

MOTO Eurobodalla

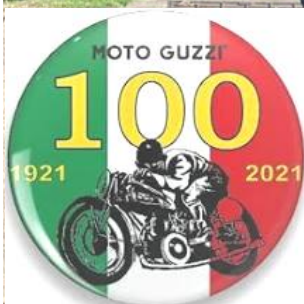


September 2021

Classic and Vintage Motor Club of Eurobodalla

Quarterly News Magazine

Volume 20 No 3



100 years of Moto Guzzi. Lets ride!
1921 Stanley Steam Car. Yes, steam
1941 Ford. Family car or work vehicle
VW Type 3. So many body options
EK Holden. Automatic for the masses
1981 DeLorean. Back to the Future
1981 Car of the Year. Still any good?
In the News. Supercharger for < \$100??

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September 2021

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Members and their cars. Jake Harris and his MGTA. No you cannot tell an MGTA just from looking at it. Yes Jake will lift the bonnet and show you the differences. Yes Jake is passionate about MG's, no he will not bore you.



President's Message

Rob Upton

Welcome to the new format of the Classic and Vintage Motor Club of Eurobodalla magazine, MOTO Eurobodalla. We are moving from 8 pages, predominantly in B&W, to 32 pages in full colour. We hope members enjoy the new format, and please let us know if you have any suggestions for content.

Huw Owen-Jones has been our editor since 2006, which is a fantastic and sustained effort by him. Huw has been looking for someone to take over this role for some time without success. Whilst each new issue was keenly received, there wasn't anyone who wanted to take on the role of editor, and there was some consideration of having to discontinuing its publication.

With new members comes the opportunity for new ideas and a fresh perspective, and one of our new recruits, Bernie DuField, has volunteered to take on the role, which the committee is quite excited about. Thank you Bernie, we appreciate the effort!

In any club like CVMCE there are no paid roles, everyone is a volunteer, and whilst that sounds like it's a chore, there is only usually a couple of hours a month required in reality. Being a volunteer in a club you love can actually be not just very rewarding, but new and useful skills can be developed, and studies consistently show that volunteers feel valued, useful and happier than the average.

At our August monthly meeting we also held our AGM. There was a good turnout, and we thank last year's committee members for graciously volunteering to continue their valuable roles for another year.



Club meetings continue to thrive with a run between Moruya and Tomakin each Saturday.

Wednesday runs continue to different locations each week, which are advertised on our Facebook page. Additionally there is a run on the first and third Sundays of each month. Unfortunately for a variety of reasons, we sometimes have to change the destination at short notice. Jake Harris, our events co-ordinator, will give as much advanced notice as possible through the CVMCE website, Facebook page and texts. We are currently updating our contact lists to ensure that we have the correct contact details for all our members. If you are going to meet the group at a destination please ensure we have your mobile phone number and that you are receiving text messages regarding runs.

As a motoring club it is important that we know what vehicles are registered through our club. Sometimes this can become out of date as members sell a vehicle during the year, but we will be endeavouring to ensure our details are as up to date as possible. To that end the CVMCE will be asking inspectors to record the vehicles that are inspected for registration on club rego. We thank inspectors and members in advance for their assistance with this matter.

Stay safe and see you on the road, Rob.

Front Cover: Bernie & Alison Metway on their 1918

Regnis with wicker sidecar



Regnis Matheson & Ripper, 295 Lonsdale St, Melbourne.

Numerous models were built for Regnis from 1912 to 1920, most of them by A.G. Healing. These included the Peerless fitted with JAP, MAG, King Dick, Precision and De Luxe engines, all of which were sold under the Regnis brand. Originally named Lamande & McColl, the firm which marketed the Regnis changed it's name several times before becoming Matheson & Ripper. The word "Regnis" is derived from the Latin meaning "King".

Back cover: Jake Harris with MGTA

This MGTA was built in December 1938 and first registered in April 1939. I first saw the car in the late 1980s in Jamberoo



(and only I had to watch and wait 30 years for it to come onto the market). At that stage it was owned by a lady who had imported it from England. She purchased it from a well known MG Identity whom I remain in contact with. I have been unable to trace the history of the car prior to 1960 other than it was originally black with red trim.

TA 2982 is in the process of being turned into a replica of a factory race car supplied to the "Musketeer" team of the 1938 season. For this, Jake is looking for a Marshall supercharger. A Mark22 cabin blower from a Spitfire would work fine.



(Jake, see story p.30 for an alternative solution. Editor)

Regnis M.A.G.—1919 Model

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The Classic and Vintage Motor Club of Eurobodalla (CVMCE)

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Events Director: Jake Harris 0427 427 747 events@cvmce.org.au	Webmaster: Michelle Ryan (Jason) 042911710	Moruya: (older vehicles) Noel Hand 4474 2128 0481 481 770
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Public Officer: Rod Shanahan 0458 716 699		Narooma: Graham Symons 4476 4827

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.

Incoming Editor



Introducing *Bernie DuField*, who has agreed to assist with editorial tasks to allow Huw Owen-Jones to take his well-earned parole from editor duties, a role that he has performed since 2006.

Bernie & Rebecca chose Moruya over Sydney in 2003 bringing two pre-schoolers with them and adding a third son in 2004.

Bernie learned to drive in a Toyota Hiace with a four on the column manual gearbox. Ever since he feels like every car in the world is like a sports car by comparison.

The column shift proved to be a little addictive, with his first car being a HQ Belmont, column manual & 173 cu.in. motor. This habit was repeated several times over the next couple of years with a column manual EH sedan and a 52/215 FX named Pop. A habit now broken.

Times have changed and you'd be unlikely to find a single car with column shift manual on Gumtree or CarSales in the 2020's.

Bernie's daily driver is a 2000 S320 Mercedes, and for pure indulgence a 1985 Honda VF1000 that fell onto his lap very recently, when, at a Saturday run at Smokey Dan's at Tomakin, he told club president Rob Upton he was looking to buy a Honda VRF750, having owned one last century. Rob casually mentioned the member next to him had a VF for sale with silly low km's, and things kinda happened...

If anyone has some stories they'd like told, or an idea for an article, or photos from club runs, vehicles sought or for sale, then please drop Bernie a line.

MOTO Eurobodalla

MOTO: (Definition)

1. "Movement; manner of movement; particularly, movement with increased rapidity."
2. "Movement with regard to musical tempo"
3. "Motion; the direction in which the harmonic parts move"
4. "Energetic or spirited movement; spirit"

MEET A MEMBER. Mike Rose

What vehicle did you learn to drive in/ ride on?

1960 Studebaker Lark

What were your first and second vehicles?

A red Turner 803 with many modifications by previous owners. The second one was a green Turner, and pretty original but engine-less. I put a Cortina engine in it but sold it before I ever got to drive it.

What vehicle caused you the most regrets?

Should never have sold our 1972 Alfa 1750 GTV (see right), but I needed the cash to build a glider trailer (right below). Bought a VC Valiant to tow it.

If you could go back in time and buy any vehicle new, but you had to keep it forever as your only vehicle, what would you choose?

Studebaker Avanti... one with the Paxton supercharger. Or maybe a GT Hawk. Nah... Both!

But I would need to have a domestic conveyance appliance too, or a horse.



2021 Club Runs No: 89

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

Wed	19-May	4WD & Dirt Bike trip early 8 -8:30 departure from Adelaide Carpark
Wed	19-May	Lunch at Downward Dog Bodalla
Sat	22-May	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	26-May	MORUYA INDUSTRIAL ESTATE Shelley's Cafe
Sat	29-May	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Tue	1-Jun	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Wed	2-Jun	COBARGO CO-OP car park Kitchen Boys
Sat	5-Jun	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sun	6-Jun	Sunday Run to NELLIGEN River Cafe
Wed	9-Jun	LILLI PILLI Café Theree66
Sat	12-Jun	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	16-Jun	BATEMANS BAY Tribe Café next to Birdland
Sat	19-Jun	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	23-Jun	TUROSS Boatshed
Sat	26-Jun	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	30-Jun	NELLIGEN River Cafe
Sat	3-Jul	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sun	4-Jul	Sunday Run to NELLIGEN River Cafe
Tue	6-Jul	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Wed	7-Jul	KIANGA Anton's
Sat	10-Jul	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	14-Jul	BAWLEY POINT Saltwood Café 636 Murramarang Rd, Kioloa
Sat	17-Jul	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	21-Jul	TOMAKIN River Mouth General Store
Sat	24-Jul	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	28-Jul	MOGO Courtyard
Sat	31-Jul	Smokey Dan's Tomakin to Waterfront Hotel Moruya

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Sun	1-Aug	Sunday Run to NELLIGEN River Cafe
Tue	3-Aug	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Wed	4-Aug	NAROOMA Inlet 0422880663
Sat	7-Aug	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	11-Aug	EAST LYNN Roadhouse Pie Shop
Sat	14-Aug	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	18-Aug	BODALLA Dairy Shed
Sat	21-Aug	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	25-Aug	MOGO Botanical Gardens Café
Sat	28-Aug	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	1-Sep	MOSSY POINT Boat Ramp
Sat	4-Sep	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sun	5-Sep	Sunday Run to NELLIGEN River Cafe
Tue	7-Sep	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Wed	8-Sep	BERMAGUI Sundeck Fishermen's Wharf
Sat	11-Sep	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sat	11-Sep	Historic Race Meeting Pheasant Wood Circuit Marulan
Sun	12-Sep	Historic Race Meeting Pheasant Wood Circuit Marulan
Wed	15-Sep	MORUYA INDUSTRIAL ESTATE Shelley's Cafe
Sat	18-Sep	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	22-Sep	BODALLA Downward Dog Café
Sat	25-Sep	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	29-Sep	BATEMANS BAY JJ's Marina
Fri	1-Oct	Canberra Weekend
Sat	2-Oct	Canberra Weekend
Sat	2-Oct	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sun	3-Oct	Canberra Weekend
Tue	5-Oct	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Sat	9-Oct	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sat	16-Oct	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sat	23-Oct	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sat	30-Oct	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sat	30-Oct	Moruya Machinery Show
Sun	31-Oct	Show and Shine Moruya Showground



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100 years of Moto Guzzi, 1921 - 2021



Italian motorcycle manufacturer Moto Guzzi is the Oldest European manufacturer in continuous motorcycle production.

Established in 1921 in Mandello del Lario, Italy, the company is noted for its historic role in Italy's motorcycling manufacture, its prominence worldwide in motorcycle racing, and industry innovations, including the first motorcycle centre stand, wind tunnel and eight-cylinder engine.

Since 2004, Moto Guzzi has been an unico azionista, a wholly owned subsidiary, and one of seven brands owned by Piaggio & C.SpA, Europe's largest motorcycle manufacturer and the world's fourth largest motorcycle manufacturer by unit sales.

The company's motorcycles are noted for their air-cooled 90° V-twin engines with a longitudinal crankshaft orientation where the engines' transverse cylinder heads project prominently on either side of the motorcycle.

<https://www.totalmotorcycle.com/iconic-100th-anniversary-of-magnificent-motorbikes/>

The motorcycle range has been extensively renewed, with the deployment of state-of-the-art technical features in terms of electronic rider aids, while the brand values of style and authenticity have been kept intact. Each Moto

Guzzi motorbike is constructed at the Mandello del Lario plant with craftsmanlike care and commitment to a unique, authentic identity, skillfully balancing the classic Moto Guzzi style with cutting-edge technology and reflecting a construction philosophy that creates an exclusive relationship between the bike and the rider.



Riding a motorcycle is like some kind of meditation. I love not knowing where you're going to stop. Just put some gasoline in the tank and have a vague idea of where you're going. The road tells you how you need to ride. I've been waiting to meet this bike for a long time. It's only Rocks'n'Roads but I like it.



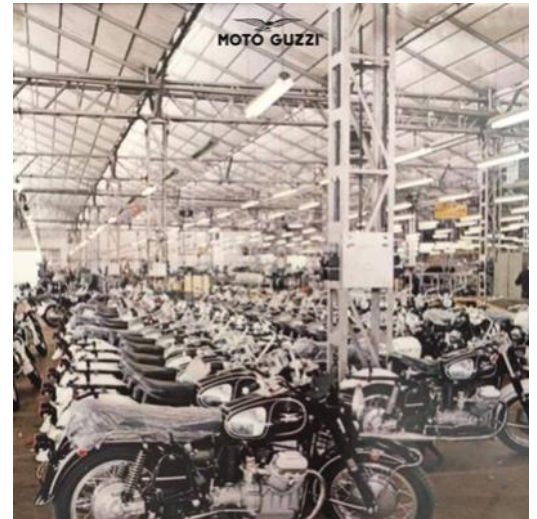
- Ewan McGregor

Piaggio Group Chairman and CEO Roberto Colaninno said: "The Moto Guzzi centenary is a proud moment both for the Piaggio Group, which was joined by the Eagle brand in 2004, and for Italian industry as a whole, not just the motorcycling sector. A capacity for innovation, boldness in moving ahead of the times, a competitive spirit, love for the product and meticulous attention to production quality are the skills that over the years Moto Guzzi has combined with its unique relationship with the local community.



Ever since 1921, every Moto Guzzi bike that has gone out into the world has been built at the Mandello factory, the place where the company was set up exactly one hundred years ago.

“All this will continue through its second century of history. Moto Guzzi is an example of all-Italian excellence,” added Colaninno. “It has gone down in our country’s history without ever losing its youthful spirit and continues to inspire genuine passion among thousands of Guzzi bikers all over the world.”



The eagle logo, the unmistakable Moto Guzzi emblem, has in itself helped to create the legend of a brand that has always been indissolubly tied to the history of Italy.

The spread-winged eagle dates back to the military service of the company’s founders, Carlo Guzzi and Giorgio Parodi, in the Italian Royal Navy’s Aviation arm during World War One. It was during the war that the two friends, and pilot Giovanni Ravelli, decided to go into motorcycle manufacturing once the conflict ended. Ravelli was killed in an accident in 1919 and was never able to achieve his dream. Guzzi and Parodi chose the Eagle as their symbol to commemorate their companion.

Over its one hundred years, Moto Guzzi has won victories on racing circuits around the world, raising the Italian flag for an impressive 14 World Championship Titles. It was the motorbike of the speed record, the symbol of growth of a country looking to the future, the motorcycle of the police force and the army, and extended its vocation to the international stage, equipping the Californian Police and,

MOTO GUZZI 1921 - 2021



more recently, the police forces in Berlin and many other European cities, as well as the sovereign’s escort in Jordan. Moto Guzzi is also the motorcycle of the Corazzieri, the elite corps that escorts the President of the Italian Republic.

From the very start, Moto Guzzi has been the motorcycle of choice for long-distance travel. It was 1928 when Giuseppe Guzzi reached the Arctic Circle on his GT “Norge”, starting a tradition that still continues, with travelers setting off on their Moto Guzzi bikes every day, somewhere in the world, bound for distant lands.

Today Moto Guzzi is a core division of the Piaggio Group, Europe’s

leading constructor of motorcycles and scooters, which has conserved Moto Guzzi’s original characteristics, promoted its values and returned it to a forefront position.

<https://www.roadracingworld.com/news/moto-guzzi-celebrates-100th-anniversary-today/>

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Looking back 100 years ago to 1921. The Stanley Steam Car



This Stanley steam car is a Sydney Powerhouse museum exhibit. It was built either late in 1921 or early in 1922 by the Stanley Motor Carriage Co of Newton, Massachusetts, USA. Steam cars were popular in Australia in the first decade of the 20th century, but fell from favour before having a brief resurgence in the 1920s.

The world's first steam car was built in France by Nicholas Cugnot between 1760 and 1770. Steam cars were later built in England, Germany and the United States. The Stanley Steamer was the most popular steam car. Motorists were impressed with their quiet running, power and acceleration, but they did not like the inconvenience of having to wait at least 20 minutes while a cold boiler built up a sufficient head of steam to get the car moving.

Up until 1908 there were more steam cars being produced than internal combustion engine cars, but they declined in popularity, not only because they were slow to start, but the Stanley Brothers were said to have refused to spend money on advertising. As a consequence, they had trouble competing with the petrol car companies, which did advertise. Also, rumours were spread by motorists that steam cars were "killing machines" and that if they were driven too hard they might explode. This was a gross misconception, but a powerful shock story. Furthermore, as cars with internal combustion engines gained the upper hand, garage staff serviced steam cars less frequently and found them more difficult to deal with. They saw steam car boilers as an unnecessary complication because they needed regular maintenance to prevent the accumulation of encrusted salt and dirt.

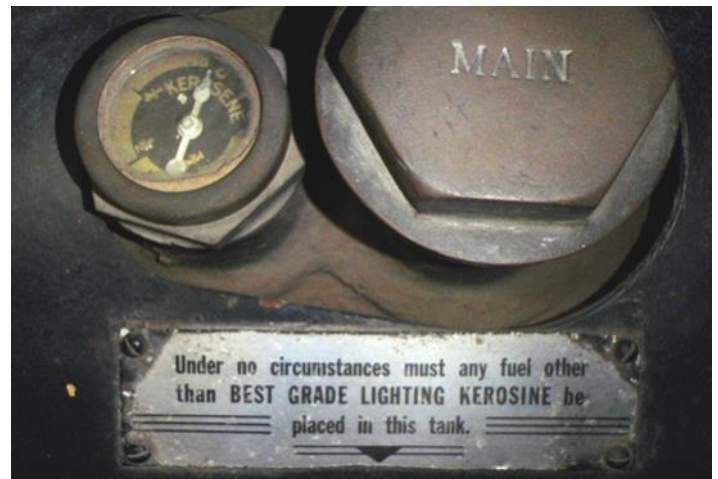
In appearance this Stanley steam car is like other touring cars of the 1920s. Only its power plant is different; a simple two-cylinder, double-acting steam engine geared directly into the rear axle; a boiler which supplies steam to the engine; a burner which supplies heat to the boiler; a set of tanks and pumps which automatically supply water to the boiler, fuel to the burner and lubricating oil to the engine

cylinders; a set of automatic valves which control the supply of water to the boiler and fuel to the burner; a condenser which condenses the exhaust steam and returns the water to the water tank; a storage battery which supplies current for lights, horn and for starting the pilot; and a dynamo which charges the storage battery.

The addition of a steam gauge in the engine bay was insisted upon by an Australian boiler inspector and was not usual.

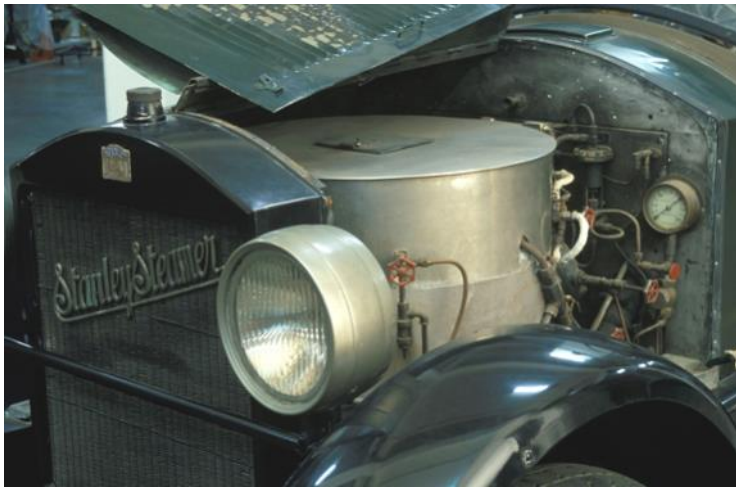
Model 740B. 2 cylinder 20 horsepower
Bore: 102 mm . Stroke: 127 mm

Wheels size: 34 x 4 and a half
Weight: 2 tons (approx).
Boiler pressure: 600 p.s.i.
Tubes and boiler originally tested to 1,800 p.s.i.
Air storage tank pressure: 120 p.s.i.
Safety valve set to blow at 750 p.s.i.



Boiler capacity: 23 gallons (104.5 litres)
Normal water level of boiler: 16 gallons (72.7 litres)
Amount of water carried: 20 gallons (90.9 litres)
Pressure in pilot fuel tank: 30 p.s.i.
Pressure in main fuel tank: 100 p.s.i.
Amount of fuel carried: 28 gallons (127.3 litres)

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A professor of psychology had apparently said that the mental reaction of a horse on seeing a "horseless carriage" must have been similar to a human's reaction on seeing a pair of trousers walking down the street by themselves without anyone inside.

Apparently, some horses would not drink from the same water trough which had been used to replenish the water tank of a Stanley. Others would not drink while the rubber hose from the suction pump on the steam car was in the trough.

Because of the vehicle's silence, the Stanleys had to fit their steam car with some sort of warning device. At first a marine siren was used which "blasted" unwary pedestrians. Later, they replaced the siren with a locomotive whistle which caused them much delight to use while negotiating railway crossings.

Another amusing incident, as retold by one of the Stanleys, occurred when their steam car was taken through a toll bridge. The toll gate keeper was asleep in front of his door. Resisting the temptation to drive past without paying the toll, one of the Stanleys stopped and woke the toll keeper with the question, "Have you seen our horse anywhere?". With a very courteous but sleepy look at the "horseless carriage" standing before him the man replied "I'm sorry Sir, I haven't seen your horse, but if there is anything I can do to help you find him, I'd be glad to".

The Stanleys became interested in competitive racing and in 1906 built a steam racer which, in 1906, while driven by



Fred Marriott achieved a speed of 127.66 miles per hour (205 kph) at Ormond Beach in Florida, being the first machine ever to propel a human at over 2 miles per minute.

By 1913 Stanley cars featured electric headlights, and in 1915 saw the introduction of a model with steel framed and V-shaped frontal condensers on a 10 ft 10 inch wheelbase chassis which lent itself to 7-seater coachwork. However, the advent of Cadillac's electric self-starter in 1912 had signalled the end of the steamer with its need for a long warm-up period from dead cold.

Acceleration was well above par for the day and the car would cruise at 45 mph (72 km/h). With the cost around \$2,600, sales were low and averaged about 600 per annum. By this time the steam car lovers were shrinking into a minor group of "enthusiasts".

Stanley steam cars were imported into Australia fully assembled from the Stanley Motor Carriage Company, Newton, Massachusetts, USA, except for the hood, steering wheel, windscreen and road-wheels which were removed and packed in the same large crate as the car.

<https://collection.maas.museum/object/212253>



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1921 Indian- America's first motorcycle company.



After WW I the Indian factory decided it was time to market a somewhat lighter model than the 1000cc PowerPlus. The new model, designated "Scout" was designed by Charles Franklin, and it created a sensation when brought out at the end of 1919.

The strong points of the new design were easy handling, lightness, ample power for the 1920s roads and unbeatable reliability.

The engine was essentially a scaled-down version of the well-proven PowerPlus that had also been designed by Franklin.

The engine had a modest cubic capacity but the 11 HP power output was relatively high because of the large valves that were used.

The new middleweight was also appealing to the prospective motorcyclists who were put off by the usual

heavyweight big twins.

The Scout features a semi-unit construction power plant with a 3-speed transmission bolted on to it. Primary drive is by a set of helical gears that are enclosed in a cast aluminium cover and run in an oil bath.

The clutch is foot-controlled.

Bore and stroke are 70×78 mm.

The oil tank holds about 3 litres, the petrol tank 11.

Top speed is approx 85 km/h.

Stopping power is provided by two brakes working on the rear wheel, an internal expanding one inside the rear drum and a contracting band brake that works on the outside of the drum.

<https://www.yesterdays.nl/product/indian-1921-scout-600cc-2-cyl-sv-2702/>

In early 1928, a front brake was added to the Scout.

[https://en.wikipedia.org/wiki/Indian_Scout_\(motorcycle\)](https://en.wikipedia.org/wiki/Indian_Scout_(motorcycle))

<https://www.motorcyclenews.com/indian/indian-scout/>

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1921 Triumph Ricardo



Frank Halford in the saddle of the Triumph-Ricardo motorcycle, on which he competed so successfully at Brooklands.

ManxNorton.com

The Triumph Ricardo was a British single-cylinder motorcycle manufactured by the Triumph Engineering Co Ltd between 1921 and 1928. Named after engine designer Sir Harry Ricardo it featured an innovative four valve head design and was capable of over 70 mph, set three world speed records and won a gold medal in the 1923 International Six Day Trial.

Developed around a 499cc single-cylinder four overhead valve four-stroke commissioned by Triumph from engine expert Ricardo, the Triumph Ricardo was a replacement for the aging Triumph side-valves. Ricardo produced a number of prototypes aimed at reducing thermal stress on the inadequate valve materials available, while improving airflow through increased valve area. Harry Ricardo's final design had the four valves operated by the existing tappet mechanism and set a new standard for the power output possible from a 500cc single-cylinder engine, achieving over 20 bhp – the same as a 1500cc car engine of the time. Capable of 70 mph, the four-valve head allowed more efficient gas flow and the spark plug could be positioned in the middle for optimum combustion. Each pair of valves was parallel, at 90 degrees to each other, with the valve stems and springs exposed, as were the long pushrods which ran on the outside of the engine. A light alloy piston ran in a steel cylinder barrel and the cylinder head was made of cast iron.

The rest of the cycle parts were based on Triumph's well proven Triumph Model H side-valve. This had a poor rep-

utation for handling, however, and was not really built for the more powerful four valve engine. On later models the oil system (which had relied on a manual hand pump) was replaced with an external oil pump. The 'Riccy' continued in production as a sports model until 1928.

As well as developing the four valve engine, Harry Ricardo was also very interested in formulating new racing fuels and the effects of fuel octane on engine performance. Triumph had a poor result when three Ricardo's competed in the 1921 Isle of Man TT,

with only one completed the race but a 'Model R' Fast Roadster model was entered in the 1922 Senior TT, ridden by Ricardo's assistant and fellow engine designer Frank Halford, who came 13th. Halford on a tuned Triumph Ricardo fitted with a bronze alloy cylinder head of his own design also recorded a lap of the race track at Brooklands at 68 mph, broke the Brooklands hour record at 76.74 mph the flying mile at 87.8 mph. Much of the credit went to the new racing fuel which was eventually banned.

In 1923 a 'Model R' Fast Roadster model won a gold medal in the ISDT.

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

<https://www.yesterdaydays.nl/product/triumph-1927-ricardo-500cc-1-cyl-ohv-2707/>





Bega and Tathra road trip

A southbound road trip to Bega and Tathra then back along the coast to Bermagui, leads

travellers through a landscape of pristine wilderness, rich pastures, unspoilt coastline, and boutique villages.

Dairy farming defines the region and Bega Cheese has been operating on the northern outskirts of town since 1899. Try a cheese tasting at the factory shop with a look at the museum's dairy industry artefacts upstairs.

Drive over the Bega Bridge into the centre of town and visit the Bega Valley Regional Gallery which regularly hosts touring exhibitions. As the only publicly funded gallery between Sydney and Melbourne, it is an outpost for contemporary visual culture. Browse the small market that sets up on the lawns outside the gallery each Friday morning. You could be rewarded with a freshly baked apple turnover from an aproned New Yorker, or stock up on locally grown produce, flowers, or honey and dairy goods.

Bega has many hidden treasures when you wander away from the mall and into the side streets. Stumble across tiny coffee shops, affordably priced antiques, Lebanese street food cooked by a migrant from the world's oldest inhabited city, red brick heritage churches, Federation-era architecture and Art Deco front doors bejeweled with emerald tiles and dimpled glass.

Leaving Bega, take the road eastwards to Tathra. The cattle on the farms around Jellat Jellat gently shuffle homewards across the paddocks for milking from about 3pm. Stop, watch and breathe in this glorious dairy country.

Perched on the headland and overlooking a stunning coastline, the Tathra Hotel has been operating for over 100 years. Recently renovated, this traditional country inn still has magnificent wide verandahs and offers boutique accommodation in heritage rooms, excellent food, live music, an onsite craft brewery and, mercifully, no gambling. International food themed dinners and showcasing local musicians is bread 'n' butter at the Tathra Hotel.

Step outside the hotel and onto the spectacular all-abilities pathway which links the Tathra Headland and historic Tathra Wharf. The 300 metre pathway features a series of boardwalks, and an elevated viewing platform, all beautifully crafted from reclaimed wharf timbers. Enjoy sweeping ocean vistas and spot dolphins, sea birds, and whales. Life hack, never leave home without the camera or binoculars stowed in the glove box!

Tathra wharf sits "like a pink jewel above a sapphire sea" and is a



favourite fishing place for tourists and locals, offering a perfect deep water vantage point to view the whales, seals, dolphins, and large stingrays that swim past. The wharf has a panoramic view of Tathra beach, northwards to Mimosa Rocks National Park and up the coast. The building houses a museum, a gallery, and a spacious café offering lunch with a view framed by the old timbers and steeped in the area's maritime history.

The Tathra-Bermagui Coast Road is one of the most spectacular drives on the Far South Coast. The winding road passes through spotted gum forests, rolling green hills and densely wooded slopes peaked by Mumbulla Mountain. Original timber bridges cross rivers, creeks and estuaries. Crystal clear lagoon and pristine waterways are home to oyster leases such as those at Wapengo Lake. Pull over and enjoy a dozen freshly shucked bivalves on an oyster farmer's jetty. Take the time to visit Ivy Hill Gallery and wander their open gardens; Murrah Hall is a tiny theatre and live music venue in a remotely located old weatherboard building, while Mimosa Winery is like a tiny piece of Spain hidden in the coastal hinterland.

Turn right just before Cuttagee Beach and park beside a perfectly positioned bench with picturesque views of Barraga Bay. Just to the north is the NSW State Heritage listed Cuttagee Bridge. Enjoy the clank and rumble of your vehicle on the rickety timbers as you cross this single-lane piece of history. Savour the experience, because there are plans for this character filled bridge to be replaced by a homogenous concrete structure.

Murunna Point, a culturally significant place to the local Yuin people, is located a 10 minute drive north of Bermagui, fringing the mouth of Wallaga Lake beneath the shadow of Gulaga (Mount Dromadery). The headland and 1.5km walking track offer uninterrupted ocean views perfect for more whale-spotting, as well as photo opportunities of iconic Horse Head Rock and Camel Rock.

Wallaga Lake Bridge, another evocative piece of our South Coast over-water infrastructure was a filming location in 'Unbroken', a WW2 true story directed by Angelina Jolie about Olympic runner Louis Zamperini and his epic survival of a US Airforce plane crash in the Pacific, followed by internment in a Japanese POW camp.





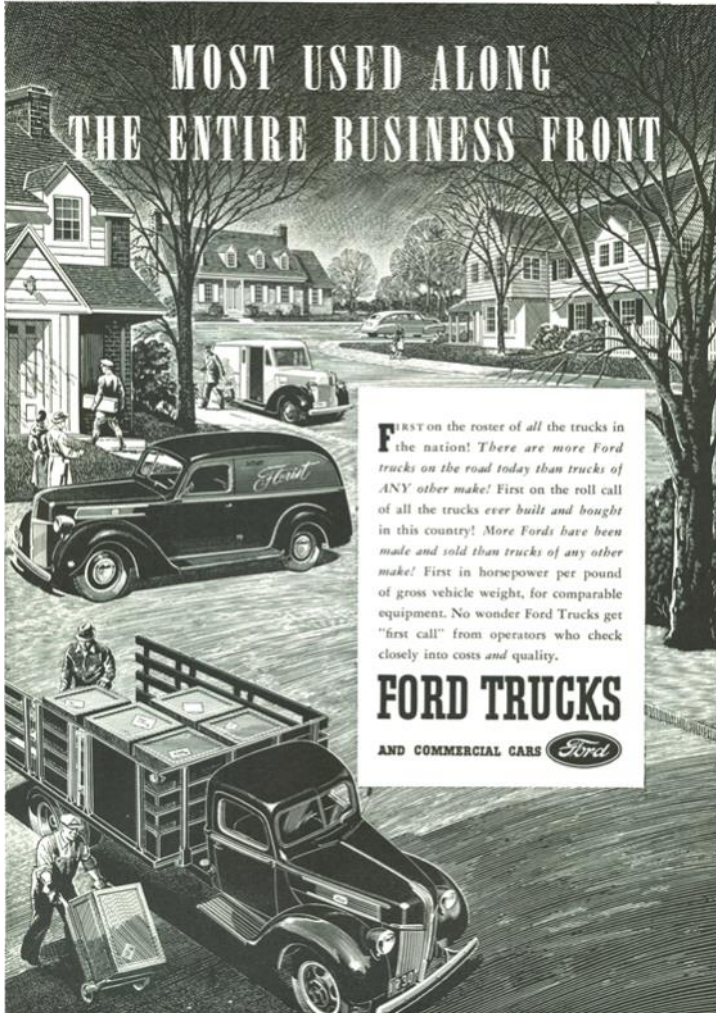




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Looking back 80 years, the 1941 Ford



The Ford car was thoroughly updated in 1941, in preparation for a time of unpredictability surrounding World War II. The 1941 design would continue in an aborted 1942 model year and would be restarted in 1946 and produced until 1948 when the more modern 1949 Fords were ready.

Five different coil/distributor arrangements were used during 1941, causing confusion for mechanics. Other variations were: two different positions for the generator, and three for the cooling fan — front of the crankshaft, front of the generator (rare) and on a bracket. This is thought to be the first Ford to offer a replaceable cartridge oil filter as an option. The two interior heaters were a "Southwind" gasoline burner, which had the advantage of keeping one warm in winter at drive-in movies (provided a small electric fuel pump was used), and a more ordinary hot-water type. Both had window defrosters. It had an excellent radio, which could consume the battery in about two hours. Electric windshield wipers were available in addition to the vacuum-powered wipers. Three different convertible power top mechanisms (vacuum, electric screw, and hydraulic) and two different header bar latching systems were used. Rear suspensions sometimes had a sway bar, most did not. It had excellent

brakes and among the best handling of ordinary cars of the time. It served a transitional role in Ford's lineup.

Although starting cranks had been replaced by electric starters for decades, Ford cars included a manual starting feature until 1948 as an antidote to dead-battery syndrome. The wheel-lug wrench served as a handle (also for the jack) and the jack shaft with bayonet-coupling pins could be inserted through a small hole in the grille to engage a bayonet socket on the forward end of the engine crankshaft. A quick-and-easy twist of the handle was sufficient to start the flat head V8, and the bayonet coupling was self-disengaging for safety.

The two previous Ford car lines, Standard and De Luxe, had blossomed into three, Special, De Luxe, and Super De Luxe. Ford vehicles had been V8-only since 1935, but dealer requests for an "economy" engine option prompted the introduction of a six cylinder unit. The entry-level 136 CID (2.2 L) V8 was switched in favor of a new 226 CID (3.7 L) L-head straight-6, the first Ford six since the 1906 Model K. The popular 221 CID (3.6 L) V8 remained as the top-line engine and was standard in De Luxe models. Both engines were rated at 90 hp.

The primary engine was essentially the 221-cubic-inch flathead V-8 introduced in 1932, except that by now it was rated at 90 horsepower at 3,800 rpm.

https://en.wikipedia.org/wiki/1941_Ford

<https://auto.howstuffworks.com/1941-1948-ford-super-deluxe1.htm>

https://www.uniquecarsandparts.com.au/auto_advertising_usa_1941_ford

<https://www.curbsideclassic.com/blog/brochure-capsule-the-little-engines-that-could-part-1/>



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1941 at a glance

EVENTS

- 31 March – The Siege of Tobruk begins.
- 11 November – The Australian War Memorial is opened in Canberra.
- 19 November – The light cruiser HMAS Sydney engages the German auxiliary cruiser Kormoran in an hour-long battle off the coast of Western Australia. Both ships are sunk, the Sydney going down with 645 crew.
- 9 December – Australia declares war on Japan, and the axis powers of Finland, Hungary and Romania.

BIRTHS

- 29 January – Maggie Kirkpatrick, actress
- 1 September – Graeme Langlands, rugby league footballer who played in the 1950s, 1960s and 1970s. and coached in the 1970s (died 2018)
- 25 October – Helen Reddy, singer (died 2020)
- 16 November – Max Gillies, actor
- 15 December – Richard Neville, writer (died 2016)

DEATHS

- 5 April – Banjo Paterson died (born 1864), bush poet, author and journalist

Australian Prime Ministers in 1941

- Robert Menzies -- Till 28 August
- Arthur Fadden -- Till 7 October
- John Curtin -- From 7 October

Australian yearly wage factory workers

- Male £248 5s 8d
- Female £123 1s 3d

Average yearly wage office workers

- Male £376 1s
- Female v £146 13s 6d

Conversions

- 1 lb = 0.45 kg
- 12 pence(d) = 1 shilling (s)
- 20 shillings = 1 pound (£)
- 1 pound (£) = \$A2.00

U.S. cost of living in 1940 (Aust data N/A)

- Car: \$800
- Gasoline: 18 cents/gal
- House: \$6,550
- Bread: 8 cents/loaf
- Milk: 34 cents/gal
- Postage Stamp: 3 cents
- Average Annual Salary: \$1,900
- Minimum Wage: 30 cents per hour

Channel Patrol Boat HMAS Moruya commissioned 1941



Type	Channel Patrol Boat
Commissioned	4 October 1941
Decommissioned	November 1944
Fate	Sold in November 1945
Dimensions & Displacement	
Displacement	20 tonnes
Length	47.6 feet
Beam	12.3 feet
Draught	5 feet
Performance	
Speed	8 knots
Complement	
Crew	7
Propulsion	
Machinery	Thornycroft 6-cylinder diesel engine
Armament	
Guns	1 x .303 Vickers machine gun

Australia	Bread (4lb loaf)	Milk (quart)	Sugar	Butter (lb)	Potatoes (lb)	Tea (lb)
1941	5d	7d	N/A	19d	12d	30d 10s (9lb)

Meet a Member. Outgoing Editor; Huw Owen-Jones

1. What vehicle/s did you learn to drive in /ride on?

My father wouldn't let me learn on his newly acquired Wolseley 444 so he arranged for his regular mechanic to give me some lessons – in practice it was his wife who taught me- mainly in a 1939 Vauxhall 10 and sometimes a 1950 Hillman and a grey Fergie.

I did my first driving test in the Vauxhall with a flat battery which meant that if I stalled I had to get the starting handle out!! Failed by creeping over a Halt sign!

2. 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?

My first motorbike was a 1936 Excelsior 125. It had the gear stick coming directly out of the gearbox (I've seen a similar unit in Dean Price's shed), then came an assorted array of autocycles, motor bikes (James, Francis Barnet, Matchless, Excelsior Talisman Twin) and motorised push-bikes {BSA Winged Wheel and a Cyclomaster}. I took the last motorbike, a James 197, to Norway and learned such useful words a punctiker and bel berink. On a backroad in the middle of Norway the rear wheel spindle was turning in the frame but I made it back to Oslo for the ferry to Newcastle.

My first car was a 1934 Morris 8 (Minor) which I think I got in exchange for an Excelsior auticycle. What is an auticycle you may ask? They were, I suppose, a forerunner of the postie bike – 98cc Villiers 2-stroke single speed, pedals to start or assist up steep hills– I had 3 of these.

Now back to the Morris . We thought the 140 psi oil pressure was a good sign. It wasn't! It indicated lack of oil circulation. Solution was to overfill the sump so that the big ends would dip in the oil! (I added a higher full mark on the dipstick!) When I say "We", I spent a lot of time with my friend I for whose father's farm was over our fence. We ruined a number of his father's cars by "fixing" bits and pieces. Too often we would undo all the bolts and find the part we were taking off was held in tight, so the call would be "Where's the hammer", only to find that last bolt under 25 years of dirt and oil, had not been removed and we had broken a lug off but we could always take it to Dick the blacksmith for a blob of weld! [now that I have my own oxy, I do this myself!] Subsequently, after working with Percy Thomas, a very experienced mechanic, I learnt that there are better ways of doing things.

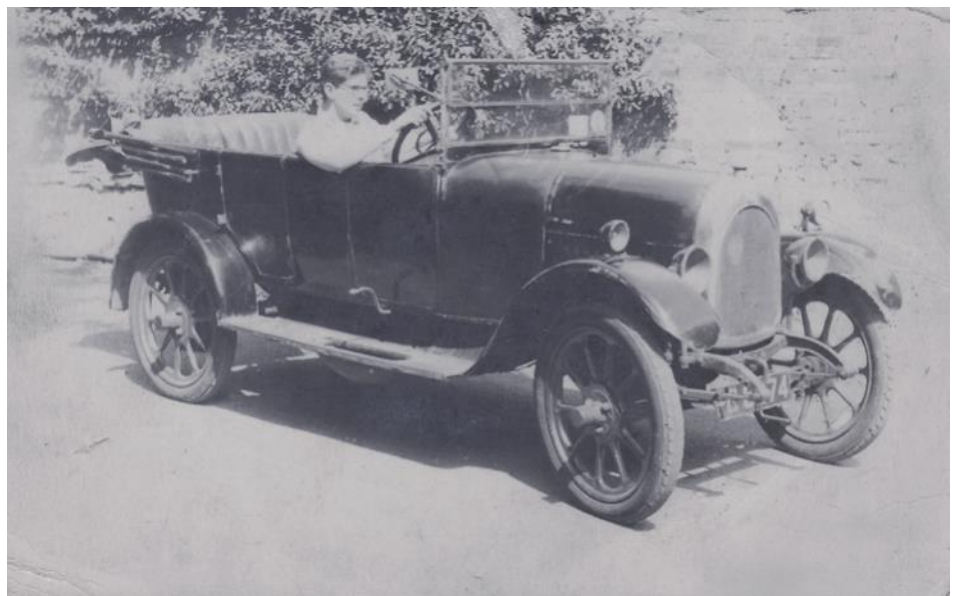


3. What vehicle caused you the most regrets?

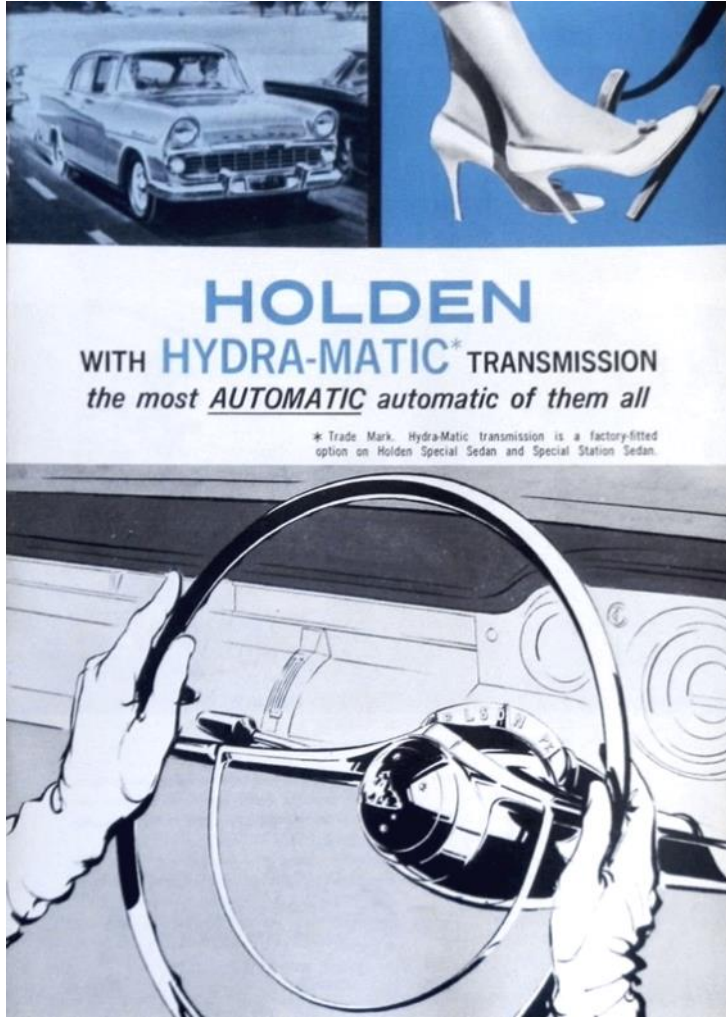
This may have been a 1953 MG TD which I had in the late fifties, and which may explain why I currently have a similar one, on the other hand it could be my 1922 Bean (see photo) that influenced my acquisition of my 1928 Model A Ford.

4. 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, and what options would you select? Money is no object, of course :)

There isn't enough room in the Newsletter for this! Would it be an E-type Jaguar or a RR-Corniche convertible, or perhaps a Bentley Continental? There's not enough room in the garage anyway.



Looking Back 60 Years to 1961, Automatic for the Masses



Although the Falcon was launched in Australia in September 1960, it was not until 1961 that sales figures began to indicate that Holden had a serious challenger on its hands. Its Holden rival was the uninspiring FB/EK series - and many were disappointed that GM-H did not fit electrically-operated windscreen wipers and an internal bonnet lock. And the overall performance was virtually identical to the original Holden 48/215.

The marginal power increases were swallowed up by the extra fat the later models carried. By 1961 you could see



that GM-H was growing complacent. The company had been on a winner for too long. With the Falcon you could choose either a manual or automatic transmission. GM-H began to listen to criticism. The 1961 EK Holden incorporated electrically-operated wipers and an internal bonnet - and the EK also introduced an automatic transmission.

Australians, however, weren't about to switch cars in mid-road. The Holden had been the established favourite for too long. Falcons sold well and would have continued to improve but for a couple of major Ford blunders. The local Falcons were almost identical to the ones sold in America. On our roads they ran into difficulties and began to acquire a reputation for being unreliable. Sales quickly suffered. GM-H heaved a corporate sigh of relief.

1961 would see GMH release the facelifted and revised new "EK Holden" model, the major change being a new optional automatic transmission. The introduction of the three-speed Hydramatic provided the first taste of automatic motoring for hundreds of thousands of Australians. Other EK differences were minor: exterior badges and mouldings were changed and a redesigned grille featured wider-spaced parking lights/flashers. The Hydramatic was a fully imported American unit used in several GM vehicles overseas. The Hydramatic still allowed the auto Holden to maintain respectable performance figures although the power of the Holden engine was not increased for the automatic versions. Economy was also closer to the manual than many expected. EK refinements included revised interior trim, an electric wiper motor (replacing the vacuum unit) and a new fresh-air heating unit.

https://www.uniquecarsandparts.com.au/chronicles_1961



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Looking Back in Time 60 Years to 1961, VW Type 3

In September of 1961 Volkswagen would release their very popular Type 3, surprisingly sharing very little in common with the Beetle. Sure, the engine was air-cooled and mounted at the rear, but in the Type 3 the engineers had set about designing the engine bay to maximise space in the rest of the car. And apart from the engine configuration, the Type 3 more closely resembled more mainstream automobiles than any previous Volkswagen, until the release of the Golf.

The styling was of the contemporary cars with three doors to the right and a notch behind the front wheel. The 1500 cc engine was a new design for the car, and the four-door version was also available.



1961 1500 Notchback
Production commenced August 1961 for a September. Based on Volkswagen Type 1 (Beetle) platform including larger version of its engine and a lengthened front of its chassis. Features include bumper overriders, chrome front "bullet" turn signals, flat tail lights, high-mounted side reflectors and painted rear reflectors. Fitted with 1498 cc 53 bhp (40 kW) engine.



1963 1500s Variant (Squareback)
The 1500s came with extra chrome trim, wheel trims, passenger outside door lock, larger tail lights and chrome reflector housing, opening rear side windows, clock, door pockets and side arm rests, two rear airtrays, push-button control switch panel, headlamp flashers, and passenger sun visor and door mirror (Variant/Squareback).



1967 1600L Notchback
By 1967, the Type 3 gained 12-volt electricals, a dual master cylinder/circuit brake system, safety steering column, standard two-speed wipers, improved seats, new door handles, backup light on the bumper and new heater levers and door locks. L models came with head restlants, hazard flashers and reversing lights, and now have the option of an automatic gearbox for the 1968 model year which includes a double-joint rear axle.



1969 1600L Variant (Squareback)
The Volkswagen Type 3 was the first German mass-produced car to feature EFI (electronic fuel injection) as standard equipment. Also launched in 1969 was the larger and more refined Volkswagen Type 4, which used a similar mechanical platform. The automatic transaxle became available for the 1969 model year in the United States.



1961 1500 Cabriolet (prototypes only)
Volkswagen had intended that a four-seater convertible/cabriolet version of the 1500 Notchback would be introduced with the original models but this never eventuated. 16 prototypes were built by Kammann for testing and promotion, and they featured in original VW brochures.



1963 1500 Panel Van
The 1500 Panel was available for commercial duties and came with front seats only. The rear cargo load area featured wooden slats that ran along the floor. The window areas were fitted with metal plates, with three vents in the rear panels. Depicted is an Australian-market model which didn't have bumper overriders or side markers. 1964 saw a change to chrome wrap-around turn signal lights.



1968 1600L Variant (Squareback)
The year 1968 introduced Bosch D-Jetronic EFI (electronic fuel injection) and automatic transmission with 9S (interdependent rear suspension). The front turn signal lights were changed back to the earlier bullet style. The door handle and locks were improved, high-back seats were introduced and the interior was improved with front arm rests and new dash knobs.



1970 1600L Variant (Squareback)
The 'E' equipment level came with fuel injection, side trim, carpeting in the cabin, passenger sunvisor, a clock. A thermostatic intake pre-heater for the carburettor was also introduced. The new bumper introduced on the redesign for 1970 was of a square cross section and were known as Europa bumpers.



1962 1500 Variant (Squareback)
Station wagon (estate) version, produced from February, 1962. Known as Variant for Squareback in the North American market). Other standard features include 6-volt electricals, variable speed wipers, opening side windows, central rear arm rest (on Notchback) and two dual brake cylinders per front wheel.



1965 1600L Fastback
A new 1600 engine arrived in 1965, as well as the Fastback body shape, also known as the 1600L. The 1600 engine produced 85 bhp (45 kW) and came with front disc brakes, weighted flap pre-heater air intake and an exhaust muffler with detachable upper heat exchangers. All models now came with twin carburettors.



1969 1600L Notchback
The front of the VW Type 3 was redesigned for 1970 to be longer, allowing more cargo space in the front nose section. New bumpers were also added and the tail lights were revised to be longer. Independent rear suspension was standardised across all models and a rear window defogger became standard. A fuel filler/relax handle was added inside the car.



1971 1600L Notchback
For 1971, the dash was revised to feature black-faced instruments, a four-spoke steering wheel, a dimmer ashtray and new fresh air vents, and a switch for a new fresh air fan. The brakes were also improved and a new computer diagnostic socket was introduced. The exhaust system also had some changes.



1963 1500N Notchback
1500N and 1500S models became available with different equipment levels, but with improved brake lining area. The 1500S (Super) came with a twin-carburettor engine developing 66 bhp (49 kW) and an 84 mph (135 km/h) top speed. 1500N (Normal) models came with single-speed wipers, no parking lights and pre-heated intake air. Opening quarter windows were optional.



1965 1600 Variant (Squareback)
Other changes through to 1968 included the discontinuation of side mirrors, 4-lug wheels, larger hood chrome and a redesigned rear view mirror, front seats, door panels and upholstery. The Type 3 was officially imported by Volkswagen of America into the United States by this time, however the Notchback was not included in this program.



1967 1600L Variant (Squareback)
Other changes in 1967 saw larger wrap-around front turn signal lights, fresh air box and dashboard modifications, bonnet (hood) springs replacing tonon bars and extra reinforcement in the inner wings. Fastback models now includes 1600FA. The longer tail lights had the reflector integrated into them.



1972 1600L Notchback
The changes for 1972 through 1973 included centre rail seats, front footwell heater outlets controlled from tunnel, black wiper arms, simplified bonnet (hood) and booklid (trunk) decoration and a new rear latch back for wagon models.

Looking Back 60 Years to 1961, Harley Davidson FL model



1941, Harley-Davidson FL | USA 🇺🇸

Basically the Harley-Davidson FL is a modification of previous E model. It was equipped with a new 1207cc OHV, V-Twin engine which produced 48 hp at 5 000 rpm giving the excellent acceleration. The maximum speed of this incredible machine was 95 mph.

<https://www.facebook.com/motosofwar/posts/2154086234719361>

The Harley-Davidson FL is a model designation used on Harley-Davidson motorcycles since 1941. The FL suffix is mostly applied to Harley-Davidson's large-framed bikes, including the current Touring series, and also the Softail series, especially those with traditional styling, 16-inch front wheels, and either Springer forks or large-diameter telescopic front forks.

The FL was introduced to the Harley-Davidson model line in 1941. It used a 74 cu in (1,210 cc) version of the "Knucklehead" OHV engine that powered the EL in 61 cu in (1,000 cc) form. The FL shared its frame with the EL and with the U and UL, which used a 74 cubic inch flathead engine. The FL replaced the UH

and ULH, which used the same frame with 80 cu in (1,300 cc) flathead engines.[1]

The FL continued relatively unchanged until 1948, when it and the EL were given redesigned "Panhead" engines of the same capacities as before. These engines had several improvements over the earlier "Knuckleheads", including self-adjusting hydraulic lifters and aluminum cylinder heads to reduce weight and improve cooling.[2] The U and UL flathead twins were discontinued in 1948, leaving the OHV EL and FL models as Harley-Davidson's large-frame motorcycles.

https://en.wikipedia.org/wiki/Harley-Davidson_FL



Looking Back 60 Years to 1961, BSA 40



350 OHV STAR MODEL B40



Here is the eagerly awaited model B40, the new BSA 350 cc OHV single. Brilliant in performance, a sheer delight to ride under all conditions, economical in maintenance and running costs, this handsome model is destined to acquire an unsurpassed reputation in its class.

ManxNorton.com

The BSA B40 was a series of 350 cc (21 cu in) unit construction single-cylinder OHV four stroke motorcycles made by the Birmingham Small Arms Company. Developed from the BSA C15, the machines were produced between 1961 and 1967 for civilian use. Military versions were manufactured from 1967 to 1970. Around 14,000 machines were built in total

As a reaction to the emergence of high-tech, high performance Honda lightweights that were starting to appear (Mike Hailwood had won the 1961 Lightweight TT on a DOHC, twin-cylinder, 125 cc machine), BSA increased the performance its lightweight by boring the C15 out to 350 cc.

The 67 mm bore of the C15 was increased to 79 mm to give a capacity of 343 cc for the new B40 model. Although the bottom end was beefed up, it still retained the plain big end.

Concerns over reliability led to the compression ratio to be reduced to 7:1. A new cast iron barrel was produced with the pushrod tunnel built in. The engine produced 21 bhp (16kW) at 7,000 rpm.

C15 cycle parts were retained except for heavier duty front forks, a 7" front brake and 18" wheels.

Sports, enduro/trials, military and police versions were produced during the model's lifetime

The first model of the series was the B40 Star, introduced in 1961. The new 350 cc engine had 21 bhp, which gave a cruising speed of 50 - 55 mph and a top speed of 75 mph. [8] The Star had deeply valenced, painted mudguards; metal fork shrouds and the headlamp was fitted in a nacelle. Finish was red with black frame and forks or all black. American variants had chrome sides to the petrol tank.

https://en.wikipedia.org/wiki/BSA_B40

<https://www.flickr.com/photos/motosanglaises/4014865808>

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Looking “Back to the Future” to 1981, DMC DeLorean



The DMC DeLorean is a rear-engine, two-door, two-passenger sports car manufactured and marketed by John DeLorean's DeLorean Motor Company (DMC) for the American market from 1981 to 1983 — ultimately the only car brought to market by the fledgling company.

Designed by Giorgetto Giugiaro and noted for its gull-wing doors and brushed stainless-steel outer body panels, the sports car was also noted for a lack of power and performance incongruous with its looks and price. Though its production was short-lived, the car became widely known when featured as the time machine in the *Back to the Future* media franchise.

With the first production car completed on January 21, 1981, the design incorporated numerous minor revisions to the hood, interior and wheels before production ended in late December 1982, shortly after DMC filed for bankruptcy and after total production reached about 9,000.

Despite the car having a reputation for poor build quality and a less-than-satisfying driving experience, the DeLorean continues to have a strong following driven in part by the popularity of the *Back to the Future* movies. An estimated 6,500 DeLoreans are still on the road.

https://www.uniquecarsandparts.com.au/chronicles_1981
https://en.wikipedia.org/wiki/DMC_DeLorean
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Mercedes-Benz released the 380SL in Australia in 1981. Powered by a light alloy 3.8 litre motor it was initially available in limited quantities with a sticker price of A\$58,867 - a lot of money back then, but that was not enough to stop the first shipment from being snapped up in record time. The 380SL was lighter, more aerodynamic and more fuel efficient than previous sports models, and more importantly it takes the honours as being the first car available in Australia to have been fitted with a true anti-lock braking system.

https://www.uniquecarsandparts.com.au/chronicles_1981

Dick Johnson wins Bathurst in an XD Falcon

For the first time the race did not go the full race distance as on lap 121, a six car accident blocked the track at McPhillamy Park Corner. The Ford Falcon of Dick Johnson and John French were leading the race at the time of the accident and were declared the winners, becoming the first Queenslanders to win the race. Bob Morris and British endurance racer John Fitzpatrick, also driving a Falcon finished second. A lap down in third was Allan Moffat and British endurance racing great Derek Bell driving a Mazda RX-7, the best ever result to that point for a Japanese built car.

For the first (and as of 2020, the only) time in the races history, a reigning Formula One World Drivers' Champion drove in the Bathurst 1000. This honour fell to Australia's own 1980 World Champion Alan Jones who co-drove with Warren Cullen in Cullen's V8 Holden Commodore.

<https://en.wikipedia.org/wiki/1981JamesHardie1000>



1981 Suzuki Katana



There's no doubt one of the most significant names in Japanese motorcycle model history is that of the Suzuki Katana.

The Katana was not just a category of machine but a whole design ethos. And yet unlike those, the Katana was also very specific to an era: the early eighties.

From 1980-1985, if you fancied a Suzuki capable of sending shivers down your spine – you wanted a Katana, either on your bedroom wall or, preferably, garage floor.

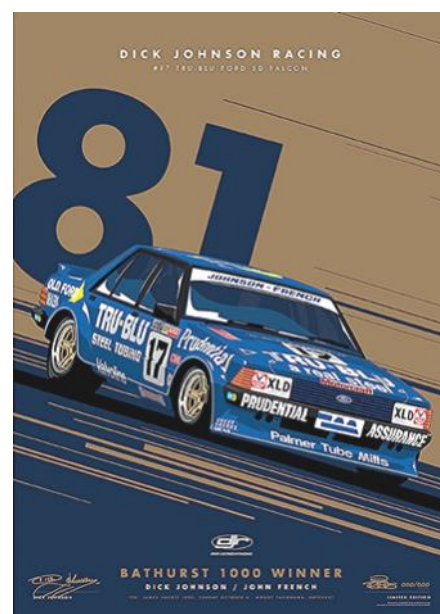
No Suzuki – no motorcycle even – not before or since, had been so striking. The Katana still is today.

That significance is down to a number of things: first, and most obviously, the 1980 GSX1100S Katana, to give the original its full name, looked, with its sharp angles, blended-in bodywork and space-age silver livery, like literally nothing else.

That in itself, in the era of Star Wars and Buck Rogers, made Suzuki's space-age newcomer stand out.

Second, with the original 1100 flagged by Suzuki as the 'world's fastest production motorcycle', the first Katana also had the performance credibility to back up its peculiar cosmetics.

<https://www.thebikeinsurer.co.uk/motorbike-news/industry/a-brief-history-of-the-suzuki-katana>



Looking Back in Time to 1981, Yamaha Virago

1981 VIRAGO

MODEL: XV750H

COLOR(S): New Yamaha Black,
New Ruby Red

ENGINE

Type: SOHC, 4-stroke, V-twin
Displacement: 748cc
Bore and Stroke: 83.0 x 69.2mm
Compression Ratio: 8.7:1
Maximum Torque: 46.3 ft-lb @ 6000 rpm
Carburetor: (2) Hitachi HSC40
Ignition: Transistor-controlled
Starter: Electric
Lubrication: Wet sump
Oil Capacity: 3.8 qt (3.6 lit)

TRANSMISSION: 5-speed

CHASSIS

Overall Length: 87.8 in (2230mm)
Overall Width: 33.3 in (845mm)
Overall Height: 47.8 in (1215mm)
Seat Height: 29.1 in (740mm)
Wheelbase: 59.8 in (1520mm)
Dry Weight: 467 lb (212 kg)
Fuel Tank Capacity: 3.2 gal (12.0 lit)
Suspension (front): Air-adjustable
(rear): Adjustable monoshock
Brakes (front): Single disc
(rear): Drum
Tires (front): 3.50H19
(rear): 130/90-16 67H

FEATURES: Powerful, 75° V-Twin Engine • Automatic Cam Chain Tensioner • Quartz-Halogen Headlight • Tubeless Tires • Sidestand Switch • Monoshock Suspension With Adjustable Air And Damping • Air-Adjustable, Leading-Axle Front Forks • Low Seat Height • TCI With Electronic Advance • Self-Cancelling Turn Signals • Electric Tachometer • Grab Bar • Dual Horns • Shaft Drive • Unique Frame Design • Spiral Design Wheels • Extra Narrow Engine Configuration • Built-In Wheel-Locking Chain • Electric Starter • Engine Oil Level Indicator • Main Switch Combined With Steering Lock



© 1980 YAMAHA MOTOR CORP., U.S.A. Some specifications, features, and styling details are based on data available before actual production begins. Consequently, the information listed here is subject to change without notice.

The Yamaha Virago was Yamaha's first V-twin cruiser motorcycle, and one of the earliest mass-produced motorcycles with a mono-shock rear suspension. Originally sold with a 750 cc (46 cu in) engine in 1981, Yamaha soon added 500 cc (31 cu in) and 920 cubic centimetres (56 cu in) versions.

The bike was redesigned in 1984, switching from a rear mono-shock to a dual-shock design, and adding a tear-drop shaped gas tank. That year, Harley-Davidson, fearful of the inroads in the US market made by the Virago and other new Japanese cruiser-style motorcycles, pushed for a tariff on imported bikes over 700 cc. Yamaha replaced the 750 cc engine with a 699 cc version to avoid the tariff, while the 920 cc engine grew to 981 cc (XV1000), and later 1063 cc (XV1100).

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

Yamaha XV750 Virago is air-cooled V-twin engine, with angle of 75° between cylinders, it has one camshaft per cylinder and they are synchronized with crankshaft over two separate chains (SOHC), it has two basic valves per cylinder (V2). Carburetors are placed between cylinders. The drive is implemented with 5-gear transmission, wet multiplate clutch and shaft drive. Front brake has one brake disc (later it was changed for two discs), and the rear brake being drum.

<http://yamaha-virago.blogspot.com/p/xv750-en.html>

The Yamaha Virago is credited with encouraging more women to consider riding motorcycles, given its lower seat height, variety of engine capacity/weights and ease of riding/reliability.



Wheels Magazine Car of The Year. How does it stand up in hindsight?



1981: Mercedes-Benz S-Class

“A plutocrat-grade luxury sedan was a COTY winner? Say what you will, but the W126 S-Class’ outstanding build quality, refinement and engineering made it the luxury sedan benchmark for the 1980s.”

What they said at the time

I remember well the outcry from the general media about a Mercedes being chosen for a Car of The Year award over local cars.

There were complaints about not being relevant for the average motorist. They calculated how many weeks pay it would take to buy one and how that was impossible for the ‘average joe’ to afford.

Wheels copped a lot of flack for this decision but did not shy away from it

What they say now

Truly, Mercedes-Benz history is the compilation of innovation in automotive engineering. The safety and

technology that Mercedes-Benz conceived and created, eventually would go on to become the standard in other vehicles. Do you enjoy not feeling every little bump and dip in the road? Well, you can thank the 4-wheel independent suspension that was introduced on the Mercedes 170 in 1931. That make and model also saw the introduction of the first hydraulic braking system. Today, these are considered safety benchmarks, standard on every car. Just five short years later, Mercedes-Benz engineering gave us the first diesel passenger car, the 260D, which used almost 30% less fuel than the petrol counterpart. Remarkably, as early as 1939, Mercedes-Benz had begun dedicated safety research using a formal test vehicle engineered with a very rigid frame, side impact protection, and an advanced collapsible steering column. Door locks are great, right? And they come in handy, especially in an accident, to prevent your door from flinging open. Again, thank Mercedes-Benz, because in 1949, they developed the first conical-pin door lock. Crumple zones? A world-wide safety standard today. And yep, you guessed it, Mercedes-Benz research led to a patent in 1951 for the first “safety car body” containing a more rigid frame and designated deformation areas (crumple zones). By 1978 in the illustrious Mercedes-Benz history, the Antilock Braking Systems (ABS), pioneered by Mercedes-Benz research and testing, became the cornerstone for generations of future engineering breakthroughs, leading the way to other genius innovations such as the 4MATIC® All-Wheel Drive (1985), CFC-free climate control (1991), Electronic Stability Program (1995), Smartkey Anti-theft Protection (1997), Pre-Safe Collision Detection (2002), and the ingenious Attention Assist (2010) used to detect signs of drowsiness in the driver.

<https://www.whichcar.com.au/events/coty/wheels-car-of-the-year-every-winner>

www.mbwestminster.com/the-mercedes-benz-history-of-innovation



Our GATSBY CARS, When cars are extras in films...



Filming of the *The Great Gatsby* in Sydney in 2011-2012 required a large number of 1920's. Local collectors and vintage car clubs were the main sources for many of the cars seen in the movie.

Vintage Motor Club cars selected for the film were the 1930 Nash 8 sedan, 1928 Oldsmobile tourer, 1929 De Soto coupe, 1929 Studebaker State sedan, 1929 Studebaker 8 Brooklands tourer and 1921 Rolls Royce Silver Ghost tourer. The cars were managed on set by the action vehicles crew who made a long day on set seem fun and interesting and at all times their affinity and experience with old cars came through, ensuring that every vehicle was respected and exceptionally well cared for.

In the action vehicles workshop I had the opportunity to look at the two yellow Duesenbergs phaetons, an Auburn and some other imported and local vintage cars used in the movie. The Duesys are reproductions, made with fibreglass bodies and Ford V8 running gear, like those that triggered quite a sensation in the '70s and '80s in US

antique car circles. The Auburn boat tail roadster was made of old and new bits so isn't a genuine period car either. But what many commentators do not consider is that these cars had to be driven easily by actors, their doubles and stunt drivers. These are not original million dollar cars but working replicars that still command a comparatively hefty price tag.

The 1929 Studebaker State sedan can be seen in the movie trailers in the circular drive of Gatsby's mansion for some of the party scenes. Filming at the imposing old Seminary overlooking Manly caused quite a stir among the locals with a passing parade of interesting vintage cars, on set were several Rolls Royces, including some formerly owned by VMC members.

At the Glebe Island shoot were Ford Model T and Model A Yellow Cabs, a Ford T station wagon/bus, an amazing Dodge semi-trailer, a Dodge delivery wagon, Dodge utility, a Chrysler, Ford Model A coupe and sedan, Dodge Six sedan, a '28 Chev tourer, a '29 Chev sedan, a Chrysler roadster and several very nice Buicks, a Chrysler Imperial sedan, an amazing original veteran Dodge coupe and a vintage Rolls Royce hearse. All up about 27 vintage cars and several vintage motorcycles were used as well as the Duesenbergs and the Auburn, making for a really spectacular scene for the commuters going over Anzac Bridge and the tourists on harbour cruises – who thought the actors doubles were actually Leonardo and Toby!

<http://www.vmc.org.au/our-gatsby-cars.html>

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In the news. Hillbilly super-charger. Driver tests positive for Meth, Cocaine, Cannabis



In a post to the NSW Traffic and Highway Patrol Command Facebook page, police said the driver claimed he installed the blower to “improve engine performance”.

The orange tool had been wired to the engine’s battery to blow air into the engine.

Police pulled the man over on Tuesday about midday during random testing operations in Dharruk, 46 kilometres west of the CBD.

“An examination of the vehicle was carried out and it showed the vehicle to have seriously defective and worn out tyres,” the Facebook post read.

“On inspection of the engine bay an everyday ordinary garden variety blower vac was located in the vehicles air filter box.”

The driver also tested positive to having methamphetamine in his system both in a roadside test, and in further testing conducted at Mt Druitt police station.

He was then issued a 24-hour driving prohibition notice and defect notice.

Police officer's shocking discovery under car's bonnet during RBT

Police who pulled over a man driving a vehicle with “defective and worn out tyres” were shocked when they opened the bonnet to find a bizarre gardening tool inside.

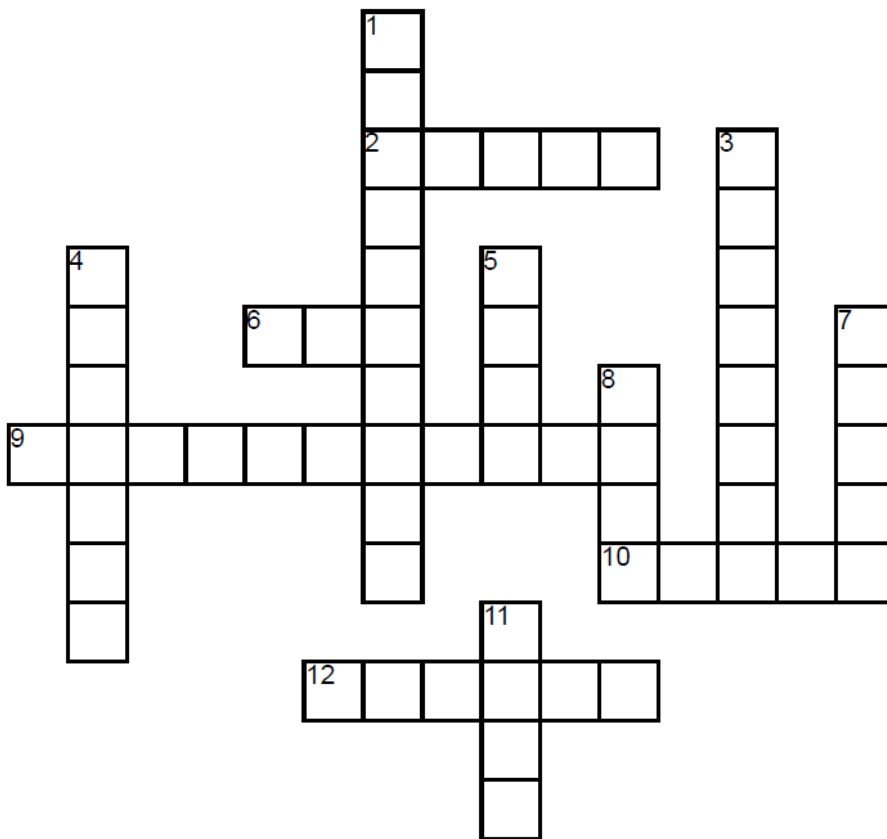
The white Holden Commodore’s driver, a 35-year-old from Whalan in Sydney’s west, had fixed a garden blower to the vehicle’s air filter box.



Police said they were still awaiting a return on laboratory results.

<https://au.news.yahoo.com/police-officers-shocking-discovery-under-mans-bonnet-during-rbt-041514233.html>





Across

- 2. Japan's largest-selling make of premium cars.
- 6. What company was founded in Munich ,Germany
- 9. An Italian brand and manufacturer of luxury supercars and sports cars
- 10. The most renowned electric car company
- 12. Fastest selling car (brand)

- 1. The full name of the company known as 'VW'
- 3. A global automobile manufacturer, headquarters in Stuttgart, Baden-Württemberg
- 4. What car brand has a model called - - - - - veyron
- 5. A member of the Volkswagen Group
- 7. Jujiro Matsuda is the founder of what car company?
- 8. What company is the model - - - - Doblo from?
- 11. Second largest family owned company in the world

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