



# CentreSpoke

May 2022



**Motor Enthusiasts Club of Central Australia**

Incorporating The Alice Springs Vintage & Veteran Car Club

PO Box 1506, Alice Springs. NT. 0871

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# MECCA Committee 2021/2022

PRESIDENT:	Tony O'Brien	0438 530 366
VICE PRESIDENT:	Trevor Jacobs	0417 824 684
TREASURER:	Russ Driver	0408 002 907
SECRETARY:	Aileen Kennedy	0491 266 246
PUBLIC OFFICER:	Brian Eather	0428 758 002
COMMITTEE MEMBERS:	Sean Heenan	0439 040 188
	Neville Heness	0428 740 964
	Bryan Cartwright	0479 096 203
	Fred Twohig	0437 778 819
VEHICLE REGISTRAR:	Allan Campbell	0491 266 246
EDITOR:	Liz Driver	0427 970 744
WEB MASTER:	Tony McKenzie	0412 853 072
HISTORIAN:	Stuart Gear	0418 898 361
CRANKHANDLE:	Alvena Spears	0417 169 452
CLUB HOSTESS:	Lisa Heness	8952-8564

LIFE MEMBERS: Tony Bullock, Alvena Spears, Stuart & Marie Gear,  
Col & Vicki Jarrett ,

HONOURAY MEMBER: Loraine Braham

LIFE MEMBERS (dec) Dave Simpson Walter Spears, Len Davenport

PATRON: Bernie Kilgariff (dec)



## Members

Some great Club Meets and Events to date.

The Alice Springs Show coming up soon, don't forget to book in your Vehicles at the Pavilion.

Good to see a few drive out to Standley Chasm Last week, unable to attend myself. 15<sup>th</sup> Birthday Function for my Grandson Kinkade.

I have some examples of appreciation items to pass onto our hard working Club Members. Will show them next meet.

Still must get my Jag back on the road, but have added a nice Yamaha FJ 1200 Bike to my collection



Will catch up next meeting.

Keep those motors running.

Tony O'Brien  
President



## *The Sec's Desk*

### **MECCA General Meeting Sunday 10 April 2022**

Held at Harry Griffiths Masonic Hall

Meeting opened by President Tony O'Brien 9.13am

#### **Present**

Aileen Kennedy, Allan Campbell, Ross Murphy, Sean Heenan Neville Heness, Michele Thompson, Lisa Heness, Mike Thompson, Steve Van Den Berg, Mandy Ban Den Berg, Margaret McKenzie, Tony McKenzie, Marie Gear, Michael Hanrahan, Brian Eather, Stephen Dinner, Pietje Span, Doug Draeger, John Cooper, Raelene Beale, Liz Driver, Russ Driver, Tony O'Brien.

#### **Visitors**

Michael Heenan

#### **Apologies**

Peter Hilliard, John Hubner, Robyn and Craig Lambley, Gary Bentley, Trevor Hyman, Trevor Jacobs, Tim Schubert, Mark Dunn, Derek Poolier, John Wischusen, Alvina Spears.

**Minutes of the previous meeting** held on 13 March 2022 were read-and approved - moved Mandy Van Den Berg, seconded Allan Campbell.

#### **Business arising from the minutes**

#### **Presidents Report**

The President welcomed all members and said lets have fun.

#### **Treasurers Report.**

Russ Driver provided a statement for the meeting.

Opening bank balance was \$7058.13, + \$70.00 Membership; Expenses \$49.00

Post Office Box Renewal, \$160.80 Trailer Registration,

\$375.00 MGA Trailer .Comprehensive Insurance.

The net bank balance as at 9 April 2022 is \$6543.33

Moved Tony O'Brien, seconded Raelene Beale.

Cont



## *The Sec's Desk (2)*

### **General Business**

-Fred Twohig asked how many financial members there are, answer around 60.

-Alvina Spears does not feel well today, so will not be attending meetings while she does not feel well.

-Fred Twohig gave an overview of the vehicles he is showing today.

-Stuart Gear gave an update of his vehicles.

-Mike Thompson reported that Col has his shed built.

-Steve Van Den Berg won the street bikes at the Drags, and Mandy won her first race. The next Drag Race Meeting is 21<sup>st</sup> May. 29 April is Burnouts and Mullets. King of Street is a week later.

-Aces and Eights is having Coffee and Chrome of 8<sup>th</sup> May. MECCA run will be to Alice Springs Town Council, then the meeting. Tony O'Brien to check if Andy McNeil room is available for meeting. Contact Pete Hondow if you want to put a vehicle in for Coffee and Chrome.

-Mike Heenan gave an overview of his vehicle.

-Doug Draegar has finished his shed.

-John Cooper and Raelene Beale shared their daughter now has a car, and they have a caravan, thus there are space, time and money issues.

-Russ Driver spoke about his granddaughter and daughter-in-law competed Speedway. It was a good race meeting.

-Mike Thompson said that Jett is just out of the Junior Class and raced a wingless car in Speedway. He won his heat, got places, and was the highest point scorer. Speedway need more Chief Steward so they can run more races, so if anyone wants to volunteer please think about being a Steward at the speedway. Mike and Michele are also going to the Annual Bolwell Club 3 day event at Tailern Bend.

-Alice Springs Show is on 1<sup>st</sup> and 2<sup>nd</sup> July. Shannons Insurance to be approached regarding sponsorship. As Aileen will be away following the meeting, Tony will assign this task to be completed.

-May Day weekend 2<sup>nd</sup> May is Bangtail Muster. 10am at the old Memo Club.

-Marie Gear has a friend selling a Rover Quintet hatch. Approx. year 1982.

Meeting closed at 10.06am



## *The Sec's Desk*

### **MECCA General Meeting Sunday 15 May 2022**

Held at Harry Griffiths Masonic Hall

Meeting opened by Editor Liz Driver at 9.12am

#### **Present**

Aileen Kennedy, Allan Campbell, Garry Bentley, Doug Draegar, John Hubner, Stephen Dinner, Peter Hilliard, John Wischusen, Mary Gear, Margaret McKenzie, Tony McKenzie, Stuart Gear, Mike Thompson, Jane Spears, Dallas Spears, Neville Heness, Mark Dunn, Ross & Carol Murphy, Trevor Hyman, Fred Twohig, Pietje Span, Liz Driver.

#### **Visitors**

#### **Apologies**

Tony O'Brien, Trevor Jacobs, Raelene Beale, John Cooper, Tim Schubert, Brian Cartwright, Brian Eather, Mandy & Steve Van Den Berg, Lisa Heness, Alvena Spears, Russ Driver.

**Minutes of the previous meeting** held on 10 April 2022 were read-and approved - moved Allan Campbell seconded Mike Thompson.

#### **Business arising from the minutes**

#### **Presidents Report**

Nil.

#### **Treasurers Report.**

Liz Driver provided a statement for the meeting.

Opening bank balance was \$6543.43, + \$83.50 BBQ at Heenan's;

Expenses \$129.00 Web Hosting, \$101.25 BBQ and Morning Tea supplies.

The net bank balance as at 14 May 2022 is \$6396.58

Moved John Hubner seconded Allan Campbell.

Cont.



## *The Sec's Desk (2)*

### **General Business**

- There were 10 MECCA cars and a Penny Farthing in the Bangtail Muster. It was a great day. Eli Melky sent an email thanking the club for their participation, and Liz replied to him thanking him for putting the parade together.

-Coffee and Chrome was superb, there was a great turnout. Best Bike went to John Hubner; Trevor Jacobs and Russ Driver made the Top Ten, with Trevor Jacobs winning the Best Car.

-Russ and Liz received an email from Natalie Bell via Tim Schubert regarding a request for 4-6 vintage cars to collect VIPs from Lasseter's and take them to the airport in September.

-Mike and Michele enjoyed the Bolwell Rally, and recommend a visit to the car museum in Strathalbyn.

-Saturday 21 May is King of the Desert burnouts, starting at 3.30pm.

-Alice Springs Show is on 1<sup>st</sup> and 2<sup>nd</sup> July. Application has been submitted and we are waiting to find out what location has been assigned. Shannons Insurance to be approached regarding sponsorship. Liz delegated this job to Aileen.

-Sounds like the Transport Hall of Fame Reunion is going ahead. The café is up and running there.

-Full Blown Kustoms Cars in Smith Street is leaving town. They have car parts and signs for sale.

-Next meeting is 12 June, BBQ at Corroboree Rock.

-Today's run is to Standley Chasm.

Meeting closed at 10.00am



## **MECCA**

**MOTOR ENTHUSIASTS CLUB OF CENTRAL AUSTRALIA  
Inc**

## **CLUB Calendar 2021 - 2022**

12 June 2022 Meeting at 9am at the Masonic Lodge Hall  
Followed by a Corroboree Rock Road Trip

1<sup>st</sup> / 2<sup>nd</sup> July 2022 Alice Springs Show, Blatherskite Park Static Display.

10 July 2022 9am for a 9.30 start run from Masonic Lodge Hall to  
Stuarts Well for lunch

14 Aug 2022 Meeting at 9.00 am the Masonic Lodge Hall followed by the  
AGM—lunch venue TBA

26 to 28 Aug 2022 RTHF Festival ?

2 – 4 Sept 2022 Fathers Day / Red Centre Nats.

2 Oct 2022 7 Mile outing meet at Masonic Lodge Hall - TBA

9<sup>th</sup> Oct 2022 Meeting at 9am at the Masonic Lodge Hall - Run TBA

## **BANGTAIL MUSTER 2022**



What a beautiful day.

Present were Trevor Jacobs,  
Peter Hilliard and friends,  
Ross and Carol Murphy

Russ and Liz Driver,  
Alvena Spears and her daughter Gwen,  
Neville Heness,  
Mick from Repco,  
Bryan and Carol Cartwright



Tony O'Brien and family,  
Douglas Draeger

A big thank you for club members who  
came out to wave at us - you are special

## **BANGTAIL MUSTER 2022**



**Who was popular with both parties?**



## **MIKE AND MICHELLES TRIP WITH THE BOLWELL**

### **ITINERY FOR THE WEEKEND**

The trip to The Bend Motorsport Park over Easter was a great success.

Friday was a meet and greet casual dinner and drinks

Saturday we drove to Murray Bridge and put on a show on the lawns at the Riverfront, very nice setting.

We then drove to Strathalbyn for another show at Gilberts Motor Museum, and a casual lunch. We recommend the Robyn Hood Pub.

We then drove to Wellington during the Afternoon for a dinner at the local Pub another great place and good food.

Sunday we hit the race track for some excitement, another great experience.

Sunday afternoon we raced Go Karts in the rain

Obviously we ended up very wet, but a fun day had by all.

Sunday night another dinner this time at the bend facility, a lot of storytelling and a few Red wines to make a great night.

A few photos of the weekend, the gent standing next to my car is Cambell Bolwell, he started building cars in 1962 and is still at it.



## ALL BOLWELL—MAGNIFICENT VEHICLES





WHAT A FANTASTIC WEEKEND  
WELL DONE MIKE AND MICHELLE



## **History of the Bolwell as per Bolwell Car Club of Australia**

In 1962 at 20 years of age, Campbell Bolwell transformed his hobby of building special sports cars into a business. Developing hands-on skills in fibreglass moulds and moulding techniques his first commercial model, the Bolwell Mk.4, sold over 80 units and is testimony to entrepreneurial flair and dedication to a dream.

The Mk.4 was clearly aimed at motoring enthusiasts with little money but with some mechanical knowledge and unbridled enthusiasm. Design influences for the Mk.4 included the Elfin Streamliner, the Lotus 11, and the Maserati Birdcage, the latter so named because of its intricate tubular spaceframe chassis. The Mk.4 spaceframe chassis was unusual for its' time in that it only used two chassis compartments where traditionally there were three: the engine; the cockpit to the scuttle; and the cockpit to the back; and the suspension was hung off the back and the front. Bolwell's chassis had the driver's feet pushed through the main bulkhead and the engine moved right back to the offside of the driver's legs to get better weight distribution, more like a rear-engine car.

The more commercial Mk.5 followed the Mk.4 demonstrating that Bolwell Cars had made the transition from a backyard business to a serious specialist vehicle manufacturer. The Mk.5 incorporated new design and manufacturing concepts as well as new marketing ideas, being variously advertised as "It only looks expensive", "...this car does not cost £3,441!" and "A device for making dreams come true".

The Mk.5 appealed to a much larger audience who were seeking options for a Holden 6, which were plentiful at the time. In keeping with Campbell Bolwell's sports car design theories, the chassis was designed so that the engine was mounted well back from the front cross member in order to improve front/rear weight distribution.

The one-and-only SR6 was created to support the advancement of Bolwell Cars into serious motor racing and was the first Bolwell with a mid-mounted engine. The SR6 was designed in conjunction with and for a well-known local sports racing car driver (Alan Newton) and remained the one-and-only due to the cost and complexity of the build. The SR6 is still being raced to this day.

Design work started on the Mk.7 in 1965 with the car being featured on the front cover of Sports Car World in March 1967. The Mk.7 was more refined than the Mk.5 and was largely designed around Holden components which appealed to the market. They were sold in various kits forms with improvements progressively incorporated into the design. Approximately 400 units received registration plates, making Bolwell Australia's fifth largest vehicle manufacturer of the time.

The Bolwell Mk.8 was the first model to receive its' own name – the "Nagari", believed to be an Aboriginal word meaning 'flowing'. Conceived and mostly produced as a fully built production car, Bolwell Cars was now able to manage and deliver consistent quality. The Nagari was designed to incorporate Ford components and included a V8 engine, and was available with either a Coupe or Sports body. The Nagari benefited from Campbell's brother Graeme Bolwell's working holiday in the U.K. which included a stint working at Lotus in late 1966: Graeme came home with plenty of inspiration about what could be done with fibreglass and the need to design for the material being used which meant that the Nagari was designed purely for fiberglass.

## **History of the Bolwell as per Bolwell Car Club of Australia (2)**

Nagari production continued through to 1974 when a number of factors came into play to effect the demise of Bolwell Cars at this time, including rising oil prices and the impending stricter ADRs (Australian Design Rules). The new safety standards required a new car to be crashed into a concrete block for test purposes, which was not an economic proposition for a small manufacturer producing less than 100 cars a year, so the party was over.

The Bolwell expertise in fibreglass manufacturing techniques and production enabled the company to begin designing and producing a wide range of other fibreglass products, from small vehicle components to ocean going yachts. Graeme's main interest had been in cars, and he left the business with Campbell remaining in charge. The Bolwell Corporation evolved to deliver commitment to great design, ongoing innovation, state-of-the-art manufacturing processes and seamless delivery and continues to this day.

In 1978, the Bolwell engineering and design team set out to create a new sports car that was fun to drive without any of the compromises of the motor industry's safe, conventional and boring suburban "committee car". The 'Ikara' was to be sold as a kit or component car as this was the best way for Bolwell to be able to offer the Ikara at anything like an affordable price and without the requirement for Bolwell, as manufacturer, to go through all the ADR testing compliance and regulations that had effectively killed the Nagari.

The Ikara was also used by the (now named) Bolwell Corporation as a way to promote its' expertise in fiberglass and composites. Because of its marketing emphasis, the finish of the Ikara fibreglass panels and general workmanship was top class; a view confirmed by magazine and newspaper car reviewers almost without exception. As a result, Bolwell Corporation attracted several lucrative corporate contracts to design and produce various fiberglass components.

In the early 2000's, Campbell Bolwell once again ventured into the design of a new Bolwell – the Nagari 300. The idea for the Nagari 300 took place in Canada using some of the infusion technology developed during a period that Bolwell were building wind turbine blades there: the first design sketch was drawn on the back of a serviette whilst dining in the local 'Tim Hortons' donut and coffee restaurant. The technology behind the Nagari 300 (Mk.10) was based on light weight: Bolwell's extensive experience in composites and using the new infusion technique enabled it to design a lightweight structure with high strength. The 300 would demonstrate this technology.

The Nagari 300 included a Toyota 3.5ltr V6 mid-mounted engine with weight distribution biased to the rear. The basic structure was based on a torsional rigid occupant capsule which incorporated various materials such as carbon fibre and Kevlar as well as glass fibre. The infusion process kept the weight down without compromise to the strength. After taking almost 4 years to approve the 80+ ADRs, compliance was finally achieved but sales had disappeared because of the delay. Only a handful have been built to date.

### **History of the Bolwell as per Bolwell Car Club of Australia (3)**

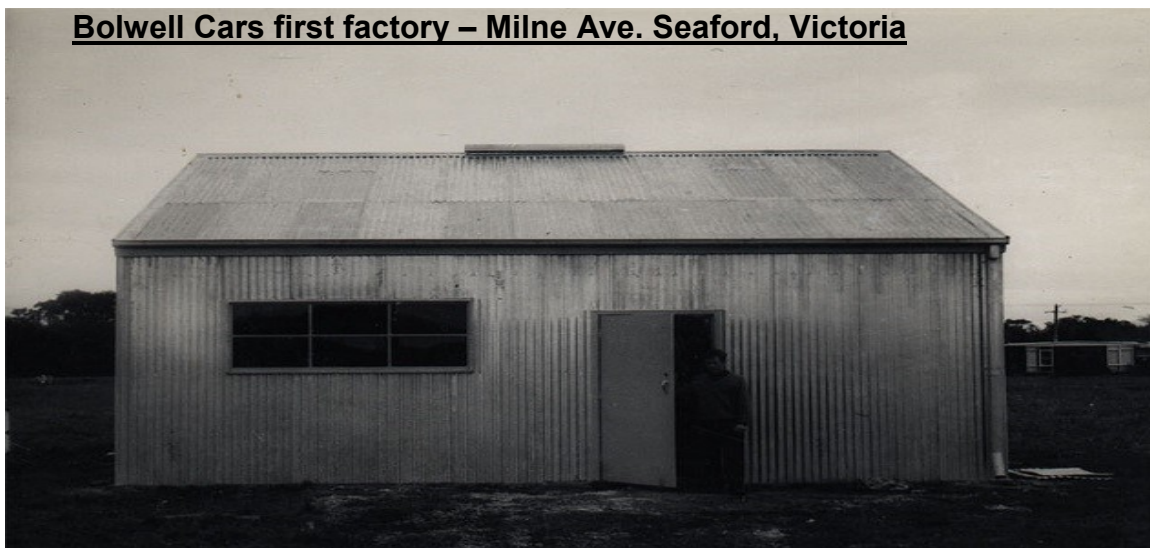
The Nagari 500 originated when it was discovered that the Nagari 300 concept and design could fit a V8 engine in place of the V6 with very little modification. With small modification to the exhaust system, power was close to 500bhp (hence the description 'Nagari 500'). The Nagari 500 has some styling changes from the 300 but remains essentially a mid-engine vehicle with a classic shape and sophisticated interior.

Wheelbase needed only an increase of 50mm and there was sufficient room for the Chevrolet LS3 motor even if the standard supercharger was mounted atop. Further sophistication to the capsule design and the use of Corvette forged alloy suspension arms meant that weight could be controlled and the final vehicle weighed in at 985 Kg. Unofficially the Nagari 500 will achieve a 0 to 100Kph in under 3 seconds.

The Nagari 500 was released at MotorClassica in Melbourne in 2019 at the Melbourne Exhibition Building for the 50th anniversary of the Nagari. The original Nagari was released exactly 50 years previously at the same building. The development team consisted of Toby Hunt (Bolwell Technology P/L Chief Development Engineer), Graeme Bolwell, and Ross McConnell, noting that it was Graeme and Ross who worked together on the original Nagari 50 years previously after Graeme returned from working in the UK with Colin Chapman at Lotus. History was repeating itself.

Bolwell Cars has earned a unique place in Australian automotive history for the Bolwell marque.

**Bolwell Cars first factory – Milne Ave. Seaford, Victoria**



## ACES AND EIGHTS COFFEE AND CHROME

SUNDAY 8TH MAY 2022 COUNCIL LAWNS



Glorious day, cold to start, sun warmed us up,  
CC Café opened up and we had tucker and coffee  
Thank you



Lots of interested people came and saw these magnificent vehicles surprised what there is in Alice Springs



**ACES AND EIGHTS COFFEE AND CHROME**  
**SUNDAY 8TH MAY 2022 COUNCIL LAWNS (2)**



Attended - Peter Hilliard  
Douglas Draeger



John Cooper  
Raelene Beale



Stuart and Marie Gear

Russ and Liz Driver



**ACES AND EIGHTS COFFEE AND CHROME**  
**SUNDAY 8TH MAY 2022 COUNCIL LAWNS (3)**



Allan Campbell  
Aileen Kennedy



John Hubner



Trevor Jacobs



Trevor Hyman

**ACES AND EIGHTS COFFEE AND CHROME**  
**SUNDAY 8TH MAY 2022 COUNCIL LAWNS (4)**

And the Winners - Top Ten awards - Russ Driver and Stuart Gear



Best Motorbike - John Hubner

Overall First place winner for the day

Trevor Jacobs



To all the participants and to the club members who came to support the club  
you are all wonderful - Thank you

To Aces and Eights who invited us for this yearly event

Thank you our club appreciates the invite and being involved.



## STANDLEY CHASM FOR LUNCH 15-5-22



Members for lunch - Fred Twohig, John Hubner, Marie and Stuart Gear,  
Dinner family, Neville Heness



## JOKE PAGE



What May flowers grow on faces?  
Tulips (Two-lips)

Why are oak trees so forgiving?  
Every May they "turn over a new leaf".

What does a cloud wear under his raincoat?  
Thunder wear.

What do you think of that new diner on the moon?  
Food was good, but there really wasn't much atmosphere.

How do you get a squirrel to like you?  
Act like a nut.

How are false teeth like stars?  
They come out at night.

What did one volcano say to the other?  
I lava you.

What animal is always at a baseball game?  
A bat.



Why was the baby strawberry crying?  
Because her mom and dad were in a jam.

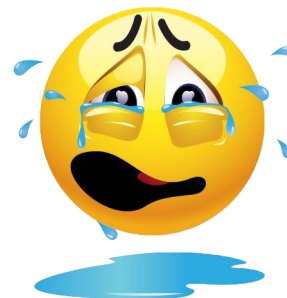
Why is six afraid of seven?  
Because seven eight nine.

Why couldn't the pony sing a lullaby?  
She was a little horse.

What did the farmer call the cow that had no milk?  
An udder failure.

What is a cat's favourite colour?  
Purrr-ple.

Why are Christmas trees bad at sewing?  
Because they always drop their needles.





**JUNE 2022**

Michelle Thompson

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### **Club Merchandise For Sale**

Club shirts various sizes \$45.00 each

Available at Club meetings or contact Liz on 0427 970 744

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### **SERVICES**

Trev's Auto Repairs

For Rego checks, repairs and wheel alignments etc

Phone **8955-5568**

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### **2022 MECCA Calendars**

2022 Calendars still available if you don't have yours.

Pick up at next meeting 15/522

or give me a call 0427 970 744

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## EDITORS PAGE

What a amazing month.

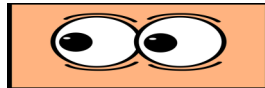
We can't complain there wasn't enough to do - Bangtail Muster was a great success.

Poor Tony (the President) had coolant and oil issues on the run however he made it home safely.

It was great to have Alvena Spears and her daughter Gwen come with us on the run we all felt like royalty waving at all the people.

Great to see those who could not come on the drive come as spectators,

we saw you.



Our Club member Robyn Lambley was in her political vehicle and she was in front of us leading us on - no she did not lead us astray - HA HA

Great to see the Thompson's have a great trip with the Bolwell and meet up with like minded car buffs.

Oh - Aces and Eights Coffee and Chrome - who's idea was it to have it on Mothers Day?

It would have been a great morning to sleep in, considering it was only 1 degree when I got up and I was persuaded to put on longs and jumper and jacket, almost unheard of . However in the Buick with no doors on I was wrapped that I had rugged up - it was cold.

It was a great day even walked down the mall twice to see what has been happening at the markets and of course stopped to talk to people. CC Café was great opening up for us so we can have food and coffee - Many thanks.

Who rocked up in the new BIKE - wow very nice Trevor



Then the big event - the end where our club got 4 prizes out of 13 Well done every one.



## EDITORS PAGE

Sad news that Jetcor got a vehicle rammed in their premises in the early hours of the morning - how much more can people take in this town?

Fred walked the last section of Larapinta Trail - excellent job.

Then our club meeting Sunday 15/5 Yeah I know it should have been the 8/5 but the calendar shows the 15/5 - an error but worked out well, so no mistake made.

Neville became club hostess for the day as Lisa was looking after parents in VIC. And did he not do a good job, congratulations.

After being fed a run out to Standley Chasm for lunch, once again yummy and a excellent day - only a few attendees but better than none.

Next exciting episode - Election day, voting but where we went there was no sausage sizzle from any of the parties - did they not get enough money? Change of Boss for Australia, will it be better or worse - only time will tell.

Now that May is nearly done and dusted we can look forward to end of financial year, with a promise of better things to come.

Owen from Red Centre Nats came to visit he is hoping for 30 vehicles from our club and has got us in the shed again.

Alice Springs Show not far away and we will find out how many vehicles we can put in, and we are of course in the shed so vehicles can be locked away overnight.

Well I am worn out - we will see you at the next meeting 12/6/22 which also happens to be Finke weekend, so could be interesting.

Well take care, stay safe and healthy

Liz Driver

