

MOTO

Eurobodalla



June 2022

Classic and Vintage Motor Club of Eurobodalla

Quarterly News Magazine

Volume 21 No 2



Club runs

Travels stories

Meet a member

CVMCE members contribute to
Moruya Mardi Gras

1932 Cars

Alfa Romeo P3
Alvis Speed 20
BMW 3/20
Datsun Roadster
MG J-Type

1932 Bikes

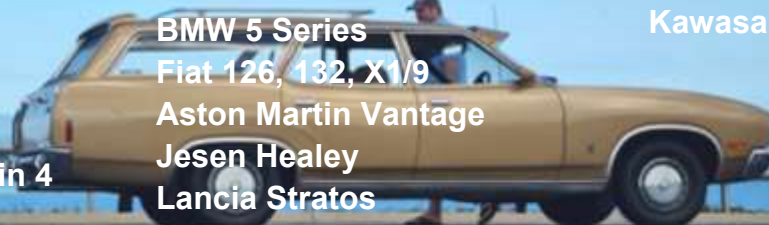
Brough Superior Austin 4
Ariel Red Hunter
Harley Davidson RL45 &
Servi-Car
BSA Blue Star

1972 Cars

XA Ford falcon
Honda Civic
Alfa Romeo Alfetta
BMW 5 Series
Fiat 126, 132, X1/9
Aston Martin Vantage
Jesen Healey
Lancia Stratos
Mercedes Benz W116
Triumph Dolomite

1972 Bikes

Honda XL250
John Player Norton
Kawasaki S1 March I & II
Kawasaki Z1



CONTENTS



CVMCE inc. Vol. 21 No.2
June 2022

3-10

Club Information

- 3. President's Message
- 4. Club Contact Details
- 5. Club Messages
- 5. Editor's Message
- 6/7. Club Runs
- 8/9. Meet a member. Richard Fisher



Granite for the Sydney Harbour Bridge was mined in Moruya. Moruya Mardis Gras celebrates the coathanger's 90th anniversary in 2022



11-19

Travelogue

- 10. Travelogue. Karen Motyka. Living the life of Riley. A Road Trip to Corryong in the Victorian High Country

Back in Time 1932

- 12. 1932 Alfa Romeo P3
- 12. 1932 Alvis Speed 20
- 13. 1932 BMW 3/20
- 13. 1932 Datsun Roadster
- 13. 1932 MG J-Type
- 14. 1932 Brough Superior Austin Four
- 14. 1932 Ariel Red Hunter
- 14. 1932 Harley Davidson Servi-Car
- 15. 1932 BSA Blue Star
- 15. 1932 Harley Davidson RL45

16/17 Centre pages

EH Holden. Dash view

- 18/19. Member Story. Crossing the great divide on a Bridgestone 90. Paul Hely

20-31

Back in Time 1972

- 20/21. 1972 XA Ford Falcon
- 22. 1972 Honda Civic
- 23. 1972 Alfa Romeo Alfetta
- 23. 1972 BMW 5 Series (E12)
- 24. 1972 Fiat 126, Fiat 132, Fiat X1/9
- 25. 1972 Aston Martin Vantage
- 25. 1972 Jensen Healey
- 25. 1972 Lancia Stratos
- 25. 1972 Mercedes Benz W116
- 25. 1972 Triumph Dolomite
- 26. 1972 Honda XL250
- 26. 1972 John Player Norton
- 27. 1972 Kawasaki S1 Mach I, and Mach ii
- 27. 1972 Kawasaki Z1

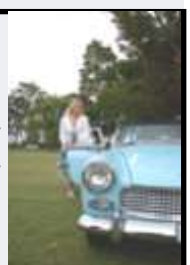
Club Runs, Photos & Articles

- 28/29. CVMCE members contribute to the 2022 Moruya Mardis Gras
- 30. 1972 Wheels Car of Year. Any good? NO Car of the Year awarded!
- 31. Jigsaw puzzle, with solution

Correction: Lesley Lambert

In last month's edition there was a typo with the name of the owner of the cover car's was inadvertently written as "Lesley Lampert "(sic)

Lesley Lambert is the correct spelling. Please accept our humble apology Lesley, and thanks for being so good about it!



President's Message



Rob Upton

President's Message June 2022

Well Summer has been and gone, and with it those engine overheating issues some experience are

all but a memory for 6 months. Winter is about to take hold and tax the heaters in our older vehicles, and make riding a motorcycle a little less pleasant for a while, but we seem to be made of strong fibre and our weekly run numbers aren't noticeably lower. Our first winter in 3 years without covid restrictions should make some of those mild weather days a joy to be out and visiting our regular and new venues.

By the time you are reading this our new club database should be fully operational and with it, introduce a new streamlined method of paying our annual fees and keeping club information up to date. Your committee has worked hard to bring it online and I'm sure you'll be surprised at how easy updating your information is.

Our club show at the end of the Moruya Mardi Gras was a great success as are our weekly Wednesday runs to many and various locations.

As you all know, our club AGM is in July and all committee positions are up for grabs. I'd like to thank everyone on the current committee for their time and efforts in keeping the club running smoothly.

See you all on the road...

Front Cover: Michelle Ryan's XC Fairmont wagon.

The car was purchased in 1978, the year I was born, from Clancy Motors in Bathurst by my Aunt & Uncle who owned a property at Dark Corner (just the other side of Sunny Corner! True story!). It was meant to come with the seats in the very rear, but there was a delay on them and they never ended up receiving them.

They had 5 children and the whole family would travel in the wagon! In the 90s it was given to their son, my cousin, who drove it around until he was killed in a motorbike accident in 1993.

My Aunt parked the wagon in the farm shed and couldn't bare to part with it. She'd wash it regularly and it wasn't until 2016, at my Dad's funeral, she asked if we would like to buy it because she knew we wouldn't ever get rid of it.



We had it picked up on a tilt tray and spent a few months trying to get it going with no luck. All those years on a dirt floor wasn't the best but we were lucky to find an amazing mechanic who fully rebuilt the original motor. The car has moved with us from Lithgow, to Newcastle, then I had to drive it 6 hours to Batemans Bay!! Then we had it trucked up to us in Central Queensland, where it enjoys lazy coastal drives. **Michelle**

Back Cover: Don Greig's

Kawasaki W800



The Kawasaki W800 is a parallel twin motorcycle produced from 2011 to 2016, and then since 2019. The W800 is a retro style model that emulates the Kawasaki W series, three models that were produced from 1967 to 1975, and which in turn were based on the British BSA A7

MORUYA MSA SATASH REPAIRS
MVRL50490

REPAIRER FOR ALL MAJOR INSURANCE COMPANIES

ON CALL 24/7
PANEL BEATING • SPRAY PAINTING
DETAILING • PRIVATE WORK

John & Natalie Ivanoff
Ph: (02) 4474 4212
Fax: (02) 4474 4215
Email: moruyasmash@outlook.com
www.moruyasmashrepairs.com.au

11-13 Shelley Rd
Moruya Business Park
NSW 2537

Helping Hand Electrical



Offering C.V.M.C.E members special rates

Phone Scott on 0455 256 792

ABN- 21 130 154 968

The Classic and Vintage Motor Club of Eurobodalla (CVMCE)

Position Holders		Inspectors
President: Rob Upton (Donna) 0413 000 643 president@cvmce.org.au	Editor: Bernie DuField 0490 093 419 berniedufield@gmail.com	Broulee: Rob Upton 0413 000 643 South Durras: Mark Smith 0411 486 205
Vice-President: Paul Scott 0424 864 450 vice_president@cvmce.org.au	Assistant Editor: Richard Fisher 0416 121 603	Long Beach: Volker Oldenburg 4472 9288 Russell Davis 0417 296 494
Treasurer: Michelle Ryan (Jason) 0429 117 100 treasurer@cvmce.org.au	Regalia: Peter Williamson 0430 604 858 Regalia@cvmce.org.au	Surf Beach: Barry Apps 0409 311 002
Secretary: Graham Cochrane 0414 989 439 secretary@cvmce.org.au	'The Council of Motor Clubs' (CMC) Delegates: Mark Beaver 4474 3461 Brett Moore 0417 221 467	Moruya: Dean Price 4474 2962 Terry Goodall 02 4474 2308 Moruya Heads: David Nettle 4474 4293
Events Director: Jake Harris 0427 427 747 events@cvmce.org.au	Webmaster: Michelle Ryan (Jason) 0429.117.100	Moruya: (older vehicles) Noel Hand 4474 2128 0481 481 770
Registrar: George Muller (Tracie) 0427 424 745 registrar@cvmce.org.au	Modified Vehicles Registration Classic Vehicles Scheme (CVS): Mark Beaver (Committee Member) 0427 857 453	Turlinjah: Andrew Redwin 0438 681 932 Tuross Head Phillip Southwell 0401 361 647
Public Officer: Rod Shanahan 0458 716 699	Queanbeyan Tario Triantafillopoulos 0418 862 608	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 9:00- 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 aged motor vehicles welcome.
- ◇ Sunday Runs: These are held on the 1st & 3rd Sundays of the month, leaving from Moruya from the 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.



LCSM
FABRICATION

Leisure Coast Sheet Metal

■ Kitchen Exhaust & Stainless Steel Work ■ General Welding & Fabrication

44 GREGORY STREET, BATEMANS BAY NSW 2536
phone: 02 4472 9588 – 02 4472 6122 fax: 02 4472 9454
e: d.richmond@ozemail.com.au
w: www.leisurecoastsheetmetal.com.au



**INDUSTRIAL
REPLACEMENTS**

Spare Parts, Fuels & Oils, Hardware & Engineering Products
Heavy Vehicle and Engineering Workshop



We also carry an extensive range of Nuts & Bolts!

- # Mild Steel
- # High Tensile
- # Stainless Steel
- # Metric, UNC, UNF, Whitworth

Phone: 1800 582 682
Email: sales@industrialreplacements.com.au

Sales, Hardware, Fuel & Admin: 1 Sharon Rd,
Spare Parts and Workshop: 52 Cranbrook Rd,
Batemans Bay NSW 2536.

Editor. Bernie DuField



Welcome to issue 4 of 'Moto Eurobodalla'.

The front page of this edition is an XC Fairmont that belongs to our Treasurer Michelle Ryan. A beautiful car to be sure, but what a wonderful but sad

backstory to how it came to be hers. Thank you for sharing Michelle!

Karen Motyka features a wonderfully evocative description of her trip to Coryong. I knew she was going, but now I'm kicking myself that my wife and I didn't go with her, it sounds like such a great event. We are planning to go to next years'!

Richard Fisher shares his story of the cars from his life. It is always an interesting collection isn't it, and how patient are people waiting for the car they've always wanted :)

1932 and 1972 are our feature years this issue, with a number of interesting vehicle from both decades you'll agree.

Member Paul Hely tells a rousing story of crossing the Great Dividing Range on a Michelin 90. The description of climbing a hill flat out in first gear had me holding my breath, and having to stop on the descent on the other side to clear mud from around the wheels had me glad this wasn't on the way up the hill. I think I was as grateful as he was when the innkeeper let their wet and dirty selves anywhere near his nice warm showers and clean beds.

2022 marks the 90th anniversary of the opening of the Sydney Harbour Bridge, with the granite having come from Moruya. It also marks the first Mardi Gras in many years, an event organised by CVMCE member Gary Traynor. Great effort Gary, and a big thanks from Gary to our members for such a great effort to be out in such impressive numbers and being able to have cars from every decade since 1932 taking part in the parade.

Well done everybody, safe travelling!




RELIABLE
AUTOMOTIVE
repairs

Automotive mechanic. Surf Beach
50 years' experience. Cars & 4WD's

Barry Apps
0409.311.002

Specialising in Historic English cars




Moruya Books

Janice

Shop 4
9 Church Street, Moruya

Monday to Friday - 9am to 4pm
Saturday - 9am to 12.30pm

Ph: (02) 4474 2242
E: read@moruyabooks.com.au
W: www.moruyabooks.com.au



Moruya Books

2022 Club Runs No: 92

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



28/05/2022	Sat	28/May	Smokey Dan's Tomakin to Waterfront Hotel Moruya
28/05/2022	Sat	28/May	Winton Historic Racing
29/05/2022	Sun	29/May	Winton Historic Racing
29/05/2022	Sun	29/May	Sunday Run to Sapphire Coast Motor Museum Pambula
1/06/2022	Wed	1/Jun	TUROSS Boatshed
4/06/2022	Sat	4/Jun	Waterfront Hotel Moruya to Smokey Dan's Tomakin
5/06/2022	Sun	5/Jun	Sunday Run to NELLIGEN River Cafe
7/06/2022	Tue	7/Jun	Monthly Meeting Tomakin Sports & Social Club 7:30pm
8/06/2022	Wed	8/Jun	The Boat Shed Café, MOSSY POINT Boat Ramp
11/06/2022	Sat	11/Jun	Smokey Dan's Tomakin to Waterfront Hotel Moruya
12/06/2022	Sun	12/Jun	4WD & Dirt Bike run. Moruya, Nerrigundah, Bodalla. Depart Moruya 8:00am
15/06/2022	Wed	15/Jun	BODALLA Dairy Shed
18/06/2022	Sat	18/Jun	Waterfront Hotel Moruya to Smokey Dan's Tomakin
19/06/2022	Sun	19/Jun	Sunday Run to EAST LYNN Roadhouse Pie Shop
22/06/2022	Wed	22/Jun	SURFSIDE General Store & café, 9 The Vista, Surfside
25/06/2022	Sat	25/Jun	Smokey Dan's Tomakin to Waterfront Hotel Moruya
29/06/2022	Wed	29/Jun	MOGO Botanical Gardens Café
2/07/2022	Sat	2/Jul	Waterfront Hotel Moruya to Smokey Dan's Tomakin
3/07/2022	Sun	3/Jul	Sunday Run to NELLIGEN River Cafe
5/07/2022	Tue	5/Jul	Monthly Meeting Tomakin Sports & Social Club 7:30pm
6/07/2022	Wed	6/Jul	BAWLEY POINT Saltwood Café 636 Murramarang Rd, Kioloa
9/07/2022	Sat	9/Jul	Smokey Dan's Tomakin to Waterfront Hotel Moruya
13/07/2022	Wed	13/Jul	MOSSY POINT Mossy Cafe
16/07/2022	Sat	16/Jul	Waterfront Hotel Moruya to Smokey Dan's Tomakin
17/07/2022	Sun	17/Jul	Sunday Run to EAST LYNN Roadhouse Pie Shop
20/07/2022	Wed	20/Jul	NELLIGEN River Cafe
23/07/2022	Sat	23/Jul	Smokey Dan's Tomakin to Waterfront Hotel Moruya
27/07/2022	Wed	27/Jul	LILLI PILLI Three66 espresso bar
30/07/2022	Sat	30/Jul	Waterfront Hotel Moruya to Smokey Dan's Tomakin
2/08/2022	Tue	2/Aug	Monthly Meeting Tomakin Sports & Social Club 7:30pm
3/08/2022	Wed	3/Aug	BERMAGUI Sundeck Fishermen's Wharf
6/08/2022	Sat	6/Aug	Smokey Dan's Tomakin to Waterfront Hotel Moruya
7/08/2022	Sun	7/Aug	Sunday Run to NELLIGEN River Cafe
10/08/2022	Wed	10/Aug	Shelley's Café, Shelley Rd, Nth MORUYA INDUSTRIAL ESTATE
13/08/2022	Sat	13/Aug	Waterfront Hotel Moruya to Smokey Dan's Tomakin
17/08/2022	Wed	17/Aug	BODALLA Downward Dog Café
20/08/2022	Sat	20/Aug	Smokey Dan's Tomakin to Waterfront Hotel Moruya
21/08/2022	Sun	21/Aug	Sunday Run to EAST LYNN Roadhouse Pie Shop
24/08/2022	Wed	24/Aug	DALMENY Rotary Park
27/08/2022	Sat	27/Aug	Waterfront Hotel Moruya to Smokey Dan's Tomakin
31/08/2022	Wed	31/Aug	EAST LYNN Roadhouse Pie Shop
3/09/2022	Sat	3/Sep	Smokey Dan's Tomakin to Waterfront Hotel Moruya
4/09/2022	Sun	4/Sep	Sunday Run to The River Café, 1 Wharf St, NELLIGEN

6/09/2022	Tue	6/Sep	Monthly Meeting Tomakin Sports & Social Club 7:30pm
7/09/2022	Wed	7/Sep	TOMAKIN River Mouth General Store
9/09/2022	Fri	9/Sep	Historic Race Meeting Pheasant Wood Circuit Marulan
10/09/2022	Sat	10/Sep	Waterfront Hotel Moruya to Smokey Dan's Tomakin
10/09/2022	Sat	10/Sep	Historic Race Meeting Pheasant Wood Circuit Marulan
11/09/2022	Sun	11/Sep	Historic Race Meeting Pheasant Wood Circuit Marulan
14/09/2022	Wed	14/Sep	COBARGO CO-OP car park Kitchen Boys
17/09/2022	Sat	17/Sep	Smokey Dan's Tomakin to Waterfront Hotel Moruya
18/09/2022	Sun	18/Sep	Sunday Run to EAST LYNN Roadhouse Pie Shop
21/09/2022	Wed	21/Sep	The Boat Shed Café, MOSSY POINT Boat Ramp
24/09/2022	Sat	24/Sep	Waterfront Hotel Moruya to Smokey Dan's Tomakin
28/09/2022	Wed	28/Sep	The Courtyard Café MOGO
1/10/2022	Sat	1/Oct	Smokey Dan's Tomakin to Waterfront Hotel Moruya
2/10/2022	Sun	2/Oct	Sunday Run to NELLIGEN River Cafe
4/10/2022	Tue	4/Oct	Monthly Meeting Tomakin Sports & Social Club 7:30pm
5/10/2022	Wed	5/Oct	BATEHAVEN Crumb Café Beach Rd
8/10/2022	Sat	8/Oct	Waterfront Hotel Moruya to Smokey Dan's Tomakin
12/10/2022	Wed	12/Oct	TUROSS Boatshed & Cafe
15/10/2022	Sat	15/Oct	Smokey Dan's Tomakin to Waterfront Hotel Moruya
16/10/2022	Sun	16/Oct	Sunday Run to EAST LYNN Roadhouse Pie Shop
19/10/2022	Wed	19/Oct	BATEMANS BAY JJ's Marina
22/10/2022	Sat	22/Oct	Waterfront Hotel Moruya to Smokey Dan's Tomakin
26/10/2022	Wed	26/Oct	BODALLA Dairy Shed
29/10/2022	Sat	29/Oct	Smokey Dan's Tomakin to Waterfront Hotel Moruya
1/11/2022	Tue	1/Nov	Monthly Meeting Tomakin Sports & Social Club 7:30pm
2/11/2022	Wed	2/Nov	MOGO Botanical Gardens Café
5/11/2022	Sat	5/Nov	Waterfront Hotel Moruya to Smokey Dan's Tomakin
6/11/2022	Sun	6/Nov	Sunday Run to NELLIGEN River Cafe
9/11/2022	Wed	9/Nov	BBQ with Melbourne All British Club (Lance)
12/11/2022	Sat	12/Nov	Smokey Dan's Tomakin to Waterfront Hotel Moruya
16/11/2022	Wed	16/Nov	BAWLEY POINT Saltwood Café 636 Murramarang Rd, Kioloa
19/11/2022	Sat	19/Nov	Waterfront Hotel Moruya to Smokey Dan's Tomakin
20/11/2022	Sun	20/Nov	Sunday Run to EAST LYNN Roadhouse Pie Shop
23/11/2022	Wed	23/Nov	The River Café, 1 Wharf St, NELLIGEN
26/11/2022	Sat	26/Nov	Smokey Dan's Tomakin to Waterfront Hotel Moruya
7/12/2022	Wed	7/Dec	The Boat Shed Cafe, MOSSY POINT Boat Ramp



Moruya Waterfront



Smokey Dan's Tomakin

Meet a Member: Richard Fisher

One of only two kids in my class without a family car, at 15 I was lucky to have a friend who lived on a farm. A third friend had some mechanical knowledge and, after a fair bit of pestering, we were allowed at a 1934 Austin Six that had been on blocks in the barn since its owner left for the war in 1942 – he didn't make it back.

We got the engine going, and pumped up the tyres. The clutch had seized, and the three of us learned to drive in a paddock in a car without using a clutch, and to shift without grinding the gears. After we killed it, we paid 12 pounds for a 1948 Morris 8/40. In 1962 I got my license in an Austin A40.

By 1963, having learned that carters were all paid as an adult, I became a bread delivery boy – starting at 4.00 am four days and 2.00 am on Fridays. Earning way more than my apprentice mates, I paid 65 pounds (about 4 weeks' wages) for a 1933 Ford V8 Coupe Deluxe. One night I saw 70 mph on the speedo downhill (shudder). With no heater, on a Canberra winter's evening I'd lift out one of the floorboards and enjoy the warmth from the engine while I went cruising. Sadly, after only a few months, I shot a big end bearing in it. A mate sighted it 20 years ago, beautifully restored.

Not liking the pre-dawn starts as a bread carter, I moved to other blue collar jobs. I worked as a labourer building a reservoir; a brickies' labourer; as a truckie's offsider; in the Bega Milk bottling plant; in a sawmill; and as a "dogs-body" in a used car yard.

Working as a trades help in a VW workshop, in 1965 I bought a very cheap bomb FJ Holden panel van with windows, crafted with GMH blessing by a Sydney firm. We believed we were the first to reverse into the back row of the Starlight drive-in with the rear open, to lay back and enjoy the show. I sold it, with one day's rego, for more than I paid for it and for a lot less than it was going to cost to get it passed for rego.

In 1966 I bought a 1948 Morris truck and a chainsaw, to be a part-time firewood carter. I would have made more pumping petrol, so after a year and a half when I was offered more for the truck than I had paid for it, I waved it goodbye. But she had been a good old girl.

A 1961 Ford Anglia with a backward sloping rear window caught my eye, and it was a little bottler. In 1967 we went on a "Two For The Road" honeymoon in it. Great little car, until there was a need to load a baby in a basket into the rear seat. A new baby, a new job (public service), it was time for four doors, so an HD Holden ex-taxi, then an Austin 1800. Then in 1972 we bought a 1969 HK Holden Premier, with 22,500 miles on the clock. Best deal I'd made, kept it for 26 years.

Being short of money and not very bright, in 1970 I had begun riding motorbikes to and from work, about 44km each day. For a few years until I got some proper gear, a Pix magazine up the jumper helped a bit in Canberra's winter. At one stage I had a Honda Elsinore 125, a lovely little bike, but when they put the speed limit on Belconnen Way up to 40 mph cars pushing past up the hills made it impractical. Last bike was a Honda CB 360, with six gears it easily burned off

V8s.

We'd become used to two vehicles, and after I got off motor bikes in 1984 we bought a 1981 Subaru 4WD wagon. It had 65,000 km's on the clock, when we sold it in 1996 it had 230,000. It was the first of three Subaru wagons – say what you like but they were reliable.

In 1993 bought our first Suzuki Sierra, with the soft-top down it was great in Spring, Summer and Autumn weather. We traded it in in 2010, and traded the second one in in 2020 for the third one which we still have.

With my health sagging, in 1998 the Public Service decided to put me out to pasture, and we planned to head for the coast to a house with no garage, we would live there while we owner-built on a five acre block inland from Mogo. I wasn't willing to bring the Premier with us so that I could listen to it rusting away. In 26 years its repairs, including reconditioned engine and transmission, had cost less than one year's hire purchase payments on a new car. Should have worked out a way to keep it.

In 2002, with a garage at my disposal I was seduced by a 1991 Toyota Soarer, grey imports sold as Lexus in Japan and America. A beautiful, beautiful luxury car that could go like the clappers. But we both had a mother in care in Canberra, and so after three years, and having experienced a problem sourcing parts from Japan we decided that the need for a reliable and practical highway car outweighed its appeal.

In 2006, after years of dreaming I bought a vintage car, a 1927 Ford Model T, and it was marvelous fun. Living in the bush we could drive to Mogo to collect the mail, and buy milk and a paper. Then in 2010 we moved back to Mossy Point, this time to a house with a garage. Whereas tootling around used to be OK, somehow with more traffic and me getting older, driving at 65km/h along 100km/h roads was no longer as much fun.

"Something faster" arrived in 2013, a 1928 Ford Model A Hotrod. It was definitely faster, but also noisier and brasher. A lot of fun for five years or so, but it's nice to be able to talk to a passenger even after you've hit 75km/h. But loved the open-car feeling.

So, what's a comfortable open car that you can hold a conversation in? A 1979 Pontiac Firebird Trans-Am, of course.







Karen Motyka

karen@vellumandink.com.au

Every year, The Man from Snowy River Bush Festival in Corryong in the Victorian High Country celebrates the great traditions and exploits of the Australian bush.

Inspired by the legendary poem of the same name by A.B. 'Banjo' Paterson, published in 1890, it is based on the life and skills of Jack Riley, an Irish-born stockman who worked at Tom Groggin Station for 30 years in the late 19th century.

That poem is now woven intrinsically into the fabric of Australian high-country culture. It is a legend that Australia recognises as one of its unique selling points, so much so it was featured in the opening ceremony of the Sydney 2000 Olympic Games.

The festival provides an opportunity to revisit this legend at the centre of our national spirit, and the program of events and activities aims to foster a revival of our cultural heritage.

For example, the MFSR festival organises a re-enactment of Riley's Ride when, in July 1914, some cattle musters carried a gravely ill Jack Riley by stretcher through snow-covered and remote high-country from Tom Groggin Station over 5 days. Jack died before they reached Corryong Hospital. Only 50 people can register for this event, and they must be very experienced riders with fit horses. Riley's Riders then lead the street parade that is the formal opening of the festival.

Readers of this magazine will be interested to note that there is a "Gathering" of Hot-rod & Classic Cars (pre-1968) in the street parade and a Show 'n' Shine in the festival grounds afterwards.

Other flagship events include a 9-event MFSR Stockman's Challenge, a live re-enactment of the

poem, a rodeo, and a rich and diverse program that keeps Australian bush heritage and folklore alive. Dog jump and working dog



competitions, whip-cracking, awe-inspiring horsemanship events, camp oven cooking and live music.

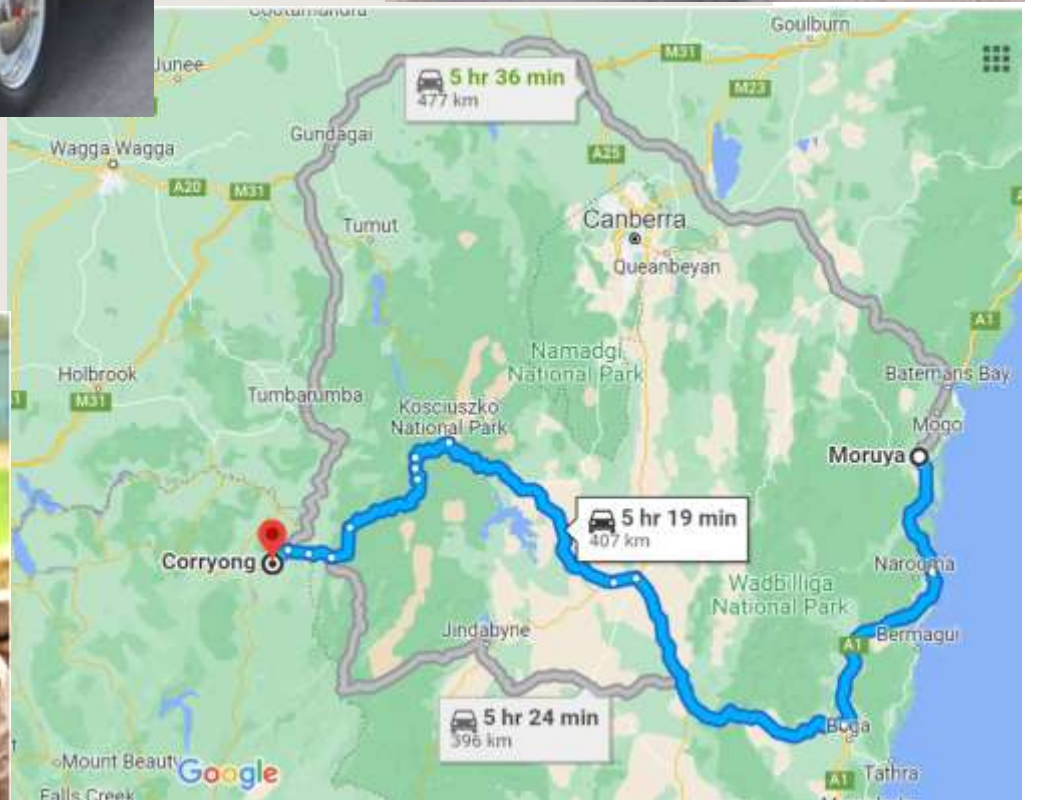
Festival goers are reminded of our culture by musicians and poets who entertain around a campfire all weekend, and who pay tribute to the local legend depicted in Paterson's ballad.

If you would like to attend the 2023 MFSR Festival, jump online in July 2022 and book tickets, camping spots or accommodation. The drive to Corryong is a fantastic opportunity for a road trip adventure through an iconic part of Australia's high country and involves driving across the Murray River, the natural border with Victoria.





Photography: Karen Motyka



1932. Alfa Romeo P3

The Alfa Romeo P3, P3 monoposto or Tipo B was a classic Grand Prix car designed by Vittorio Jano, one of the Alfa Romeo 8C models. The P3 was the first genuine single-seat Grand Prix racing car and Alfa Romeo's second monoposto after Tipo A monoposto (1931). It was based on the earlier successful Alfa Romeo P2. Taking lessons learned from that car, Jano went back to the drawing board to design a car that could last longer race distances.

The P3 was the first genuine single seater racing car, and was powered by a supercharged eight-cylinder engine. The car was very light for the period, weighing just over 1,500 lb (680 kg) despite using a cast iron engine block.



1932. Alvis Speed 20



The Times motoring reviewed and tested the Alvis Speed 20 describing it as "distinctly fast in acceleration and speed" with a comfortable body such that a passer-by looks twice at it. A third person could be squeezed into the back seat. It was noted that each



front wheel was independently steered and sprung in the manner introduced on the Alvis Crested Eagle and used on Alvis's racing cars since 1925, the aim being to provide good directional stability, road-holding and comfort.

The steering and suspension was a star feature, the steering action exceptionally steady and light. The car does not heel or roll and there is little wheel bounce. The best speeds on second and third gears were 48 and 68 mph, 90 mph should be

possible in top. Providing on the road such rapid acceleration and high rates the engine ran fairly quietly and with smoothness yet displaying exuberant spirits. The action of clutch and new gear change was pleasing.

AUTO SPARES
Southern Performance

All Auto Parts & Accessories
Trailer Accessories & Sales
Grant · Jeff

10% off
for Club
Members

69 Queen Street, Moruya
Phone: 4474 3209
Fax: 44744537



1932. BMW 3/20

The BMW 3/20 PS was the first BMW automobile designed entirely by BMW. It was manufactured from 1932 to 1934, replacing the 3/15 model that was initially an Austin 7 manufactured under licence from the Austin Motor Company.

The engine used in the 3/20 was based on the Austin Seven engine used in the 3/15, but its crankshaft ran in plain bearings instead of roller bearings and had an 80 mm (3.1 in) stroke, generating a displacement of 788 cc (48.1 cu in). The new engine design also had a water pump and an overhead valve cylinder head. These design changes caused the engine to generate 20 hp, thus giving the model designation 3/20.



1932. Datsun Roadster

The first car to bear the Datsun name was the 1932 Type 11 Roadster. The series was a predecessor to the Fairlady sports cars, and was an example of the earliest passenger cars produced in Japan. It was powered by a 495 cc straight-4 10 hp (7.5 kW) engine. It shows some similarities to the Kurogane Type 95 four-wheel-drive roadster used by the Japanese Army during World War II.



1932. MG J-type

The MG J-type is a sports car that was produced from 1932 to 1934. This 2-door sports car used an updated version of the overhead camshaft, crossflow engine, used in the 1928 Morris Minor and Wolseley 10 and previously fitted in the MG M-type Midget of 1929 to 1932, driving the rear wheels through a four-speed non-synchromesh gearbox.

Most cars were open two-seaters, but a closed salonette version of the J1 was also made, and some chassis were supplied to external coachbuilders. The open cars can be distinguished from the M type by having cut-away tops to the doors.

The J1 was the four-seat car in the range. The engine was the 847 cc unit previously seen in the C-type with twin SU carburetors giving 36 bhp. The car cost £220 in open and £225 in Salonette form. The J2, a road-going two-seater, was the commonest car in the range with 2,083 made. Early models had cycle wings, which were replaced in 1933 by the full-length type typical of all sports MGs until the 1950s TF. The top speed of a standard car was 65 mph (105 km/h), but a specially prepared one tested by The Autocar magazine reached 82 mph (132 km/h). 380 were made. The car cost £199.

The most serious of the J2's technical failings is that it has only a two-bearing crankshaft which can break if over-revved. The overhead camshaft is driven by a vertical shaft through bevel gears, which also forms the armature of the dynamo. Thus any oil leak from the cambox seal goes into the dynamo



brushgear, presenting a fire hazard.

The J3 was a racing version with the engine capacity reduced to 746 cc by shortening the stroke from 83 to 73 mm and fitted with a Powerplus supercharger. The smaller engine capacity was to allow the car to compete in 750 cc class racing events. Larger brakes from the L-type were fitted. 22 were made.

The J4 was a pure racing version with lightweight body work and the J3 engine, but using more boost from the supercharger to obtain 72 bhp.



1932, Brough Superior Austin Four

The Brough Superior Austin Four was a limited-production motorcycle designed and manufactured by in Nottingham, UK in 1932. It was listed in the 1932 Brough Superior catalogue as the 'Straight Four' but it was commonly known as the Brough Superior Austin Four, or BS4, or '3-wheeled Brough'. The machine is unique in its design, being powered by a modified Austin 7 automobile engine and gearbox unit, from which a driveshaft emerges on the centre-line of the motor. Rather than design a new gearbox, George Brough had the inspiration to keep the central driveshaft, and use a pair of close-couple rear wheels driven by a central final drive box. This 3-wheeled design was legally considered a motorcycle as the wheel centres were within 24". The Brough Superior-Austin Four created a sensation when revealed at the 1931 Olympia Motorcycle Show.

Of the ten Brough Superior Austin Fours built, (eight in 1932 and one in both 1933 and 1934), a total of nine have survived to this day. Of these, two are in the US, three are owned by UK enthusiasts, two are in Germany, and one is known to have been

scrapped in Anglesey, Wales. One is at the Southward Car Museum in Otaihangā on New

Zealand's North Island. Recently the ninth surviving model has been discovered in the collection of the late Frank Vague near Bodmin, Cornwall.

The Brough Superior Austin Four in the National Motorcycle Museum (UK) is actually a replica of the motorcycle that was scrapped in Wales. Built by enthusiast Albert Wallis, who started with a few spare parts including a rear bevel box casting, and a pair of original radiators, it was completed with a standard Austin 7 engine and gearbox.



1932, Ariel Red Hunter

The Ariel Red Hunter was the name used for a range of Ariel single-cylinder and twin-cylinder motorcycles. They were designed by the firm's chief designer Val Page in 1932 around an overhead-valve single-cylinder engine he developed six years earlier. Originally a "sports" version of the Ariel 500, 250 and 350cc versions were developed and became popular with grass track and trials riders. From 1948, the 500cc twin-cylinder Ariels were produced in De Luxe (KG) and Red Hunter (KH) models.

All Red Hunters had a distinctive dark red petrol and oil tanks which were painted in the former Bournbrook cinema opposite the main Ariel factory in Dawlish Road. The engines were all run for two hours on a test bench to maintain Ariel's record of reliability and quality control.

The Red Hunter was a success and formed the backbone of the company, and made

Ariel able to purchase Triumph. On the 500cc, acceleration from 0 to 60 mph could be achieved in 10.9 seconds, while stopping from 25 mph could be made in under 24 feet.



1932, Harley-Davidson Servi-Car

The Harley-Davidson Servi-Car was a three-wheeled utility motorcycle manufactured from 1932 to 1973.

The Servi-Car was designed during the Great Depression when Harley-Davidson was desperate to expand its product base to increase sales. Targeted at the automotive service industry, the vehicle was designed to be towed behind a car to be delivered to a customer; when the car was delivered at its destination, the driver would unhitch the Servi-Car and ride back to the garage. For this reason, it was available with a tow bar at the front and a large 60 Ah battery.

In addition to its intended use for car delivery and retrieval, the Servi-Car was also popular as a utility vehicle for small

businesses and mobile vendors. They proved to be particularly popular with the police departments, some of which still used Servi-Cars into the 1990s.



1932, BSA Blue Star

The BSA Blue Star is a British motorcycle made at their factory in Small Heath, Birmingham. The Blue Star range was produced between 1932 and 1936. In 1936 a slightly updated sports version called the BSA Empire Star was launched with the Blue Star remaining in the model range and called the "New Blue Star, Q21". The Blue Star became known for its reliability and handling. In 1937 an entirely new engine designed by Val Page featured in the Empire Star and the Blue Star was dropped from the range. The Empire Star developed into the famous Gold Star in 1938 (also known as the M24).

The B33-3 O.H.V. 249cc Blue Star was called the Blue Star

Junior and the R33-5 348cc O.H.V. Blue Star was known as the Sporting Blue Star. It was the W33-8

(Q21 in 1936) 499cc O.H.V. that became the most popular, however, and led to the development of the Gold Star. It was known as the "sea beezer" and it was BSAs fifth best seller.



1932, Harley-Davidson RL45

The Harley-Davidson RL 45 is a model of the R-series range produced from 1932 to 1936, preceded by the DL range (1929-1931), which was Harley-Davidson's first 45 cubic-inch and first flathead V-twin motorcycle, and succeeded in 1937 by the WL. The R-series range included 45-solo, R, RL and RLD models. The RL, like the DL before it, featured a total-loss oiling system; the following WL had a recirculating oil system.

Despite being launched in the middle of the Great Depression, when Harley-Davidson's sales were at a twenty-year low, the RL continued in production, helping Harley-Davidson to become one of only two American motorcycle manufacturers to survive the Depression. Influenced by the way in which the automobile industry had used Art Deco stylings, Harley featured a stylized Art Deco style image on the motorcycle's fuel tank.





Car Bike Home CTP Roadside

SHANNONS

INSURANCE FOR MOTORING ENTHUSIASTS

[REQUEST A QUOTE](#) **Call 13 46 46**

SHANNONS local agent
David Ritchie 0439.866.822

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the PDS before buying this insurance. Contact us for a copy.



SHARE THE PASSION

DID YOU KNOW?

Shannons offer an agreed Value policy & Laid Up Cover for bikes/cars under construction or just unregistered. Other great features include riding apparel cover. \$3000 for the rider & \$1500 for your pillion.

Limited use policies & multi policy discounts for cars & bikes on the same policy.





Member Story. Crossing the Great Divide. Paul Hely

Crossing the Divide.

Mount Coricudgy is a rounded prominence on the Great Dividing Range at the northern end of the Blue Mountains massif. At 1254 metres it is a couple of hundred metres above the surrounding terrain. Sitting on the headwaters of the Colo and Hawksbury Rivers to the south and east, the Goulburn and Hunter Rivers to the north and east and the Cudgegong River flowing to the west, rainwater langing on Coricudgy could end up in Broken Bay, Newcastle Harbour or in the Great Southern Ocean at Gawler in South Australia.



Mt Coricudgy in centre and Kekeelbons on left from the north.

In the mid 60's the Newcastle Bushwalking Club was looking for a route up Coricudgy, driving in as far as possible. From the east the only access was about a 65km by Land Rover on a fire trail, great if you had a Land Rover, from the Widden Valley in in the north it was less than 12km but very hard going on foot.

After a couple of not particularly successful bush walking expeditions to Coricudgy, two of us decided we would ride our motor bikes there via the fire trail from the east and continue on across the Great Divide to Rylstone. My mate Terry had a Bridgestone 180, twin cylinder 180cc two stroke road bike and I had a Bridgestone 90, single cylinder 90cc two stroke road bike. Bridgestone's motor bikes at the time were quite advanced with rotary valves and oil injection, however, Bridgestone stopped making motorbikes in 1970 to concentrate on tyres.

With panniers loaded with an extra gallon of fuel, extra oil, light weight camping gear and provisions we left Newcastle at not too early an hour one Saturday morning. We headed for Putty about 150 kms away via Singleton on the New England Highway then south onto the Putty Road. Fifty mph or less was about the limit for my bike and my courage. We topped up our fuel at Putty

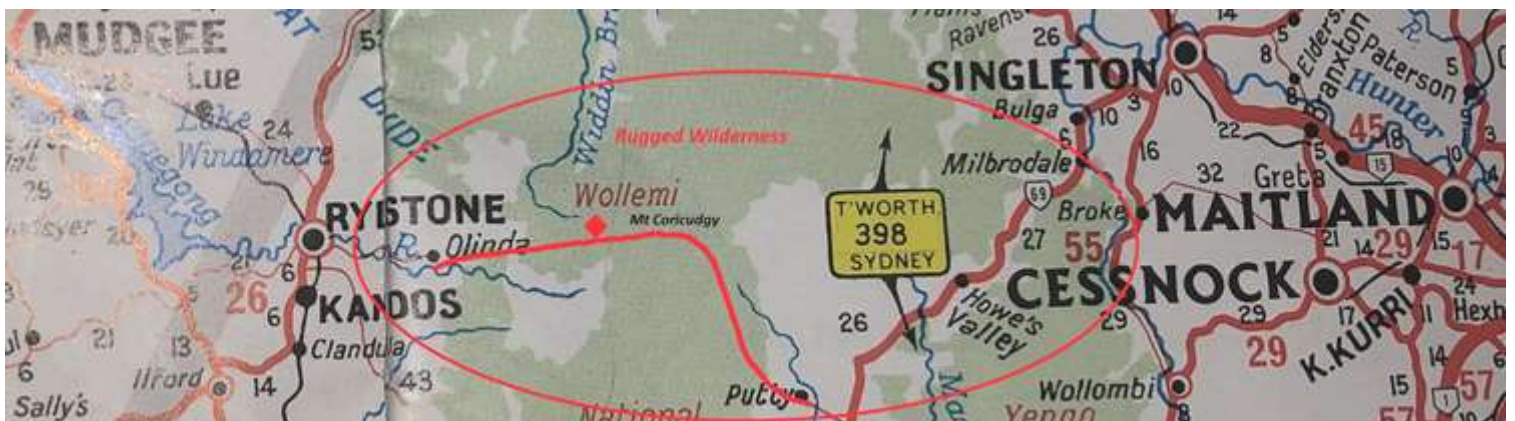
then picked up the gravel road through cleared country into the Putty Valley to the west. We soon turned off in a northerly direction onto the fire trail, and into the wilderness and on to Coricudgy for another 73km.

The bikes handled the gravel well enough, but the first pinch up the spur onto the ridge, one of many, was very steep and tested the little bikes, full throttle in first gear got them there though. The trail followed the ridge all the way. The going was rough and slow with many badly eroded sections with steep pinches, and mercifully some smooth sections. As we progressed deeper into the wilderness smooth sections became few and far between. This was clearly going to be a slow trip. We poked along mostly between 10 and 15 mph, often less. The bikes though, were light and easy to manage

and man-handle over the rugged bits.



Bridgestones 90 and 180



The trail went through some impressive scenery as we neared Coricudgy, we could see a couple of other prominences to the north, Mount Monundilla and Mount Coriaday, both over the 1200 metre mark and on the south side of the track there are three interesting smaller peaks, the Kekeelbon Mountains.

We reached Coricudgy in the afternoon, the views were clear all the way to the coast as Coricudgy can be seen from suitable vantage points near Newcastle.

From Coricudgy we headed down the western side of the Divide. It started to rain. The track down was better but we struggled with wet and slippery conditions. Mud built up under the mudguards and on the tyres until it jammed the wheels, from time to time we had to scrape it out with sticks. We were getting wet and dirty and to add to that, the rear axle on my bike kept coming loose and getting out of alignment. Things improved as we got down and onto a gravel road, no more mud but the rain didn't stop.



We rode through an impressive valley with “lost city” like rock formations, then the road went through a bit of a pass and we were out of it again. On looking at Google Maps satellite view the formations can be seen in the vicinity of Kandos Weir near the Dunn’s Swamp camp ground. It looks like an interesting place to explore.

Rylstone eventually came into view after another 48km from Coricudgy as dusk approached. It was still raining and we were getting cold now and didn't feel like camping. We pushed on to a motel at Mudgee another cold 58km further on. We were seriously cold and wet by the time we arrived at the motel well after dark. I was worried that they wouldn't let us rather wet grubby looking characters in, luckily however, they did. How good was the hot shower that night.



IT'S MORE THAN JUST OIL.
IT'S LIQUID ENGINEERING.®



1972 XA Ford Falcon

Sold between March 1972 and September 1973, the XA series was the first Falcon to be designed (with assistance from Ford's US headquarters) and manufactured in Australia. It featured an entirely new body which was larger and more roomy than that of its XY series predecessor, giving it the "coke-bottle" look. The XA range also had a longer list of options, although the choice of engines carried over from the previous XY Falcon range. All V8 302 CID and most 351 CID "Cleveland" engines were now Aussie made. GT Falcons could have Aussie or imported 351 CID V8s fitted. Wagons, utilities and panel vans now featured a longer wheelbase than the sedan. Fairmont wagons had a dual-action tailgate that could be opened either downwards or sideways, optional on base model Falcon and Falcon 500 Wagons.

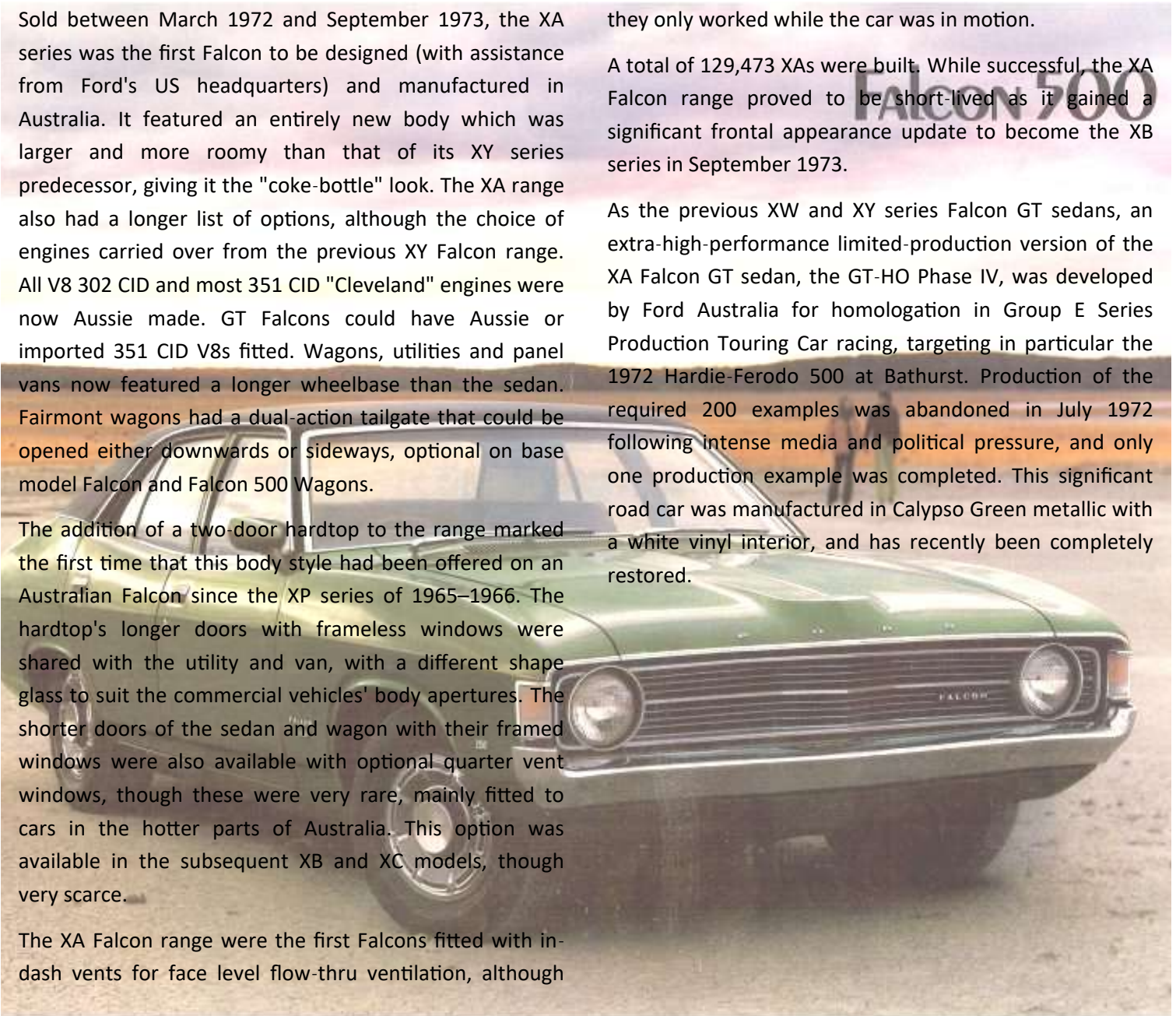
The addition of a two-door hardtop to the range marked the first time that this body style had been offered on an Australian Falcon since the XP series of 1965–1966. The hardtop's longer doors with frameless windows were shared with the utility and van, with a different shape glass to suit the commercial vehicles' body apertures. The shorter doors of the sedan and wagon with their framed windows were also available with optional quarter vent windows, though these were very rare, mainly fitted to cars in the hotter parts of Australia. This option was available in the subsequent XB and XC models, though very scarce.

The XA Falcon range were the first Falcons fitted with in-dash vents for face level flow-thru ventilation, although

they only worked while the car was in motion.

A total of 129,473 XAs were built. While successful, the XA Falcon range proved to be short-lived as it gained a significant frontal appearance update to become the XB series in September 1973.

As the previous XW and XY series Falcon GT sedans, an extra-high-performance limited-production version of the XA Falcon GT sedan, the GT-HO Phase IV, was developed by Ford Australia for homologation in Group E Series Production Touring Car racing, targeting in particular the 1972 Hardie-Ferodo 500 at Bathurst. Production of the required 200 examples was abandoned in July 1972 following intense media and political pressure, and only one production example was completed. This significant road car was manufactured in Calypso Green metallic with a white vinyl interior, and has recently been completely restored.





BICYCLE Robs REPAIRS

- Servicing all brands & models
- New & used parts & accessories
- New & used bikes for sale

77 Smith St. Broulee
Ph. 0413 000 643
robupton@netspace.net.au

A photograph of four cyclists riding on a beach at sunset. The cyclists are silhouetted against the bright orange and yellow sky, and their reflections are visible in the wet sand.

1972 Honda Civic

Mandy Turner

Without the success of the Civic, there is a strong chance we wouldn't be driving Hondas today. Before the Civic came along, Honda offered roadsters, wagons, sedans and smaller cars like the Kei-car-inspired Z and N360.

But sales started to decline by the early '70s and Honda was close to shutting down its manufacturing. However, when an oil crisis hit in 1973 and fuel prices rose, people started looking for an economical car. Enter the Civic.

With its affordable price, Japanese reliability, and economical engine, it became a hit, and Honda was back in business.

When the Civic landed in Australia in 1973, a year after it was released, it was sold for just over \$2000, with only air-conditioning, radial tyres, a rear wiper and a semi-automatic transmission as options. Factoring in inflation, it would cost \$18,000 today (2018), about \$4000 less than a 2018 Civic.

The first-gen was a good seller, but nowadays you would be lucky to see one. A few will be wrapped in cotton wool in garages – like this one – and a lot were driven for hundreds of thousands of kilometres until they ran out of puff, or depending on where you lived, they rusted (America issued a rust recall).

While it isn't as desirable as a half-million-dollar European classic, it's a car that gets as many looks as one. Pulling up to the traffic lights, you feel as if every eye is on you, and it gets a smile from young and old, sparking memories of people who used to have one or knew someone who did.

So, what is it like being behind the wheel of this 45-year-old hatch? Super fun. Like most old cars, you physically drive it. With two hands on the wheel, and a whole lot of patience.

Powering it is a 1.2-litre petrol engine with 39kW of power, taking 16 seconds to reach 100km/h. But with its four-speed manual transmission that is losing its synchro, it takes much longer than the factory claim, and many crunches to get it up to speed.

The engine has a whirring sound to it, and because of the lack of a fifth gear, once it gets faster than 80km/h, the revs get that high it sounds like a rocket ready to launch.

You need to have the windows down most of the time to dissipate the exhaust fumes that make their way into the cabin. I'm sort of used to this, as my



own classics have the same problem! #classiccarlife

The pedals are placed much closer to the centre of the car than you think, as I went for the clutch a couple of times and got the brake instead. The non-retractable seatbelts got a workout when this happened.

Noise suppression is surprisingly good, even at rocket launch speed, with conversation levels not needed to be raised too much. However, you do hear when it rides over potholes with its 12-inch wheels. The whole car shudders.

Stopping the Civic are front disc brakes and rear drums, quite a rare sight on a car of this size for its day. Steering is light and direct at higher speeds, and is fun to throw around sweeping bends, but at lower speeds, like in a carpark, your arms get a workout as there is no power steering.

The cabin is simplistic. Apart from its cream headlining and woodgrain-accented dashboard, everything is black.

Whilst one metre shorter than the new Civic, it is much more spacious inside than you think. Because there's not a long sloping windscreen filled with a dash, there is plenty of leg room, although head room for tall folk might start to get tight.

Storage is fantastic, with the glovebox large enough for four or five 600ml water bottles, and there are plenty of places to store your mobile phone.

Climbing into the back seat is no easy task, but once you're in, it's pretty comfy. There's good leg room, but head room is tight, as you sit a little higher than the front seats.

Honda claimed 7.5L/100km when it was new. In comparison, the 2018 Civic 1.5-litre VTEC engine averages 6.1L/100km.



1972 Alfa Romeo Alfetta

The Alfetta (Tipo 116, or "Type 116") is a front-engine, five-passenger sedan and fastback coupé manufactured from 1972 to 1987 with a production total over 400,000.

The Alfetta was noted for the rear position of its transaxle (clutch and transmission) and its De Dion tube rear suspension — an arrangement designed to optimize handling by balancing front/rear weight distribution, as well as maintaining a low polar moment of inertia and low center of gravity. The interior of Coupé models (pictured) featured a then unusual central tachometer placement — by itself, directly in front of the driver.

The Alfetta name, which means "little Alfa" in Italian, derived from the nickname of the Alfa Romeo Tipo 159 Alfetta, a successful Formula One car which in its last (1951) iteration paired a transaxle layout to De Dion tube rear suspension — like its modern namesake.



1972 BMW 5 Series (E12)

The BMW E12 is the first generation of 5 Series executive cars, which was produced from 1972 to 1981 and replaced the saloon models of the BMW New Class range.

Initial models were powered by inline-four engines, using either a carburettor or fuel-injection. A year after launch, the first model powered by a straight-six engine was introduced. By the final years of E12 production, most models used a straight-six engine.



EUROBODALLA
TYRES, EXHAUST
& SUSPENSION
CENTRE

02 4472 8198

18 Kylie Crescent,
Batemans Bay NSW 2536

Monday to Friday 8am-5pm
Saturday 8am-12noon

- All types and brands of tyres
- 4x4 Accessories
- Bullbars, Towbars, Batteries
- Mechanical

ABN: 99 131 678 281

Moruya Tilt & Tow
Licence No. 03088

24 Hour Towing
Motorcycle
CRADLE

Ph: 02 447 448 44
Mob: 0438 744293
8 Yarragee Rd, Moruya 2537

PRICE - SERVICE - RELIABILITY

1972 Fiat 126

There's never a dull moment when driving any 126 – it may lack the earlier 500's inherent cutesy charm, but the driving experience is very similar, from the wheezing, rattly engine, through to the darty handling and bouncy ride. Don't expect Mini Cooper levels of performance – two cylinders and 704cc are purely for city slicking – and while it will do 70mph, you really don't want to be caught out on a motorway in one surrounded by trucks, 4WD's and low-flying drivers checking their phones. No, the 126's home is the urban cut-and-thrust, where its tiny size makes it a breeze to thread through traffic and probably the easiest car there is to park. You'll take forever to get through a tank of petrol, and all-round visibility is excellent. Back road blasts are the go – you don't need big speeds to have big fun in one of these.

All 126s rust pretty much anywhere. Polish cars were built from better steel and had generally improved build quality, so are well worth seeking out.

All 126s have a straight twin layout and four-speed gearbox. They are noisy, but shouldn't clatter once warm. 126s do not like to

stand inactive for long periods of time and will respond in kind with a

variety of problems. Sticky accelerator problems are common, but very easily sorted. Bad starting and vapour locks can often be remedied with a one-way fuel valve. Fuel tanks tend to corrode internally and fuel pumps are another popular issue – electric fuel pumps are a common modification. A service will sort most maladies but, as with all old cars, you'll lose them if you don't use them.



1972 Fiat 132

Once behind the wheel, it would take a little while for the 132 to show its real talent. The engine would tend to hunt and stall in traffic, and there were plenty of shortcomings evident. For instance, while the accelerator was much too heavy and its cranked stalk seemed all too likely to snap off, the disc brakes were over-servoed. This made the right leg tired and the left leg flustered, and the high-set accelerator pedal made heel-and-toeing impossible.

The throttle also tended to stick, ruining a decent tick-over. The central handbrake, which was often used by owners to prevent the engine from stalling when stuck in traffic-jams, was incredibly heavy to pull up. The facia-mounted hand-throttle-cum-choke was equally stiff, and owners often reported that a stong petrol smell was all too evident.

Road holding was impeccable, the characteristics remaining fairly neutral right up to the limit. Then understeer started to make an appearance,

providing a very good primary safety valve for drivers who pushed a little too hard. It was the same in the wet - it was hard to get breakaway either front or rear under pretty much any conditions. The brakes would take a little getting used to – seemingly spongy when cold, after a short time they would improve to become excellent. Heat is always the enemy of brake systems, but on the 132 it seemed they needed to at least be a little warm.



1972 Fiat X1/9

The Fiat X1/9 is a two-seater mid-engined sports car designed by Bertone and manufactured by Fiat from 1972–1982 and subsequently by Gruppo Bertone from 1982–1989.

With a transverse engine and gearbox in a mid-mounted, rear-wheel drive configuration, the X1/9 was noted for its balanced handling, retractable headlights, lightweight



removable hardtop which could be stowed under the bonnet, front and rear storage compartments — and for being the first Fiat to have been designed from its conception to meet US safety regulations.

MIROXOL AUSTRALIA
METAL POLISH

Robert J Aernout JP
Sole Australian Distributor

0408 483 255

info@miroxolaustralia.com.au
www.miroxolaustralia.com.au

PO Box 315, Braidwood, NSW, 2622, Australia
ABN 61 507 087 310

A vertical package of Miroxol Metal Polish. The packaging is green and yellow with a picture of a person polishing a car.

Aston Martin Vantage

Aston Martin has used the Vantage name on a number of vehicles, normally indicating a high-performance version of another model. In one case, during 1972–1973, the Vantage was a distinct model, being a straight-6 powered version of the DBS, a car that had been launched as a straight-6 but was by that time V8-powered (as the DBS V8).

Visual cues include a unique 2-headlight front clip with DB6-like grille. It was also the last Aston Martin to come equipped with wire wheels. Just 71 examples were built.



Jensen-Healey

The Jensen-Healey (1972–76) is a British two-seater convertible sports car, the best-selling Jensen of all time. In total 10,503 (10 prototypes, 3,347 Mk.1 and 7,146 Mk.2) were produced by Jensen Motors Ltd. in West Bromwich, England. A related fastback, the Jensen GT, was introduced in 1975.

Launched in 1972 as a fast, luxurious and competent convertible sports car, it was positioned in the market between the Triumph TR6 and the Jaguar E-Type. The 50/50 weight balance achieved by the use of the all alloy Lotus 907 engine led to universal praise as having excellent handling.

Various engines were tried out in the prototype stage including Vauxhall, Ford and BMW units. The Vauxhall 2.3 L engine met United States emission requirements but did not meet the power target of 130 hp (97 kW). A German Ford V6 was considered but industrial action crippled supply. BMW could not supply an engine in the volumes needed. Colin Chapman of Lotus offered, and Jensen accepted, his company's new 1973 cc Lotus 907 dual overhead cam, 16-valve all-alloy engine. This multi-valve engine was the first modern dual overhead cam 4 valve per cylinder engine to be mass-produced on an assembly line.



Lancia Stratos

The Stratos HF (Tipo 829), widely and more known simply as Lancia Stratos, is a sports car and rally car made by Italian car manufacturer Lancia. The HF stands for High Fidelity. It was a very successful rally car, winning the World Rally Championship in 1974, 1975 and 1976; and race car winning 1974 Targa Florio, five times the Tour de France Automobile and three editions of Giro d'Italia automobilistico.

Lancia traditionally used the design house Pininfarina and had not used Bertone before. Bertone decided to design an eye-catching model to show to Lancia. Bertone used the running gear of a Fulvia Coupé which belonged to one of his friends and built a running model around it. When Bertone himself appeared at the Lancia factory gates with the Stratos Zero he passed underneath the barrier, to great applause from the Lancia workers. After that Lancia and Bertone agreed to develop a new rally car based on the ideas of Bertone's designer Marcello Gandini. Gandini had already designed the Lamborghini Miura and was working on the Countach at the time.



Mercedes-Benz W116

The Mercedes-Benz W116 is a series of flagship luxury sedans produced from September 1972 until 1980. The W116 automobiles were the first Mercedes-Benz models to be officially called S-Class, although earlier sedan models had already unofficially been designated with the letter 'S' – for Sonderklasse or "special class."



Triumph Dolomite

Produced by the Triumph Motor Company division of the British Leyland Corporation in Canley, Coventry between October 1972 and August 1980, with 204,003 being produced, starting with a 1,296 cc engine finishing with 1,998cc, some being raced in Australia.

The car was aimed at the new compact performance-luxury sector, vying for sales against cars such as the BMW 2002 and Ford Cortina GXL, and was offered with a high level of standard equipment, including twin headlamps, a clock, full instrumentation, luxury seats and carpets, a heated rear window, and a cigar lighter.



1972 Honda XL250

Honda XL250 is a four-stroke 250 cc (15 cu in) motorcycle from Honda introduced in 1972 and manufactured through most of the 1980s. When it appeared it was the first modern four-stroke enduro motorcycle and the first mass-produced four-valve motorcycle. (The first four-valve single was the Ricardo Triumph four-valve of the 1920s, and the first four-valve engine was the Indian 8-valve V2 racer of 1911.) The XL250, and the later XL350, laid the groundwork for the revolutionary big modern four-stroke-enduro wave.

The XL250 is an "enduro" or dual-sport bike meaning it physically looks like a dirt bike, and shares many characteristics with a dirt bike, but it is street-legal and intended for on- and off-road use. The bike is completely mechanically operated as there are no hydraulics on the bike. The 250cc 4-stroke motor produces 24 horsepower at the wheel. The bike weighs 288 lbs with oil, grease, and petrol. Fuel capacity is 2.4 gallons (9.5 litres). Demand for this model has remained high among collectors and enthusiasts. An interesting observation with the XL250s models was their narrow streamlining, being only 12 inches at their widest point excluding the handlebars.

The 1980 XL250 introduced few changes, however during its production the rear chain tensioner was added.

The 1981 XL250S was the last year to have the unique 23-inch front wheel, rear twin shock, and 6-volt electrical system. It also had upgraded rear brakes in a larger hub and a modified 5 plate clutch, and handsome twin speedo and tacho gauges in the Australian, continental variants. In



1982, the engine had the balancing shaft gear driven rather than chain driven making the engine quieter and a six-speed gearbox was introduced as well as an automatic cam chain tensioner. In 1982, Honda reverted to the 21-inch front wheel and introduced the rear single shock suspension, known as the Pro-Link, and a 12-volt electrical system. The 1984–1987 models were equipped with dual, progressively operated carburetors, (the left one opened 1/4-1/2 way before the right one opened and both reached full throttle together), and the short stroke variant of the RFVC type engine.

1987 marked the final year of the XL250R and XL600R for the USA. The XL series were replaced with the short-lived NX250 in 1988–1990. In 1992, Honda began the XR250L and XR650L, which are street legal and closely follow the roots of the XL series.

1972 John Player Norton

The John Player Norton, also referred to as JPN and JPS Norton, were a series of Formula 750 racers manufactured by Norton Motorcycle Company from 1972 to 1974 and sponsored by cigarette manufacturer John Player. The engine for these machines was derived from the unit used in the Norton Commando, which was a development of the 1948 Bert Hopwood designed 500 cc Dominator. The lack of power from the engine, compared with other manufacturers, led designer and rider Peter Williams to adopt a radical approach to chassis design.

The Isolastic engine mounting system was retained but a more compact version of the Commando frame was built. To keep the centre of gravity low and to allow the rider to tuck in behind the fairing screen better, drop pannier tanks were used.

The low position of the fuel tanks required the fuel to be pumped up to a small header tank to feed the two 32 mm Amal Concentric carbs by a mechanical pump operated by the swinging arm. Starting required the bike to be bumped up and down to prime the header tank. The fairing for the bike was developed in the MIRA wind tunnel.



From the formation of the team to the first race, the Daytona 200, was only ten weeks, so the team had to work long hours to get two bikes ready for the race. Two bikes were ready for Daytona, one for Williams and the other for Read, finished in the blue and white colours of John Player. During practice the bikes started overheating, so as a quick-fix, an oil cooler from a Chevrolet Corvair was fitted. Read finished fourth and Williams retired with a gearbox failure.

1972 Kawasaki S1 Mach I & Mach 2

When Kawasaki introduced their first triple cylinder 2-stroke in 1968/9, the H1 Mach 111, it took the motorcycle world by storm.

In the late sixties, the motorcycle industry was in a state of flux. The market had been long dominated by the famous names; some, such as Harley Davidson, Triumph and Norton, had been around from the early 1900s. For performance, these companies had produced medium to large capacity 4-strokes. But, as with the international motorcycle racing scene, the smaller, lighter, 2-stroke, had surprised the big manufacturers and was taking over.

If the established manufacturers were surprised by speed of the new 2-strokes, such as Yamaha's R3 350-cc parallel twin, they were completely blindsided by the Kawasaki triples. For street bike performance, the H1 was unrivaled; at least as far as acceleration was concerned. However, although the H1 could complete the ¼ mile in 12.96 seconds with a terminal speed of 100.7 mph, its handling and brakes fell short of the competitors' machines.

After the success of the 500-cc version, Kawasaki released a range of triples in 1972, including: the S1 Mach 1 (250-cc), the S2 Mach 11 (350-cc) and a 750-cc version, the H2 Mach 1V, to complement the 500-cc H1.

Although the H1 and H2 were renowned for the acceleration, they also became infamous for their poor handling characteristics. So bad was the handling on this bike that it became known as the widow maker (not a nickname Kawasaki wanted for one of their machines!).

1972 Kawasaki Z1 900

The Kawasaki Z1 is a four-cylinder, air-cooled, double-overhead camshaft, carbureted, chain-drive motorcycle introduced in 1972 by Kawasaki. Following the introduction of Honda's CB750 in 1968, the Z1 helped popularize the in-line, across-the-frame four-cylinder, a format that became known as the Universal Japanese Motorcycle or UJM.

The Z1 was noted for being the first large-capacity Japanese four-cylinder motorcycle to use the double-overhead-camshaft system on a production motorcycle. When it was introduced, only the MV Agusta 750 S used this system; it was a very expensive limited-production machine, as opposed to the Kawasaki which was less than half the price.

In the late 1960s Kawasaki, already an established manufacturer of two-stroke motorcycles, had begun prototyping a 750 cc four-cylinder four-stroke sports motorcycle working with McFarlane Design in 1969 to develop the bike's overall appearance. When Honda introduced the CB750 to the market first, Kawasaki postponed the Z1's release until its displacement could be

One of the problems with the handling on the H1 and H2 was their tendency to pull wheelies.

Not only could these machines easily accelerate their front wheels into the air, they could easily do so traveling at over 100 mph! Few riders were capable of handling this phenomenon, especially at high speeds, with the result that many riders got injured (or worse) on these bikes. The net result was that insurance premiums for the H1 and H2 began to increase considerably, which ultimately affected sales.



increased to 903 cc and the motorcycle could be marketed in the 1000cc-class.

Z1 production began in 1972 as the most powerful Japanese 4-cylinder 4-stroke ever marketed.



CVMCE supporting the Moruya Mardi





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

1972: NO car of the year award will be made by Wheels for 1972. Wheels makes this announcement with a deep feeling of responsibility—and real regret. The most coveted award in Australian motor industry has been withheld because, in the opinion of Wheels, no car during 1972 came up to the standard required.

It is the first time in the 10-year history of the Car Of The Year that an award had been put through an exhaustive series of tests during the year.

Reasons behind this important decision:

Reduced glass area on FALCON HARDTOP plus added width over rear wheels makes it a nightmare to park.

Considering overall length of car rear seat leg and knee room in FALCON is poor. This is not a problem restricted only to the Falcon but typical of local Big Three cars.

Boot of XA FALCON shows lack of practical detail design. Long petrol filler pipe takes valuable space and lower lip of boot, protrudes from floor. Spare wheel is under rubber mat so luggage must be removed if car gets a flat.

Body panels on CORTINA SIX still fail to match perfectly. Area between rear door and body is worst example.

MARINA is not for the twisty sections, especially if the road is bumpy. The 1948 Morris Minor suspension is hardly good enough in 1972. Styling of MARINA COUPE fails because it uses same front doors as four-door sedan. Lack of length makes rear side windows seem too long.

DATSUN 180B engine produces plenty of power but is noisy by modern standards and harsh at top end. High lid and petrol tank between boot and rear seat means DATSUN 180B boot is too small for most Australians.

Ford Falcon XA. Perhaps the most obvious choice in 1972, the Falcon XA turned out to be a fine car in many areas — just so long as you paid extra for the right set of options. Given the wide wheels, radial ply tyres, bucket seats, automatic transmission and at least the 250 engine (but preferably one of the V8s), it became a marvellous touring car. The interior control and dashboard layout, too, is by far the best on one of the Big Three cars.

But — and it is a big but — under the rather dull and in many ways already dated styling, the running gear is virtually unchanged from the old XR-XY models.

The Falcon Hardtop failed because of its abysmal lack of visibility. It is a hard, almost dangerous car to drive in traffic and especially to park. It is, in fact, no more than an exercise in marketing and styling.

Wheels, in making its announcement on The Car of The Year, wants to make one point clear — not all the Australian cars released during 1972 were poorly designed vehicles. Some of

them were good, others better than good. But being a GOOD car is simply not enough to win the award.

The guidelines laid down for the award require that the car must present a significant product advance. None of the cars released really achieved this criterion.

The award is based on engineering excellence and includes considerations of innovation in design, fulfilment of the car's design concept, road behaviour and performance — plus the contribution it makes to standards of engineering and safety. The standard of quality and the manufacturer's attitude to marketing and service and finally the way the car compares in its relative market are also taken into account.

A tough set of requirements — and sadly no new car assembled or wholly manufactured in Australia in 1972 fulfilled all the conditions to a sufficiently high standard to merit receiving the award.

In retrospect, 1972 was a year of marking time, a year in which although there were plenty of new models it also a year which reflected the uncertainty produced by the first waves of safety and government controls which began in 1968.

In the intervening years, the influence of Governments in car design has become clearer and now there is communication between manufacturers and legislators. But back in 1968, when most of the new cars released in 1972 were being designed, rumours and conflicting statements were rife.

Obviously most manufacturers preferred to sit tight and develop existing themes, to work with the engineering concepts which were simple and easily understood, both by the public and in terms of tooling and monetary outlay.

The result, of course, is a series of cars which are conservative in their engineering and lacking in any worthwhile innovation. There will be plenty more in the same vein in the years to come — but 1972 seemed to mark the coming together of all these problems.

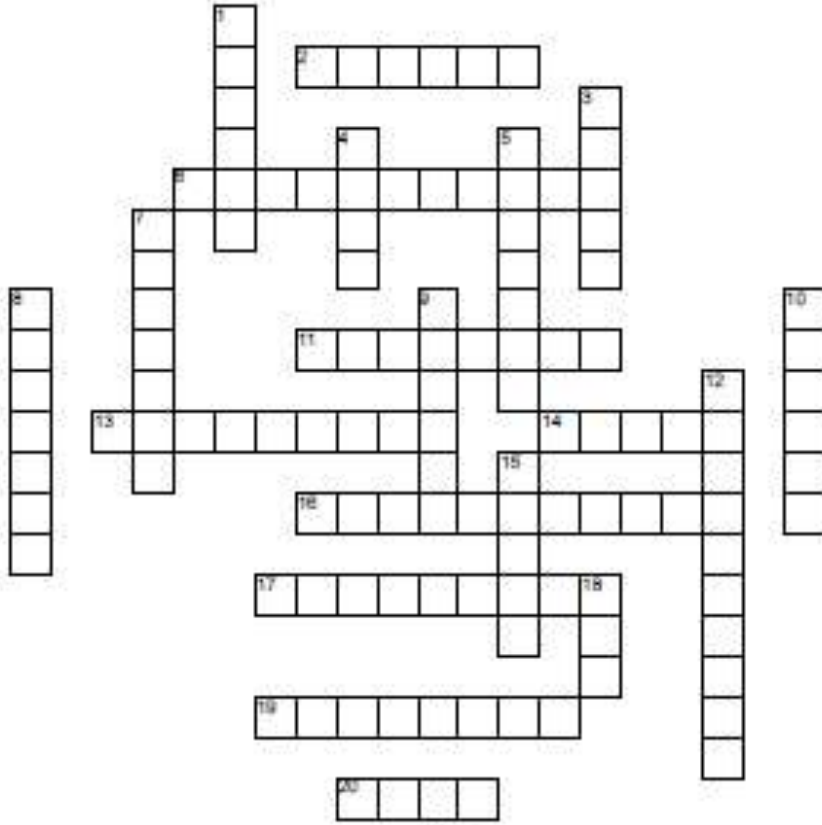
GMH had little that was new apart from the face-lifted Torana and the marketing exercises based on the HQ - the SS and Vacationer.

There is still hope for the future. In 1973, we will see the long-awaited Leyland P-76 with its — by local standards — advanced concept and refreshing styling and with many small but practical features which could take it beyond the normal equipment and development level of the Big Three.

<https://www.whichcar.com.au/features/no-car-of-the-year>



Cars



Across

- 2. Is a structure attached to or integrated with the front and rear ends of a automotive
- 6. Italian brand manufacturer of luxury sports cars and SUVs based in Santagati Italy. This company is owned by the Volkswagen Group.
- 11. Car division that was founded on 2nd August 1902
- 13. An American Automobile division of the American manufacturer General Motors
- 14. In the early 1900's they were originally a supplier of parts for Detroit based automakers
- 16. Ford car first produced in 1955
- 17. Gives fire to engine cylinders
- 19. One of the Big Three American automotive companies
- 20. A wholly owned subsidiary of Fiat Chrysler Automobiles

Down

- 1. Japanese multinational automobile manufacturer headquartered in Nishi-ku, Yokohama
- 3. An upscale automobile brand of the American manufacturer General motors
- 4. This brands first car is the Model A
- 5. Brand that was founded in 1917 by Henry M. Leland
- 7. German automobile manufacturer specialising in high-performance sports cars, SUVs, and sedans
- 8. The "original" wheel covers
- 9. Used in an internal combustion engine to derive motion
- 10. Stopping power for your car
- 12. "All the better to see you with"
- 15. Company was initially founded in 2003 by Martin Eberhard and Marc Tarpenning
- 18. General Motors that primarily focuses on trucks and utility vehicles



**Batemans Bay
Brake & Clutch Centre**

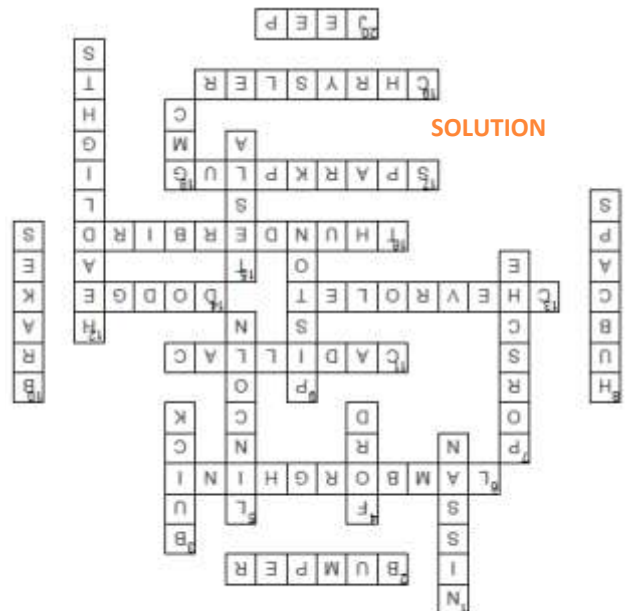
Ph: 02 44725517

Terry Rankin

28 Kylie Crescent
Batemans Bay, NSW

batemansbaybc@gmail.com

MVRL48906



Cars

MOTO Eurobodalla

