

# MOTO

## Eurobodalla

April 2023



Classic and Vintage  
Motor Club of Eurobodalla  
Volume 22 N<sup>o</sup> 1



**1913 / 1973 Cars & bikes**

**In 1973 England, a Caterham 7 or a Reliant Robin?**

**Locally: P76, Charger, Mazda RX-4, or a Datsun 120Y?**

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## TRAVELOGUE

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### 1913

Peugeot 500M  
Sears Leader 1913

Alfa 40/60  
Alva  
Austin 20  
Little Princess  
Lancia Theta  
Lyons-Knight Model K-4  
Lion-Peugeot Type VD  
Mercedes 37/95  
Mercury  
Morris Oxford  
Peugeot 146  
Saxon  
Vauxhall 30-98 Wensum

### 1973

BMW R90S  
Honda CB200/ CL200 Scrambler  
Honda 250 Elsinore  
Honda CR250  
Kawasaki Z750  
Laverda 1000  
MV Augusta 500  
Yamaha AG100  
Yamaha RD250/ RD350

Austin Allegro  
AWS Shopper  
Bet 500  
Buick Apollo  
Buick Regal  
Caterham 7  
VJ Valiant  
Datsun 120Y  
Enfield 8000  
Ferrari Belinetta Boxer  
XB Falcon  
Leyland P76  
Mazda 929  
Mazda RX-4  
Lancer A70  
Pontiac Grand Am  
Reliant Robin





# President's Message

President's Message. March 2023.

It seems like only a few weeks ago we were wishing each other a Merry Christmas and preparing for our annual Christmas and new year tourist onslaught, and here I am preparing for Easter.

Both holiday periods are hectic in our Shire but we benefit in many ways, including the visitors who travel here in their Historic cars and the meeting and time spent with them is usually fruitful. As most of you know, I lean towards 70's cars and they are almost always Holdens, but during the Christmas holidays I had the opportunity to spend time with Chrysler, Ford, Mazda, Toyota, Volkswagen and Porsche owners and it gave me an opportunity to understand how similar we all are, albeit with a passion for our particular car of choice.

I've owned a couple of motorcycles too, and get the opportunity as an inspector to see a lot of bikes I'd love to own up close, and that's where I noticed that I had no particular favourite. I'd love a nice Harley Davidson, but then a Ducati rolls in and my heart beats faster. Then a Honda or Suzuki or Kawasaki shows up and I want one of them too. I wouldn't knock back a nice British bike either...

The plans have been drawn up for our Clubhouse, and final approval from council on our location has been granted, so it's time to start the next process, which is the accumulation of funds to actually build it. We are looking for grants and are hopeful all our costs will be met that way. I can't mention the clubhouse without thanking Ron and Gloria Cregan for their donation of a brand new water recycling unit and oil separator valued at \$25,000.00, and a massive portable barbeque which I'm sure we'll be giving constant punishment to as soon as we open.

Runs are still being well patronised, and I'm always happy to see how many members we are getting at our Monthly Meetings at Tomakin Club. We are having a few more Sunday BBQ runs too, which are always well attended.

I hope to see you all out as much as possible while the weather is still kind to us, and that you enjoy this edition of our excellent Magazine.

Rob.

## Front Cover

Huw Owen-Jones driving his MG in the 2022 Moruya Mardi Gras.



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# The Classic and Vintage Motor Club of Eurobodalla (CVMCE)



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<b>Public Officer</b> Rod Shanahan 0458 716 699		<b>Narooma</b> 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: We 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 1<sup>st</sup> & 3<sup>rd</sup> Sundays of the month, leaving from Moruya from the rear Adelaide Hotel. See Facebook for any last minute changes
  - ◇ 1<sup>st</sup> Sunday to Nelligan
  - ◇ 3<sup>rd</sup> Sunday to East Lynne
- ◇ Magazine: MOTO Eurobodalla will be published three times in 2023. Copies are made available at meetings.



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## 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](http://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's message

- Bernie DuField



Welcome to the April edition of MOTO Eurobodalla. Our magazine is normally published 4 times a year, however as I am taking some long service leave and doing a road trip to SA & WA shortly, there will be three 2023 editions instead: April, August, & December.

Sorry about that, I just won't be able to get an edition out whilst on the road I'm afraid.

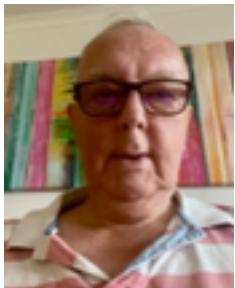
Our regular travel article by Karen Motyka will not be in this edition due to a sudden death in the family and a necessity to fly to the UK. Please accept our collective condolences Karen, and we look forward to having you back soon.

One of our members, Ross Haywood, submitted an interesting article on a trip to Cowra in his W123 Mercedes which sounds like it enjoyed the trip just as much as Ross & Ros!

This April issue looks back at 1913, 1943 & 1973, however due to the second World War there was nothing really to speak of being released in 1943.

Catch ya

## Vice-President's Message

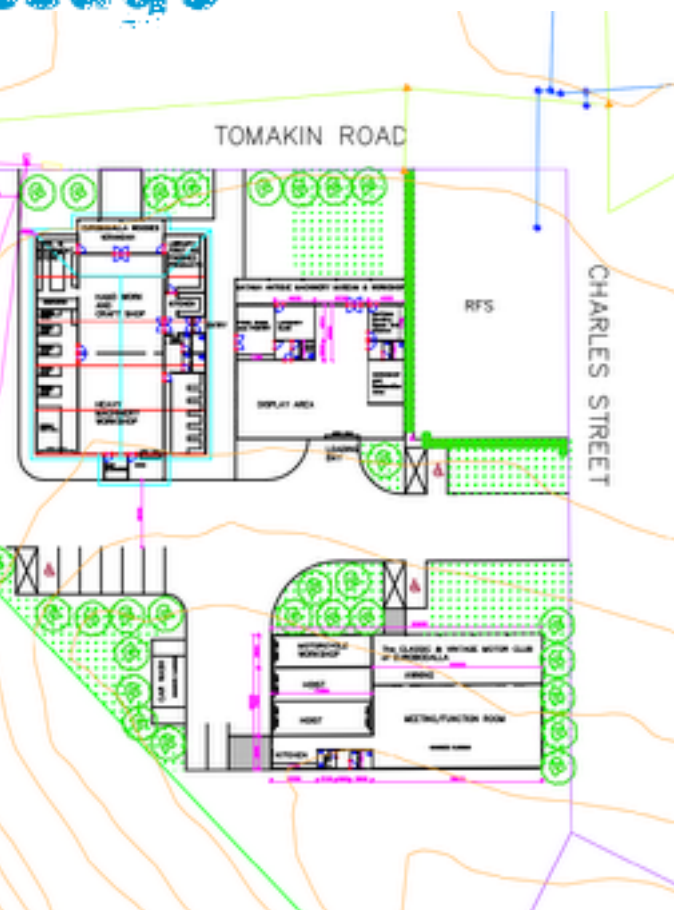


### Paul Scott

At our last Project Committee Meeting in January '23 I reminded the committee it was just 12 months ago we had our first meeting to see how we would put together our Submission for a Future Club House. Already we have achieved working together with the MATAMA and EWG Clubs as One Voice.

Also putting together a very professional Submission and obtaining meetings with Council .

- \* The 3 Clubs have signed and sent to Council a letter of Acceptance of the Community Hub Project as requested and Council has said they would reply in writing back to us early in the New Year. This reply will then allow us to apply for Grants .
- \* A Consultant Architect is currently in the Process to obtain a DA for the Buildings .
- \* We have found out there are coaxial cables under parts of the Land. Council has advised us to get a Service Consultant to survey the land and have them invoice the Council .
- \* The project committee meeting had a guest speaker of how to apply for grants and also what the priorities are in applying. A very positive meeting .
- \* I congratulate the Committee for their great work to get the Submission to this stage so quickly and that we can continue the Positive progress this year for our Club members .



# 2022 Club Runs No: 95

Events Coordinator: **Graham Cochrane 0414 989 439**

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



29-Mar	Wednesday	<b>Narooma Golf Club, 1 Ballingalla St, Narooma</b>
1-April	Saturday	<b><i>Cars, bikes and coffee Moruya and Tomakin</i></b>
2-April	Sunday	<b><i>1st SUNDAY RUN NELLIGEN</i> River Café, 1 Wharf st, Nelligen</b>
4-April	Tuesday	<b>Club Meeting at Tomakin Sports Club</b>
5-April	Wednesday	<b>TUROSS HEAD</b> Boatshed, 93 Trafalgar Rd, Tuross Head
7-April	Friday	MG National Rally - Adelaide
8 April	Saturday	<b>Coffee, Cars and Bikes at Moruya and Tomakin</b>
12-April	Wednesday	<b>MOSSY POINT</b> Boat Ramp, 165 Annettes Parade, Mossy Point
15-April	Saturday	Coffee, Cars and Bikes at Moruya and Tomakin
16-April	Sunday	<b><i>3rd SUNDAY RUN</i></b> , Roadhouse Pie Shop Princes Highway East Lynne
19-April	Wednesday	<b>MORUYA</b> Shelley's Café, 29 Shelly Rd, Moruya Industrial Estate
22-April	Saturday	<b><i>Coffee, Cars and Bikes at Moruya and Tomakin</i></b>
25-April	Tuesday	(ANZAC day)
26-April	Wednesday	<b>NAROOMA</b> Casey's Café, Princes Highway (cnr Wagonga St)
29-April	Saturday	<b><i>Coffee, Cars and Bikes at Moruya and Tomakin</i></b>
2-May	Tuesday	<b>Club Meeting at Tomakin Sports Club</b>
3-May	Wednesday	<b>COBARGO</b> Café's, 52-54 Princes Highway, Cobargo
6-May	Saturday	<b><i>Cars ,bikes and coffee Moruya and Tomakin</i></b>
7-May	Sunday	<b><i>1st SUNDAY RUN NELLIGEN</i></b> River Café, 1 Wharf st, Nelligen
10-May	Wednesday	<b>TUROSS HEAD</b> Boatshed, 93 Trafalgar Rd, Tuross Head
13-May	Saturday	<b><i>Cars ,bikes and coffee Moruya and Tomakin</i></b>
14-May	Sunday	<b>Picnic at Korner Park, Batemans Bay North under bridge</b>
17-May	Wednesday	<b>MOSSY POINT</b> Boat Ramp, 165 Annettes Parade, mossy Point
20-May	Saturday	<b><i>Cars, bikes and coffee Moruya and Tomakin</i></b>
21-May	Sunday	<b><i>3rd SUNDAY RUN</i></b> , Roadhouse Pie Shop Princes Highway East Lynne
24-May	Wednesday	<b>BODALLA</b> Cafes, Princes Highway, BODALLA
27-May	Saturday	<b><i>Cars, bikes and coffee Moruya and Tomakin</i></b>
31-May	Wednesday	<b>SURFSIDE</b> General Store, 2/9 The Vista , Surfside
3-Jun	Saturday	<b><i>Cars ,bikes and coffee Moruya and Tomakin</i></b>
4-Jun	Sunday	<b><i>1st SUNDAY RUN NELLIGEN</i></b> River Café, 1 Wharf st, Nelligen
6-Jun	Tuesday	<b>Club Meeting at Tomakin Sports Club</b>
7-Jun	Wednesday	<b>BAWLEY POINT</b> Saltwood Café, 636 Murramarang Rd, Kioloa
11-Jun	Sunday	<b>Long Beach Fair</b> , Sandy Place, Long Beach
10-Jun	Saturday	<b><i>Cars,bikes and coffee Moruya and Tomakin</i></b>
14-Jun	Wednesday	<b>MOSSY POINT</b> Café, 31 Pacific St, Mossy Point
17-Jun	Saturday	<b><i>Cars,bikes and coffee Moruya and Tomakin</i></b>
18-Jun	Sunday	<b><i>3rd SUNDAY RUN</i></b> Roadhouse Pie Shop, Princes Highway East Lynne

21-Jun	Wednesday	<b>NELLIGEN</b> River Café, 1 Wharf st, Nelligen
24-Jun	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
25-Jun	Sunday	<b>Maloneys Beach Store</b>
28-Jun	Wednesday	<b>MALUA BAY</b> Bowling club, 40 Sylvan St, Malua bay
1-Jul	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
2-Jul	Sunday	<b>1st SUNDAY RUN NELLIGEN</b> River Café, 1 Wharf st, Nelligen
4-Jul	Tuesday	<b>Club Meeting at Tomakin Sports Club</b>
5-Jul	Wednesday	<b>BERMAGUI</b> Sundeck Fishermen's Wharf, 73/79 Lamont St, Bermagui
8-Jul	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
12-Jul	Wednesday	<b>MORUYA</b> Shelley's Café, 29 Shelly Rd, Moruya Industrial Estate
15-Jul	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
16-Jul	Sunday	<b>3rd SUNDAY RUN</b> Roadhouse Pie Shop, Princes Highway East Lynne
19-Jul	Wednesday	<b>BODALLA</b> Cafés, Princes Highway, Bodalla
22-Jul	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
26-Jul	Wednesday	<b>DALMENY</b> Rotary Park, Blue Octopus Takeaway, Noble Parade Dalmeny
29-Jul	Saturday	<b>Cars,bikes and coffee Moruya and Tomakin</b>
1-Aug	Tuesday	<b>Club Meeting at Tomakin Sports Club</b>
2-Aug	Wednesday	<b>TOMAKIN</b> River Mouth General Store, 101 Sunpatch Parade , Tomakin
5-Aug	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
6-Aug	Sunday	<b>1st SUNDAY RUN NELLIGEN</b> River Café, 1 Wharf st, Nelligen
9-Aug	Wednesday	<b>MOGO</b> Courtyard, 44 Princes Highway , Mogo
12-Aug	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
16-Aug	Wednesday	<b>BATEHAVEN</b> Crumb Café, 2/268 Beach Rd, Batehaven
19-Aug	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
20-Aug	Sunday	<b>3rd SUNDAY RUN</b> Roadhouse Pie Shop, Princes Highway East Lynne
23-Aug	Wednesday	<b>Batemans Bay</b> JJ'S at the marina, 27 Beach Rd, Batemans Bay
26-Aug	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
30-Aug	Wednesday	<b>LILLI PILLI</b> Three66 café, 1/366 George Bass Dr, Lilli Pilli
2-Sep	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
3-Sep	Sunday	<b>1st SUNDAY RUN NELLIGEN</b> River Café, 1 Wharf st, Nelligen
5-Sep	Tuesday	<b>Club Meeting at Tomakin Sports Club</b>
6-Sep	Wednesday	<b>BATEHAVEN</b> Tribe café Birdland, 55 Beach Rd, Batemans Bay
9-Sep	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
13-Sep	Wednesday	<b>NAROOMA</b> Golf Club, 1 Ballingalla St, Narooma
16-Sep	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
17-Sep	Sunday	<b>3rd SUNDAY RUN</b> Roadhouse Pie Shop, Princes Highway East Lynne
20-Sep	Wednesday	<b>Long Beach Picnic</b>
23-Sep	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
27-Sep	Wednesday	<b>MORUYA</b> Riverside Park, Shore St, Moruya
30-Jan	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
1-Oct	Sunday	<b>1st SUNDAY RUN NELLIGEN</b> River Café, 1 Wharf st, Nelligen
3-Oct	Tuesday	<b>Club Meeting at Tomakin Sports Club</b>
4-Oct	Wednesday	<b>NAROOMA</b> Casey's Café, Princes Highway (cnr Wagonga St)Narooma
7-Oct	Saturday	<b>Cars ,bikes and coffee Moruya and Tomakin</b>
11-Oct	Wednesday	<b>Batemans Bay</b> Regional Botanical Gardens, Deep Creek Dam Rd, Batemans Bay

# Meet a member

## Christine and Merv Roberts

Christine: My father was a toolmaker, the family car was a 'baker's van' (panelvan), he put seats in it when mum, dad and four children went on family trips. I didn't have a car when I was young, I went travelling instead.

Merv: I served my apprenticeship with my father as a letterpress printer. I had a break and went carting wheat out of Moree, then drove a sludge truck in Sydney, and then went back to my trade. My first car was a 1952 Morris Oxford panelvan. Second was a 1952 Morris Oxford sedan. Third car was a 1949 Austin A40 Devon and then a 1954 Austin A40 Somerset.

When Christine and I were married our car was an FC Holden. We used it to cart rocks etc. for landscaping our first home. Next a 1973 Holden Premier, a 1982 Commodore wagon, and a 2002 VX Commodore wagon. Lastly, a new 2016 Holden Captiva.

Christine: We moved to Tuross in May 1983, and joined CVMCE in 1995.

Merv: Cars on historic plates were very restricted in those days, limited to club runs or a run around the block to turn the engine over.

Christine: We were events managers for two years. Back then runs were often overnight. We went to lots of places – Minamurra Rainforest,

Coolangatta Winery, and HMAS Creswell at Nowra. We also had weekends away at Merimbula, Kangaroo Valley, Southern Highlands tulips, and Eden and Bombala. They took a lot of organising. We've seen the club grow from 45 members to what it is today.

Merv: Our cars – a 1953 FX Holden sedan has always been on full rego. It is one of the last built, in September 1953, we bought it in 1995. The FJ Holden ute is a 1954 model, bought in 2000. We added the canopy and it has had full rego from 2010.

Christine: We really like going on club runs, and meeting up with other members.



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# Member Story

## Road Trip to Cowra in a Mercedes 230e (W123)

Ross Hayward



The Classic (M/Benz 230e) had developed a roughness on idle with a dose of injector cleaner only being mildly beneficial, suggesting that it didn't like the long winter sojourns in the shed and when let out the home town runs were only short and lazy. A bucket list item of mine is to visit the NSW Art Gallery for the annual William Dobell Drawing Prize. By chance while recently in Moree the topic appeared and the "Prize" was doing a tour of regional towns. Cowra being our closest town.

That sparked the idea for a road trip. Unused 'Stays' vouchers, the need to give the Classic a good hard long run and suddenly the ducks were lining up. A window of fine sunny weather, an attractive one-way loop through the rolling hills of the western slopes clinched the plan. Up the Clyde mountain on Thursday 28 July with the log booked filled in for three days, coffee at Dojos Bread then via Goulburn for lunch at Crookwell another regional town reversing the rural decline with new coffee shops and B&Bs.

Turning west from Crookwell through Rugby, Frogmore and Darbys Falls on the C road to Cowra.

The recent long drought courtesy of El Nino was a time of fewer potholes. But a flick of the climate lever and La Nina has changed all that with deficient funds spent on resealing and drainage maintenance now for all to see and feel.

Like a fraying woollen jumper the seven council areas driven through are scrambling to plug potholes temporarily while wondering where the hell the funds will come from for the massive amount of work required for the permanent fix.

While contemplating this conundrum for others to solve I dropped speed closer to 90 kph while picking an alignment through fields of potholes. Staying at the Cowra Services Club Motel only required a few steps next door to the bistro.

Increasing costs has seen a few old favourites return to menus. Lambs fry & bacon (yes please) was delicious.

Friday, another glorious sunny winter day and we start with a stroll for coffee before the gallery and the Dobell Drawing Prize.

To summarise the 'Prize' I can't do better than to quote the catalogue

" This *Dobell Drawing Prize #22* is a most interesting and engaging blend of traditional concepts of drawing and works that push drawing's boundaries, allowing us, the viewer to see through different eyes a world of possibilities. And so it was.

Onwards to the Japanese Gardens. Now over 40years mature the trunks of the larger trees have that nice old gnarly patina - like an old classic car (& owner!). The quality of the main building and its materials are worth a second look. The Japanese roof tiles resemble the best ceramic pottery.

Then it was time for lunch in the sun surrounded by the gardens.

If it were Spring our cruising perambulation to Canowindra would have been flanked by golden fields of canola. It wasn't but the scenery was nearly as good.

Canowindra is also sprouting new coffee shops and B&B's. A new service station is under construction at the CBD entrance. Someone has faith in the carbon future!

Dinner at the Quarry restaurant on the outskirts of Cowra is an exemplar of the foodie culture in this region.

Saturday, day three, another fine, clear but cold start to the day. The Classic is still showing some irregularity on idle but finds its legs at the 100 sign on the road to Boorowa, where we are drawn to a busy coffee shop in the centre of town.

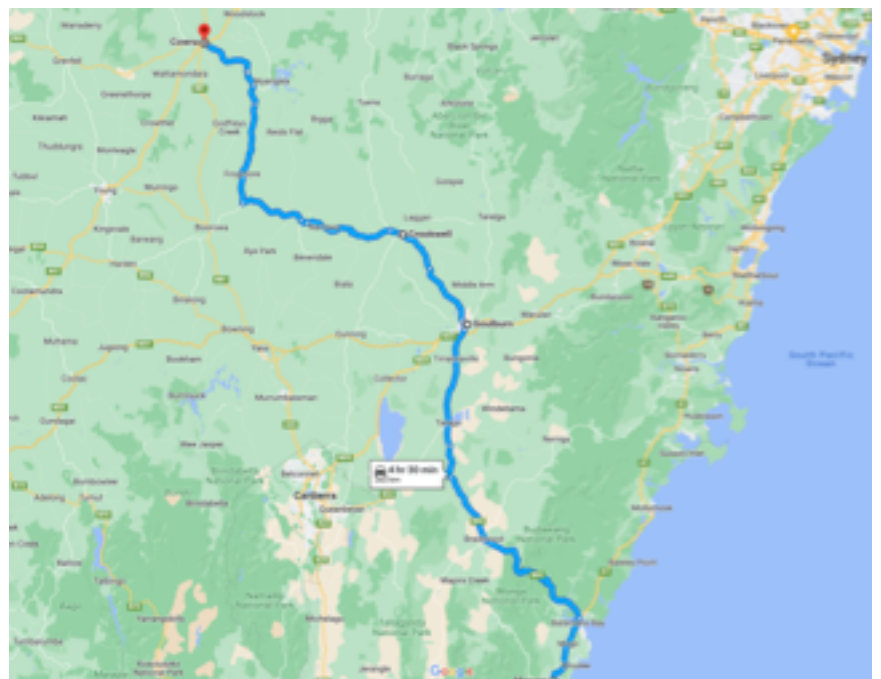
Inadvertently pushing aside a very tall highway patrolman with lots of stripes on the arm as we enter I have time to consider while awaiting my coffee whether there will be consequences. Carefully exiting town I see the drivers of two white mafia patrol cars in discussion. They were not seen again so my grovelling demeanour must have worked.

Returning home via the Capital of Australia for an effortless run down the mountain.

The window of fine weather has closed but the three day road trip couldn't have turned out better. All the ducks stayed in line and the Classic's idling is definitely improving.

And, I was thanked by the passenger for once in a long, long time having organised the whole itinerary!

Ross & Ros Hayward





The **Peugeot 500 M** (1913-1914) was a French racing motorcycle designed by Ernest Henry in 1913. It was a "technical tour de force" as the first motorcycle ever designed with a dual overhead camshaft. It also used a multi-valve cylinder head, with four valves per cylinder.

The Swiss engineer Ernest Henry adapted his incredibly successful Peugeot four-cylinder automobile racing engine (1912) for a racing motorcycle. The 500M used a parallel twin-cylinder engine, with dual overhead camshafts driven by a cascade of gears between the cylinders, with four-valve cylinder heads. The 500M was the most technically advanced motorcycle in the world when introduced. However, the design was ahead of the metallurgy available at the time, and suffered from cracking between the valve seats. While the engine was incredibly advanced, power transmission was a single speed via direct belt drive. At the rear wheel the Peugeot had a pedal-operated drum brake. Front suspension was a girder fork.

Peugeot proved the reliability of the motor bike in test runs conducted in 1913. The racing motorcycle reached a world record of 122.2 km/h (75.9 mph) over the flying kilometre for its displacement class. The company entered reliable and proven two-cylinder V-engines with simple valve actuation in the 1913 French motorcycle Grand Prix. The machine was raced at various venues, but its full potential was thwarted due to the First World War.



Sears sold the motorcycle like its other products via mail order for \$250 in 1913 (\$6,854 in 2021 dollars). People would shop out of large catalog of thousands of items rather than the local store, then the product would be delivered to them. Sears sold motorcycles from 1912 to 1916. The motorcycle is also called the Sears De Luxe Dreadnought Twin. DeLuxe was the marque of the Spacke engine company and was on the engine itself.

The motorcycle featured a 70.62-cubic-inch (1,157.3 cm<sup>3</sup>) V-twin made by Spacke. It was sourced from Spacke's cyclecar and had 9 horsepower (6.7 kW). In addition to the internal combustion engine, it also had foot-pedals like a regular bicycle. (This was for getting the engine started as the kick start had not been invented yet.)

By the year 2001 it was thought about ten Sears Dreadnoughts remain, and one went for a Sotheby's auction for over US\$100,000. By the end of the 20th century the motorcycles of this era were lauded as works of art, being featured for example in the prestigious Guggenheim Museums.



# 1913



1921 ALFA 40/60 HP tipo corsa

The **ALFA 40/60 HP** is a road car and race car made by Italian car manufacturer ALFA (later to become Alfa Romeo). This model was made between 1913 and 1922 and was designed by Giuseppe Merosi, as were all other Alfas at that time. The 40/60 HP has a 6082 cc straight-four engine with overhead valves, which produced 70 PS (51 kW) and its top speed was 125 km/h (78 mph). The 40-60 HP Corsa racing version had 73 PS (54 kW) and a top speed of 137 km/h (85 mph), and it also won its own category in the Parma-Berceto race.



Giuseppe Campari in his Alfa Romeo 40-60 HP at the 1922 Targa Florio.



ALFA 40-60 HP Castagna Aerodinamica prototype

The **Austin 20-hp**, a mid-sized car of premium quality, was the only Austin car in production through the war, though in limited quantity.



**Alva** was a range of cars made by Automobiles Alva, Courbevoie, Seine, France from 1913 to 1923. Some of the line-up of cars had 4-cylinder engines made by SCAP, while others had engines ranging from 1.5 to 2.2-litre capacity. They were conventional in design, aside from the Perrot 4-wheel brakes introduced in 1921, and some models that had an overhead cam



The **Little Princess** was a cyclecar built in Detroit, Michigan, by the Princess Cyclecar Company from 1913–14. The Little Princess was designed by Englishman C. J. Thornwell who had worked for Wolseley-Siddeley before coming to America. The cyclecar was powered by a four-cylinder 12hp *Farmer* engine. A planetary transmission was used with a shaft drive making it more substantial than chain driven cyclecars.



The **Lancia Theta** (25/35 HP, type 61) was produced between 1913-1918. The car was a bigger version of the Epsilon model. The car had electrical lights and starter motor.

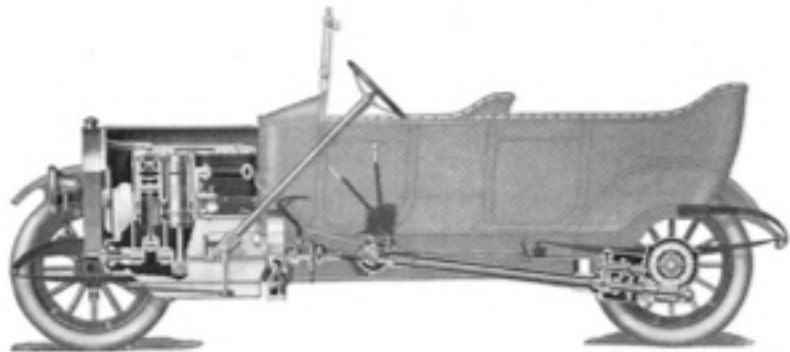


Beginning in 1913, the Lyons-Knight Model K-4 offered a four-cylinder engine that produced 50-hp and was installed in a choice of five or seven passenger touring car, sedan, or berline bodies, using a 130-inch wheelbase. Prices started at \$2,900 for the five passenger touring sedan while the berline sedan was \$4,300.

**Five Passenger  
Touring Car,  
\$2900**



**Lyons-Knight**  
THE CAR OF SILENCE



### Specifications

**Engine**—Lyons-Knight, four cylinder, four cycle, 4½ inch bore, 4½ inch stroke, water cooled.

**Horsepower**—55.

**Oiling**—Lyons-Knight pressure feed to all bearings, pistons and valves, regulated in accordance to engine power.

**Carburetor**—Improved double jet, especially designed, with adjustment on steering column.

**Ignition**—Dual, water-proof, high-tension magnets.

**Clutch**—Three plate, asbestos faced.

**Transmission**—Silent, selective, three-speed, sliding gear type embodied in rear axle housing.

**Driving Gear**—Worm drive, silent, smooth and always efficient in operation.

**Rear Axle**—Full floating, Timken bearings.

**Brakes**—Two sets, double acting, internal and external on 16" rear wheel drums.

**Wheel Base**—130 inches, tread 54 inches.

**Wheels**—Wood with quick detachable, demountable rims and 2½ inch tires front and rear. Wire wheels special.

**Gasoline Tank**—22 gallon capacity on upper part of dash over toe board giving gravity feed direct to carburetor.

**Drive**—Left hand drive with center control.

**Equipment**—Electric starting and lighting, with dash lamp and two-tone electric horn, patent one-man passenger top with drop side curtains, special windshield with ventilator, dust cover, speedometer and clock, combination tire holder and trunk rack, two extra demountable rims, coat and foot racks, compass, matting in tonneau and complete tool and tire outfit.

**Price**—Five Passenger Touring Car, \$2900, Seven Passenger Touring Car, \$3900, Sedan Type, \$2700, Berline Type, \$4300; C. A. B. Factory Indianapolis, Indiana.

## Why No Other Car Can Be Compared to the Lyons-Knight

First—bear in mind this Lyons-Knight is a car of distinctive features—with Knight engine, worm drive and many other new and individual points.

Made in a great factory covering sixty-five acres with its own foundries, machine shops, drop forge and die cast plants, with six miles of its own railroad tracks within the factory itself.

Backed by unlimited capital to produce an unequalled car.

### Guaranteed Better

We guarantee this Lyons-Knight engine, with its improved automatic force-feed oiling, new sleeve design and other features, to surpass the performance of any poppet-valve engine made of equal size—to surpass the performance of many six-cylinder poppet-valve engines of larger size.

The Lyons-Knight Worm Drive brings to this big 130 inch wheel-base car—a new and delightful freedom from the noise and grind of bevel gears. It delivers a greater per cent of power—grows better and smoother with use.

### "The Car of Silence"

—really sounds a new slogan in the automobile world. A ride in the Lyons-Knight is different—as one man said—

"It spoils the enjoyment of any other car." Its silent, smooth, efficient operation brings a new delight to motoring.

### The Dealer Knows

—the advantage of selling a car that is not in any other class.

The Lyons-Knight is so much lower priced than other high-class cars that there is no comparison.

It is so far in advance of any other car of its price that comparison is avoided.

It is in a class by itself. It cannot be compared to any car because it brings a new idea to the world of motoring.

That is why wise, far-seeing dealers are writing for information, coming to the factory and securing territory on the "Lyons-Knight."

There are definite reasons why you should learn all the facts quickly.

### Get the Particulars

You may question these assertions. Ask us to send you the Lyons-Knight advance Catalog and the "Proofs of the Lyons-Knight."

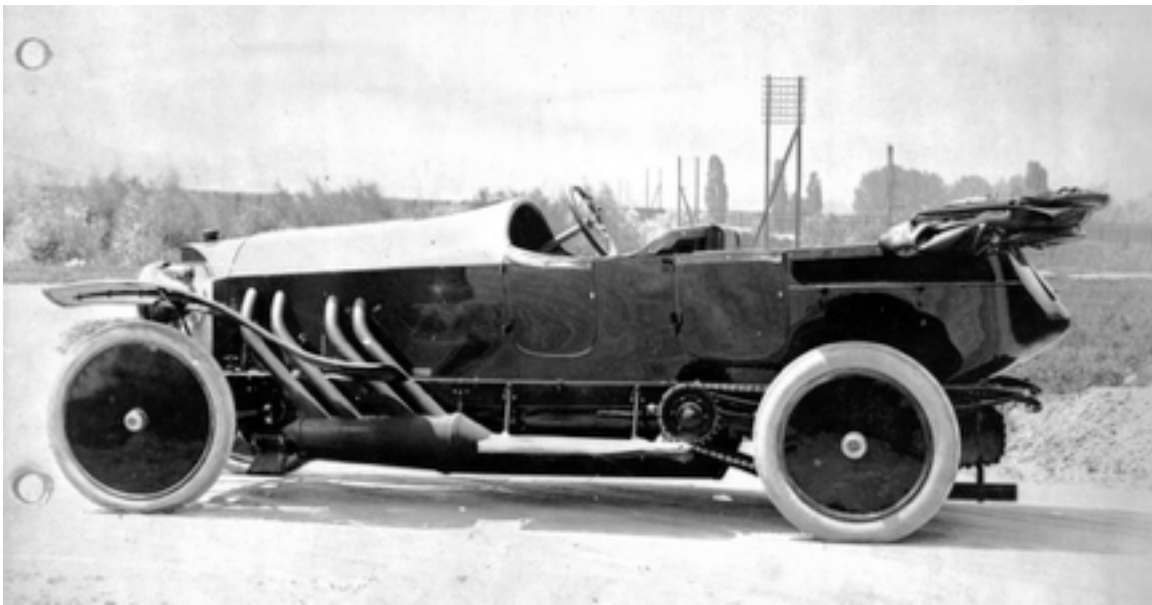
We are willing to put the case up to a one man jury—yours.

Act.

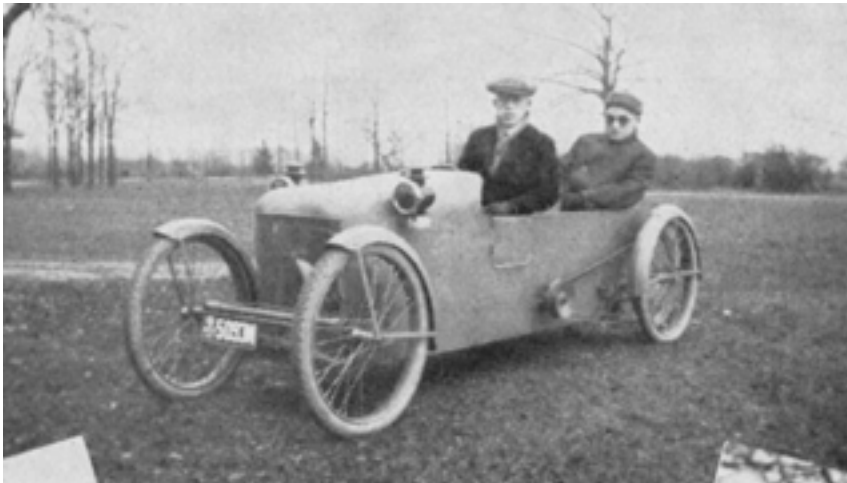
**The Lyons-Atlas Company**  
Indianapolis  
Indiana

The **Lion-Peugeot Type VD**, also became known as Lion-Peugeot 10 CV models. This was a reference to their fiscal horse power, applying a system of car classification for taxation purposes recently established in France. Tax horsepower then, and for several decades to come, was defined purely as a function of the combined surface area of the engine's cylinders, this being far easier to assess consistently and accurately than the actual power produced by an engine. In 1913 fiscal horse-power still tended to equate approximately to actual horse-power, although the two would diverge subsequently, as engines became more efficient at extracting power from a given sum of cylinder diameters. Eventually, in the second half of the twentieth century, more complex (and less internationally consistent) definitions of fiscal horse power would replace those defined only by cylinder diameters.





The **Mercedes 37/95** was an early touring car first built in 1910–11 as the 37/90 and produced commercially from 1913 as the 37/95. It had a massive Daimler four cylinder 9.5 litre engine generating 90–95 horsepower, which provided power to the rear wheels by chain drive allowing the car to reach 71 mph (115 km/h). The 37/95 won a number of races, including the Elgin Trophy and the Vanderbilt Cup. The car was known for some time as the most powerful car in the world.



The **Mercury** was a cyclecar built in Detroit, Michigan, by the Mercury Cyclecar Company in 1913-1914.

The Mercury Cyclecar had a self-supporting body that eliminated the need for a chassis frame. The vehicle was equipped with a two-cylinder air-cooled 9.8-horsepower (7.3 kW) V-twin engine from DeLuxe which also supplied power for the Sears Dreadnought and Minneapolis motorcycles and other brands. It used a friction transmission and a copper-riveted V belt final drive. Body styles were the tandem two-seater, a one-seater for salesman use, and a light delivery van.



Joseph Bloom founded the company in the spring of 1913 and by August. The Monarch was designed by Bloom's brother-in-law Robert C. Hupp, formerly with Hupmobile.

The 4-cylinder 16-hp car sold as a runabout or touring car with a Renault style hood were priced at \$1,050, equivalent to \$28,788 in 2021. Production commenced later that year and 150 had been produced by spring of 1914. In 1914, a smaller 4-cylinder car was added, selling for \$675. The Monarch was called "The Car with the Silver Wheels" in company advertisements.

Hupp designed a larger vehicle with a 4.6L V8 engine. The five-passenger open model weighed 3,000 lb (1,400 kg) and was priced at \$1,500, equivalent to \$40,179 in 2021. It was equipped with a Continental Six engine. The new V8 Monarch entered production in 1915, but production could not be sustained, as new investment never materialized.

Monarch Motors was declared bankrupt in the spring of 1916. Assets were declared to be \$20,833 and liabilities \$5,753 but they had no cash to operate. By November, rights to the Monarch had been purchased by the Carter Brothers of Hyattsville, Maryland. The V8 as well as a 12-cylinder model already developed in prototype form by Hupp would be continued, but when the cars went on sale in 1917, they were called C.B.s by the new owners.

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# Morris Oxford



The **Oxford** is a series of models produced by Morris of the United Kingdom, from the 1913 *bullnose* Oxford to the *Farina* Oxfords V and VI. Named by W R Morris after *the city of dreaming spires*, the university town in which he grew up, the manufacture of Morris's Oxford cars would turn Oxford into an industrial city.

From 1913 to mid-1935 Oxford cars grew in size and quantity. In 1923 they, together with the Cowley cars were 28.1 per cent of British private car production. In 1925 Morris sold near double the number and they represented 41 per cent of British production. Meanwhile, Oxfords grew larger from the first 1018 cc, Nine horsepower, two-seater car to the last 2½-litre Twenty horsepower car.

The model name was recycled in 1948 and lasted almost another 23 years through to 1971 but in this time the market sector and engine-size remained nearly constant between 1476 cc and 1622 cc.



William Morris's first car was called Oxford in recognition of its home city. It was announced in *The Autocar* magazine in October 1912 and production began in March 1913. Virtually all components were bought-in and assembled by Morris. It was a small car with a 1018 cc four-cylinder side-valve engine with fixed cylinder head from White & Poppe. The car got its popular name, Bullnose, from its distinctive round-topped radiator at first called the bullet nose. Most bodies were of the two-seat open-tourer type, there was also a van version, but the chassis did not allow four-seat bodies to be fitted, it was not strong enough and too short.



1913 Morris Oxford in 'Those Magnificent Men in Their Flying Machines' movie, 1965 IMDB



"I've always been asked, 'What is my favourite car?' and I've always said 'The next one'"

~ **Carroll Shelby**

"Race cars are neither beautiful nor ugly. They become beautiful when they win."

~ **Enzo Ferrari**

"A racing car is an animal with a thousand adjustments"

~ **Mario Andretti**

"If you're in control, you're not going fast enough."

~ **Parnelli Jones**

"Cars are the sculptures of our everyday lives."

~ **Chris Bangle**

"The cars we drive say a lot about us."

~ **Alexandra Paul**

"Cars bring me sheer joy."

~ **Evan Spiegel**

"I am emotional about engines, if you hurt my car, you hurt my heart."

~ **Amit Kalantri**

"You can know or not know how a car runs and still enjoy riding in a car."

~ **David Byrne**

"Money may not buy happiness, but I'd rather cry in a Jaguar than on a bus."

~ **Françoise Sagan**

"A dream without ambition is like a car without gas... you're not going anywhere."

~ **Sean Hampton**

"There's a lot of stress... but once you get in the car, all that goes out the window."

~ **Dan Brown**

"Everything in life is somewhere else, and you get there in a car."

~ **B. White**

"Never lend your car to anyone to whom you have given birth."

~ **Erma Bombeck**

"A car is like a mother-in-law – if you let it, it will rule your life."

~ **Jaime Lerner**





"Race cars, no matter what size or shape they are, do the same things. It is not complicated."

~ **Tony Stewart**

"You're safer in the race car than you are in cars going to and from the track."

~ **Mario Andretti**

"I love fast cars... and to go too fast in them."

~ **Lara Flynn Boyle**

"Any man who can drive safely while kissing a pretty girl is simply not giving the kiss the attention it deserves."

~ **Albert Einstein**

"Straight roads are for fast cars, turns are for fast drivers."

~ **Colin McRae**

"Fast cars like Porsches and Ferraris – they are things of beauty."

~ **Rod Stewart**

"There's nothing wrong with the car except that it's on fire."

~ **Murray Walker**

"If I had asked people what they wanted, they would have said faster horses."

~ **Henry Ford**

"If a part can be installed incorrectly, it will be."

~ **Murphy's Law**

"Older cars tend to drive like older cars."

That is not for me."

~ **Robert Herjavec**

"Modern cars I don't like so much."

~ **Amber Heard**

"The car has become the carapace, the protective and aggressive shell, of urban and suburban man."

~ **Marshall McLuhan**

"The best car safety device is a rear-view mirror with a cop in it."

~ **Dudley Moore**

"Have you ever noticed that anybody driving slower than you is an idiot, and anyone going faster than you is a maniac?"

~ **George Carlin**

"There's no way we could take cars off the planet and not have our society fall apart. So they're a necessary evil, in that sense."

~ **Lindsay Wagner**



The **Peugeot 146** was produced between 1913 and 1914.

The engine of the car generated around 18 hp (13 kW), and has a speed of 75 km/h (47 mph). Carrying a full load, it can reach nearly 80 km/h (50 mph). The car, shown at a 1912 autoshow, carried a price of 13,000 francs.

During the First World War, the car was used as staff cars or ambulances. They were also used as fire-engines, because of their large chassis. A number of Peugeot 146s, along with Peugeot 148s and Peugeot 153s, were converted to armoured cars.



The **Praga Alfa** was the name used by Praga in Czechoslovakia for one of its principal car ranges. Production started in 1913 and finished in 1942. The car was first produced as a "people's car" for the mass market, combining affordability with reasonable levels of comfort and practicality. The design, was traditional, combining a backbone frame with all-independent suspension and a side valve engine. Sales were successful, with all the vehicles produced in the first year sold within the year.

The design was traditional with a front-mounted engine driving the rear wheels through a four speed manual transmission. Equipped with a 1,130 cc (69 in<sup>3</sup>) inline-four engine, the vehicle weighed 758 kilograms and developed 11 kW (15 hp), the car was capable of a top speed of 56 km/h (35 mph). Fuel consumption was 10 L/100 km (23.5 mpg<sub>US</sub>).

Production lasted one year before mobilisation for the First World War halted activity on civilian cars.

After the war, Praga found itself in a new country, Czechoslovakia, and a new economic reality, with imports of critical components like tyres proving expensive. Although the company had survived the war, production focused on vehicles like plows and roadrollers rather than cars. Production of the Alfa resumed in 1923, with the design unchanged. The car was slightly improved in 1925, with the addition of brakes to the front wheels and a statuette of a runner holding a laurel wreath in outstretched arms mounted on a new nickel-plated radiator. A total of 9257 vehicles were produced.



The **Saxon Motor Car Company** was located in Detroit, Michigan, from 1914 to 1922. In 1917, 28,000 cars were made, making it the seventh largest car maker in the United States. The first **Saxon** was a 2-seat runabout with 2-speed transmission and a four-cylinder engine

made by Ferro. 7,000 were made in the first year of production. The cost of a Saxon in 1913 was \$395, equivalent to \$10,830 in 2021.

From 1913 to 1914, electric lighting was an extra option, which became a standard fitting to the car in 1915. Also available in 1915 was the Saxon Six, a five-passenger tourer, with a

30-35 hp (22-26 kW) all for \$785, equivalent to \$21,027 in 2021.

In 1914 a Saxon roadster was driven 135 miles a day for 30 days, for a total of 4,050 miles with an average of 30 mpg.

It was among the first cars to christen the new Lincoln Highway. Sales skyrocketed. In 1921, Saxon sold off their parts business to settle debts and used the proceeds to move the company to Ypsilanti, Michigan,

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# Vauxhall 30-98 Wensum

The **Vauxhall 30-98** was manufactured by Vauxhall at Luton, Bedfordshire from 1913 to 1927. In its day, its best-known configuration was the **Vauxhall Velox**. In 1995 it was authoritatively described as one of Britain's best-known sports cars and in the mid-20th century reported by *Automobile Quarterly* to be affectionately known as the last of the Edwardians and decreed as the first and perhaps the best British sports car.

The first 30-98 was constructed at the behest of car dealer and motor sport competitor Joseph Higginson, inventor of the Autovac fuel lifter. He won the Shelsley Walsh hill-climb motoring competition on 7 June 1913 in his new Vauxhall, setting a hill record in the process, having in previous weeks made fastest time of the day at Waddington Pike and Aston Clinton. However they were not racing machines but fast touring cars.

The exhaust made a tranquillising rumble, there was no howl, no shriek, no wail. But there was the quiet satisfaction, if stripped for action, the car could lap Brooklands at 100 mph (160 km/h). The makers guaranteed that. Some owners had to watch their car being given the test to be reassured.





Pictures; <https://www.classicandsportscar.com/features/vauxhall-30-98-wensum-yellow-peril>



# 1973

The **Austin Allegro** is a small family car that was manufactured by the Austin-Morris division of British Leyland from 1973 until 1982. It was ugly, poorly made, and had a nasty reputation while it was still on sale. Stylistically, it went against the sharp-edged styling cues that were becoming fashionable (largely led by Italian designer Giorgetto Giugiaro), and featured rounded panel work. The original styling proposal, by Harris Mann, had the same sleek, wedge-like shape of the Princess, but because British Leyland management, keen to control costs, wanted to install the existing E-Series engine and bulky heating system from the Marina, it became impossible to incorporate the low bonnet line as envisaged: the bodyshell began to look more and more bloated and tubby.

This was acceptable to BL, however, which according to Jeff Daniels' book *British Leyland, The Truth About The Cars*, published in 1980, BL wanted to follow the Citroën approach of combining advanced technology with styling that eschewed mainstream trends in order to create long-lasting "timeless" models. Its unfashionable shape was thus not a problem to them. The final car bore little resemblance to Mann's original concept that had originally been conceived as an 1100/1300 reskin. This, as well as British Leyland's faith in it as a model that would help turn the company around, led to it earning the early nickname of the "flying pig". Models that were finished in the then fashionable brown colour were given an even ruder nickname.



The **AWS Shopper** (*A.W.S = Automobilwerk Walter Schätzle*) was a German Automobile manufactured in Berlin. The AWS Shopper was designed by Walter Schätzle in 1970, an erstwhile Borgward dealer. The first car was shown in 1970 and a few hand-built cars were made, but series production began in 1973. The AWS Shopper's internal design was unique, the frame was made with square steel tubes connected by special angular brackets, and the shell of the car was made from plasticised sheet metal panels. This meant that fixing the car was simple. Goggomobil parts were also used. The 4 seat 430kg Shopper had a 293cc 2 Cylinder Glas 2-stroke producing 15 horsepower for a top speed of 55 mph (89 km/h). While the brand's marketing was strong, the demand for this car was low. 1700 were made. The company ceased manufacture in 1974.



The **BET 500** was light car model developed by BET, a small Greek vehicle manufacturer. Introduced in 1973, it used a Fiat 500cc engine, had a metal body and seated up to five passengers. It was certified for production and 15 were built and sold, of which one survives to this date in excellent condition, plus another two in poor condition. Although the car featured good road handling for a 3-wheeler and was roomy for its size, it could find few buyers at these, more prosperous times for Greece, while the company could not secure agreements with banks for favourable loans to potential buyers.

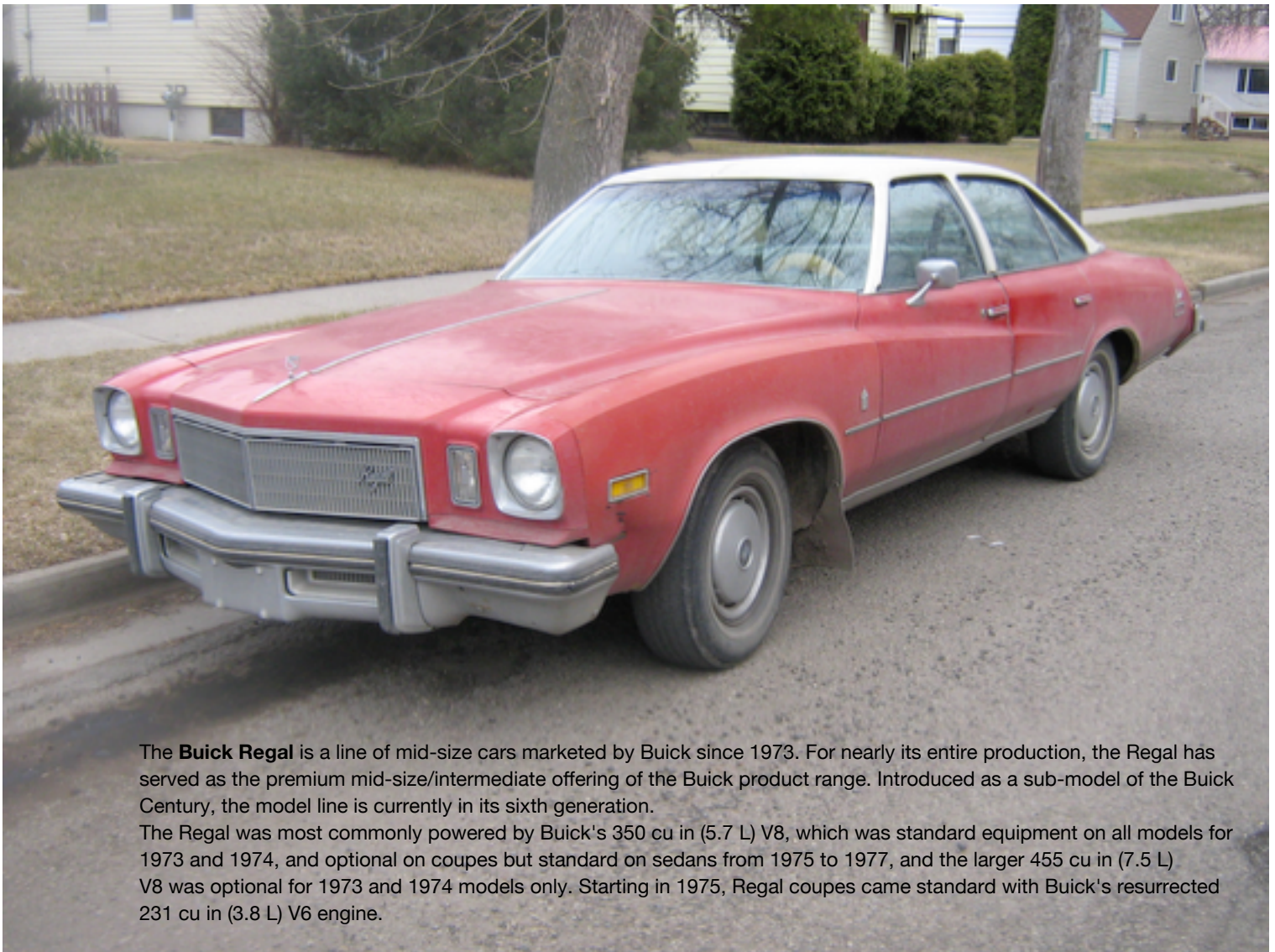


The **Buick Apollo** is a compact car that was manufactured from 1973 to 1975 by Buick. It was based on the GM X platform along with the Oldsmobile Omega, Chevrolet Nova, and the Pontiac Ventura. The car was named for the Greek god Apollo.

It was available as a coupe, two-door hatchback, or four-door sedan. The Apollo was powered by a standard 250-cubic-inch (4.1 L) Chevrolet inline six or an optional 350-cubic-inch (5.7 L) Buick V8, available with either a two- or four-barrel carburetor. A three-speed manual transmission was standard, with a three-speed Turbo-Hydramatic optional.

Standard equipment on the Apollo included a semi-closed cooling system, manual brakes with finned front drums, coil spring front suspension with stabilizer bar, extensive use of insulation and sound deadening materials, flow-through ventilation system, full-foam seats, and front and rear ashtrays.





The **Buick Regal** is a line of mid-size cars marketed by Buick since 1973. For nearly its entire production, the Regal has served as the premium mid-size/intermediate offering of the Buick product range. Introduced as a sub-model of the Buick Century, the model line is currently in its sixth generation.

The Regal was most commonly powered by Buick's 350 cu in (5.7 L) V8, which was standard equipment on all models for 1973 and 1974, and optional on coupes but standard on sedans from 1975 to 1977, and the larger 455 cu in (7.5 L) V8 was optional for 1973 and 1974 models only. Starting in 1975, Regal coupes came standard with Buick's resurrected 231 cu in (3.8 L) V6 engine.

**wheels** 50c  
SEPTEMBER, 1973

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<p><b>TX 750</b></p> <p>750cc, 4 stroke, twin, SOHC, air-cooled engine. Electric and primary lock starter. 5-speed constant mesh transmission. Net weight 485 pounds. Over-Phase balancing system. Dry sump, toothed pump lubrication system.</p>	<p><b>RD 350</b></p> <p>350cc, 2 stroke, twin, 7 port engine with Torque Induction. Automatic lubrication system. Primary lock starter. 5-speed constant mesh transmission. Steering damper. Stop lamp-outage indicator. Panel type instrumentation. Front wheel disc brake.</p>
<p><b>TX 650</b></p> <p>650cc, 4 stroke, twin, SOHC engine. Wet sump, toothed pump lubrication system. Electric (with compression release) and primary lock starter. 5-speed constant mesh transmission. Net weight 427 pounds.</p>	<p><b>RD 250</b></p> <p>250cc, 2 stroke, twin, 7 port engine with Torque Induction. Automatic lubrication system. Primary lock starter. 5-speed constant mesh transmission. Steering damper. Stop lamp-outage indicator. Panel type instrumentation.</p>
<p><b>TX 500</b></p> <p>500cc, 4 stroke, twin, DOHC engine. 4 valves per cylinder. Wet sump, toothed pump lubrication system. Electric and primary lock starter. 5-speed constant mesh transmission. Over-Phase balancing system.</p>	<p><b>RD 60</b></p> <p>60cc, 2 stroke, single, 7 port engine with Torque Induction. Automatic lubrication system. Primary lock starter. 5-speed constant mesh transmission. Double cradle, tube frame. telescopic fork front suspension. Swing arm rear suspension.</p>



By Sijmmarsh at English Wikipedia, CC BY 2.5, <https://commons.wikimedia.org/w/index.php?curid=1997439>

The **Caterham 7** (or **Caterham Seven**) is a super-lightweight sports car produced by Caterham Cars in the United Kingdom. It is based on the Lotus Seven, a lightweight sports car sold in kit and factory-built form by Lotus Cars, from 1957 to 1972.

After Lotus ended production of the Lotus Seven, Caterham bought the rights to the design, and today make both kits and fully assembled cars. The modern Caterham Seven is based on the Series 3 Lotus Seven, though developed to the point that no part is the same as on the original Lotus.

Colin Chapman had been a Royal Air Force pilot, studied structural engineering, and went on to become one of the great innovators in motorsports design and found Lotus Engineering Ltd. His vision of light, powerful cars and performance suspensions guided much of his development work with the basic design philosophy of, "Simplify, then add lightness".

In 1973, Lotus decided to shed its kit car image and concentrate on limited series motor racing cars and up-market sports cars. As part of this plan, it sold the rights to the Seven to its only remaining agents, Caterham Cars in England and Steel Brothers Limited in New Zealand.

Early cars used the Lotus TwinCam engine, followed by Ford crossflow engines.

During its production, engines have ranged from a 600cc Suzuki motor through to a 500bhp (370kW) 2.4L Roush RST-V8 Supercharged V8. Kerb weight is 545kg.

Caterham has had something of a tentative relationship with the installation of motorbike engines into their cars. Since 2000, a Canadian firm has been selling Caterham 7 models using the GSXR1300 engine used in the Suzuki Hayabusa. It reportedly does 0–62 in under 3 seconds. In 2000 the Honda CBR1100 engine was installed into a 430 kg superlight chassis to create the Caterham Blackbird, delivering 170 bhp (127 kW) at 10,750 rpm (although just 92 lb·ft (125 N·m) of maximum torque). The Blackbird offered near R500 performance for rather less money (Top Gear quote 0–60 of 3.7 seconds and a top speed of 143 mph (230 km/h) at a new cost of £25,750).

In 2001 a Honda Fireblade engine was offered in a live-axle chassis, via James Whiting of Ashford, Middlesex. Quoted power was 128 bhp (95 kW) at 10,500 rpm. Both of these models have ceased production.

There has also been at least one installation of the RST-V8, created by Moto Power; a 2-litre, 40 valve 340 bhp (254 kW) V8 made from a pair of motorcycle engines joined at the crank.

In Feb 2008, the "Caterham 7 Levante" was announced, featuring a supercharged version the RST-V8, offering over 500 bhp (370 kW), installed in a modified Caterham chassis, with bespoke bodywork. Made by RS Performance (described in the press release as "Caterham's new performance arm"), the Levante is intended to be a limited run of 8 cars at a cost of £115,000 each.

In 2013 the 620R had installed a Ford Duratec direct injection 2.0-litre (1,999 cc) supercharged straight-four engine rated at 315 PS (311 bhp; 232 kW) at 7700 rpm and 297 N·m (219 lb·ft) at 7350 rpm of torque.

In 2013, Caterham also launched the 160/165 at the opposite end of the spectrum. This used a Suzuki 660 cc three-cylinder turbo K6A engine, producing 80 hp (60 kW), with a live rear axle and S3-style body work only. The model was only available in S (road) specification and continued until 2018.



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Extra care in engineering... it makes a difference.



The **VJ Valiant** was produced by Chrysler Australia from 1973 to 1975. It replaced the VH Valiant and was a face-lifted and revised version of that model. The VJ series Valiant was the tenth Chrysler Valiant model from Chrysler Australia.

The VJ Valiant models featured new grilles, round headlights and revised tail lights, along with improved trim and a larger range of colours. A new electronic ignition system was introduced on some models, the first time that this feature had been offered in an Australian built car. The total number of models offered was significantly reduced with Ranger XL, Hemi Pacer, Regal 770 and Charger R/T not carried across from the VH Valiant into the new series. Equipment levels were raised in July 1974 with power assisted front brakes, retractable front safety belts, improved sound deadening, a lockable glovebox and a front stabiliser bar now available on all models other than the utilities.

**Engine**

- 215 cu in (3.5 L) I6
- 245 cu in (4.0 L) I6
- 265 cu in (4.3 L) I6
- 318 cu in (5.2 L) V8
- 340 cu in (5.6 L) V8
- 360 cu in (5.9 L) V8

**Transmission**

- 3spd manual
- 4spd manual
- 3spd automatic





Over the years the **Datsun 120Y** developed an enviable reliability record for reliability. There were few production cars that could be driven into the ground and still thrive. Sure, it was not particularly outstanding and there were definitely some areas which should have been better – but it was an easy car to live with and, like a dog, would forgive you no matter how neglected it was. One of the best things about the 120Y was the four-speed all synchro gearbox – tight and direct it was a pleasure to use, which was a good thing because you would have to use it a lot. The synchro could not be beaten and moving through the gears was effortless and made the job of stirring the little 1200 engine along a lot more pleasant.



The engine developed 69 bhp at 6000 rpm. It revved freely, which was just as well as to maintain brisk progress the revs had to be kept up. If they did happen to drop back and the car ran out of breath it was only a matter of a quick change through the slick box to recover. But let the revs drop too far back and recovery would be slow – embarrassingly slow. You would have expected that by revving the bejesus out of the engine the fuel consumption would have taken a hammering, however it was very easy to get 34 mpg, and if you were prepared to be overtaken by pedestrians that figure could easily be improved.



Some claimed the 120Y would develop a good driving style – and not too many cars can claim that. To maintain good progress in a 120Y the driver had to be steady, smooth and always thinking well ahead. Driving skill rather than brute horses was the name of the game and it was good for the ego to be able to keep up with the heavies by merely positioning the car in the right lane at the right speed at the right time. As for the bad points, there were a few. The brakes on initial application would give a dead pedal feel and required some effort to get effect. They had the right system of discs at the front and drums at the back but lacked power assistance. You could effect an emergency stop from 70 mph in less than 200 feet – so it was not on the dangerous side – it was just that you really needed to stand on the brakes to effect the stop.



The **Enfield 8000** is a two-seater battery-electric city car, introduced in 1973 and developed in the United Kingdom by Isle of Wight company Enfield Automotive, owned by Greek millionaire Giannis Goulandris. 120 cars were built in total, of which 65 were used by the Electricity Council and electricity boards in the south of England. Powered by an 8 bhp (6 kW) electric motor and lead-acid batteries, the car has a top speed of around 48 mph (77 km/h) and a range of around 40 miles (64 km). In *Autocar's* test in 1975 they found it had a usable range of 25 miles (40 km). It could accelerate from 0 to 10 mph (16 km/h) in 1.6 seconds, 20 mph (32 km/h) in 4.7 seconds and 30 mph (48 km/h) in 15.7 seconds. Brakes are by drums front and back.



The **Ferrari Berlinetta Boxer (BB)** is series of sports cars produced by Ferrari in Italy between 1973 and 1984. The BB was designed by Leonardo Fioravanti at Pininfarina. The first BB model, the 365 GT4 BB, replaced the front engined Daytona and was the first in a series of road-going Ferraris equipped with a mid-mounted flat-twelve engine. It was also the first mid-engined road-car to bear the Ferrari name and the Cavallino Rampante (prancing horse) logo. With the 4.4L flat 12 cylinder engine could accelerate from 0-60 mph in 6.1 seconds, 1/4 mile in 13 seconds.



When the **XB Falcon** was launched in October 1973, it didn't take a keen eye to realise you weren't looking at an XA. The instruction from the top was to add extra Mustang DNA and the more aggressive new look was achieved thanks to the 'power bulge' and larger bonnet nostrils, plus the split honeycomb front grille that used moulded plastics rather than chrome strips for the first time, a precursor to the age of lightweight plastics. The XB was a refinement of the brilliantly styled XA, the car that reasserted Ford on the Australian market in sales and launched a long history of local design. Ford's two millionth car was an XB as a base-model Falcon rolled off the production line. Even the base models struck a chord with the car-

buying public, who helped boost production to a total of 220,765 XBs, outstripping XA sales by 68,156. Mechanical improvements meant every model now came with standard front discs, while the Futura and Fairmont also had power assistance. The GT went a step further and got power-assisted discs all 'round — a feature offered as an option on all models. There were plenty of factory add-ons, including sunroof, power windows, variable ratio power steering, radio/stereo cassette player, reclining bucket seats (standard on the Fairmont and GT), electric clock, mags, lower suspension, long-range tank, vinyl roof, LSD, twin exhaust, carpet and cloth

seats. If you ticked all the recommended option boxes, your \$3362 base model XB shot to \$5349, with \$477 going on a/c. Inertia reel seatbelts debuted as standard issue, and Ford moved the high-beam switch off the floor and put it on the indicator stalk. Again there were five engine options: the 3.2 and 4.1-litre sixes, then the two-barrel 4.9 and 5.7-litre bent eights, with a four-barrel exclusively for the GT. The transmissions were also unchanged, with the three-speed column-shift manual, Cruisomatic auto in column or T-bar, and four-on-the-floor manual.



<https://www.whichcar.com.au/features/ford-falcon-xb-history>



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Released in 1973 and packed with advanced features for its time, the **Leyland P76** should have taken the Aussie car market by storm. Instead, it became an automotive punchline. Vilified and lauded in equal measure, the P76 ended Leyland's manufacturing operation in Australia. The 'big three' in Australia were joined by a fourth musketeer back in the 1970s – with British Leyland offering an alternative to the popular Falcon, Kingswood and Valiant models of the era.

It could be argued that this era was the high point for our car industry, with multiple manufacturers producing a wide variety of vehicles. The Australian subsidiary of British Leyland was right in the mix.

Before the 70's Leyland Australia sold a number of Austin and Morris models but then decided to venture into the large car segment, which was the

biggest selling market in the country at the time. Then in 1969, the company was given the approval to go ahead with project 76 (thus the name P76), costing \$20 million to develop.

During the model's life (1973-75), the big sedan was ahead of the rest with a number of features that were considered advanced for the time. Front disc brakes were standard, there was MacPherson strut front suspension, rack and pinion steering and concealed windscreen wipers, just to name a few. There was also a massive boot that could hold a 44 gallon drum, something that is most commonly remembered by Aussie car enthusiasts.

Two engines were offered, a 2.6-litre inline six-cylinder and a 4.4-litre Rover V8. The latter produced 143kW/386Nm, which couldn't match its competitors but did weigh less, which helped with handling. In fact handling was praised by journalists, saying the big three could learn a thing or two from the P76.



The first **Mazda 929** was introduced in 1973, as an export name for the piston-engined second generation Mazda Luce. The first generation Luce had been called the "Mazda 1500" or "Mazda 1800" in export markets, but as engines of different displacement were beginning to be used across lines, such a naming philosophy would have soon become confusing. The 929/Luce was a large (for Japan) coupé, sedan, and station wagon powered by a 1769 cc Mazda VB engine. Output was 94 PS (69 kW) and 137 N · m (101 lb · ft).

Prior to 1973 Mazda had never explored the places a luxury model with plentiful performance might take the brand. New in 1974 (released late 1973) a **Mazda RX-4** sedan was list-priced at \$4088 –just a little less than a six-cylinder Torana SL/R but a lot less than the \$7135 being charged for a BMW 2002.

With a stylish body and more equipment, the RX-4 was bigger and heavier than the RX-3 model that was building a sizeable reputation in Production Car racing. However it was aimed at a very different market as well. The interior was sumptuous, with excellent reclining seats, lots of sound insulation, a dash packed with detail and optional air-conditioning. Standard features included a four-spoke steering wheel, tachometer that was redlined from 7000-8000rpm, temperature and amps gauges, a heater/demister, central console, rear window demister and head-restraints. In compensation for the weight gain, Mazda fitted its larger 13B rotary engine with 97kW standard with lots more available from minor mechanical tweaking. The RX-4 wasn't as fast as the lighter, 12A-powered cars but the performance was still strong especially in the mid-range and in keeping with the car's character. Even using the standard engine's performance to the full was expensive. The fuel tank holds 65 litres and a quick 400 kilometre journey would slurp every one. Treated more gently, the manual RX-4 would manage 13L/100km.



The **Lancer A70** was launched in February 1973 in two- and four-door sedan form. It proved to be particularly successful in rallies, a claim that it retains to this day. The Lancer served to fill a gap in Mitsubishi's lineup in the small to lower-medium segment of the growing Japanese market. Twelve models were launched, ranging from a basic 1.2-litre sedan to a more powerful 1600 GSR model, successful in rallying. There were three body styles (four if the Celeste liftback/coupé is included), two- and four-door sedans and a rarely seen five-door station wagon introduced in September 1973.



The history of **Grand Am** begins with Pontiac executives noting incursion into the US market by Mercedes, BMW, Toyota and Nissan. Notably, the American sports car was usually without luxury features, and the luxury car without sport features. Foreign makes mixed these features, that introduced the market to luxury performance coupes and sedans that had balanced handling along with powerful engines. The Grand Am could be had with a standard 2-bbl 400 cu in (6.6 L) V8 engine with single exhaust producing 170 hp (127 kW; 172 PS), an optional 4-bbl version of this engine with single exhaust producing 200 hp (149 kW; 203 PS) that was only available with a 4-speed manual transmission, an optional 4-bbl version of this engine with dual exhaust producing 230 hp (172 kW; 233 PS), or an optional 4-bbl 455 cu in (7.5 L) with dual exhaust 250 hp (186 kW; 253 PS). The engine displacement, expressed in liters, was displayed on the bootlid in an effort to accentuate the car's supposedly European character. All engines were available with a Turbo-hydramatic 400 automatic transmission as standard equipment. A 4-speed manual transmission was available with the 400/4-bbl engine in 1973 and 1974, but this was not popular.



The **Reliant Robin** was first introduced in November 1973, designed by Ogle Design Ltd, who empowered the vehicle with a water cooled four-cylinder 750cc engine giving 32 bhp.

The body was constructed almost entirely from glass-fibre, which was then attached to a box steel chassis. Interestingly, the Robin was one of the first cars to feature a rear opening window, the "hatchback" trend soon to be adopted by car manufacturers all over the globe. While a three-wheel layout will never be as stable as a traditional car's, the Robin was not as precarious as many thought, as the driver and passenger were seated well back in the vehicle helping to bias the centre of gravity towards the rear driving wheels.

Purchasers could choose from 4 different models, including the "Standard", "Super", "Estate" and "Van". The "Super" was fitted with a more extensive instrument cluster, but otherwise remained almost entirely unchanged from the standard.

In 1975 the Robin received a few minor changes in its body work, but the biggest change was that it was now powered by a more powerful 850cc **engine** which increased the power to 40 bhp and gave a top speed of 85 mph, with a 0-60mph time of 16.1 seconds. The engine also featured a new SU type carburettor which replaced the old Zenith downdraught type. The creature comforts of the car were increased to include carpet, a radio cassette, chrome door handles, stainless steel exhaust, fog lights and alloy wheels.

The Robin was also to receive a further boost when HRH Princess Anne brought a Robin Super Saloon when she was living at Sandhurst Royal Academy.

The last Reliant Robin was collected by its owner on February 14th 2001.



# 1973

The **R90S** is a 900cc sport motorcycle produced by BMW from 1973 to 1976. Sporting distinctive two-tone paintwork, a bikini fairing and a new tail, the R90S was intended to shrug off the enduring image of BMW bikes as staid and utilitarian. The 67 bhp (50 kW) R90S had a top speed of 124 mph (200 km/h), it ran the quarter mile in around 13.5 seconds and it accelerated from 0 to 62 mph (0–100 km/h) in 4.8 seconds. Maximum torque was delivered at 5,500 rpm and the engine redlined at 7,200 rpm.



The **Honda CB200** and **CL200 Scrambler** are standard and dual-sport motorcycles made from 1973 to 1976. The CB200 replaced the CB175 model and has very similar specifications. The CL200 shares many parts with the CB200 but has an upswept exhaust system to avoid off-road hazards.

The CB200 has a chain driven single overhead camshaft parallel twin engine with dual carburetors and five-speed gearbox. It had both an electric and kick starter. A distinguishing feature is the rubber trim down the middle of the fuel tank.

In the early 1970s, Honda separated itself from its competitors and became the world's largest motorcycle company relying on the strength of its four-stroke engines. But in the US, two-stroke motorcycles still ruled, so Honda responded with two-stroke Elsinores in 125cc and 250cc displacements. The **250 Elsinore** was immediately used by Honda's team rider Gary Jones to win the AMA 250 national championship, followed a year later by Marty Smith on the CR125.



The **Honda CR250R** was a racing dirt bike. The prototype was built in 1971, but it was not until late 1972 that production of the 1973 model "out of the box racers" began sale to the general public. The CR250 was produced for nearly 37 years, 2007 being the final year of production.

The **Z750**, also called **Z2**, is a four cylinder motorcycle made by Kawasaki as part of their Z series, introduced in 1973 for the Japanese market. Regulations at the time mandated a maximum capacity of 750 cc (46 cu in), so the 900 cc (55 cu in) Kawasaki Z1 could not be sold in Japan.



The **Laverda 1000** is a series of 981 cc (59.9 cu in) air cooled DOHC triple motorcycles produced by the Italian manufacturer Laverda between 1973 and 1988. The high-performance variant, the Jota, was the fastest production motorcycle from 1976 to 1981. Approximately 7,100 triples of the various models were produced.



The **MV Agusta 500 four-cylinder** (1973–1976) was a racing motorcycle manufactured by the Italian company MV Agusta, for competing in the 500 cc series, the premier class of the FIM World Motorcycle Championship. With this motorcycle MV Agusta won the 1973 constructor's world champion and Phil Read won the 1973 and 1974 500 cc riders world championships.

The **Yamaha AG100** was introduced in 1973 for use in agriculture, humanitarian aid and other rural professional use. It is only marketed in select regions, and is popular in Africa, Latin America, Australia, and New Zealand. Initial advertisements described it as, "built tough for tough Australian farm use". The bike has a single cylinder two-stroke engine, with five gears, and weighs 99 kg (218 lb) dry.

The motorbike has many features designed for hard rural use, including a full-enclosed O-ring chain drive, autolube, kick start, both left and right kickstands for parking on sloped ground, and generally being a simple bike to maintain and repair. New Zealand's *Farm Trader* describes it as, "the best all-round performer in the low-budget farm bike sector". The *New Zealand Herald* describes the bike as "King of the two strokes".



The **Yamaha RD250** is a 250 cc (15 cu in) two-stroke motorcycle produced between 1973 and 1987.

Four generations of RD (also known as the RZ250 in the Japanese and Australian markets) were produced: the air-cooled models from 1973 up to 1979, and from 1980 until 1987 the liquid cooled models; known as the RD250LC, RD250LC-II and RD250 YPVS. The name RD stood for Race Developed.

The standard bike weighed 152 kg dry and had a 247cc 2-stroke twin engine that produced 30 hp. It had a 6 speed gearbox and chain final drive.

In 1983 the UK government reduced the maximum cc for learners to 125, killing off the 250 cc motorcycle class in a stroke. At the time, it was considered that the reason for the sudden change in the law was the RD250 which put a high-speed vehicle into the hands of inexperienced users.

Released in the same year was the RD350 which was essentially the same bike with larger capacity and minor changes, though its rideability was enhanced by the greater capacity, the 250 being an all or nothing type delivery.

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