every where.

Great to be back home in in our own environment - it feels very safe and hope it stays that way. Red Centre Nats this weekend will be a test with Covid..

See you all at Red Centre Nats and at 13th September Club Meeting

Liz Driver
Editor

