

MOTO

Eurobodalla



December 2021

Classic and Vintage Motor Club of Eurobodalla

Quarterly News Magazine

Volume 20 No 4

Citroen 2CV, Mini, VW Beetle
Cars that didn't change in 40 - 80 years



1951 Vincent Black Lightning

1971 Ducati 750GT, Honda CB125

1971 MotoGuzzi V7 Sport, California

1991 Aprilia RSV250, Yamaha TDM850

1991 Triumph Trident 900

1931 GM-H Incorporated

1951 1st Toyota LandCruiser

1971 HQ Holden, GT-HO Phase iii, Hey Charger!

1991 Volvo 850 Estate Race Car

1991 Mercedes W140

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President's Message



Rob Upton

Well we seem to have somehow managed to stumble, bumble, trip or slip through the Covid-19 lockdown and come out the other

side fairly unscathed. Some of us have managed to utilise our time well, and advance, or even finish, projects that needed time spent on them.

It hasn't been easy though. The regulations imposed have been difficult to understand at times, and confusing or conflicting for some. Families have been separated for long periods due to travel restrictions and this has been hard on them. Now we have some freedom again it is refreshing to see how many members have been attending our post Covid runs and coffee mornings. I counted 65 at The Adelaide carpark last Wednesday morning and it's been great to catch up and chat with you all.

It was also wonderful to see a lot of club vehicles on the road during the lockdown, obviously using their logbook whilst out shopping. I salute those members for flying the flag, albeit usually alone.

Some people have struggled mentally with the changes to their normal lives though, and our new Editor, Bernie, has brought to my attention a survey on Mental Health which I think is very important for us all to have a look at and give a few minutes of our time to.

Stay safe and see you on the road, Rob.

Vice- President's Message

Paul Scott

The Project Committee is working on the potential of gaining Federal, State, and Corporate Grants to enable us to Join up with the MATMA club's submission to Local Council to have our own Club House.

The Covid restrictions have made it a slow start but we have had our first meeting and shortly our second meeting.

All the committee have assignments that they are currently working on and I have had several meetings with the President of the MATMA club so we are both on the same page to achieve our Submission.

Our first objective is gain enough information for our Submission to enable it to successfully gain the Grants required to build a Club House.

Advantages of CVMCE having a clubhouse:

Importance of members having a place to Socialise / Support each other / Problem solve.

Monthly Meeting room / Workshop / Repairs

The Advantages of a large membership Club / History of the Club

The Club House to be processed through Grants not CVMCE's savings Supportive References from our Local Businesses that the Club supports.

Be able to share the Club House with other Local Community Groups.

In this months edition our Editor Bernie DuField talks of the benefits of a CVMCE Survey, a link to which is on p7 of this edition. This Survey will be of great benefit to gaining Grants.

Feel Free to ask any of the committee members the progress towards a Submission: Paul Scott, Mark Beaver, Bernie Dufield, Ian Lord, Matt Davenne.

Paul

Front Cover: Mel and Christine Morrison are custodians of this magnificent HQ Holden. See the two page article on the 50th anniversary of the HQ Holden on p. 14 & 15 of this month's edition of MOTO Eurobodalla. As a bonus there are also two pages of original brochures on p.18/19

Back cover: Batemans Bay Bridge. The old and the new co-existing for a short time.

The first community walk over the new bridge on Saturday, March 27 2021. Image: Martin Helmreich of ProductionHaus. <https://www.facebook.com/productionhaus> (Cropped to fit layout of magazine)

Published with permission from Martin



A car ferry in Batemans Bay circa 1920. Image: Flickr

Crowds converge at the opening of the first Batemans Bay bridge in 1956. Image: Batemans Bay Heritage Museum via Facebook.



The Classic and Vintage Motor Club of Eurobodalla (CVMCE)

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REGULAR EVENTS:

- ◇ General Meetings: First Tuesday of each month (except January) 7.30pm at Tomakin Sports and Social Club
- ◇ Saturday Runs: Meet for Coffee: Moruya Waterfront Hotel, or Tomakin at Smokey Dan's
- ◇ Wednesday Morning Runs: Meet at 9.30am in Moruya at car park rear Adelaide Hotel for 10am departure to the nominated location - or socialise at a local Moruya coffee shop. All motor vehicles welcome.
- ◇ Sunday Runs: These are held on the 1st & 3rd Sundays of the month, leaving from Moruya rear Adelaide Hotel. See Facebook for any last minute changes
 - ◇ 1st Sunday to Nelligan
 - ◇ 3rd Sunday to East Lynne
- ◇ Magazine: MOTO Eurobodalla is published four times per year. Copies are made available at meetings.



REMINDER

Membership renewals must be paid by June 30. Members who do not renew by then will need to pay the joining fee as well as their membership fee. If your membership lapses your historic or modified vehicle becomes unregistered.

Pay online at www.cvmce.org.au

CVMCE New Member Policy

- All new members must be nominated and seconded by an existing member and will not be accepted as a full member of the CVMCE until the nomination has been passed by a majority of members at a general meeting.
- All new members will **not** be eligible to register a vehicle on historic or conditional registration, through the club in their first 12 months of membership.
- During the first 12 months of membership all new members must attend at least 6 club functions and have their attendance logged and signed off by a committee member on the log sheet provided with their membership application.

5 min Member Survey on benefits of belonging to CVMCE.

<https://www.surveymonkey.com/r/VBXHW32>

Or use this QR code from a smart phone

Your attention to this matter is very much appreciated. The more members that partake the greater the credibility the survey has.

This survey is completely confidential. It is not possible for anyone to connect any individual member with their answers, now or in the future.



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Editor. Bernie DuField



Welcome to issue 2 of the revamped 'Moto Eurobodalla'.

2021 marks 50 years since the release of the HQ Holden and we have a multi-page spread of pictures and brochures from back in the day.

We farewell long-term member, contributor, and Francophile, Eric Wiseman, have a travelogue featuring the Citroen 2CV, and a report comparing the 2CV with the VW Beetle and Mini, vehicles which sold virtually unchanged for 40-80 years.

Club president Rob Upton gives an update of the discussion around the proposal for CVMCE to join other community organisations in applying for grants to share a clubhouse building. You know, like others clubs do, like bowling clubs, golf, CWA, Scouts, pistol and any number of others..

As part of an application for a grant, CVMCE is required to provide references to justify receiving this grant, as it appears we don't appear to have any members in an intimate relationship with a Government Minister at this time. A number of individuals and businesses in the Eurobodalla have already provided CVMCE with references. Rather than asking everyone for an individual reference it was suggested to ask members to consider undertaking a one page, ten question survey. This survey was written to show the benefits enjoyed through being active members of this club.

This is considered very useful as government agencies consider surveys as good evidence.

Much funding is centred around improving the physical and mental health of members. For example the Men's Sheds uses this list when prioritising their funding:

- Males not in work
- Aboriginal and Torres Strait Islander males
- Socially disadvantaged
- Isolated males
- Males with a disability
- Males with a mental illness (e.g. Depression)
- Migrant males
- Males living in rural and remote areas
- Defence veterans
- Males suffering alcohol abuse
- Males suffering drug abuse
- Males who need support due to relationship issues

CVMCE Members are invited to undertake a non-identifying survey that reflects member's health when working, first leaving the workforce, and when involved with CVMCE.

This anonymous survey is based on a validated screening tool for people's mental health. Survey is through an independent party, SurveyMonkey™, CVMCE can only see the final aggregated results.

Members do not need to log in nor identify themselves. The survey can be done from your own, a friend's, or library computer, tablet or smartphone.

Thank you,
Bernie

Wed	1/Dec	MORUYA INDUSTRIAL ESTATE Shelley's Cafe
Sat	4/Dec	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sun	5/Dec	QUEANBEYAN Terribly British Day
Wed	8/Dec	TUROSS Boatshed
Sat	11/Dec	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sun	12/Dec	Sunday Run to Riverside Park Moruya
Wed	15/Dec	MOSSY POINT Boat Ramp
Sat	18/Dec	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Tue	21/Dec	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Wed	22/Dec	Moruya Bowling Club "Gathering of the Faithful"
Sat	25/Dec	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	29/Dec	Adelaide Hotel Car Park Moruya to Smokey Dan's Tomakin for a Mystery Run
Sat	1/Jan	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	5/Jan	Adelaide Hotel Car Park Moruya to Smokey Dan's Tomakin for a Mystery Run
Sat	8/Jan	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	12/Jan	Adelaide Hotel Car Park Moruya to Smokey Dan's Tomakin for a Mystery Run
Sat	15/Jan	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	19/Jan	Adelaide Hotel Car Park Moruya to Smokey Dan's Tomakin for a Mystery Run
Sat	22/Jan	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	26/Jan	Australia Day Celebrations Riverside Park Moruya
Sat	29/Jan	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Tue	1/Feb	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Wed	2/Feb	MOGO Botanical Gardens Café
Sat	5/Feb	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sun	6/Feb	Sunday Run to NELLIGEN River Cafe
Wed	9/Feb	NELLIGEN River Café 4WD Mogo to Misty Mountain
Sat	12/Feb	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	16/Feb	SURFSIDE General Store
Fri	18/Feb	Crank It Up
Sat	19/Feb	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sat	19/Feb	Crank It up
Sun	20/Feb	Crank It Up
Wed	23/Feb	BODALLA Downward Dog Café
Sat	26/Feb	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	2/Mar	DALMENY Rotary Park
Sat	5/Mar	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sun	6/Mar	Sunday Run to NELLIGEN River Cafe
Wed	9/Mar	BATEMANS BAY JJ's Marina
Sat	12/Mar	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	16/Mar	EAST LYNN Roadhouse Pie Shop
Sat	19/Mar	Show and Shine Street Parade Moruya Town Festival
Wed	23/Mar	LILLI PILLI Café Theree66
Sat	26/Mar	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	30/Mar	TUROSS HEAD Seniors week BBQ Kyla Hall
Sat	2/Apr	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sun	3/Apr	Sunday Run to NELLIGEN River Cafe
Tue	5/Apr	Monthly Meeting Tomakin Sports & Social Club 7:30pm

2021 / 2022 Club Runs No: 90.2

Events Coordinator: Jake Harris 0427 427 747

Runs are for members and friends.

See Website or CVMCE Facebook page for updates

Last minute changes will be notified via SMS for those who have RSVP'd for the run

Wednesday runs; meet In the Adelaide Hotel Car Park at 9:00-9:30 am. Departure time is 10am



C.V.M.C.E.

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Moruya Waterfront

Smokey Dan's Tomakin



Meet a Member: Rob Upton

What vehicle did you learn to drive in?

The car I learned to drive in was a Holden LC SL Torana that belonged to my mother, and I still have it, safely in Donna's hands after my mother gave it to her. 50 years in my family!

What was your first vehicle, and because the first is often what you could afford rather than what you loved, what was your second vehicle as well?

1st car was a HR Holden station wagon because I really wanted a panel van and my parents were against it, but it was all I could afford.

So not long after getting it, and being totally disappointed with it, I bought a 350 Chev powered HK Holden panel van. I had it for a few years before it was stolen and stripped, so it was replaced by a Holden LC GTR Torana, which was the beginning of a long succession of Toranas.

Which vehicle has caused you the most regrets?

I have many regrets about cars. The next panel van I owned from 1985-89, a HT model, was the one I wish I still had, but I sold it on a whim when a mate was desperate for one. I regret selling my LH SL/R5000 Street Machine magazine feature car (Dec 1988) called "MR GAS", which helped pay for our house. I regret not buying a Walkinshaw GroupA when they were new. I was offered one below wholesale price but wasn't in the right position to buy it at the time. and I regret selling all the GTR XU-1 Toranas I owned. There's probably a lot more...

If you could go back in time and buy any vehicle you wanted, but it would be the only car you would ever have; what would you choose?

This is almost impossible for me to answer. I couldn't possibly limit myself to only one car. My dream car is a 1969 Z-28 Camaro with disc brake rear end and Cross Ram carburettor/manifold option, or a Barbados Green HQ Holden Sandman panel van with 308 V8 /4-Speed. The Madiera Red HZ Holden Sandman panel van is the one I'd keep from my collection if I had to choose just one.



Looking back 90 years ago to 1931, GM-H incorporated



General Motors has sold cars in Australia since 1902, setting up an Oldsmobile dealer north west of Adelaide – which continues to sell Holdens until Holden closed down in October 20`7

The US giant first became involved with Holden in 1924. At the time Holden was a motor body builder, fitting its designs to other car brand's chassis, graduating to this new fangled form of transportation after starting as a saddlery in 1856.

From 1924 onwards, General Motors did a deal with Holden to produce car bodies only for its vehicles. General Motors then increased its stake in Australia in 1931, merging with Holden Motor Bodies to create the company known as General Motors Holden (GMH).

<https://www.caradvice.com.au/827287/holden-history-timeline/>

The 1931 Australian Grand Prix was held at the Phillip Island Circuit in Victoria, Australia on 23 March 1931. The race, which was the fourth Australian Grand Prix and the fourth to be held at Phillip Island, had 19 entries and 14 starters.

The race was staged using a handicap format with the first car starting 35 minutes before the two "Scratch" cars. Prize money was paid for both handicap and overall results with the principle prize of £100 awarded to the fastest car. The race was won by Carl Junker driving a Bugatti Type 39.

https://en.wikipedia.org/wiki/1931_Australian_Grand_Prix



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1951, the first Toyota LandCruiser, Hudson Hornet & BMW 501



In 1950, the Korean War created demand for a military light utility vehicle. The United States government ordered 100 vehicles with the then-new Willys specifications and tasked Toyota to manufacture them. The Toyota "Jeep" BJ prototype was developed in January 1951. This came from the demand for military-type utility vehicles, much like the British Land Rover Series 1 that was developed in 1948. The Jeep BJ was larger than the original U.S. Jeep and more powerful courtesy of its Type B 3.4-litre six-cylinder OHV Four-stroke petrol engine which generated a power output of 63 kW (84 hp; 85 PS) at 3,600 rpm and 215 N⋅m (159 lb⋅ft) of torque at 1,600 rpm. It had a part-time four-wheel drive system like the Jeep. However, and unlike the Jeep, the Jeep BJ had no low-range transfer case. In July 1951, Toyota's test driver Ichiro Taira drove the next generation of the Jeep BJ prototype up to the sixth stage of Mount Fuji, the first vehicle to climb that height. The test was overseen by the National Police Agency (NPA). Impressed by this feat, the NPA quickly placed an order for 289 of these offroad vehicles, making the Jeep BJ their official patrol car.

https://en.wikipedia.org/wiki/Toyota_Land_Cruiser

The Toyota LandCruiser has officially surpassed 10 million sales globally and Australians have bought more of them than any other country, with 10.6 per cent or 1,065,300 sold here.

Of that number 397,000 were workhorses including the current 70 Series range, 362,800 were large wagons including the latest 200 Series and 305,500 were 'son of LandCruiser' Prado wagons.



The BMW 501 was a luxury car manufactured by BMW from 1952 to 1958. Introduced at the first Frankfurt Motor Show in 1951, the 501 was the first BMW model to be manufactured and sold after the Second World War, and as the first BMW car built in Bavaria. The 501 and its derivatives, including the V8 powered BMW 502, were nicknamed "Baroque Angels" by the German public. The BMW 502 was the first postwar German car to be manufactured with a V8 engine.

While the 501 and 502 model numbers were discontinued in 1958, variations of the model, with the same platform and body, were continued until 1963.



Hudson Hornets were available as a two-door coupe, four-door sedan, a convertible, and a pillarless hardtop coupe, priced from US\$2,543 to \$3,099.

Fun fact: In the cartoon movie 'CARS', Doc the mentor for the brash main character, was a Hudson Hornet

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1951: E-type: Honda's first 4 stroke machine

Kiyoshi Kawashima riding a Dream E-Type at the Suzuka Circuit on April 1, 1992. In July 1951, Kawashima had tested the Dream E-Type, for which he designed the engine, by riding it over Hakone mountain pass.



It was May 1951, the end of a two-month stint in the capital as I worked on the design of the E-Type 4-stroke engine in a corner of the Tokyo Plant," recalls Kawashima. "When the plans were at last ready the Old Man (Soichiro Honda) dashed in to see it. Mr. Honda gave an enthusiastic commentary: 'Ah, I see. You have this kind of valve and the cam goes like that. This is what I call an engine, it isn't just a 2-stroke machine that looks as though it's been cut from a bamboo tube with holes drilled. This will sell. Honda will do well with this!'

In those days the Hakone Pass was considered the ultimate test for a motor vehicle. Even trucks could only get over it if they stopped for a rest every now and then. So it was certainly a challenge for a small 150 cc motorcycle. Kawashima acted as both the engine designer and, on that occasion, as test driver.

"Actually we'd been using the Hakone Pass as a test track for quite some time by then. I was sure we could climb it, but I was pretty nervous because the Old Man and Mr. Fujisawa were coming along as well. If the engine had overheated or something and conked out right in front of Mr. Fujisawa, the Old Man would have suffered a terrible loss of face. That day a typhoon was approaching but history relates that the engine was completely untroubled in the torrential rain and raced up the hill in top gear. I joked to myself that it was lucky there was so much rain and spray, because it meant that the air-cooling worked liked water-cooling and helped keep the temperature down. Although I say that I went up in top gear, there were only two gears, which was just as well," he said, laughing. "Looking back on it, I think that was a good, plucky little engine."

The story goes that the motorcycle overtook the Buick that Honda and Fujisawa were riding in. Kawashima went over first and the three men were reunited at the summit of the pass, where they hugged each other with delight.

The Dream E-Type was Honda's first 4-stroke machine. The Japanese motorcycle industry had become more competitive about a year before, and bikes with 4-stroke engines were produced for the first time. The market started to show preference for 4-stroke rather than 2-stroke bikes.

"The Old Man probably wanted to make proper 4-stroke bikes from the very beginning. In those days people's ideas about 2-stroke engines were rather hazy and since they burn up lubricating oil, which isn't meant to be burnt, the Old Man probably only tolerated them as a kind of stop-gap at a time when he had no money and inadequate facility," said Kawashima. "For two decades after the launch in the following year of Cub F-Type (a 2-stroke machine), Honda made only 4-stroke bikes. The E-Type was the first bike the Old Man really enjoyed making."

<https://global.honda/heritage/episodes/1951dreametype.html>

1951 Vincent Black Lightning. World's most expensive motorcycle

By: Ron Lieback— March 7, 2018

Bonhams Auction House to deliver a report that recognizes the most valuable motorcycles in 2018

When the research was complete, a 1951 Vincent Black Lightning took honors as the world's most expensive motorcycle.



During the Las Vegas Bonhams motorcycle sale on January 25, this Black Lightning set an auction record for the highest price ever paid for a single motorcycle. The price? In unrestored condition, \$929,000.

Verve says the historically significant 1951 Black Lightning race bike is one of only 30 similar models built by Vincent in Stevenage, England. After leaving the factory, the special-order Vincent was exported to Australia. While there, and under the ownership of racer Jack Ehret, the bike set Australia's land speed record.

This Black Lightning was nearly double the price of the runner up, a 1932 Brough Superior BS4 Project. Following is the list of the top 10 by value and appreciation, and some information about the top 30 most treasured motorcycles.

Top 10 Most Valuable Motorcycles (2018):

1. 1951 Vincent Black Lightning – \$929,000
2. The ex-Hubert Chantrey, 1932 Brough Superior 800cc Model BS4 Project – \$458,197
3. 1929 Brough Superior 968cc SS100 – \$434,866
4. Rare 'one-of-one' Black Shadow variant in Chinese Red – 1951 Vincent White Shadow – \$421,351
5. 1939 Vincent-HRD 998cc Series-A Rapide – \$380,888
6. 1939 Vincent-HRD 998cc Rapide Series-A Project – \$373,157
7. 1927 Brough Superior 981cc SS100 Alpine Grand Sport Project – \$357,695
8. The ex-George Brough, London-Edinburgh Trial – 1939 Brough Superior 990cc SS100 – \$349,964
9. The ex-Murray Motorcycle Museum, 1934 Brough Superior 996cc SS100 – \$334,502
10. 1926 Brough Superior 981cc SS100 Alpine Grand Sport Project – \$326,771

<https://ultimatemotorcycling.com/2018/03/07/top-10-valuable-motorcycles-1951-vincent-black-lightning-tops-list/>

1971, Ford Falcon GT-HO Phase III, Alfa Romeo Alfasud



The GT-HO Phase III was the third evolution of the GT-HO series, and was the greatest Australian supercar of its time. It was specifically homologated for the Australian touring car championship with 300 examples being produced.

One of the most sought-after GT models is the XY 'shaker' and one of the most collectible of all Australian performance cars is the Phase III GT-HO version. The XY GT extended the tradition of the true Aussie muscle car by being the first and only model to feature an exposed centre bonnet



air-scoop that was attached to the air cleaner of its Cleveland 351 engine, hence the 'shaker' name. The Phase III was to be the ultimate expression of the art with a fully functional 'shaker' air intake and front and rear spoilers.

The 1971 Bathurst 1000 saw a field that seemed to be dominated by Falcon GT-HOs. The first several rows were entirely Falcons and, at the finish, so were the first three places. <https://www.supercars.net/blog/1971-ford-falcon-gt-ho-phase-iii/>

This Yellow Glo 1971 Ford Falcon GTHO Phase III set a new price record for an Australian-made production car on Sat 25/9/2021, going under the hammer for \$1.3 million plus auction fees.

<https://www.carsales.com.au/editorial/details/australias-best-ford-falcon-gtho-phase-iii-for-sale-132109/>



Why you'd want an Alfa Romeo Alfasud

Alfa Romeo really pushed the boat out with the Giugiaro-styled Alfasud – an all-new car with an all-new powertrain built in an all-new factory.

Despite its small engine, the Alfasud impressed from the start with its superb handling, roadholding and high cruising speed, enhanced by all-round disc brakes, a good driving position and a swift, light gearchange plus exceptional quietness and refinement.

Its packaging was a revelation, the short engine allowing it to be surprisingly roomy for its size – the only disadvantage being pedals heavily offset towards the centre of the car to clear the front wheelarch.

Looking at the Alfasud now, it's hard to believe that it wasn't a hatchback from the start – but that layout was still unusual in 1971. The hatch came 10 years later, giving the model a new lease of life into the mid-1980s.

Rustproofing was improved in '77 and '78, but the cars still suffered because of using poor steel. Motor noted in its November '77 test of a 1.3Ti that corrosion was already appearing on the doors. The recycled Russian metal would delaminate in months, with shells beyond economic repair in as little as three years. Only Series IIIs from 1980 had barely acceptable rot resistance.

Later cars have the best specs, but early survivors are equally appealing for their rarity – and some models were scarce even when new. Just 5899 Giardinetta estates were built; none came to the UK.

Mechanical parts supply is reasonable because much was carried over to the 33 and even the 145/146, though with the disappearance of those, Sud items are getting harder to source.

<https://www.classicandsportscar.com/features/buyers-guide-alfa-romeo-alfasud>



1971, Ducati 750 GT– Ducati’s First V Twin Production

Ducati legends such as the 750 Sport, 750SS and the 900SS all followed the Italian manufacturers first production V twin motorcycle, the Ducati 750 GT

Ducati were developing a 500cc GP bike and had up until this point only built machines with a 450cc capacity. The emerging Superbike market was being dominated by the Japanese manufacturers and the Italian’s saw a gap for them to move into and wanted a road bike produced to match their GP offering, it was to be their first sport bike.

Fabio Taglioni was the legendary designer behind the Ducati 750 GT and he first sketched his ideas in 1970, with the prototype ready for later that year. The GT was the first Taglioni 90° V-Twin (specifically L-twin) engine design and it was essentially two 350cc single cylinders on a shared crankcase.

Conventional coil springs closed the intake and exhaust valves as opposed to the desmodromic layout, the bikes power-weight ratio was excellent, it weighed in at 186kg dry, claimed power was 60 horsepower at 8,000rpm and the top speed was in the region of 125mph.

A rigid frame, fairly hard suspension in turn made for excellent handling and overall a pretty great first Superbike from Ducati. The handling was certainly better than that coming from the Japanese competition such as the Honda CB750 or Suzuki GT750.

<https://timeless2wheels.com/48881/ducati-750-gt/>



1971, Moto Guzzi V7 Sport, California

The V7 Sport would prove to be one of the most important motorcycles in the history of the Guzzi Italian motorcycle marque, it would prove a strong seller for Moto Guzzi despite its relatively high price tag, and it gave the Honda CB750 a run for its money. Period reviewers remarked that the bike had excellent handling, good brakes, and beautiful styling – some went so far as to call it the “Perfect Motorcycle.”

The success of the V7 Sport would lead to a slew of other similarly styled Guzzis including the very successful Le Mans models, and it would form the stylistic foundation of the V7 models in production today – over 50 years later.

The touring, V-twin California has been one of Guzzi’s most successful models and had been in almost constant production since its creation in 1971. early police-spec V7s are the bikes famously ridden by David Soul and others in Clint Eastwood’s 1973 Dirty Harry sequel, Magnum Force.

https://www.motorcyclespecs.co.za/model/moto20guzzi/moto_guzzi_v7_sport2071.htm



1971, Honda CB125

The old saying, “familiarity breeds contempt,” could apply to the CB125S, because it went about its business so unobtrusively, and with such utter reliability, that its fundamental needs often went neglected. Tappets went un-adjusted, as did points gap and ignition timing, and oil went unchanged. Occasionally, when the supply of lubricant became totally exhausted or converted to paste by engine waste products after many tens of thousands of miles, the overhead camshaft, which ran directly onto the cylinder head casting, would nip up. Because the rear chain on the CB was totally enclosed, and out of sight and mind, it would run and remain dry for ages, wearing the teeth off the sprockets. You just could not kill these things. The SL model of course got an even harder life, flogged remorselessly around trails and on countless rural properties, where it was expected to perform its duties in kelpie-like, uncomplaining and totally stoic fashion.

<https://www.shannons.com.au/club/bike-news/old-bikes/old-bike-australasia-little-ripper-1971-honda-cb125s/>



Looking back 50 years ago to 1971. The HQ Holden



The **Holden HQ** series was produced by Holden in Australia from 1971 to 1974. The HQ was released on 15 July 1971, replacing the Holden HG series. It was the first ground up redesign of the Holden line since its original release in 1948, and included an all-new body, chassis, and suspension. The HQ was later developed into a series of successor models, finally ending production when the WB series was discontinued in 1984.

Model range

The mainstream HQ passenger car range consisted of four-door sedan and five-door station wagon models in three trim levels.^[1]

Holden Belmont, Kingswood, Premier

The long wheelbase luxury model, "Statesman by GMH" consisted of one body style (four-door sedan) and was available in two trim levels. Statesman, Statesman Deville



A Holden SS sedan was released in August 1972. Although marketed as a separate model in reality it was a Belmont V8 sedan fitted with the XV2 option package.

The Monaro range initially consisted only of two-door coupes.

Holden Monaro, Monaro GTS, Monaro GTS 350, Monaro LS

Two four-door sedan variants of the Monaro GTS were released in March 1973 and similarly to the SS the new sports sedans were a special vehicle package optioned on a lesser model, in this case on a V8 Kingswood sedan.

Option XV4 was the HQ GTS sedan. Option XW8 was the HQ GTS350 sedan.

The commercial vehicle range included coupe utility, panel van and cab chassis truck models.

Holden Belmont utility, Kingswood utility, Belmont panel van Holden One Tonner

The One Tonner, which was new for the HQ series, was a cab chassis truck. A Sandman option, which was offered on utility and panel van models from January 1974, included various "sports" items from the Monaro GTS.



HQ power-trains

Engine	Displacement	Compression	Power		Torque		Transmission
			bhp	kW	ft·lb	N·m	
2.83 L Red I6	173 cu in	Low	112	84	160	220	<ul style="list-style-type: none"> • 3-speed manual • 4-speed manual • 3-speed <i>Tri-Matic</i> automatic
		High	118	88	168	228	
3.3 L Red I6	202 cu in	Low	129	96	190	260	
		High	135	101	194	263	
4.2 L Holden V8	253 cu in	Low	174	130	247	335	
		High	185	138	262	355	
5.0 L Holden V8	308 cu in		240	180	315	427	<ul style="list-style-type: none"> • 4-speed manual • 3-speed <i>Tri-Matic</i> automatic
5.7 L Chevrolet V8	350 cu in		275	205	360	490	<ul style="list-style-type: none"> • 4-speed manual • 3-speed <i>Turbo-Hydramatic</i> automatic



The two inline six cylinder engines from the HG range were carried over to the HQ, but were enlarged to 173 cu in (2.8 L) and 202 cu in (3.3 L). The 253 cu in (4.1 L) - marketed later as 4.2 liters, 308 cu in (5.0 L) and 350 cu in (5.7 L) V8's were also carried over.

Production of the HQ range totalled 485,650 vehicles prior to its replacement by the Holden HJ series in October 1974. Holden HQ series cars were produced at GMH plants in Adelaide (Elizabeth, SA), Melbourne (Dandenong, Vic), Sydney (NSW) and in Brisbane (Acacia Ridge, Qld).

Engines, transmissions, and final drive assemblies were produced at the engine casting plant at Fishermens Bend in Melbourne, although 350 cu in (5.7 L) engines and its drivetrain components were fully imported from the United States.



HQ Holden,
Shannons Club TV-
Episode 54







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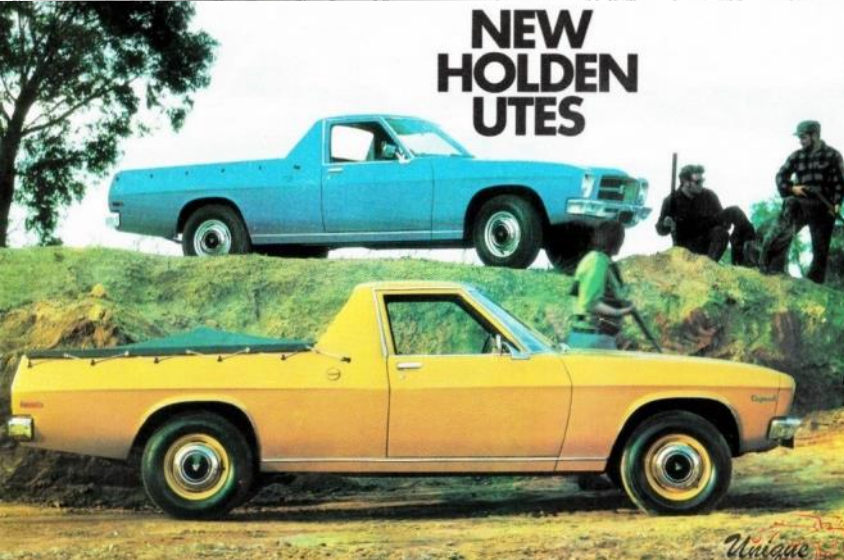
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HQ Holden, television and cinematic advertising



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Dual circuit braking system. If one fails, the other's still there, while a warning light glows on the dash.

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No side vent windows (made possible by flow-thru ventilation) means practically no corner blind spot. And flow-thru ventilation

means all-year-round fresh air without opening a window.

But the most exciting change in new Holden is the way it moves. A wide track, with a big coil spring at every wheel, and forward-mounted steering, means a surer, swifter ride, more positive tracking, even on the roughest surfaces.

The great way to move is here. Wow!

New flow-thru ventilation. All year-round fresh air without opening a window.

4-jet windshield washers. Whoosh! Big-spraying jets on both sides of the car.

New 'airmix' heating/demisting. Better heat control at your fingertips.

Great new Australian sixes. The economical '173' and the more powerful '202'.

V8's for economy power. Optional '253' economy V8, or more powerful '308' (with '350' available on Monaro GTS and LS).

New all-Australian gearboxes. All-new 4-speed or new electric-down shift Tri-matic.

Unique chassis design. Super strong front chassis. 8 rubber mounts lock out road bumps.

Looking back 30 years, the 1991 Volvo 850 Estate Race Car

By the late 1980's Swedish manufacturer Volvo had gained a reputation for making well-built, sturdy and safe cars for boring people who didn't know how to drive. Despite a successful campaign with the Group A 240 Turbo in both the ETCC and the short lived WTCC during the 1980's, this image did not change.

Volvo was not very pleased with this apparent failure and wanted to make a big change for the 1990's. The company introduced their new and sportier front-wheel drive 850 model in 1991, a car which they hoped would be their game changer. The car's handling from factory was much better than the rather cumbersome rear wheel drive Volvos of old. This prompted Volvo's management to think about re-entering motorsport for 1994, from which they had been absent since 1987.

When SAM went to Volvo to pick up a fresh bodyshell, this was all that was available to them. Wishing not to delay the project, Volvo and SAM decided on using the Estate as a base car for the racer. Volvo CEO Martin Rybeck was reportedly very enthusiastic about the marketing potential of such a car. The finished machine weighed in at just 975 kg (2150 lbs), roughly 500 kg (1102 lbs) less than the standard car. A naturally aspirated transversely mounted 2.0L 20V 5-cylinder engine lurked under the long bonnet. The bespoke unit revved to an amazing 8500 rpm and chucked out close to 290 horsepower. Volvo's competitors were astounded by their decision to use the Estate version. Rival drivers were also not too keen on the car, referring to it as "a baker's car" and "the pizza delivery". The 850's performance was excellent on high speed sections due to its superior downforce, but the car struggled in the slower technical corners.

Although the car suffered from a few major drawbacks it was not a complete failure. The peculiar choice of bodyshell had given Volvo a ton of free publicity.



The big Volvos got into a lot of fights in the legendary ultra-competitive and super close BTCC races throughout the season. Actual results were average at best, but Volvo's scheme to raise the brand's profile was working out really well.

<https://drivetribes.com/p/battle-tank-1994-volvo-850-estate>

The Volvo 850 Estate was a brilliantly bold statement from a brand previously characterized as insufferably boring. It brought weird and wonderful unseen sights to the already wildly popular BTCC circus. Although it was never truly successful on the track, the 850 Estate's wanton lunacy has etched its delightfully square shape firmly into the public consciousness, exactly as Volvo had hoped.

Looking back 30 years, the 1991 Mercedes W140 S Class

Released in 1991, the Mercedes-Benz S Class could arguably be one of the last cars built to the 'the best or nothing' motto. The sheer presence, vault-like build quality and incredible attention to detail command it to being a car almost like no other. It was referred to as 'the cathedral on wheels' when it first came out by the press – a result of the US\$1 billion development costs that changed the automotive landscape.

Although the previous-gen W126 model is still highly regarded, both [Autotrader](#) and [Autocar](#) rank the W140 S-Class higher. Mostly, that's because the W140 was arguably the last Mercedes-Benz S-Class built with a 'money is no object' mentality. The W140 sells for much higher prices than the W220 that followed it, due to W220 being built to a price and weight with cheap plastics and failing electronics.

The sheer presence of the car cannot be understated, since it was designed to compete against the Rolls Royce and Bentleys of the era.

The W140, while not traditionally 'elegant', set the luxury benchmark to a new level – this level of craftsmanship and engineering are key reasons for wanting to own one.

The W140 Mercedes-Benz S-Class as "a technological wonder of its time." And based on features alone, the W140 is surprisingly modern

for an almost 30-year-old car.

The W140 offers stability control, airbag suspension, traction control, navigation, voice controls, double-glazed windows, and soft-close doors. The trunk is soft-close, too. It also has HID headlights, side-curtain airbags, and rain-sensing wipers. And starting in 1995, the sedan came with 'Brake Assist,' a kind of early form of automatic emergency braking. This Mercedes S-Class was also the first car to have 4-zone automatic climate control.



1991 Aprilia RSV250

by Fabio Fialho

<https://www.motorcyclesports.net/motogp/the-aprilia-rsv-250-is-the-best-bike-i-have-ever-ridden-aleix-espargaro/>



Aleix Espargaro. The Italian manufacturer's MotoGP rider spoke a little about his contact with two two-stroke bikes, where he was widely praised.

I used a semi-official version, the LE, while I was able to fly the RSA. It's an incredible bike, three times harder than a MotoGP and it gives you a crazy feeling of freedom. It looks like you're on a bicycle. It's impressive when you make a gear change, as well as when you hear the engine coming in at 13,000 rpm... wow... there are few things in the world that give you a feeling like this', he replied.

In view of the contact he had with a historic piece of motorcycling, Aleix Espargaró considers the RSV 250 to be the best bike on which one has had the pleasure of riding in his entire life:

– I am one of the luckiest people in the world because I am able to develop a MotoGP with a manufacturer supporting me. However, the RSV 250 is the best bike I have ever ridden on and it was great, too, to have ridden the RSA version.

1991 Triumph Trident 900

Reborn Triumph's 900 Trident was about as straightforward a bike as Hinckley could produce, and also happened to be one of the best of the early machines.

The three-cylinder motor was distinctive, flexible and robust, the handling, though tall, better than the average roadster and it was comfortable, attractive enough and versatile, too.



1991 Yamaha TDM850

Fairly revolutionary when launched and certainly years ahead of its time, the Yamaha TDM 850 was a sort of Multistrada 12 years before Ducati thought of it. As a serious street trailie allrounder it's pretty effective, too.

The following was written by **Steve Johnson**

<https://adventuremotorcycle.com/bikes/backtrack-tuesdays-yamaha-tdm850-review>

Since I was the editor for TDM Newsletter for a year, I was asked me to do a review of the the bike. I've never met such a versatile machine in my life, racking up 25,000 truly fun filled miles on my own TDM. This "140mph dirt bike" has



taken me 7200 miles to Alaska, six times around the White Rim Trail, six times over Mosquito pass (13,400 foot pass - high-est pass in Colorado), on the insane Ele-phant Ride and over Georgia pass.

Some people bought the TDM to be a nice sport bike. Sport Bike Magazine compared it to the BMW R1100RS, Ducati 900, and the Moto Guzzi 1100 Sport. They compared top gear roll ons from 50 MPH and third gear roll ons from 50.

In the real world, the TDM walks away from the other big twin sport bikes costing twice as much. The TDM is an 850cc 5-valve per cylinder parallel twin. The engine dynos out around 70 HP and 50 Lbs. of torque. The engine is re-markably smooth. I had a friend that rode it and claimed the engine was smoother than his 4 cylinder 1100. And being a big twin, it has lots of torque. After about 35 MPH, just stick it in high gear and go. One gear for 35 to 135 MPH.

The Triumph Trident 900's ride was plush enough, but it's handling set it apart, being a notch above typical bikes of this type of the time such as Kawasaki's Zephyr, the Trident boasts decent brakes and suspension and steers sweetly, even if it is a tad top-heavy due to the spine frame.

The short-stroke 750cc was cute enough, but it was the long stroke, 885cc 900 which was the one to go for and proved far more popular being grunty, fruity and versatile. It's over-engineered, so is robust, too.

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Meet a Member. Janice Sager

I learnt to drive in several unmemorable cars. All the cars had three on the column and were heavy in the steering. The first motorbike I rode was a Yamaha 250 road/trailbike.

When I got my license, I was very interested in buying an Austin A30 or 40 (can't quite remember which) and also an orange four door combi ute, but I was talked out of both of these.

My boyfriend at the time had a 'hotted up' HG Belmont Panel Van all decked out with 10 inch rubber on the back (hence 3 broken axles) and side pipes (great for burning stripes on girls' legs) so that was the car I drove most. When we started a family we got a very practical (NOT) Torana LC XU1 – red of course. Next was a Land Rover Series 1 followed by a Range Rover (loved that car, but so thirsty). After that it was various Commodore sedans and utes.

I rode dirt bikes from age 19 up until my early 40s. In my mid-30's I got my first road bike. A VFR 750 which wasn't a great choice. At 5'4" I was on my tip toes. This was sold for a Suzuki GS500, then a Red Moto Guzzi V50 Monza, followed by a Cagiva Raptor 650.

I tend to give my bikes names. I now own a black Moto Guzzi V50 Monza (Miss Monza or Miss Monster, depending on how she is behaving), a Moto Guzzi V7 Anniversario (Annie) and a Honda CT110 postie bike (Cindy) plus a Nissan X-trail.

The worst car I have ever owned was the Land Rover Series 1 – so noisy and impractical. The vehicle I regret selling the most would have to be my Red Moto Guzzi V50 Monza.

I do have a love of old cars and I always thought that one day I might own an FJ or FX Holden, but the reality is, I don't have the room nor the time.

I've always been a bit of a petrol head. From about the age of 11, I loved the Bathurst 1000, Superbikes, V8 racing plus the Motocross races of the 1970's.

These days I prefer to go travelling and camping in the outback doing lots of bushwalking and trekking. My partner and I bought a 1995 Nissan Patrol for our outback travels. She's a slow old dinosaur, but I love her. We named her Bronti.



TRAVELOGUE, Touring Normandy in a 2CV Ute



Karen Motyka

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During the European summer of 1985, and to the soundtrack of Dire Straits' newly released album, *Brothers in Arms*, I toured the idyllic countryside and historic coastal towns of

Normandy in France in a hardy, grey Citroën 2CV Fourgonnette. The utilitarian version of Pierre-Jules Boulanger's design was my first encounter with a vehicle that combined Gallic charm and practicality.

Based at Le Village Enchante in Bellefontaine for 6 weeks, I was dispatched there by the French mistress of the Convent school I attended in Wales with the aim of advancing my conversational French language skills. I hadn't quite turned 17.

Le Village Enchante was a family run business. Located on the edge of a quaint village, on a large parcel of woodland, it comprised a collection of walking trails randomly dotted with kitsch grottos of fairy-tale scenes for the amusement of the French family out for a ramble. *La Crêperie* served refreshments such as crêpes, galettes, café au lait and *Orangina* during the week, while *La Grange*, a huge stone and timber barn was packed every Sunday with noisy groups enjoying the quintessentially French, long, leisurely lunch *en famille*.

I was housed with another *jeune Anglaise*, Helen, in a cottage on the property and we were put to work waitressing, cleaning, preparing food in the kitchens and selling tickets from the entry kiosk. On Sundays, dressed in full length peasant style skirts, lace blouses and clogs, we navigated the flagstone floors and wooden staircases of *La Grange* carrying heavy earthenware platters of steak frites and carafes of wine.

My favourite days involved doing *la publicité*. This welcome break from unpaid labour and homesickness involved loading up the back of the family's faithful *Deux Chevaux* panel van with boxes of brochures and pamphlets and heading off to the municipalities and *offices de tourisme* of Normandy. On arrival, we wandered the streets slipping advertising material for Le Village Enchante under the windscreen wipers of parked cars.

Our trusty 2CV took us down narrow country roads to the regional market town of Avranches and onwards to the Parisian Riviera seaside resort of Deauville. We trundled through the streets of Rouen, the capital of Normandy, known for being the city where Joan of Arc was burned at the stake in 1431. We parked on the quays and explored Honfleur, an ancient maritime trade centre on the Seine estuary, and a favourite with Impressionist painters.

Having studied the Battle of Hastings at school, I was eager to see Bayeux, founded in the first century BC, and the tapestry that features 75 scenes of William the Conqueror invading England in 1066. Bayeux was also the first



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French town to be liberated from the Nazis during the D-Day invasion. On June 6, 1944, more than 160,000 Allied troops landed on five Normandy beaches. Their mission was to liberate France and the rest of Europe from Nazi occupation. More than 10,000 soldiers died on the beaches of Omaha, Juno, Gold, Sword and Utah. Those beaches are marked by war cemeteries and memorials. Our Fourgonnette transported us to see the relics of war still visible in the sands of Omaha.

In the 8th century, the Archangel Michael instructed that a small church be built on a rocky islet just off the coast of France. Three centuries later, a Benedictine abbey was added, and it became known as Mont Saint-Michel. Accessing this granite outcrop via the causeway is the safest way to avoid the high tides and we were lucky to find parking inside the medieval walls of this UNESCO World Heritage site.

Citroën's Little Hero

My second convivial encounter with the iconic Citroën was not long after returning home from France. Back in Wales, I had moved to the local high school and made friends with an eccentric bunch of students, one of whom had an orange 2CV named Derek. While this was a curious moniker for a vehicle that is the essence of *liberté, égalité, fraternité*, it was considered super cool nonetheless.

In November 1985, Derek's owner and two close friends invited me to join them on an outing to see a chart-topping band headlining at St David's Hall in Cardiff. I knew that my parents would never let me go, so I didn't ask them. I fabricated a cover story and we all set off, on a winters' night for the 80-mile round trip across the mountains in the paprika coloured tin snail with cosy sheepskin seat covers and a retro-fitted stereo cassette player. Buffeted by winds, and with icy rain drumming on his canopy, Derek's medium-slow windscreen wipers and lack of demister failed to deter us in our teenage quest to see Paul King perform live. We arrived safely, enjoyed underage pre-gig drinks at a trendy city centre bar, danced in the aisles of the concert hall and made it home to report our adventures in the Year 12 Common Room the next day. It is little wonder Derek became the most celebrated automobile of our school days.

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IN MEMORY. FAREWELL ERIC WISEMAN (Unclear/ in dispute – 2021)

by Gary Smith

Eric Wiseman , a retired journalist and long-time member of CVMCE stoically fought poor health most of this year and finally departed on his last journey, early in August, from Moruya Hospital. Eric is survived by a son Dickon, a brother Barry, a Citroen 2CV, an MG TD, and an MGB.

Eric was born in the 1930's in London and was bombed out of his family home during the Blitz. The family moved to Australia when Eric was a teenager and lived in the Hunter Valley where Eric became a cub reporter with the Cessnock Eagle newspaper. His first car was an Austin 7 then a Singer 9 then an MGTD then a Jag Mk 1V. Eric did National Service in the RAAF mostly involved in Air Sea Rescue and motor launches. As I had owned a 1936 Packard, Eric informed me that some of the launches were powered by straight 8 Packard motors.








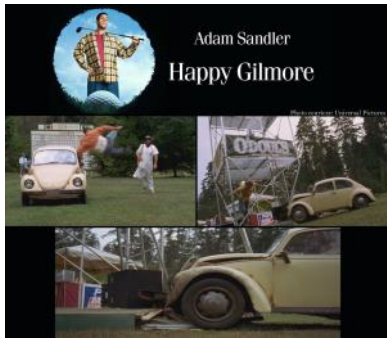
After marriage, Eric and Janice moved to England where Eric worked in the media reporting on The Troubles in Northern Ireland, often from an armoured car. Returning to Australia, they moved to Moss Vale where Eric worked for the local newspaper and had a son. Eric returned to England for a while living in Windsor where he developed an interest in military history. He bought a Triumph TR3A then a Jag XK140C. Eric moved back to Australia, married Merrilyn, worked for the NRMA (Open Road) then lived on the South Coast where he was Senior Journalist at local newspapers for decades until his retirement. Eric and I first met when we were both directors on the Moruya Hospital Board. Eric professionally attended Shire Council meetings and reported the facts in the local press, one of the last independent news journalists in the regional press. He was always armed with a notepad and camera. He also contributed informative articles on classic cars to magazine publications in Australia and England.

Eric, considered by friends to be eccentric, and a little aloof by some, was an enjoyable conversationalist. He visited England and France annually, owned a house in Provence and would bring back a 2CV just about every year. Eric really liked the 2CV , a very eccentric car. He was a regular at Car Club runs and café chats with a mixture of people, mostly from the Car Club. I ended up enjoying a weekly lunch on Eric's deck with a wine, cigar and coffee. He invited me to visit his house in Provence (see photo) which was about 300 years old and in need of restoration, not unlike his cars. With two bedrooms on top and a cosy kitchen on the ground floor in a small rural village, it was an ideal base from which to explore the South of France in a rented car, a much-too-small Fiat 500. Eric navigated while I concentrated on driving on the wrong side of narrow rural roads through historic villages and farmland. Our daily journey began with a coffee in a café followed by lunch in a typically French country restaurant (see photo). Lunch with wine was one of Eric's pleasures in life. We explored and enjoyed ancient architecture, culture, village markets and unique vehicles in our travels. Eric seemed more at home and content in Provence. He lived a long and full life. Farewell/ Adieu



Iconic, long-lived cars. The 2CV, Mini & VW Beetle



Citroën 2CV	The Mini	VW Beetle
1948-1990	1959-2000 (classic) , 2001- (Hatch)	1938-2003, 1997-2019
3.8 million produced 8,756,688	Quotes of up to 10 million made 5.3 million classic minis 3 million Mini Hatch	21,529,464 produced 15,444,858 in Germany, 3,350,000 in Brazil
Air-cooled front-engine, front-wheel-drive 2 cyl 375 cc, 9hp, 40 mph 600 kg	Water cooled transversely mounted front wheel drive 848cc, 33 bhp, 75 mph 580–686 kg	Air-cooled, rear engine, rear drive 1100cc, 25hp, 62 mph 800–840 kg
After Citroën Vice-President Pierre-Jules Boulanger was caught behind some farmers with their horses pulling carts, he conceived to help motorise the large number of farmers still using horses and carts in 1930s France	The head of BMC detested the popular Fiat 500's so much that he vowed to rid the streets of them and design a 'proper miniature car'. Originally marketed as both the Austin Seven and the Morris Mini-Minor	"The People's Car" Designed by Ferdinand Porsche at the direction of Adolf Hitler. Charismatic, simple and unconventional, the Beetle exploded across international markets due to its economical reputation. With its air-cooled engine and efficient fuel consumption, it suited developing countries down to a tee and became a global success
Filmography; For Your Eyes Only Pink Panther Returns 	Mr. Bean. The Italian Job 	Herbie, Happy Gilmore (Dozens more) 
		

Citroen 2CV



The Citroën 2CV (French: deux chevaux(-vapeur), literally translated as "two steam horse(power)s", is an air-cooled front-engine, front-wheel-drive, economy family car, introduced at the 1948 Paris Mondial de l'Automobile, and manufactured by Citroën for model years 1948–1990

Conceived by Citroën Vice-President Pierre Boulanger to help motorise the large number of farmers still using horses and carts in 1930s France, the 2CV has a combination of innovative engineering and straightforward, utilitarian bodywork — at first with extra thin panels, reinforced by corrugating the metal. The 2CV featured overall low cost of ownership, simplicity of maintenance, an easily serviced air-cooled engine (originally offering 9 hp), and minimal fuel consumption. In addition, it had literally been designed to cross a freshly ploughed field with a basket of eggs without breaking them, because of the great lack of paved roads in France then; with a long-travel suspension system, that connects front and rear wheels, giving a very soft ride.

Michelin introduced and first commercialised the revolutionary new radial tyre design with the introduction of the 2CV.

Manufactured between 1948 and 1990, more than 3.8 million 2CVs were produced, making it the world's first front-wheel drive car to become a million seller, after Citroën's own, more upscale Traction Avant was the first front-wheel drive car to sell in six-figure numbers. The 2CV platform spawned many variants, as detailed in the "Production numbers" section. The 2CV and its variants are collectively known as the A-Series. Notably these include the 2CV-based delivery vans known as fourgonnettes, the Ami, the Dyane, the Acadiane, and the Mehari. In total, Citroën manufactured over 9 million of the 2CVs and its derivative models.

A 1953 technical review in Autocar described "the extraordinary ingenuity of this design, which is undoubtedly the most original since the Model T Ford".[16] In 2011, The Globe and Mail called it a "car like no other".[17] The motoring writer L. J. K. Setright described the 2CV as "the most intelligent application of minimalism ever to succeed as a car", and a car of "remorseless rationality".

Both the design and the history of the 2CV mirror the Volkswagen Beetle in significant ways. Conceived in the 1930s, to make motorcars affordable to regular people for the first time in their countries, both went into large scale production in the late 1940s, featuring air-cooled boxer engines at the same end as their driven axle, omitting a length-wise drive shaft, riding on exactly the same 2,400 mm (94.5 in) wheelbase, and using a platform chassis to facilitate the production of derivative models. Just like the Beetle, the 2CV became not only a million seller, but also one of the few cars in history to continue a single generation in production for over four decades.



History of the 2CV



Classic Mini History (1959-2000)

Article by Mark Trotta

www.classic-car-history.com/classic-mini-history.htm

One of the most recognized cars ever produced, original Mini production started in 1959 and was an instant success. It's front-wheel drive, transverse engine layout influenced a generation of car makers, and became one of the best selling cars in Europe. The UK subcompact developed into several versions, including wagon, pickup truck, and of course, the Mini Cooper.

The Mini was originally developed out of Great Britain's need for a more fuel-efficient car. In 1957, Sir Leonard Lord of the Morris Company issued his top engineer, Alec Issigonis, to head up a team of designers. They started with a transverse engine and gearbox, which allowed front-wheel drive.

With all four wheels "pushed out" to the far corners, interior space was maximized and a wide stance was achieved, which gave good balance and nimble handling.

Original engine size was 848cc, and through time increased to 1275cc. The transverse engine planted weight over the front tires, providing excellent traction and grip.

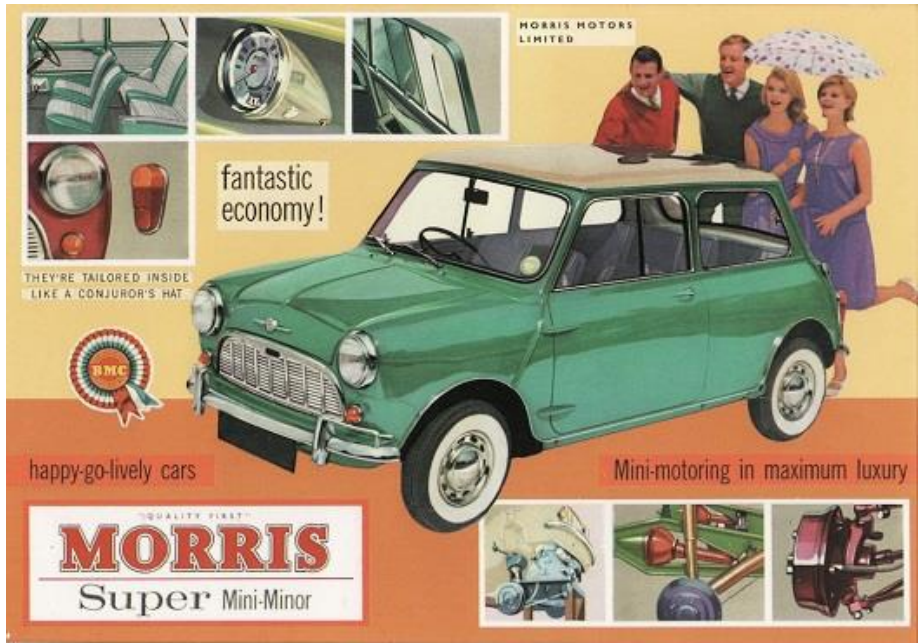
The Mini was built by the British Motor Company and originally marketed as both the Austin Seven and the Morris Mini-Minor. To keep costs to a minimum, construction included external door and boot hinges, and welded seams that were visible on the outside of the car. Sliding side windows were used instead of roll-up windows.

Production started with a two-door saloon in 1959, and a three-door estate was added in 1960. Subsequent models included a two-door van, two-door pickup, and convertible coupe. The sporty Mini Cooper debuted in 1961.

[Mini, full documentary](#)

[Mini Cooper chase, The Italian Job 1969](#)

[Mini battles Mustang at Wakefield](#)



Volkswagen Beetle History (1938-1979)

Article by Mark Trotta

<http://www.classic-car-history.com/volkswagen-beetle-history.htm>

Not only is the air-cooled, rear-engine VW Beetle one of the most iconic cars in classic car history, it is the fourth highest-selling automobile of all time. During the original Beetle's 65-year production run, more than 21 million were built world-wide.

In the 1930s, Dr. Ferdinand Porsche started with a steel platform chassis and added all wheel independent torsion-bar suspension. The rear-engine platform gave excellent traction, as well as effortless steering.

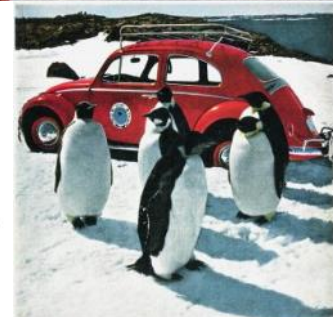
Styled by Austrian designer Erwin Komenda, the shape of the Beetle was for strength, not looks; a curved piece of metal simply has more strength than a flat one does. The body attaches with eighteen bolts to the chassis which featured a central structural tunnel. The small two-door car could accommodate four passengers while providing storage under the front hood and behind the rear seat.

Although less powerful than other cars in its class, the VW Bug engine was simple, economical, and easy to repair. Air-cooled engines do not have water pumps, thermostats, hoses, or a radiator, and the dry weight of an air-cooled engine is much lighter than a comparable water-cooled engine.

VW Beetle as a global commodity and economic success



VW Beetle in Antarctica, the Red Terror



Wheels Magazine Car of The Year. With hindsight, how do they stand up?

1971: Chrysler Valiant Charger

Hey Charger! Chrysler's attractive two-door had more to offer than just a memorable ad campaign, with all-Aussie design and huge youth appeal. Also spawned the iconic E38 and E49 six-pack triple-Weber screamers.

In 1972 *Wheels* magazine declared the R/T E49 "the fastest accelerating Australian muscle car of all". A standing quarter mile took 14.4 seconds, zero to 100mph took 14.1 seconds, while zero to 60 mph took 6.1 seconds. By comparison a Falcon GT-HO Phase III took 15.2 seconds to go from standstill to 100mph.

Another magazine, *Sports Car World*, was equally lavish in its praise in the October 1972 issue. "The stopwatches don't lie – but it's pretty hard to believe. A 0-100 mph time of 14.1 seconds! That's really flying – and the engine's no thumping V8 nor quad cam V12. It's Chrysler Australia's 4.3-litre in-line six, in a stormer called the Charger R/T E49."

What they say now about the Charger

Hey Charger! It was the simple catch cry of the famous TV ad that thrust the Chrysler Valiant Charger into the motoring and motorsport spotlight in August 1971. Sitting on a shortened wheelbase of the current Valiant sedan of the time, the Charger was introduced within the VH series and its success was immediate.

Demand swamped supply. It won a major touring car race on debut. *Wheels* magazine awarded it the 1971 Car of the Year and its popularity was such that at one point it accounted for 80 per cent of all Australian VH Valiant production.

1972 Chrysler Valiant VH Charger R/T E49

Number produced 149



Engine 4340cc 6cyl, OHV, 12v, triple Weber carburetors
Power 222kW @ 5600rpm
Torque 441Nm @ 4100rpm
Weight 1365kg
Gearbox 4-speed manual
Wheels 14 x 7.0-inch
Brakes discs (f), drums (r)
0-100km/h 6.1sec
0-400m 14.4sec
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Review by John Bowe



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Wheels Magazine Car of The Year. With hindsight how do they stand up?



Ferrari had the macho Testarossa, Lamborghini the outrageous Countach, and Porsche was building ever-faster versions of its 911, some with turbocharged power.

Even supercar newcomers were drawn to the action, with Jaguar delivering the XJ220 and McLaren the evocatively named F1.

Bugatti produced the ill-fated EB110 and Honda unveiled the NSX. The latter was not a trend-setter.

But the Honda was simple to drive and the manual not just a better performance choice but easy to command. And there's the NSX's biggest problem.

Because it was so easy to live with, it was impossible to convince people it was a supercar. It failed to ignite any passion over its abilities or appearance. More than once the NSX was described as a very fast, two-door

Honda Civic.

It could certainly be driven quickly but as an alternative to a true supercar with a blood-and-guts approach to things, the Honda was a bit disappointing .

<https://www.drive.com.au/reviews/used-car-review-honda-nsx-19912004-20070708-14sp3/>

<https://www.topgear.com/car-news/tgs-guide-japan/buying-guide-original-honda-nsx>

1991: Honda NSX/Nissan N14 Pulsar

Japan's auto industry still had plenty of stunners lined up, and COTY 1991 rewarded that country – arguably at its peak – handsomely.

Why? The Honda for its combination of Ferrari-smashing pace and poise with exquisite Japanese mechanical engineering and the Pulsar for its locally tuned dynamic excellence and the strength of its value and performance – mostly due to Nissan's legendary SR20 engine.

Honda NSX. What they say now

A car designed to rival not just the all-conquering Porsche 911, but contemporary Ferraris too, the NSX was the most exciting vehicle to leave the Honda factory in years. A manufacturer best known for its reliable-but-dull family cars, Honda set the tongues in the motoring world wagging when it unveiled the world's first mass-produced, all-aluminium car at the 1989 Tokyo motor show.

In the 1965 season, Honda secured its first formula one win with American Richie Ginther, proving itself a genuine racing force.

Honda resented being regarded as a poor relation to respected sports car manufacturers such as Ferrari, Lamborghini and Porsche. Conceived in the 1980s - but not launched until 1991 - the NSX was Honda's shot at the high-performance-car big time. It was a time of incredible excess.

Nissan Pulsar. What they say now

Modern day reviews act surprised that the Pulsar shared COTY. It is not regarded as a classic. Owners clubs seem to regard their like of them as ironic. Reviews as a used car read like any used car, suggesting you buy on condition, km's and service history if it has one. Every review has the ability to cure insomnia.

The N14 Pulsar initially came out of Nissan's Clayton factory in Melbourne, but in 1993 Nissan ceased local production and from then on it was fully imported from Japan. Nissan offered a four-door sedan and five-door hatch. The 1.6 went well and the 2.0 was considered quite fast at the time. The range consisted of the entry level GLi, the value-packed and popular Q, luxury Ti, and acclaimed SSS sports hatch, the hero of the N14 range.

<https://www.carsguide.com.au/car-reviews/nissan-pulsar-1991-69613>





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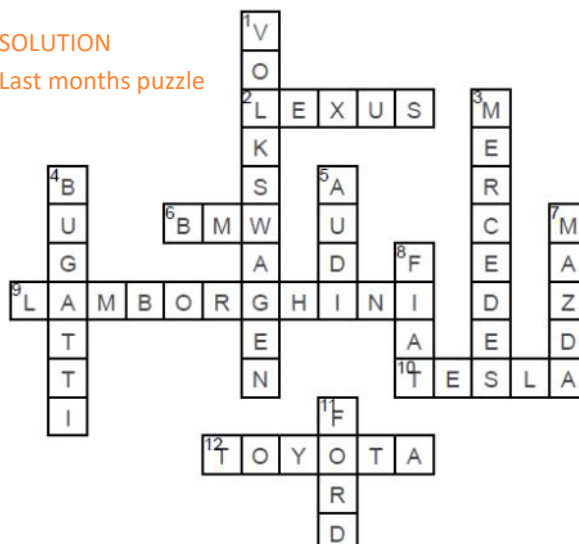
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