MOTO Eurobodalla

March 2022

Classic and Vintage Motor Club of Eurobodalla

Quarterly News Magazine

Volume 21 No 1

Meet a Member articles & pictures

Club Runs, Stories and Photos

Cars & motorcycles from 1922 & 1982

Travelogue, Logo Quiz, & more pics

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President's Message

Rob Upton

Presidents message March 2022.

Another Christmas and New Year has come and gone, and I think most of you will agree with me that it was the busiest our region has ever seen. That being said, it was wonderful to see the number of club registered vehicles out on our roads during this time along with many visitors in historic cars also joining us and some new friendships were formed. An important part of this was the continuity of club runs, both on Saturdays, Sundays and Wednesdays.

So we begin a new year with, hopefully, reduced Covid restrictions which have impacted on our ability to gather in large numbers at certain venues over the past 2 years. If our recent run to the Botanical Gardens in Batemans Bay is any indication, then we are well on our way back to our old "normal".

It also seems that despite the increase in car and bike prices we are seeing members purchasing new vehicles, both projects and fully built, and that's always refreshing. There are still bargains to be had if you are in the right place at the right time.

We have had a change of secretary, Graham Cochrane has stepped into the role and I'd like to welcome him, as well as thanking Meredith Peck for her excellent work during her time in the job.

Roll on 2022 and I hope to see everyone on a run soon.

Front Cover:

Lesley Lampert with her Austin Healy Sprite. Lesley has done much of the restoration work on the car with her own hands, and she also built the shelter it lives in.

Cover photos by Bernie DuFIeld. Canon 1D (Mark1), Canon 80D

Back cover:

Peter Marshall's 1939 Indian, which earnt Peter a bottle of wine for best bike of the show, at the CVMCE/ Milton Ulladaulla Vintage & Classic Car Club event at Wilinga Park, on Sunday 14 November.

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:** Karen Motyka 0415 592 419 kmotyka3@gmail.com	**Long Beach**: Volker Oldenburg 4472 9288 Russell Davis 0417 296 494
Treasurer: Michelle Ryan (Jason) 0429117100 treasurer@cvmce.org.au	**Regalia:** Michael & Linda Rose 0424 795 976 Regalia@cvmce.org.au	**Surf Beach**: Barry Apps 0409 311 002
Secretary: Meredith Peck (Darrell) 0422 509 105 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) 042911710	**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 **Turross 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 9.30am 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.

PO Box 684 MORUYA NSW 2537
www.cvmce.org.au

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.

Editor. *Bernie DuField*

Welcome to issue 3 of 'Moto Eurobodalla'.

This month we are looking back on 1922 and 1982. It might be surprising for some how many names from 100 years ago are still familiar today; Lancia, Opel, Peugeot, Alfa Romeo, Austin, Citroen and Fiat featuring in this edition. On the motorcycle front there weren't as many bikes released in 1922, but you will certainly recognise the name Indian Chief.

I'm grateful to be receiving some great commentary and pictures from some of the CVMCE club runs. In this edition we have the "Meeting of the Faithful" behind the Moruya Bowling Club late last year, and two 4WD runs. Interestingly we take a look behind the scenes of the preparation that goes into a 4WD run. Prior to the run, organisers ensure that the road is safe, even taking a chainsaw to remove recently fallen trees that might be blocking the road. They can then also provide advice on the level of vehicle that would be needed to complete the run.

In this edition we are continuing the addition of QR codes to enable links to videos. Magazines are nice to hold and read, don't require electricity or an internet connection, and with many of us chained to a computer when at work, magazines are nice to read without being at a computer. Having said that, sometimes it is nice to add a bit more to a story, but printed magazines can't do video. By having a QR code, there is the opportunity to provide a link to a website that can show a video relating to the story.

If you have scanned a QR code to go into a store or restaurant then the process is exactly the same. Aim your camera at the QR code and follow the link, only instead of opening the Service NSW App, your device will open YouTube and go straight to the video about the article you have just read in this magazine.

Most modern phones and tablets, iPhones and iPads come with a QR reader already built in and working straight from the camera, but if yours is a bit older you might need to go to your App store and download a QR reader.

1/03/2022	Tue	1/Mar	Monthly Meeting Tomakin Sports & Social Club 7:30pm
2/03/2022	Wed	2/Mar	**DALMENY** Rotary Park
5/03/2022	Sat	5/Mar	Waterfront Hotel Moruya to Smokey Dan's Tomakin
6/03/2022	Sun	6/Mar	Sunday Run to Shannons Wheels from NELLIGEN River Cafe
9/03/2022	Wed	9/Mar	**BATEMANS BAY** JJ's Marina
12/03/2022	Sat	12/Mar	Smokey Dan's Tomakin to Waterfront Hotel Moruya
16/03/2022	Wed	16/Mar	**EAST LYNN** Roadhouse Pie Shop
19/03/2022	Sat	19/Mar	Show and Shine Street Parade Moruya Town Festival
23/03/2022	Wed	23/Mar	**LILLI PILLI** Café Three66
26/03/2022	Sat	26/Mar	Waterfront Hotel Moruya to Smokey Dan's Tomakin
30/03/2022	Wed	30/Mar	**TUROSS HEAD** Seniors week BBQ Kyla Hall
2/04/2022	Sat	2/Apr	Smokey Dan's Tomakin to Waterfront Hotel Moruya
3/04/2022	Sun	3/Apr	Sunday Run to NELLIGEN River Cafe
5/04/2022	Tue	5/Apr	Monthly Meeting Tomakin Sports & Social Club 7:30pm
6/04/2022	Wed	6/Apr	**MORUYA** INDUSTRIAL ESTATE Shelley's Cafe
9/04/2022	Sat	9/Apr	Waterfront Hotel Moruya to Smokey Dan's Tomakin
13/04/2022	Wed	13/Apr	**SURFSIDE** General Store
16/04/2022	Sat	16/Apr	Smokey Dan's Tomakin to Waterfront Hotel Moruya
20/04/2022	Wed	20/Apr	**MOGO** Courtyard
23/04/2022	Sat	23/Apr	Waterfront Hotel Moruya to Smokey Dan's Tomakin
25/04/2022	Mon	25/Apr	ANZAC Parade
27/04/2022	Wed	27/Apr	**BERMAGUI** Sundeck Fishermen's Wharf
30/04/2022	Sat	30/Apr	Smokey Dan's Tomakin to Waterfront Hotel Moruya
1/05/2022	Sun	1/May	Sunday Run to NELLIGEN River Cafe
3/05/2022	Tue	3/May	Monthly Meeting Tomakin Sports & Social Club 7:30pm
4/05/2022	Wed	4/May	**TOMAKIN** River Mouth General Store
7/05/2022	Sat	7/May	Waterfront Hotel Moruya to Smokey Dan's Tomakin
11/05/2022	Wed	11/May	**BATEMANS BAY** Tribe Café next to Birdland
14/05/2022	Sat	14/May	Smokey Dan's Tomakin to Waterfront Hotel Moruya
18/05/2022	Wed	18/May	**BATEMANS BAY** Museum
21/05/2022	Sat	21/May	Waterfront Hotel Moruya to Smokey Dan's Tomakin
25/05/2022	Wed	25/May	**COBARGO** CO-OP car park Kitchen Boys
28/05/2022	Sat	28/May	Smokey Dan's Tomakin to Waterfront Hotel Moruya
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	**MOSSY POINT** Boat Ramp
11/06/2022	Sat	11/Jun	Smokey Dan's Tomakin to Waterfront Hotel Moruya
15/06/2022	Wed	15/Jun	**BODALLA** Dairy Shed
18/06/2022	Sat	18/Jun	Waterfront Hotel Moruya to Smokey Dan's Tomakin
22/06/2022	Wed	22/Jun	**SURFSIDE** General Store
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
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** Café Three66
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

2022 Club Runs No: 91.4

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


Moruya Waterfront

Smokey Dan's Tomakin

Meet a Member: Paul Scott

What vehicle did you learn to drive in?

The first car I learnt to drive in, at the age of 12, was a pre-selected gear box Armstrong Siddeley 1938 (chassis and engine only) in our one acre back yard.

I also learnt to drive from the age of 13 by washing cars and then driving the 100 metres up and down our driveway. Memorably they were a manual Worsley 1500, auto Humber Vogue, auto Holden EK, manual 1200 VW, manual 1500 VW Station Wagon, manual Fiat 1100. In those days I would also sneak out and drive down the road and back if the Old man wasn't watching.

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 car was given to me by the elder brother, as he had to leave for North-Western Australia for a flying position. It was a Fiat 1100 sedan with the front suicide doors. I was given the car before I was 18. On the day I got my licence I raced home, leapt into the Fiat and drove to the railway station for work. When I returned after work, walking back to the car I couldn't believe that someone had painted black signs all over the car. Scribbles, noughts and crosses, and some writing. Coming closer I could make out the words "Drivee Stalling Mess." It was then that I realised it was done by a mate of mine. I was relieved to find he'd used water colour paint. I was able to easily wash it off, except for the "Stalling Mess" sign, I liked that.

A couple of nights later I took the author of the signs for a run to show him how well it handled around corners. I broke an axle and lost a wheel after drifting across a gutter and spinning in the middle of the road. We both tried hard to work out a story to tell my old man. (Editor: I think we'd all like to know what story did you come up with Paul, and more than that, did your dad accept your story?)

My next car was a 1200 VW beetle. Well sort of, it was converted to 1600 cc with dual port heads and 2 twin throat Solex Carburettor. This was my cheap version of a Porsche. A great little car, quite quick from 0 to 60 mph for 1969. I had a lot of fun in that car and drove with a mate across to WA when the Nullarbor was still a dirt road.

When I got married I bought my mate's parent's manual AP6 Valiant which was a great family car. It never let us down .

After 1980 I was lucky enough to have company cars for the rest of my working life.

Coming up to retirement I bought my Chairman's MG TF1500, I wouldn't have called myself an MG person then, but the car was extremely well maintained, so the temptation was too much. The MG was stored in one of our warehouses. Tony didn't want to sell it, but after pestering him he eventually relented and said "work out a price and do the paperwork". I loved that car and joined the Sydney MG Car Club and went on a lot of Club runs etc.

Whilst in the MG Club I was introduced to the MG RV8's and the opportunity arose to buy another Club members RV8. It had only 23,000 km on the clock. I struck a deal. Now I had 2 MG's, a company car, and a single garage!!! Luckily my neighbour had a spare garage they kindly let me use. The company car lived outside.

After spending a number of years in the MG Club I really got to appreciate the brand and what they achieved with very little money. I had lots of fun with the RV8 in the Sydney Car Club and also our Club CVMCE. I got to take the RV8 to the MG 2018 National Meet in Northern Tasmania with my mate [the author of the Fiat signs]. We won 2 prizes in the Gymkhana events; my mate got 3rd and I got 4th.

I eventually sold the TF 1500 to another Sydney club member who retired with it to the Southern Highlands [a great area for that car]

Then approx a year ago I sold the MG RV8 [an ACT MG Club Member now has it] and a bought myself a Porsche Cayman S 3.4 Flat six. I had always wanted a Porsche from day dot. I am still learning about the car and enjoying it as my current indulgence.

Paul Scott

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With the car's engine idling, gas from the exhaust created a vacuum that cleans the cushions

Meet a Member: Mark Beaver

What vehicle did you learn to drive in?

Dad had an FB Holden but he wasn't very keen on me learning in that. An LC Torana with 3 on the tree at the local driving school was the main vehicle.

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?

After the HSC I worked at Namco Furniture to save up for an EH Holden. My neighbour had a turquoise blue one he bought new. I had $300 and Dad doubled it as a "loan". After looking at many rusty examples I found a beige 149 manual sedan with white roof. Some rough bits but rego for 12 months. Being a trainee teacher, what little money I had went into keeping it going. 21st birthday presents were 2 tyres and a set of solid lifter inserts. Several gearboxes later, wide wheels, Koni shocks, extractors and twin carbies completed the upgrades.

Employment in Sydney's west convinced me it was time to move to something more comfortable and safer for the 1 hour commute. I looked for an LX Torana. Anything with stripes or a V8 meant a ridiculous insurance premium so I found a red 4sp S with 202 6 cyl at a dealer that was recently traded. Low kms. A good base but the pollution gear limited the performance. Once more I set about upgrading. SLR dash, hot wire wheels, extractors and big pipe, Kmac suspension and Mark IV under dash air con. I put over 250,000 km on that car.

Which vehicle has caused you most regrets. A two part response here.

Part 1- I owned a Bolwell Nagari (look it up!) an Australian built V8 sports car, for 20 years. It needed restoring and I had neither the time nor the money to do it. Instead of shoving it in the shed, I sold it. It would have made a fine next project.

Part 2.- By trading 2 cars and a obtaining a loan, I bought my first new car. A VS Commodore Executive V8 manual HSV modified. Cheaper than an SS and the insurance co. loved it. Wide wheels from the dealer wouldn't balance, brake calipers jammed as well as lots of little quality control issues left a sour taste. Fuel prices soared and I needed to sell to buy a farm ute. After weeks on consignment my 5yr old car was now worth a third of its cost price. Not a winner.

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 chose?

You can't choose just one so I won't! A Porsche 993 Turbo S Coupe in speed yellow and the blue meanie VK Brock Commodore Gp A. (Don't get me started on others!)

TRAVELOGUE, A Road Trip to the Snowy Mountains and Valleys

Karen Motyka

karen@vellumandink.com.au

Autumn is an ideal time to pack up your vehicle and head inland to Jindabyne, Thredbo, Kosciuszko National Park and the valleys beyond. This Alpine wonderland offers many opportunities to get outside, and you will find breathing the crisp mountain air and exploring the landscape a restoration for the soul.

Snowy Mountains Highway, Koscisuzko National Park. Photo:Murray Vanderveer

Drive to the top of Charlotte's Pass for easily accessed vistas of Australia's highest mountains. The road is bordered by yellow snow depth poles and snowfields infrastructure. Gaze out over the remote UNESCO biosphere reserve littered with granite moraine and majestic snow gums. Listen to the gentle babble of snow melt streams and the cawing of black ravens. Picnic amidst the billy buttons, silver daisies and marsh marigolds which blanket the landscape.

Alternatively, take the chairlift from Thredbo Village to the highest café in Australia.

The Wild Brumby Distillery is the place to buy schnapps, while a paddle of artisan beers and veal schnitzel at the Jindabyne Brewing Company is a great location for dinner.

The history of gold mining, timber, cattle country and the expertly engineered Snowy Mountains Scheme has created an intriguing heritage further on, so extend your road trip and explore the Snowy Valleys which are tucked away just past the mountains.

Turn left off the Snowy Mountains Way after Adaminaby onto the Link Road (following the signs for Mount Selwyn and Tumbarumba) and enjoy steering through the multiple and steep hairpin bends leading to the remote location of Tumut 2 Underground Power Station. The scale of the burn damage from the Black Summer Bushfires is still shockingly evident on the precipitous terrain bordering this road.

New Year's Day brings denim clad and dusty booted cowboys and cowgirls to Tumbarumba for NSW's oldest rodeo to compete in bull riding, saddle bronc, barrel racing, bareback and steer wrestling for big cash prizes. The atmosphere is wild and western with an excellent playlist. The Man from Snowy River Festival at Cooryong in April takes this next level. The region is renowned for its cool climate wines so there are plenty of cellar doors to visit also.

The roadside stalls in Batlow's orchard country sell apple ciders, vinegar, hazelnut brownies and luscious cherries. Tumut has an excellent small brewery and charming Victorian architecture. An evening stroll along the Tumut River before dinner is the perfect time to observe fly-fishermen casting for trout. The parkland of mature deciduous trees bordering this majestic river will be turning on their autumn colours as the season turns.

Remote train station amidst grazing country on the Snowy River Way between Bombala and Dalgety. *Photo: Karen Motyka*

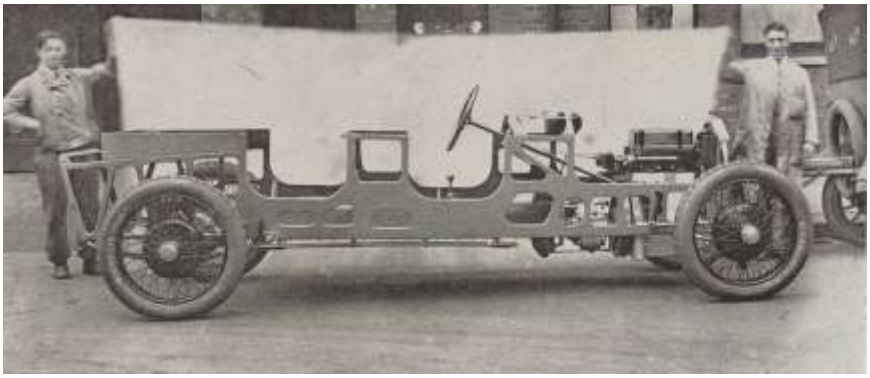
Famous as the site of the world water-speed record (511.10km/h) in 1978, Blowering Dam is one of the biggest dams in NSW. Drive right up to and walk across the formidable dam wall. Yarrangobilly Caves involves a dusty drive down into a gorge, but is so worth it for the guided tours of the 440-million-year-old limestone caves, heritage properties and a dip in the thermal pool which is a constant 27°C.

Back on the Snowy Mountains Highway, make a detour onto Long Plain Road. This dusty track leads into wild Brumby territory. Drive with caution and keep an eye out for piles of horse manure as you creep along hoping to glimpse these majestic creatures.

The Charles Davies Gallery in Cooma and the Nimmitabel Bakery showcase the work of a young Australian Geographic photographer who captures and sells stunning images of iconic Australian wildlife in the snow. Both are worth a visit!

Fond memories will linger of your days, and you'll realise that the Snowy Mountains and Valleys, without snow, are truly captivating.

1922. Lancia Lambda



The Lancia Lambda , an innovative automobile produced from 1922 through 1931, was the first car to feature a load-bearing unitary body, (but without a stressed roof) and it also pioneered the use of an independent suspension (the front sliding pillar with coil springs). Vincenzo Lancia even invented a shock absorber for the car and it had excellent four wheel brakes. Approximately 11,200 Lambdas were produced.

V-form four-cylinder engine went down in history as the first serial V form engine with a tiny angle between the adjacent cylinders - just 14°.

1922. Lancia Trikappa

The Lancia Trikappa was produced between 1922 and 1925. It was a luxury car, the flagship of Lancia's production. The Trikappa 4.5-litre V8 is notable as the first of Lancia's narrow V engines, a distinguishing feature the manufacturer only abandoned in the 1970s. The car was offered as a bare rolling chassis, as torpedo or 6-seater coupé de ville. In total 847 were manufactured.

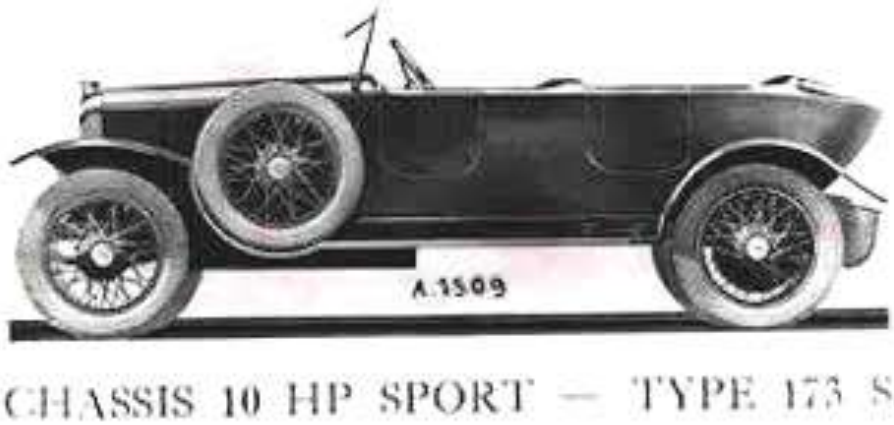
Lancia had been experimenting with V engines since the First World War, even showcasing a chassis with a narrow V 12-cylinder engine at the 1919 Paris Motor Show. In the end V12 engined cars were estimated to be too expensive to produce and a V8 was used instead.

1922. Opel 10/30 (10/35) PS

The Opel 10/30 (10/35) PS is a Luxury car produced by the German automaker Opel, and was built from 1922 to 1924. It was available as an open topped six seater or as a six-seater sedan. Because of its arrow shaped radiator it was also known as "pointed nose". The 2.6 litre four cylinder engine delivered 30 PS (22 kW; 30 hp) at 1600 rpm, but in the middle of 1924 claimed maximum output was increased to 35 PS (26 kW; 35 hp).

1922. Peugeot Type 173

The Peugeot Type 173 is a mid-range car produced between 1922 and 1925 by the French auto-maker Peugeot at their Beaulieu plant. It replaced the company's celebrated Type 163 which itself had done much to revive the company's fortunes in the difficult years directly following the First World War.



Many of the car's technical features were highly innovative at the time. The 173's newly developed inline four-cylinder four-stroke 1,525 cc engine was the first Peugeot unit to feature overhead valve gear. Its position was ahead of the driver and it powered the rear wheels via a four-speed gear box at a time when competitor manufacturers reserved four-speed gear boxes for far larger and more expensive models. A maximum power output of 29 hp at 1,900 rpm was claimed. The modern engine/gear-box combination allowed for relatively brisk acceleration and a claimed maximum speed of 75 km/h (47 mph). The braking system on the Type 173 was correspondingly modern, with drum brakes fitted on both axles while Peugeot's rivals were content to fit brakes only on the rear axle.

There was only one version, designated the 173 S. The car was more generously proportioned than others in the class, which permitted it to offer an unusually spacious interior. A 2670 mm wheelbase supported an overall vehicle length of 4000 mm. The “torpedo”, and a “torpedo sport” bodies were both configured to accommodate four large people.

1922, Alfa Romeo RL

After manufacturing for the war effort, Alfa Romeo's new owner Nicola Romeo, had designer Giuseppe Merosi design their next touring car. Called the RL, it was a race model designed to promote their four cylinder road cars.

The RL came with a pushrod OHV 6-cylinder engine that sat in a ladder frame chassis with semi-elliptic springs all around.

Produced in Normal and Sport versions, the Portello manufacturer also used the RL in competition, entering it in national competitions on road circuits, hillclimbs and endurance races. The sport version, called the RLS, featured a shorter chassis and a twin carb engine that produced 71 bhp. This was good enough to win the 1923 edition of the Targa Florio. An ever shorter, more powerful, RLSS was made in 1924 before the car was replaced by the straight-eight grand prix cars.

1922, Austin 7

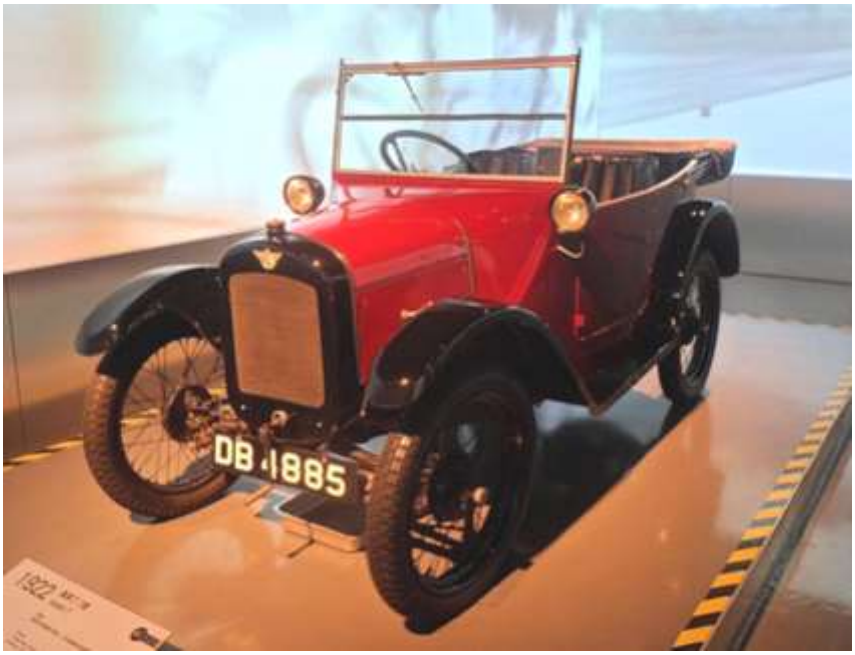
Until the First World War, Austin built mainly large cars, but in 1909 they sold a single-cylinder small car built by Swift of Coventry called the Austin 7 hp.[7] After this they returned to bigger cars.[citation needed]

In 1920 Sir Herbert Austin commenced working on the concept of a smaller car, mainly to meet the needs of young families aspiring to own an affordable motor car. This idea was spurred on by the introduction of the Horsepower Tax in 1921. His design concept marked a departure from his company's conservative motoring past and Austin received considerable opposition from his board of directors and creditors. Because the company was in receivership, Austin decided to carry out the project himself, and in 1921 hired an 18-year-old draughtsman, Stanley Edge, from the Austin factory at Longbridge, Birmingham to aid in the drawing of detailed plans. This work was carried out in the billiard room of Austin's Lickey Grange home

Edge convinced Austin to use a small four-cylinder engine. The original side valve engine design featured a capacity of 696cc (55mm x 77mm) giving a RAC rating of 7.2 hp, the cast cylinder block featured a detachable head and was mounted on an aluminium crankcase. The crankshaft used one roller and two ball bearings and the big-ends were splash lubricated.[8] Edge also carried out the design of other mechanical components such as the three speed gearbox and clutch assembly. Austin was largely responsible for styling the Seven's design, which was reportedly[citation needed] influenced by the design of the Peugeot Quadrilette. The "A" frame chassis design was believed to have been influenced by the design of an American truck used in the Longbridge factory in the early 1920s.

The design was completed in 1922 and three prototypes were constructed in a special area of the Longbridge factory, and announced to the public in July 1922.[8] Austin had put a large amount of his own money into the design and patented many of its innovations in his own name. In return for his investment he was paid a royalty of two guineas (£2, 2s), (£2.10) on every car sold.[2]

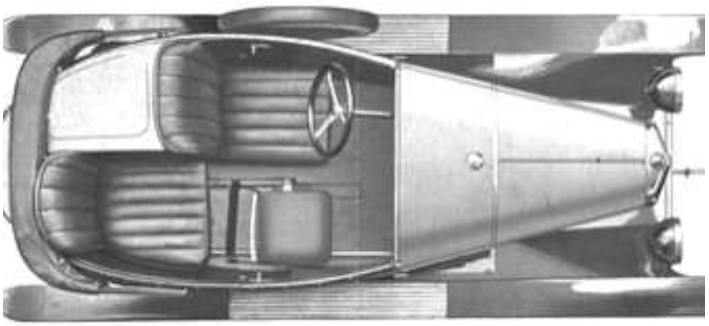
Nearly 2,500 cars were made in the first year of production (1923), not as many as hoped, but within a few years the "big car in miniature" had wiped out the cyclecar industry and transformed the fortunes of the Austin Motor Co. By 1939 when production finally ended, 290,000 cars and vans had been made.



1922, Citroen Type C 5HP (Torpedo Car)

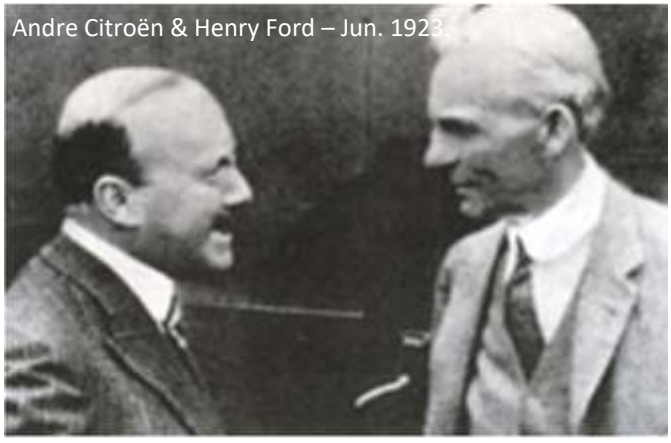
The Citroën Type C was a light car made by the French Citroën car company between 1922 and 1926 with almost 81,000 units being made. Known as Citroën 5HP or 5CV in France and 7.5HP in Britain, it was the second model of automobile designed and marketed by André Citroën, between 1922 and 1926. It followed the 10HP "Type A " (1919), then 10HP "B2" (1921); they were the first European mass-produced cars.

The genesis of the Type C took place in the immediate post-war period, when the whole of Europe was in a disastrous state, especially economically, with relentless inflation reducing the value of savings and investments of all kinds.



Only those industrialists with a particularly modern approach to production could hope to weather the financial crisis with a minimum of damage.

The first of these in Europe was André Citroën, a fervent admirer of Henry Ford's methods of mass production, especially after his visit to Detroit in 1912.[2]



Andre Citroën & Henry Ford – Jun. 1923

He had been able to put these methods into practice during the war in his ammunition factory where he had achieved remarkable levels of production (50,000 shells per day).

By the end of the war, Citroën had a fully equipped factory, which he decided to use for mass production of vehicles as Henry Ford had done with his famous Model T since 1908.

While the French government encouraged, by means of tax benefits, car manufacturers to invest in cyclecars (maximum weight: 350 kg), André Citroën preferred to enter the small car sector, then monopolized by Peugeot and Renault.

1922, Fiat 519

Fiat offered in 1922 a sportier version for the 519.

It was lighter, quicker, and built for those who dared more on the road.

The 519 S offered more than just room for four and four doors. Despite its torpedo-style bodywork built by Carozzeria Fiat, it was the equivalent of a modern open-top GT with easier access to the rear seats. Its convex flanks and concave tail made it streamlined and better suited for higher speeds.

In the '20s, the cars looked very similar to another, but Fiat tried to make things different. It adopted a V-shaped radiator instead of the already established squared ones. Moreover, the central part of the radiator was moved forward like an arrow. Its spare-wheels were on the side-sills, behind the front fenders. An unusual shape for those times was the windshield, which was split in two, with a center pillar moved forward, and the two sides were slightly raked.

“Gathering of the Faithful”, Moruya Bowling Club. 22 December.

Photos by Bernie DuField. Canon 1D (Mark 1) Canon 50mm f/1.4.
This camera is Canon’s first digital 1D, dating from c.2002. Ironically as I took photos of old cars the camera got in a mood and failed to write a heap of shots to the card, necessitating a re-shoot. The battery door was loose as it turns out.


12195 J


32807 H

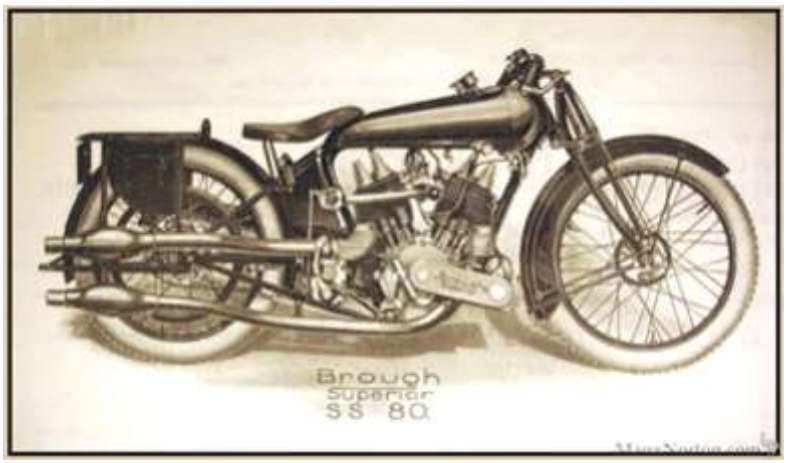
1922 Indian Chief

The Indian Chief is a motorcycle that was built by the Hendee Manufacturing Company and the subsequent Indian Motocycle Company from 1922 to the end of the company's production in 1953. The Chief was Indian's "big twin", a larger, more powerful motorcycle than the more agile Scout used in competition and sport riding.

When Indian resumed civilian production after World War II, they revived only the Chief line. Production of Indian motorcycles ended with the last Chief made in 1953.

The Chief was introduced for 1922 to replace the Powerplus, although the Powerplus was continued under the "Standard" name until 1923.[5] Designed by Charles B. Franklin, the Chief had design features similar to Franklin's earlier Scout, including the gearbox bolted to the engine casings and primary drive by gear train. The Chief had a bore of 3+1⁄8 inches (79 mm) and a stroke of 3+31⁄32 inches (101 mm), giving a displacement of 61 cubic inches, as the Powerplus/Standard had. Unlike the Powerplus/Standard, the Chief was not offered with rear suspension.

1922 Brough Superior SS80



The Brough Superior SS80 was built by George Brough of Brough Superior in Nottingham, UK from 1922 to 1939. Described by The Motor Cycle as "The Rolls-Royce of Motor Cycles", production ended with the outbreak of World War II in 1939.

The SS80 (Super Sports) model was developed in 1920, soon after George Brough set up Brough Superior. The SS80's model designation was based on Brough's guarantee that it could reach 80 mph (130 km/h). Finished to a standard that put it well beyond the reach of most motorcyclists, the SS80 set out the key features of all Brough Superior models to follow.

The SS80 "De Luxe" specification included a fully sprung rear wheel, bottom link front forks, a patented rolling stand, pillion footrests and a specially tuned engine.

George Brough used a specially-tuned SS80 he nicknamed 'Spit and Polish' (so called because of the immaculate finish he always maintained) to become the first sidevalver to lap the Brooklands track at over 100 miles per hour (161 km/h). The same motorcycle went on to win 51 out of 52 races. The only time it failed to win was due to a puncture.

Brough became famous as a competition rider and only retired from racing following a serious crash which left him recovering for eight months in hospital receiving skin grafts, as he never wore protective clothing.

Featuring a 1000cc side valve 'V' twin engine it was first used at Brooklands in 1922 and nicknamed 'Spit and Polish' due to it's immaculate appearance. It was at this event that George Brough won the 5 lap expert's race, his first win. Later that day George crashed due to a burst front tyre and promised his family on leaving hospital that he would not race again. Afterwards he argued that sprinting and hill climbing was not racing and the damaged bike was rebuilt as a sprint machine using special forks and a prototype engine specially developed at the JAP factory.

The machine was re-named 'Old Bill' by George himself after Bruce Barnsfather's cartoon character from World War One. The bike with George in the saddle won 51 sprint events in 1922/3 and in the 52nd at Clipstone in Nottinghamshire both bike and rider crossed the finish line making fastest time of the day but they were not together. Due to yet another burst tyre at more than 90mph George again crashed and suffered severe injuries which kept him in hospital for many weeks. During this time 'Old Bill' was repaired, converted to road trim and sold to help pay the wages whilst George recovered.

The bike was used on the road by one or two owners until World War Two when it suffered some damage again in London during the Blitz. A cast iron bath fell through the ceiling where it was stored and damaged the petrol tank.

This bike sold for: £291,200

Reg Number: FR 3925. Engine Number: KTRE9069

Body Colour: Black. CC: 980

1922 Megola

The Megola was a German motorcycle produced between 1921 and 1925 in Munich. Like Bimota, the name is a portmanteau derived loosely from the names of its designers Meixner, Cockerell, and Landgraf.

The Megola had a unique design, laid down by Fritz Cockerell in 1920, using a rotary engine mounted within the front wheel. The engine contained five cylinders with side-mounted valves, each of which displaced 128 cubic centimetres (7.8 cu in), with a bore/stroke of 52 by 60 millimetres (2.0 in × 2.4 in) and a total displacement of 640 cc (39 cu in).

The cylinders rotated around the front axle at six times the wheel speed; thus while the cylinders were at maximum of 3600 rpm the front wheel was turning at 600 rpm, or roughly 60 miles per hour (97 km/h) (given the wheel diameter). A hand-controlled butterfly valve was located in the hollow crankshaft to regulate throttle. Power output was a modest 14 brake horsepower (10 kW) but was applied directly to the wheel. This arrangement produced a very low centre of gravity and provided for excellent handling.

The first prototype was built in 1920 with the five cylinders mounted within the rear wheel. Unusual features on the production models included two fuel tanks. The main tank was hidden under the extensive bodywork, and the fuel from it was taken to a much smaller tank above the engine via a hand pump. Two independent brakes were used for the rear wheel. Megolas came well-equipped, with a fuel gauge, tachometer and ammeter as standard equipment. They were available in two variants: sporting and touring. The touring version featured a sprung rear wheel and soft saddle; the sport lacked rear suspension but had a more powerful engine. The top speed was 85 kilometres per hour (53 mph). Motorcycle racer Toni Bauhofer achieved 142 kilometres per hour (88 mph) on a sports-model on the AVUS racing circuit in Berlin. In 1924, he won the over-500cc-class on a Megola at the German Motorcycle Road Championship.

The engine was very flexible, lacking both a clutch and a transmission. To start the engine, the rider had to either spin the front wheel while the cycle was on its stand, or push-start the cycle. The cylinders could be disassembled without having to remove all the wheel spokes to service the engine. The lack of a clutch meant the engine had to be stopped when the cycle was stationary. As an alternative, the owner's manual suggested the rider make small orbits in the road if at any point they had to halt. The tires were tubed with the front inner-tube being a circular sausage-shape rather than a complete doughnut-like torus shape, so that it could be changed without removing the wheel and engine. At the time, this type of tube was produced commercially so it was likely not created specially for the Megola. The box-section frame contained the main fuel tank

which fed by gravity a smaller tank mounted on the axle. The front suspension consisted of semi-elliptical springs.

During less than five years of production, approximately 2000 machines were built and sold. Around 15 examples remain; one was displayed at the Guggenheim Museum 'Art of the Motorcycle' exhibition in New York City. An example of a sport version of the Megola is part of the automotive collection of Jay Leno. Around eight replica Megolas have been built between the 1980s and the present day. A replica, fitted with an original engine, was sold by Bonhams auction house in London in 2016 for £82,140.

In 1935, there was an attempt by a group of engineers to make an improved version, the Killinger and Freund Motorcycle, but World War II put an end to their plans.

Behind the scenes. Preparation for a 4WD Club Run

Richard Fisher

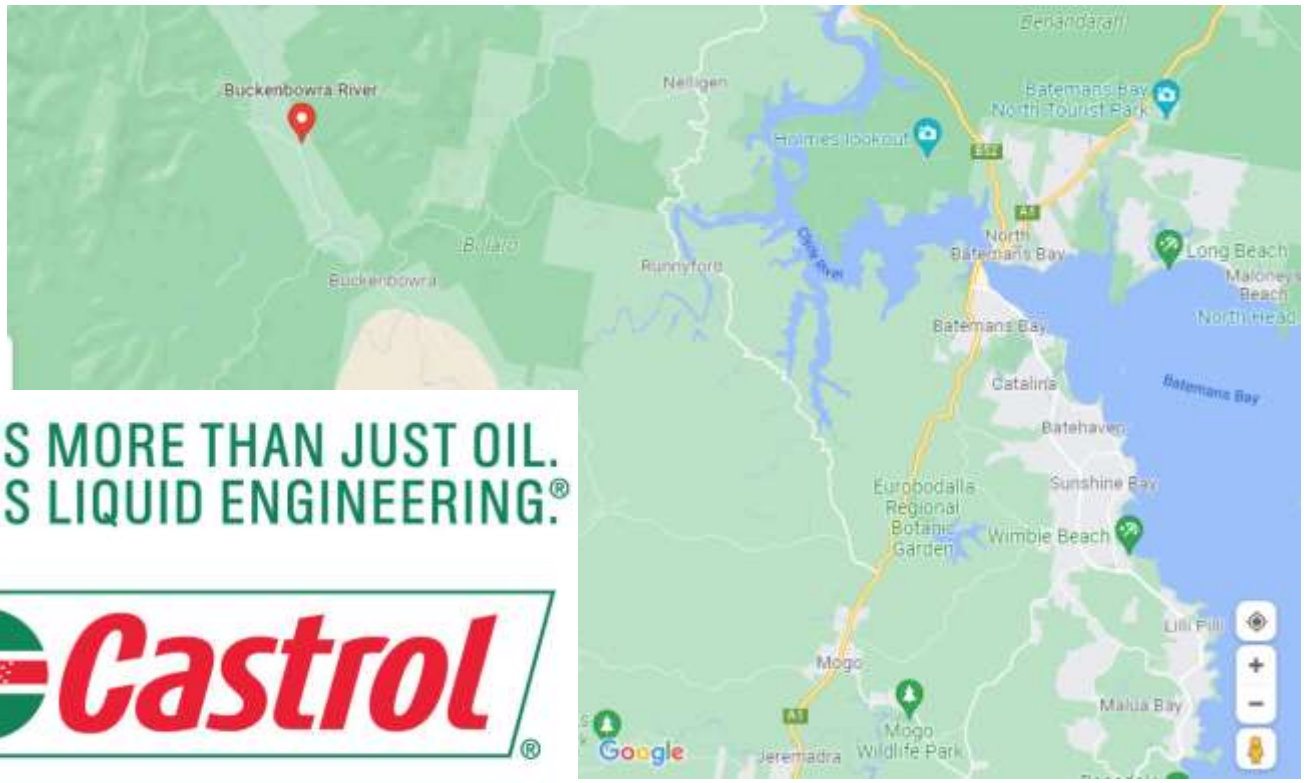
28th January and with gusto and enthusiasm three 4WD vehicles left Mogo to reconnoiter the proposed track for the planned 9th February trip. Richard and Paul in a Suzuki Jimny, Bob in a Chinese special and Rod and Jammo in a Chev Suburban.

The weatherman smiled on us, and before long we came upon a stop/go traffic control point, a gang was removing dangerous trees from near the dirt road. Then on to some water crossings and a fire trail. Steep grades were well dealt with by the vehicles, but there was a lot of in and out of the vehicles to clear fallen branches from the track.

Then on to the bank of the Buckenbowra River for a well deserved morning tea break, then into the river itself. Oops! Deeper than expected, and the way to the main crossing was blocked by fallen trees. Wielding chainsaws Rod and Jammo made short work of them, but alas! A bit further on, and the main crossing point was more than knee deep. So, accepting their fate with stiff upper lips, the intrepid group turned and retraced their tracks for a while, then took an alternative route into Nelligen. All in all, a good drive in the bush anyway.

A modified route will be in place for the 9th February trip.

(Photos by Richard Fisher & Jameson Maxted)
























Richard Fisher

Thirteen vehicles. Was that a portent of ill fortune ahead? The club members embarking on the 9 February 4WD run decided to ignore superstition and headed to the wilds of Mogo State Forest. In a run along some of the roads almost exactly two years ago those roads were in far better condition. Misons Road now has shrubbery from both sides intruding into the vehicle passage, and the surface is poor. Turning onto a fire trail/logging road it seemed a sure bet that no maintenance had been carried out over the last two years. With erosion gullies to rival Kings Canyon and potholes like volcanoes' craters, some questioned the likelihood of passage. Nevertheless, the intrepid group accepted the challenge, with one star being a young lass enjoying four wheel driving for the first time. With an enthusiastic smile she had her vehicle bounding up a treacherously steep slope with derring-do, then in a display of prudence that belied her tender years passed the wheel to an experienced hand for the perilous descent. Luckily, a large tree across the trail could be avoided with a detour through the scrub. To Maulbrooks Road, and a saunter through some shallow creek crossings back to Mogo for morning tea. Part two of the expedition began on Runnyford Road, then along Ross Ridge Road and Quart Pot Road running beside the glorious green pastures of Buckenbowra Station. Then the Buckenbowra River was forded, followed by a run along Bolaro Mountain Road where fern glades and views of Batemans Bay graced the occasion. This was Bolaro State Forest. A turn left into Sugarloaf Road, which becomes Paradise Road, and some more moderately testing 4WD progress. Another creek was crossed without much ado, but then there was some confusion and a little merriment when the CB radios crackled with a warning that drivers should be prepared to negotiate a wet patch. With the mud and puddles successfully dealt with, a pleasant run along Old Bolaro Mountain Road to the Kings Highway, then off to sample the luncheon fare provided by the Nelligen Cafe. The weather was superb, blue sky and temperature in the high twenties. A great day.

(Photos by Richard Fisher & Jameson Maxted)








Member Tom Derwent. Racing his Triumph TR7 at Wakefield Park

Tom and his Mum Gwen towed his racing TR7 to Wakefield this weekend 29th and 30th Jan 2022
Tom racing the TR7 in the Super Sprint events and did himself proud .
I timed a couple of laps at 1min15.6 sec
Both Tom and car performed very well and quick .
Mark Beaver, Guy Falks, Ian Lord and family were all there in support.

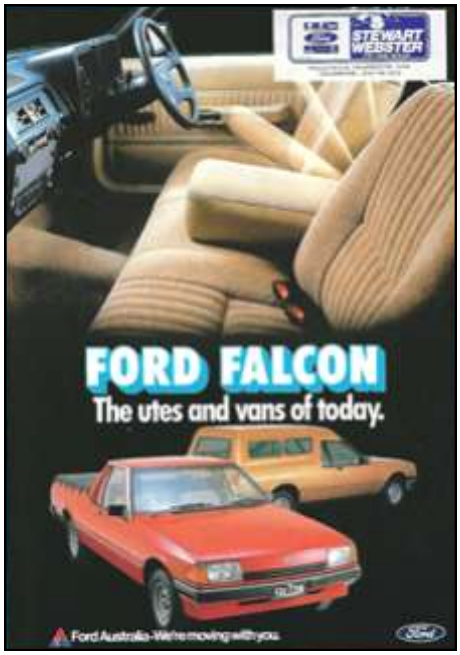
Paul Scott, young roving reporter
(Photos by Paul Scott)

Ford XE Falcon

Introduced on 11 March 1982, the XE was a revised version of the XD Falcon, which it replaced. Its external differences were restricted to a new nose, new rear bumper, and taillights. The biggest technical change was the introduction of a four link suspension system incorporating rear coil springs on the sedans. Wagons, utes and vans retained the rear semi-elliptical leaf springs as used on XD models.

3.3-litre inline six-cylinder
4.1-litre inline six-cylinder
4.1-litre inline electronic fuel injected six-cylinder
4.9-litre V8, 5.8-litre V8
A fuel-injected “EFI” version of the 4.1 L (250 cu in) six-cylinder was introduced in February 1983 to, in effect, replace the V8s, but initially produced only 149 hp (111 kW) and 325 N□m (240 ft□lb) of torque, well down from the 188 hp (140 kW) and 344 N□m (254 ft□lb) previously produced by the defunct 4.9 L (302 cu in) V8.

Manual transmission was available in 3-speed column shift and in the more common 4-speed floor shift. Automatic transmission was 3-speed, floor shift in 5-seater configurations and column shift in 6-seater units. Automatic was more common than manual, even though it was at extra cost in the GL and lesser range of vehicles.



The XE was the first Falcon to be offered with a 5-speed manual transmission, but only when packaged with the base 3.3 litre engine.
Dick Johnson won the 1984 Australian Touring Car Championship behind the wheel of a Group C specification 5.8 L (351 cu in) XE Falcon.

0-60 mph (0-97 km/h): 8.9 seconds (5.8 litre)
Standing Quarter Mile (400 metres): 16.3 seconds (5.8 litre)

Years of Manufacture: 1982 - 1984
Number Built: 193,890
Price at Introduction:
Falcon GL Sedan: $9758
Fairmont Sedan: $12,136
Fairmont Ghia: $15,587
Falcon GL wagon: $10,393
Fairmont wagon: $12,892

Holden Camira

The Holden Camira is a mid-size car which was produced by Holden between 1982 and 1989. It was Holden's version of GM's J-body family of cars—GM's third "global" car platform. The name "Camira" comes from an Aboriginal word meaning "wind."

The original Camira, the JB series, was introduced in August 1982 with a major trans-Tasman marketing campaign. The Camira replaced the Sunbird and Torana, although an interim four-cylinder version of the Commodore bridged the two-year production gap. A station wagon version was introduced in March 1983.

There was only one engine, the carbureted, naturally aspirated, transversely mounted 1.6-litre four-cylinder engine delivering 64 kilowatts (86 hp). The transaxle offering was a four-speed manual on the SL and SL/X, with a five-speed unit specified to SJ and SL/E variants. A three-speed automatic was optional on all models. Power steering was optional from early 1984

The Camira was Wheels magazine's Car of the Year for 1982. While superior to most other cars of the day in terms of ride and handling, the 1.6-litre Family II (16LF) engine, marketed as Camtech, was regarded as "underpowered" by much of the motoring media. While partly true, the powerplant produced similar power levels to many of its rivals, although the actual power delivery differed. Unlike traditional Australian engines that had reserves of low down torque, the Camira required a very different driving style that involved revving the engine.

Early models of the Camira suffered from a litany of quality control problems, which included smoking engines, insufficient drainage holes in the doors, poor paint quality and lack of adequate fan cooling, resulting in overheating in JB Camiras fitted with air conditioning. This tarnished the Camira's reputation and led to its withdrawal from the New Zealand market.

After an initial good sales run, Camira sales dropped significantly and the model was discontinued in 1989. The Holden Apollo, a rebadged Toyota Camry was introduced as the Australian market replacement.


carsales


FORD FALCON


MOTOR
5·8
FULL BARREL


POLICE
MWV 222


TAXI
VACANT
T 4273

Porsche 944

The 944 was manufactured by Porsche from 1982 until 1991. A front-engine, rear-wheel drive mid-level model based on the 924 platform, the 944 was available in coupé or cabriolet body styles, with either naturally aspirated or turbocharged engines. Over 163,000 cars were produced.

It's no secret that the 924 was developed in conjunction with Volkswagen, as a replacement for the VW-Porsche 914 but intended to be a sports car for Audi, in conjunction with a Porsche-made version. Developed alongside Porsche's forthcoming gran turismo, the V8-engined 928, the 924 shared not only that car's transaxle layout with the gearbox mounted on the rear axle to improve weight distribution as well as traction, but also its proportion.

While clearly a development of the 924 (they shared doors, glass, roof and a Hans Braun-designed dashboard), the 944 was very much its own thing.

Launched at the Frankfurt Motor Show in September '81, beneath its blistered bodywork lay the bones of the 924 Carrera GT's chassis but under the bonnet resided an all-Porsche engine – a new all-alloy 2479cc four-cylinder derived from the 928's V8, with the same 78.9mm stroke but a larger 100mm bore diameter.

Featuring a pair of counter-rotating balance shafts driven by a cogged belt (licensed from Mitsubishi) the engine was tilted 30 degrees to maintain a low bonnet height and in its original 2.5-litre form produced 120kW at 5800rpm and 205Nm at 3000rpm. That may not sound like much, but given the original 944 only weighed 1180kg, it was enough for 0-100km/h in 8.1sec (claim was 8.4sec) and standing 400m in 15.9 when tested by Wheels in September '82, as well as an effortless 220km/h V-max.

The aim with this engine was not only indestructibility – a highly modified twin-cam, 16-valve, turbocharged prototype fitted to a 924 Carrera GTP finished seventh outright at Le Mans in 1981 – but also driveability. Tractable from just 1000rpm yet punching hard to the 6600rpm rev ceiling, the secret to the 2.5-litre's tremendous elasticity was its torque delivery, offering at least 200Nm from 2500 to 5500rpm, almost like a modern turbo…

Which brings us to the next chapter in the 944's sports car story – turbocharging. In 1985, Porsche significantly upgraded the 944 with a completely new interior, ditching the old 924 dash for a much cleaner design as pictured here (though many still prefer the '70s version), in conjunction with new door trims and a repositioned handbrake.

But the big news, of course, was under the bonnet. Launched in Australia in early '86, the 944 Turbo was designed from the outset to drink unleaded petrol (while giving its best on 95 octane or higher), unlike the standard 944 whose outputs fell to 110kW/195Nm with ULP.

Weighing just 16kg more than the regular 2.5-litre, the Turbo's engineering brief was all about maximising performance without detracting from the 944's legendary driveability. With a KKK turbocharger running 0.75bar of boost (10.9psi), an intercooler, an electronic wastegate and an anti-knock sensor to allow a high (for its time) 8.0:1 compression ratio, the 944 Turbo boosted power by 35 percent to 162kW at 5800rpm, enough for a claimed 0-100km/h sprint in 6.3sec – marginally ahead of an unleaded 3.2-litre 911 Carrera (6.5sec).

Forged alloy pistons, an external oil cooler, a larger radiator and fuel tank, a bigger capacity alternator, a taller 3.375:1 final-drive (versus 3.889) and a revised fifth-gear ratio proved that this wasn't simply a case of slapping on a hairdryer. And the way the 944 Turbo's much-improved performance flattered its freshly tweaked chassis made it feel like it was always designed with turbocharging in mind.

Indeed, a good-condition 944 Turbo is so perfectly balanced and delightfully precise that its sheer competence means it lacks the excitement (and dynamic challenge) of a contemporary rear-engined 911. But that's probably what also makes it feel relatively modern.

Drive a 944 today and you'll be impressed by just how well-sorted it is – from the solidity of its doors to the fluency of its chassis to the weighting of its power steering. You'll also be thrilled by how it shrink-wraps around you, given that at just 4200mm long and 1735mm wide, it's a surprisingly compact car.

Even without a turbo, a 944 is a fabulously fluent machine on a winding road, but it's the hard-charging acceleration and harder-edged acoustics of the Turbo version that combine best with the near 50/50 weight distribution of its transaxle layout. It's no wonder the 944 Turbo was considered one of the finest handling cars of the 1980s. After his first-ever taste of a 944 Turbo, former editor of 'Wheels' Peter Robinson wrote "just 110 Turbos will reach Australia in '86 – I will envy their drivers as with no other car."

Looking back to 1982

Volvo 760

The wraps came off the Volvo 760 GLE in February 1982, the new model being the successor to the popular Volvo 264 GLE. Simply put, the 760 was a superb car - despite the love it or leave it looks of the now very angular but still boxy looks.

This new design was criticized by the media when released: Gordon Murray of Autocar Magazine said, "to me it's obscene. That goes right against the grain of what everybody else is trying to do. To me it looks like a European version of a North American car. It produces the same amount of power as a 2600 or 3500 — in this day and age it disgusts me to see something about like that. It's a definite step backwards." All that changed however when Autocar and Car & Driver got their hands on a turbo intercooled 760; they said it was one of the best handling and fastest accelerating cars they had seen in a while, going from 0-60 mph (97 km/h) in under 8 seconds.

Under the bonnet of the 760 GLE was Volvo's tried and proven fuel-injected V6 engine - which by 1982 had garnered a stellar reputation for both performance and reliability. The engine had been around for some time already, but during its tenure it had undergone many subtle refinements, reaching a high point of superb engineering technology by 1982.

On the road the 760 GLE was smooth, responsive and almost without vices. The new four speed over-drive automatic suited the car perfectly, and the performance was much better than many had imagined possible for such a heavy car. Smooth and exceptionally quiet, owners soon discovered just how effortlessly the big Volvo could eat up the miles.

\Inside both driver and passengers were cocconed in the safe, quiet and comfortable cabin, ensuring negligible driver fatigue. The power steering made the big Volvo a delight to handle, and in many respects it even encouraged enthusiastic driving - something few Volvo's had offered in the past.

The instrumentation was comprehensive, while luxury fittings were in abundance, as was expected of any Volvo. The plushly upholstered seats even came with seat warmers for the front buckets (height adjustable for the driver), while the air-conditioning featured climate control.

Mercedes 190 (W201)

Mercedes-Benz has always enjoyed a good reputation for prestige, quality, refinement and reliability in this country; it was one that was, and still is, well earned. The problem for most of us is that the price that came with it was way out of reach.

The biggest problem Mercedes had when introducing the 'budget 'Benz' was to avoid cheapening the brand in the eyes of its traditional buyers. It was a major issue for both the company and those buyers who were of the mind the company was abandoning the very things that made it what it was. The 190E was the first move Mercedes made into the sub-compact market that was then dominated by the BMW 3-Series. It was immediately successful being voted 'European Car of the Year'.

When the 190 was first presented it didn't look particularly revolutionary. Yet the Mercedes-Benz mid-size sedan, known within the company as the "compact class" and positioned below the E-Class, S-Class and SL-Class, became a milestone for the future development of the Mercedes-Benz model portfolio.

The Mercedes-Benz compact class – or C-Class as it became known as from the subsequent W 202 series, according to the nomenclature introduced at the time – clearly aimed to replicate the virtues of its bigger relations in terms of handling, passive safety and reliability. Along with its smaller size, the new Mercedes-Benz was also lighter and very economical.

The follow-up to the five-cylinder diesel engine came in the fall of 1985 when Mercedes-Benz actually installed a six-cylinder in-line engine in the 190. The 190 E 2.6 was displayed at the Frankfurt International Motor Show in September of that year. In combination with a five-speed manual transmission, the 2566-cc engine delivered 166 hp (122 kW) and accelerated the car from standstill to 100 km/h in just 8.2 seconds. The top speed was 215 km/h.

1982 Kawasaki GPZ750

The Kawasaki GPz750 four is an excellent example of a solid, usable, big classic, with plenty of style and few foibles. They're well worth snapping up, if you can find a good one.

The brutal beefiness of the 750's bigger brother, the GPz1100, might have attracted more buyers, while the smaller sibling, the GPz550 was cheaper and easier to live with.

The 750 quickly came up against more powerful rivals, including the GPZ900R, Yamaha FZ750 and Suzuki GSX750ES and the later GSX-R 750 most of which handled better and had fancier engines, while Honda's 750 V4s were much more mechanically sophisticated.

But nearly 40 years on, the GPz750 has much to recommend it.

Back in the early 1980s the various members of the GPz range would be seen in clusters at pubs and meeting places, often as a bike acquired after losing one's L-plates.

And that's what makes it a future classic. If you had one when they were new, you may well look back on it with fond nostalgia and want to relive your youth.

And if you couldn't afford one then, today the reasonable price will make it easier to fulfil that dream.

1982 Honda NS500

The Honda NS500 is a 500cc Grand Prix racing motorcycle of the early 1980s, powered by a two-stroke V3 engine. Created as a replacement for the innovative but unsuccessful four-stroke NR500, the bike went against Honda's preference for four-stroke machines but proved very effective and quickly won the 1983 500cc World Championship with Freddie Spencer on board.[1] Spencer was able to use the lower weight and superior handling of the NS500 to achieve higher cornering speeds, and getting on the power earlier leaving corners.[2] Ron Haslam also won the 1983 Macau Grand Prix. After a relatively short lifespan the bike was replaced by the more successful two-stroke, V4 engine powered NSR500.

1982 Honda CX500 Turbo

The CX500 Turbo was released in 1982. The CX500 Turbo (also known as the CX500TC) was only produced for the 1982 model year. It was superseded by the CX650TD (CX650 Turbo; D=1983) for the 1983 model year, which was itself discontinued the same year. The 1982 CX500T was Honda's first production motorcycle to have programmed fuel injection system. With redundant fail-safe systems working in tandem with a separate ignition system. Electronic system failures were reported to the driver through two dashboard displays: an issue with the fuel injection system would light a "Fuel System" light on the dashboard and an issue with the ignition would flash the "TURBO" indicator.

The CX500TC powerplant was based on the water-cooled V-twin with four pushrod-operated overhead valves per cylinder configuration used in the CX500 introduced a few years earlier. The engine case look was retained nearly intact from the original CX500. The turbocharger, at peak boost providing approximately 19 psi boost nearly doubles the power output of the engine. The engine case is changed to accept the larger crankshaft bearings of the CX650 released in the same year, while the suspension, brakes, frame and fairing all differ significantly from the earlier CX500 and the Pro-Link rear suspension and TRAC (Torque Reactive Anti-dive Control) were used on the CX500EC (released 1982) and CX650ED (released 1983) models.

1982 Honda CBX550F

The Honda CBX550F is a four-stroke, in line four cylinder, sport tourer motorcycle produced from 1982 to 1986. The CBX550F II is identical apart from the addition of a half-fairing.

Although the model was designated 550, the actual capacity was 572.5 cc (34.94 cu in). Honda developed a completely new, unusual design of engine to compete in the middleweight-sector with twin overhead camshafts acting on rockers, having screw-adjusters for clearance which actuated the sixteen valves (four per cylinder).

The engine featured a standard oil-cooler and a distinctive, unusual exhaust system, a first for Honda, with cross-over pipes directly in front of the engine linking cylinders one to four and a separate pair of pipes connecting cylinders two and three. The CV carburettors were of a new type using mixture-enriching internal fuel passages for cold-starts, with careful engineering of the inlet tracts to achieve smooth gasflow.

The machine was noted for its use of inboard ventilated disc brakes, the discs themselves being contained within a "drum" type enclosure. Front suspension was by oil-damped telescopic fork with air assistance and incorporating an anti-dive mechanism in the left fork leg. Rear suspension was by Honda's own "Pro-Link" rising rate system, which allows the suspension forces to vary in accordance with rear wheel movement. The machine was equipped with transistorised ignition and electrics were 12 volt.

1982: Holden JB Camira

Awarded with reservations, the Camira nevertheless attracted praise for its ride, handling, packaging and then-uncommon front-engine, front-drive midsize layout.

The Holden Camira is probably the most-maligned car ever (Leyland P76 and AU Falcon aside). At the time the most advanced vehicle ever made in Australia, the 1982 JB was part of General Motors' global J-car program created to achieve massive economies of scale perfected by Japanese brands.

It also served up several firsts. For starters, Camira was Holden's first FWD; the first anywhere with variable-ratio steering; the first to export body panels to Europe since the Port Melbourne-developed wagon was made only here; and its Family II engine was the brand's first to be exported, by the millions over three decades. All were huge achievements by GMH.

The Camira was also the first FWD in the then-booming local medium-sized – or 2.0-litre' – segment, dominated by the Mitsubishi Sigma, Nissan Bluebird and Toyota Corona. Consequently it seemed space age against such dated competitors, offering greater cabin space utilisation, lighter construction for better performance/economy balance and definitively stronger dynamics – something Holden ensured by re-engineering the Ascona for Australian conditions. Don't forget; the Opel rivals weren't Japanese dross but Renault, Fiat and Volkswagen.

In a move reminiscent of today's downsizing fever, the Camira featured an advantageous power-to-weight ratio to achieve performance akin to a 2.0's, and thus came in at more than 100kg under its RWD rivals. Result? The JB's carburettor-fed 64kW/125Nm 1.6 equalled or bettered most. At least on paper...

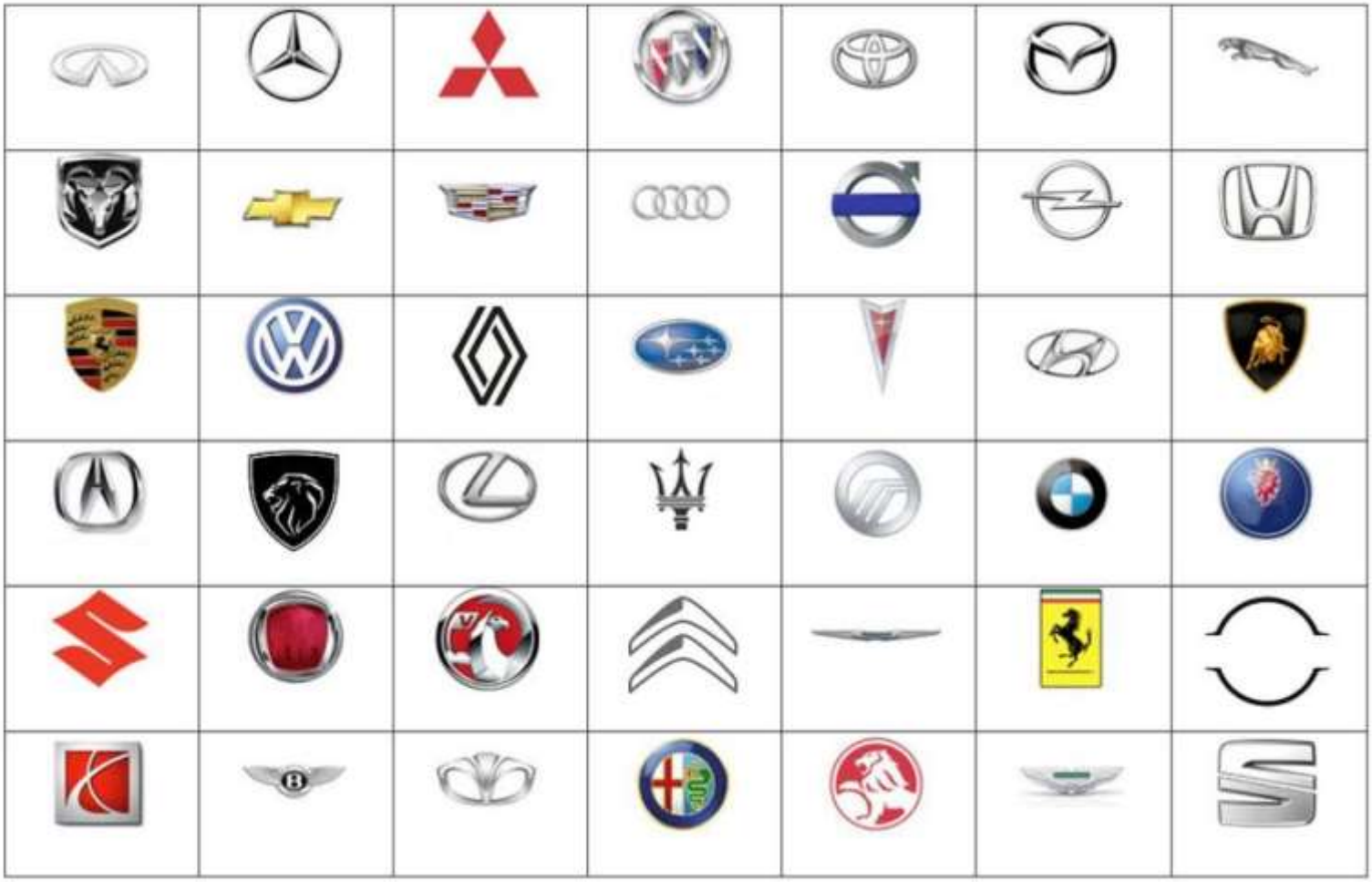
Out in the real world, however, such bold clean-sheet engineering was bound to create issues, and the Camira delivered its fair share – sloppy workmanship, Holden's inexperience with plastic components that undermined quality, glitchy electronics, overheating, engine woes, structural fatigue, rust… and more. Careless or ignorant servicing for what is essentially a sophisticated European-design powertrain didn't help either.

Alongside the Camira sedan and marvellously packaged wagon (featuring a bumper fixed to the tailgate for a low floor-level loading height – brilliant!), a five-door liftback as per the Ascona was also considered. A shame GMH's cash-flow problems prevented that.

Later, Holden admitted that going 1.6 alienated consumers as it was deemed too small, adding that the decision was made at the height of the 1979 global fuel shortages. The remedy came with the strikingly nosed JD of late '84, gaining an injected 83kW/146Nm 1.8 option – though mandatory unleaded-petrol saw the '86 detuned version lose 20kW! – as part of widespread refinements that also fixed many of the gremlins plaguing the JB.

However, sales slid rapidly. Even the gutsy 85kW/176Nm 2.0 that heralded the lightly revised JE the following year wasn't enough. Yet this was the Camira Holden should have built from the beginning. After 151,807 examples, production ceased in '89.

Ultimately, Holden was forced in a model-sharing marriage with Toyota brokered by the government to help make the local industry more efficient, but the resulting Camry-based Apollo barely registered.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	X	V	R	E	L	S	Y	R	H	C	R	D	F	Q	T	D
2	Z	H	O	I	S	U	J	H	Q	X	E	R	F	S	O	U
3	I	C	P	L	R	U	O	L	H	M	M	O	K	D	Z	Z
4	K	E	P	A	K	L	T	U	N	E	M	F	G	B	Q	U
5	E	N	B	O	D	S	S	O	W	R	U	E	V	E	D	S
6	O	U	T	E	R	T	W	R	L	C	H	N	A	N	C	I
7	S	E	N	O	A	S	E	A	A	E	K	I	H	T	T	Z
8	N	C	M	H	E	N	C	C	G	D	K	T	Y	L	E	D
9	Z	A	I	O	A	G	A	H	T	E	N	R	U	E	L	V
10	B	A	S	U	R	L	U	O	E	S	N	A	N	Y	O	G
11	D	A	L	S	L	A	Y	E	F	B	M	M	D	B	R	O
12	K	T	A	I	I	O	F	I	P	E	V	N	A	M	V	O
13	S	P	D	S	T	N	A	L	D	N	C	O	I	W	E	W
14	N	A	Y	A	N	T	I	Q	A	Z	H	T	L	S	H	E
15	C	M	I	T	S	U	B	I	S	H	I	S	F	V	C	A
16	E	R	A	U	G	A	J	I	M	T	E	A	J	F	O	D

SOLUTION
Last months puzzle

Word Search Answer/Hints

The words below are listed with their starting row and column

ALFA ROMEO 14:9
ASTON MARTIN 16:12
BENTLEY 4:14
BMW 11:14
CADILLAC 15:1
CHEVROLET 15:15
CHRYSLER 1:10
DAEWOO 16:16
DAIHATSU 11:1
DODGE 1:16
FIAT 11:9
FORD 4:12
HOLDEN 2:8
HUMMER 6:11
HYUNDAI 7:13
ISUZU 6:16
JAGUAR 16:7
KIA 8:11
LOTUS 6:9
MERCEDES BENZ 3:10
MITSUBISHI 15:2
NISSAN 13:6
PEUGEOT 12:9
PORSCHE 4:3
RENAULT 6:8
SAAB 13:4
SUBARU 7:1
TOYOTA 9:9
VOLKSWAGEN 1:2
VOLVO 12:11

MOTO Eurobodalla