

MOTO

Eurobodalla

August 2023



**Bumper Issue: 66 cars & 17 bikes profiled from 1923 1953 1983
Turbocharged motorcycles in 1983, what happened?
Road trip to Tasmania**

CLUB INFORMATION

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1923

Bikes

Abako
BSA Model L

Cars

Alfa Romeo RM
Alvis 12/50
Amilcar CGS
Astral
Dodge Series 116
Fiat 502
Halford Special
Omega
Peugeot Type 174
Peugeot Type 175
Renault KJ
Renault KZ
Renault Type MT
Rollin
Steyr Type VI
Tatra T11
Triumph 10-20

1953

Bikes

Heinkel Tourist
MV Augusta 175
Puch 250 SGS
Zündap Bella

Cars

AC Ace
AC petite
Avis Three Litre TC21
Aston Martin DB 2/4
Austin Healey 100
Biscúiter
Bristol 403
Bristol 404
Roadmaster Skylark
Cadillac Eldorado
Daimler Conquest
DKW 3=6
Chevrolet One-Fifty
Chevrolet Two-Ten
Chevrolet Bel Air
Chevrolet Corvette (C1)
Chevrolet Townsman
Fiat 1100
Ford Anglia
Ford Popular
Holden FJ
Isetta
Isuzu Hillman Minx
Kaiser Dragon
Lagonda 3-Litre
Lancia Appia
Lloyd 400
KR175
MG Magnette
Opel Olympia Rekord
Packard Caribbean
Porsche 550
Riley Pathfinder
Seat 1400
Sunbeam Alpine
Triumph TR2
Volvo Duett

1983

Bikes

Honda CB1100F
Honda VF750F
Honda Shadow
Kawasaki GPz750 Turbo
Suzuki GR650
Suzuki XN85 (Turbo)
Suzuki RG250
Yamaha XJ900

Turbo bikes

Honda CX500
Yamaha XJ650 Turbo
Kawasaki 750 Turbo
1978 Kawasaki Z1R-TC (dealer option turbo)

Cars

Alfa Romeo 33
BMW M635CSi
Fiat Regatta
Honda Civic
Jeep Cherokee (XJ)
Land Rover Defender
Nissan 280ZX
Peugeot 205
Renault 25
Suzuki Mighty Boy
Toyota Corolla E80
Toyota Tarago
Volkswagon Golf Mk2



President's Message

Rob Upton

4 years ago, you elected me President of our club and I've been proud to serve in this position to the best of my ability during that time. We've grown a fair bit in the last few years and have taken on board a lot of new members who have helped shape the club into what we have today.

We've lost a few good ones too, which is inevitable in a large club with a higher-than-average age group.

One of the best things about being President is that I get to meet and in a lot of cases become friends with so many great people from such a diverse background, and it's impossible to find a field that at least one member isn't an expert in...we have mechanics, electricians, paramedics, chefs, salespeople, engineers, plumbers, painters, the list is endless. And quite naturally a lot of us take advantage of each other's expertise when there's a job we need doing.

That is what a club is all about, helping by sharing skills, and I thank everyone who has personally helped me and any other member.

We have a great committee at the moment, each an expert in their role, and for the hours that they put in to keep everything rolling along smoothly I thank them so much.

Paul, Graham, Brooke, Jake, Bernie and Mark, this club would not be the same without the effort you each put in.

Added to that, Peter and Jan Williamson for the club clothing, all our club vehicle inspectors, Richard Fisher and Rod Shanahan for their constant wisdom and experience, Wayne Marshall for helping countless members at his workshop at a minutes notice, all our club sponsors and contributors and my incredible wife Donna who supports me better than I deserve.

And each and every one of you who attend meetings, runs and other club functions BECAUSE you feel the same way I do about this club.

In closing, on behalf of the committee and the whole club, I would like to acknowledge and thank for his service to the CVMCE Russell Davis, from Davis Bikeworx at Batemans Bay, who has stepped down from his role as an inspector while he takes time out from his business to do some travelling. We hope your trips are everything you could hope for Russell, thank you.

Front Cover

Merv Roberts' FJ Panel Van, an immaculate specimen that idles quietly and has many features that are a labor of love from its dedicated owner.

Registrar's Message

Jake Harris

I would like to sincerely thank all the members who went to the effort to renew their CVMCE membership 'on line'. It has significantly reduced the work load on the volunteers, especially the treasurer and registrar.

The system has worked much better than expected, with maybe a dozen members out of nearly 500 experiencing some sort of difficulty.

I also appreciate the constructive feedback, as it makes it easier for me to work with the people who run the platform to improve the system for next year.

Some members have paid by cash, direct deposit, or even cheque, we have reluctantly accepted these payments, please be aware of the extra work this puts on our volunteers.

If for example someone sends in a cheque in the mail

- a. The secretary retrieves it from the post box
- b. Passes it on to the treasurer*
- c. The Treasurer receipts the cheque
- d. The treasurer takes the cheque to the bank in Batemans Bay
- e. The cheque is presented to the bank and takes a week to clear
- f. The treasurer gets a statement from the bank at the end of the month*
- g. Then passes the statement on to the registrar*.
- h. Once the registrar receives the statement they can record the payment information in the club register (nowdays an electronic record)

*Obviously any one paying by cheque or cash would never expect this to be done electronically. So this is all done by post, waits for next CVMCE meeting or gets hand delivered

NONE OF THIS HAPPENS INSTANTANEOUSLY

So when I sent a reminder email, I decided to err on the side of caution and send it to everyone who had **not** paid 'on line'

With apologies to AB "Banjo" Patterson

An answer came directed in writing unexpected
And I think the thumb that hit the send button, may have once been used with tar.

Twas his wife who penned the email and verbatim I will quote it.
For it used the numeral 1. in place the letter I

"I replied to you about a week ago and told you 1. PAID FEES at St George Batemans Bay why don't you check your records I have a receipt to prove the payment was made."

When I did find the payment (after f, g & h) above, it was a cash deposit with a 4 digit number as a reference, no name, no mobile phone number. I finally worked out that the 4 digits was a membership number. Sure I should "check my records" and reconcile the membership number with the club data base, it's easy to do once, but a pain in the arse to do 500 times especially if the person entering the reference number has a reputation for making typographical errors.

The Classic and Vintage Motor Club of Eurobodalla (CVMCE)



Position Holders		Inspectors
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Events Directors Graham Cochrane & Paul Scott events@cvmce.org.au	Webmaster Michelle Ryan (Jason) 0429 117 100	Moruya Heads (older vehicles) Noel Hand 4474 2128 / 0436 026 385
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Public Officer Rod Shanahan 0458 716 699		Narooma Graham Symons 4476 4827

REGULAR EVENTS:

- ◇ General Meetings: First Tuesday of each month (except January)
7:30pm at Tomakin Sports and Social Club
- ◇ Saturday Runs: Meet for Coffee: Moruya Waterfront Hotel, or Tomakin at Smokey Dan's
- ◇ Wednesday Morning Runs: 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 cafe. Motor vehicles of any age welcome.
- ◇ Sunday Runs: These are held on the 1st & 3rd Sundays of the month, leaving from Moruya from the rear Adelaide Hotel. See Facebook for any last minute changes
 - ◇ 1st Sunday to Nelligan
 - ◇ 3rd Sunday to East Lynne
- ◇ Magazine: MOTO Eurobodalla, normally published four times a year will be published three times in 2023.

Copies are made available at meetings.



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Editor's Message



Bernie Du Field

In theory a turbocharged motorcycle takes waste gases and uses them to increase power for free, every bike should have one! In practice the extra plumbing complications add weight, expense and aren't as smooth. Extra power can be added more simply to a motorcycle by increasing the state of tune or with more cc. The Kawasaki GPz900R released one year after its bastard half sibling the 750 turbo, only had 150 more cc but was quicker, lighter and more reliable. Additionally it had a more linear power delivery. The turbo disappeared and the 900R became a legend, a top gun you might say.

A linear power delivery is seen as more attractive, smoother and more predictable. But do those things make for great memories? I hypothesise that speed is subjective.

Who are you more likely to remember from a party, the conventional chap who arrived on time wearing sensible clothes and spoke knowledgeably about the history of the town and its weather statistics, or the lair in motorcycle leathers who arrived late, indiscriminately blew smoke all over everyone, entertained with bawdy stories where polite conventions would be broken through in the name of fun. Who do you gravitate to, a train-watcher or Shane Warne?

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.

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.

35 years ago I owned a Kawasaki GPz500S, a sensible bike I bought for commuting, I never fell in love with it and it was moved on in time. The 500S' power delivery was smooth and predictable, it was fast enough but nothing exciting. Some years later I read an article that compared the GPz500S to the Kawasaki 500 Mach iii. The 2-stroke triple Mach iii was a brutal beast that took concentration to ensure you weren't thrown off by its brutal power delivery, it was known to lift its front so much riders landed on their back and tail lights regularly needing replacing, only experienced riders should ride one- it's nickname was the "widow maker". Interestingly the 'sedate' GPz 500S was faster to 100km/h (4.9 sec Vs 5.0) and dispatched the standing quarter mile faster too (12.5 sec @ 164.8km/h Vs 13.6 @154km/h). My Clark Kent commuter bike was faster than Superman? What, really??

I owned a Kawasaki 750 turbo back in the mid 1980's and I accept that quicker bikes came along a few years later that were cheaper, lighter and more reliable with a more predictable power delivery, but there is something enormously exhilarating about the turbo's brutal power delivery, the anticipation of power bursting loose as the boost gauge jumped to the right between 4,000-6,000rpm, turning the telegraph poles into blurred stars like the Millennium Falcon did in Star Wars as it made the leap to light speed. The power didn't just come, you had to plan and wait for it. In my sleep I would have dreams about the turbo boost, both whilst I owned it and for several years after. None for a long time now though unfortunately.

A friend had a Yamaha RZ500 that made the 750 Turbo's power delivery seem gentle, it was impossible to ride smoothly, by me at least on the streets of Sydney's eastern suburbs. Below 6,000rpm it rode like a 250 with a stuck choke, but then once it hit 6,000rpm all hell broke loose as it got it's act together like a greyhound shot in the gluteus Maximus.

I like a vehicle with a power delivery that makes you work for it, that has a sense of anticipation. I drove a friend's Ford Laser with multiple carburettors that badly needed a tune up, it burped and farted until it got to about 3,500rpm and then it was really keen to get moving, it was no faster than a Falcom taxi on LPG, but it felt like it was something special once it hit its stride and was great fun to drive. Only a few years ago I owned a Peugeot 205 I picked up for \$600 from Narooma on Gumtree, it ran rough and needed a new coil pack, I spent \$400 to have it fixed and regretted as soon as I picked it up. It had become smooth and gentle in its power delivery, illogically I missed the unpredictable hesitations it had up until 2,500rpm before it cleared its throat and ran smoothly.

I wonder if anyone else remembers driving a Ford 351 with a four barrel carburettor that didn't open up the second barrels until it had warmed up a bit, it sounds brutal but it was a work car, so it didn't mind, or at least I wasn't paying the bills. So much fun when the second barrels opened up! I wonder if electric vehicles when they start to falter will provide the same amount of exhilaration? Maybe. Or likely not?

You could argue that turbocharged motorbikes were a folly, a mistake even that didn't deliver on the promises made, and you'd be right of course. Just don't expect those of us who've ridden one to stop grinning like idiots when we reminisce about having one.

2022 Club Runs No: 96

Events Coordinator: Graham Cochrane 0414 989 439

Runs are for members and friends.

Runs subject to change such as venues closing, please refer to website <https://cvmce.org.au/pages/events-1> for a complete list of officially sanctioned club runs, or CVMCE Facebook page for updates. members 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

- 1st SUNDAY RUN** NELLIGEN River Café, 1 Wharf st, Nelligen
- 2nd SUNDAY RUN** EuroCruise, picnic destination, start point TBA, destination advised on departure
- 3rd SUNDAY RUN** EAST LYNN Roadhouse Pie Shop Princes Highway East Lynne
- 4th SUNDAY RUN** BATEMANS BAY waterfront park, Clyde Street

- 1-Aug Tuesday **Club Meeting at Tomakin Sports Club**
- 2-Aug Wed **TOMAKIN** River Mouth General Store, 101 Sunpatch Parade , Tomakin
- 5-Aug Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 6-Aug Sunday **1st SUNDAY RUN NELLIGEN** River Café, 1 Wharf st, Nelligen
- 9-Aug Wed **MOGO** Courtyard, 44 Princes Highway , Mogo
- 12-Aug Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 13-Aug Sunday **euroCruise**
- 16-Aug Wed **BATEHAVEN** Crumb Café, 2/268 Beach Rd, Batehaven
- 19-Aug Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 20-Aug Sunday **3rd SUNDAY RUN** Roadhouse Pie Shop, Princes Highway East Lynne
- 23-Aug Wed **Batemans Bay** JJ'S at the marina, 27 Beach Rd, Batemans Bay
- 26-Aug Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 27-Aug Sunday **4th SUNDAY RUN** Batemans Bay Waterfront, Clyde St
- 30-Aug Wed **LILLI PILLI** Three66 café, 1/366 George Bass Dr, Lilli Pilli
- 2-Sep Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 3-Sep Sunday **1st SUNDAY RUN NELLIGEN** River Café, 1 Wharf st, Nelligen
- 5-Sep Tuesday **Club Meeting at Tomakin Sports Club**
- 6-Sep Wed **Cheese Factory & Brewery** 55 Hawdon Rd, Moruya
- 9-Sep Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 10-Sep Sunday **euroCruise**
- 13-Sep Wed **NAROOMA** Golf Club, 1 Ballingalla St, Narooma
- 16-Sep Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 17-Sep Sunday **3rd SUNDAY RUN** Roadhouse Pie Shop, Princes Highway East Lynne
- 20-Sep Wed **TUROSS HEAD Boatshed** 93 Trafalgar Rd, Tuross Head
- 23-Sep Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 24-Sep Sunday **4th SUNDAY RUN** Batemans Bay Waterfront, Clyde St
- 27-Sep Wed **BAWLEY POINT** Saltwood Café, 636 Murramarang Rd, Kioloa
- 30-Jan Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 1-Oct Sunday **1st SUNDAY RUN NELLIGEN** River Café, 1 Wharf st, Nelligen
- 3-Oct Tuesday **Club Meeting at Tomakin Sports Club**
- 4-Oct Wed **NAROOMA** Casey's Café, Princes Highway (cnr Wagonga St) Narooma
- 7-Oct Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 8-Oct Sunday **euroCruise**
- 11-Oct Wed **Batemans Bay** Regional Botanical Gardens, Deep Creek Dam Rd, Batemans Bay
- 14-Oct Saturday **Cars, bikes and coffee Moruya and Tomakin**
- 15-Oct Sunday **3rd SUNDAY RUN EAST LYNN** Roadhouse Pie Shop, Princes Highway East Lynne
- 18-Oct Wed **Long Beach Recreation Park** , Sandy Place- Club BBQ
- 21-Oct Saturday **Cars, bikes and coffee Moruya and Tomakin**

22-Oct	Sunday	4th SUNDAY RUN Batemans Bay Waterfront, Clyde St
25-Oct	Wed	MOSSY POINT Boat Ramp, 165 Annettes Parade, Mossy Point
28-Oct	Saturday	Cars, bikes and coffee Moruya and Tomakin
1-Nov	Wed	TUROSS HEAD Boatshed , 93 Trafalgar Rd, Tuross Head
4-Nov	Saturday	Cars, bikes and coffee Moruya and Tomakin
5-Nov	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
7-Nov	Tuesday	Club Meeting at Tomakin Sports Club
8-Nov	Wed	MORUYA, Cheese factory brewery 55 Hawdon Rd, Moruya
11-Nov	Saturday	Cars, bikes and coffee Moruya and Tomakin
12-Nov	Sunday	euroCruise
15-Nov	Wed	BODALLA Cafes , Princes hwy
18-Nov	Saturday	Cars, bikes and coffee Moruya and Tomakin
19-Nov	Sunday	3rd SUNDAY RUN EAST LYNN Roadhouse Pie Shop, Princes Highway East Lynne
22-Nov	Wed	MORUYA Shelley's Café, 29 Shelly Rd, Moruya Industrial Estate
25-Nov	Saturday	Cars, bikes and coffee Moruya and Tomakin
26-Nov	Sunday	4th SUNDAY RUN Batemans Bay Waterfront, Clyde St
29-Nov	Wed	BERMAGUI Sundeck Fishermen's Wharf, 73/79 Lamont St, Bermagui
2-Dec	Saturday	Cars, bikes and coffee Moruya and Tomakin
3-Dec	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
5-Dec	Tuesday	Club Meeting at Tomakin Sports Club
6-Dec	Wed	MOSSY POINT Café, 31 Pacific St, Mossy Point
9-Dec	Saturday	Cars, bikes and coffee Moruya and Tomakin
10-Dec	Sunday	euroCruise, Christmas BBQ Sandy Place, Long Beach
13-Dec	Wed	MALUA BAY Bowling club, 40 Sylvan St, Malua bay
16-Dec	Saturday	Cars, bikes and coffee Moruya and Tomakin
17-Dec	Sunday	3rd SUNDAY RUN EAST LYNN Roadhouse Pie Shop, Princes Highway East Lynne
20-Dec	Wed	Batemans Bay Regional Botanical Gardens, Deep Creek Dam Rd, Batemans Bay
23-Dec	Saturday	Cars, bikes and coffee Moruya and Tomakin
24-Dec	Sunday	No run
27-Dec	Wednesday	No run
30-Dec	Saturday	Cars, bikes and coffee Moruya and Tomakin
2-Jan	Tuesday	NO monthly meetings held in January
3-Jan	Wed	MOGO Courtyard, 44 Princes H'way , Mogo
6-Jan	Saturday	Cars, bikes and coffee Moruya and Tomakin
7-Jan	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
10-Jan	Wed	Bermagui Sundeck Fishermen's Wharf 73/79 Lamont St, Bermagui
13-Jan	Saturday	Cars, bikes and coffee Moruya and Tomakin
14-Jan	Sunday	euroCruise
17-Dec	Wed	Batemans Bay JJ'S at the Marina, 27 Beach Rd, Batemans Bay
20-Jan	Saturday	Cars, bikes and coffee Moruya and Tomakin
21-Jan	Sunday	3rd SUNDAY RUN EAST LYNN Roadhouse Pie Shop, Princes Highway East Lynne
24-Jan	Wed	LILLI PILLI Three66 café, 1/366 George Bass Dr, Lilli Pilli
27-Jan	Saturday	Cars, bikes and coffee Moruya and Tomakin
31-Jan	Wed	NAROOMA Golf Club, 1 Ballingalla St, Narooma
3-Feb	Saturday	Cars, bikes and coffee Moruya and Tomakin
4-Feb	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
6-Feb	Tuesday	Club Meeting at Tomakin Sports Club
7-Feb.	Wednesday	Batemans Bay Regional Botanical Gardens Deep creek dam Rd, Batemans Bay

Runs are subject to change, please refer to the website <http://cvmce.org.au/pages/events-1> for a complete list of officially sanctioned club runs.

Meet a member's father

Eric Lane, father of member Heulwen Lane

Followers of the Mobil Economy Runs of the 1950s & '60s and the Total Economy Runs of the 1970s & '80s would well remember the Lane name, due to his extraordinary achievements.

Born in 1919 in Orange, NSW, Eric followed his father Fred into the motor trade. After having a Chrysler and Plymouth dealership in Orange, Fred moved the family to Sydney in 1931, to join the newly-formed York Motors as Used Car Manager, now selling Morris and Plymouth vehicles. Eric joined York Motors in 1937, but with the Second World War he was called up for Army service. His aptitude at being a quick learner saw him transferred to the RAAF to become a Pilot Officer, and on graduating he became a Flying Instructor at Narrandera - a role that he relished and fulfilled with distinction. He married his sweetheart Judith in 1941. With WWII behind him and with his father's assistance, Eric entered into a partnership with Harry Vaughan in Hurstville, NSW in 1947. Vaughan and Lane Pty Ltd quickly took off - selling the Nuffield range of cars. With the formation of BMC, Vaughan and Lane prospered. Along the way, Eric teamed up with his workshop manager, Stan Pomroy to compete in the Mobilgas Economy Runs.



These were serious and difficult events, covering such distances as Canberra to Hobart, Newcastle to Adelaide, Bendigo to Bundaberg and Wollongong to Mildura. They won the prestigious event outright three times (1958, 1960, 1963); the only team to do so in its history. They also enjoyed six class wins from the eight Mobil events that they entered. The outright wins gave Eric the privilege of becoming the permanent owner of the impressive Warwick Vase Perpetual Trophy.

Taking part in economy runs was the perfect foil for Eric's driving passion and penchant for detailed planning. He was the team manager for the BMC entries in the events, and happily helped the younger members with driving tips and techniques.

He also travelled to England, where he finished second in the big car class, driving an Austin A90, in the UK version of the Mobilgas Economy Run.

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In 1964 Vaughan & Lane entered a Mini 850, driven by Lane and Pomroy, in the Armstrong 500 at Bathurst. Unfortunately, the Mini suffered a 'frozen gearbox' on lap 15 and did not finish. Vaughan & Lane regularly sponsored other drivers in events that would help promote their business and BMC vehicles, with some success. These included teams in the Mini Monte rallies of 1965, '66 and '68, and three Morris Cooper entries in the 1966 Gallaher 500 at Bathurst. The Cooper S of Bill Stanley and Fred Gibson gave the team a well-earned second place outright, but the Cooper of Peter Cray and Don Holland was an outstanding first in class.

After Harry Vaughan died in 1968, Eric continued the successful business until 1975, before selling it to Larke Hoskins. He then began an equally successful career selling real estate, but he hadn't entirely left his love of driving behind him. With Barry Cooke as his co-driver, Eric again showcased BMC by winning the 1977 Total Oil Economy Run in a Triumph 2500 manual, achieving 36.41 mpg or, in current terms, 7.754L/100km.

The following year he partnered his daughter Heulwen in a Lime Green Leyland Mini but, although they were not successful, Eric recalls she was "more pleasant company - best daughter and top lady driver" (Eric only has ONE daughter, so there may be an element of bias in this compliment). Eric and Heulwen competed again in the 1980 Total Economy Run in a Leyland sponsored Rover 3.5.

After the excitement of city living, Eric and Judith decided to make a new home in "retirement" on the NSW South Coast. Eric remained active in Probuss, in Batemans Bay Bowling Club, and in cars. The sad loss of his beloved Judith in 2002 was the first sign of him having "dropped down a gear or two".

Until my darling dad passed away in December, 2016 at 97 years, Eric lived with his partner Loyce at Batehaven, where they overlooked the picturesque ocean sweep of Batemans Bay and Snapper Island at the entrance to the Clyde River. Well into his 90's dad still bought, restored and helped local friends to purchase cars - just to 'keep his hand in'. Eric and Stan Pomroy (now in his 80's) remained close friends until the end.

Eric was always passionate about motoring and about keeping vehicles in tip-top condition, especially regarding regular oil changes and driving for passenger comfort as well as for fuel efficiency.

Eric Lane demonstrated a steely determination and love for life. He was remarkable, both in his accurate recall of people and places associated with historical motoring events, and the minutiae of all sorts of vehicles that used to and currently ply Australian roads. He truly was one of Australia's motoring "living treasures!"



Second win, 1960 - Wolseley 6/99



With daughter Heulwen in 1978.



Third win, 1963 - Morris 850: 58.8mpg from Ballarat to Toowoomba.

1923

The **Alfa Romeo RM** was produced between 1923 and 1925, based on the RL model. It was introduced for the first time at the 1923 Paris Motor Show and total production was around 500 cars. The RM had a 2.0 L inline-four engine which produced between 40 and 48 PS (29 and 35 kW). As were most of Alfa Romeo's cars, this was also used in motorsports. Three versions were made: Normal, Sport and Unificato. Sport had a raised compression ratio, and Unificato had longer wheelbase and a slightly bigger engine. The



The **Alvis 12/50** was produced by British business Alvis Car and Engineering Company Ltd.

The cars from this first year of production were designated SA and SB. The SA had a 1496 cc 4-cylinder overhead valve engine in a chassis with a wheelbase of 108.5 in (2,756 mm), while the SB had a wheelbase of 112.5 in (2,858 mm). The SB was initially fitted with the 1496cc engine, but after the introduction of a 1598 cc version of the OHV engine this became the standard fitment. The engines of these early cars were carried in a subframe bolted to the relatively slender ladder chassis. The SA usually carried two-seat bodywork, typically the Super Sports 2/3-seater nicknamed "duck's back" because of its pointed rear end, said to resemble that of a duck. The majority of SB cars carried Super Sports four-seater bodywork, but a good number were also fitted with touring bodies from the standard Alvis range. The SA and SB 12/50s were built with (twin shoed) brakes on the rear wheels only. All the 12/50s had a four speed non-synchromesh gearbox with right hand change. The clutch was a fabric-faced aluminium cone.



The **Amilcar CGS** Grand Sport was a popular inter war lightweight sports car, manufactured by the French automobile maker Amilcar between 1923 and 1925.

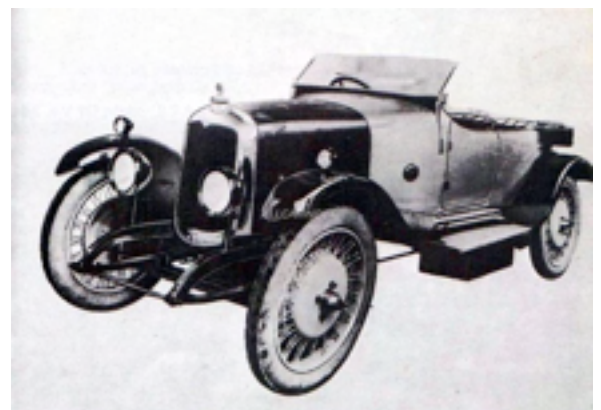
Its 1,074cc, 30 bhp, side valve engine with an aluminium head gave it a listed top speed of at least 120 km/h (75 mph), and could be tuned for better performance. Four-wheel brakes were fitted. A lowered and higher tuned version, the CGSS, the second S standing for *surbaisse* (lowered), was also made. Around 4,700 of both types were made.

A single CGS was entered as a works car at the 1924 24 Hours of Le Mans. The car did not finish due to a problem with its oil tank. A single CGS was entered as a works car at the 1925 24 Hours of Le Mans. French race car driver Marius Mestivier had a fatal accident in the evening which resulted in the car not finishing.



The **Astral** was a car built from 1923 to 1924 by Hertford Engineering Co Ltd, Barking, then in Essex (now in east London), England.

Only one model was made, the 12/40, and although it was short-lived, it had many advanced features. The engine, made in-house, was a 1720 cc four-cylinder with a single overhead camshaft, and the car had brakes on all four wheels. It cost £365 for a two-seater and £375 for a four/five-seat tourer. The number made is not known.



The **Dodge Series 116** was a middle class automobile made by Dodge from 1923 to 1925 as their main model. Released June 1922, it was the first car ever to have an all steel body. The model was updated in 1924 with a higher hood line, a rear brake light, and new springs. It came equipped with a three-speed standard manual transmission and an advertised 35 horsepower Flathead four-cylinder engine giving the car a top speed of around 45/50 miles an hour. depending on the body style, Luxury optional equipment included door locks, transmission lock, exhaust heater, disk wheels or wood spoke wheels with demountable rims, and roll-down windows.



The **Fiat 502** was produced between 1923 and 1926. The 502 was more expensive and bigger variant of the 501. 20,000 were produced. Available as a 4-door sedan or a 4-door cabriolet, it had a four speed manual straight-4 1460cc with 23 hp, weighing 1,000 kg (2,205 lb).



The **Halford Special** was a Grand Prix racing car of the 1920s built by engine designer Major Frank Halford on the chassis of an early Side Valve Aston Martin tourer. It was one of the most advanced British-built racing cars of the mid-1920s and had many racing successes. Halford himself was a freelance engine designer who did work for both the de Havilland Aircraft Company and Napier & Son.

Two works Team Cars with 16-valve twin-cam engines were built for racing, a record car known as the Razor Blade was built, and a number of other cars were built for customers for racing. One of these customer cars, chassis number 1916, registration number OR1, was later re-built as the AM Halford and then again as the Halford Special. The Halford Special is currently kept at the Grand Prix exhibit at the Brooklands Motor Museum and is still used periodically in Vintage Sports Car Club and other events for historic racing cars. The car was involved in an accident at a VSCC race meeting at Silverstone in 2008 but is now restored back to original condition.



The **Omega** was a Czech automobile prototype designed by Břetislav Novotný, his second attempt at making an affordable cyclecar. The design almost identical to his previous prototype, the Novo but was now powered by a water-cooled 600cc two-stroke four-cylinder engine with an output of 10 hp (7 kW; 10 PS). It had a curved tubular radiator, coming over the engine and forming the frame of the bonnet. A design Novotný learnt when studying in aeronautical designs.

The prototype was presented to the board of directors of Československá zbrojovka, akc.spol. who was looking for designers to build their first car on 18 October 1923, they were pleased with the initial results but want to carry out more testing on the car. In December 1923, another prototype was built and two cars went on a test tour which was a success, however the company insisted on some modification and further tests. They wanted the car to have more than two seats, the ignition system improved and the cooling system to be strengthened.

The unique tubular radiator was replaced by a more conventional one. New body types including a three-seater and a four-seater was also being trialled.

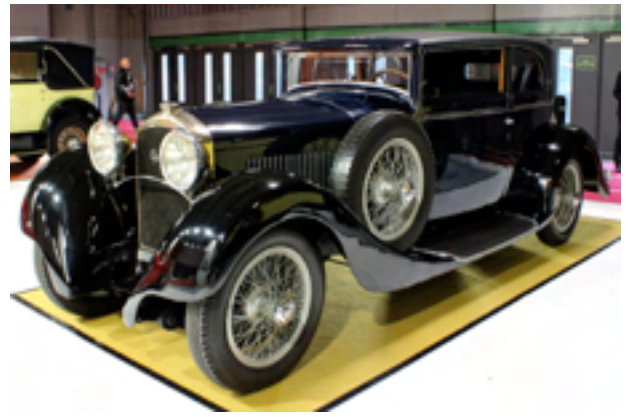
Since the modifications increased the weight of the car and the rear chain drive system was deemed no longer reliable so it was replaced with a drive shaft with gears. Testing continued and around 50 Disk cars were produced by the end of 1924. Despite having enough orders to produce more Disk cars, the board of directors of the newly formed joint-stock company ceased sales, In January 1925, the board ordered new tests on the car which were successful but strayed too far from their original project of making a cheap and reliable car and so the Omega-Disk project was terminated.

Neither of the two prototypes of the chain-driven Omega survived but the original engine and the almost-complete production documentations including detailed drawings of the small parts survived. 92 years after the first prototype was made, an exact fully functional replica was made and was presented to the public in March 2015 at the Classic Show Brno 2015.



1923

The **Peugeot Type 174**, also known at the time and normally advertised simply according to its fiscal horse power as the **Peugeot 18HP** was a large, powerful sedan made by Peugeot from 1923 to 1926. The Type 174 S was made until 1926. The engine displaced 3828 cc, large and low-revving for a four-cylinder engine, and produced a not inconsiderable 85 horsepower at 1900 rpm. The sport version sold 208 examples compared to 810 for the standard version.



The **Peugeot Type 175** was a fairly large sports car from Peugeot produced in 1923 and 1924. This model was produced at the factory in Audincourt. The OHV engine, of the LA5 range, displaced 3.0 L (2951 cc, 180 cid) and has a 4 speed gearbox. It was only available with the "torpedo sport" or "torpedo grand sport" body. A total of only 303 were made and only 4 original and complete surviving cars are known today (3 in France and 1 type 175 in Belgium). One of these cars is exhibited in the Musée de l'Aventure Peugeot. Besides these, a complete chassis with all the mechanics survived in New Zealand and also a fast looking modified "special" in France with a non original engine.



The **Renault KJ** was presented at the Mondial de l'Automobile in Paris in 1923, the project was created and designed by Louis Renault. A car of the medium social class, its competitors were the Peugeot Quadrilette and the Citroen Type C, the Renault KJ was available in a variety of body styles. After only a few months production the 'Coal Scuttle' bonnet was replaced with the new style 'Alligator' bonnet and the car was designated the KJ1.



Like almost all Renaults up until this time, the car used a cone based clutch, combined with a 3-speed manual transmission as on the old pre-war 10CV. The brakes only affected the rear wheels. The prominent "gills" on the sides of the bonnet/hood reflected the positioning of the radiator behind the engine.

In 1924, Renault ceased production of this model and replaced it with the Renault MT which was similar but, amongst other minor modifications, was fitted with front wheel brakes.

The **Renault KZ** was a middle class family car from the French manufacturer Renault. The car was produced from 1923 to 1931. It was delivered in various variants. 2 four-door variants the "Torpedo" and the "sedan", and a two-door "truck". The engine had 40 HP and the car reached a top speed of 70 km per hour.



The **Renault Type MT** project was created and designed by Labourdette and Louis Renault together with the Renault KJ, as a middle-class car with an alternative style for 3 passengers. It was produced in Skiff or boat tail bodystyles. The Renault MT's front was very similar to the Renault KJ.

The **Rollin** automobile had advanced technology, brakes on all four wheels (mechanical internal expanding type), pistons and connecting rods of special aluminum, lubrication oil through a pump and a four-bearing crankshaft. There were four models: Touring (\$995, equivalent to \$16,990 in 2022), Brougham, Sedan and a three-passenger Coupe(\$1,175). Cars were sold in the US, Australia and a very few in Europe.

The car was planned as an economical automobile to capture a share of the lower price market. Its engine was similar to that of the Cletrac tractor, a White subsidiary. The chairman was Rollin Henry White. His father, Thomas White, was chairman of the White Sewing Machine Company, and the White Motor Company. The Rollin was too high-priced for the market for which it had been intended. In its most successful year, 1924, approximately 3,622 units were produced. By the end of 1925 the factory was closed due to bankruptcy.

In December 1924 the car carrier SS *Lakeland* transported on Lake Michigan several new automobiles. The *Lakeland* sank with at least twenty-two model-year vehicles aboard from Nash Motors, Kissel Motor Car Company, and a Rollin. Recreational divers recovered the Rollin automobile in 1979 but it was too damaged to save.

As of 2018, there are several Rollin automobiles in the US and in Australia, as well as a few in Europe, at least one in the Netherlands and two in Sweden.

In 2023 the Rollin Preservation Society (NL) presented a documentary about a unique Rollin still registered for use on public roads.



The **Steyr Type VI** was a series of grand tourer-style torpedo car, designed, developed and built by Austrian manufacturer Steyr, between 1923 and 1926. A sports racing version, known as the *VI Klausen*, was used in both Formula Libre and Grand Prix racing events.



Hans Ledwinka created the design of the **Tatra T11** while working for Steyr in Austria. He believed there was a need for a small car, and carried out the work in his own time. His design offered to the Steyr management was rejected. He left the company soon after to work for a previous employer, Nesseldorfer, in Moravia, which was soon to become Tatra.

The T11 was produced between 1923 and 1927 with 3,847 examples made. It was then replaced by the T12, a development of the T11 design, with 7,222 being produced by 1936 when it was discontinued.

The **Triumph 10/20** is a car manufactured from 1923 until 1926 by the Triumph Motor Company. It was the first Triumph automobile and was named the 10/20 for the Royal Automobile Club's taxation class of 10 horsepower rating and its actual output of 20 brake horsepower. The design was principally by Arthur Alderson assisted by Alan Lea and Arthur Sykes who were employed by Lea-Francis, to whom Triumph paid a royalty on every car made. It was powered by a 1,393 cc (1.4L) 4-cylinder side-valve engine designed by Harry Ricardo and fitted with a single updraught Zenith carburettor. The engine produced 23.5 brake horsepower (17.5 kW) at 3000 rpm, giving the car a top speed of 52 mph (84 km/h) and economy of 40 miles per imperial gallon (7.1 L/100 km). The four-speed gearbox was mounted centrally and coupled to the engine by a short drive shaft.



1923

The **Abako** was a small 129cc single-cylinder machine built between 1923 and 1925, which was powered by Abako's own two-stroke deflector-type three-port engines, two and three-speed Sturmey-Archer gearboxes and chain drive to the rear wheel.



The **BSA Model L** is a British motorcycle manufactured by Birmingham Small Arms Company (BSA) at their factory in Armoury Road, Small Heath, Birmingham from 1923/1924.

Launched in 1923 were BSA's new 350cc sidevalve was designated the Model L and fitted with a three-speed, hand-change gearbox and chain final drive.

This BSA was introduced as one of the last flat-tank models, the Model L that was available with either a side-valve or an overhead-valve 349cc, four stroke engine with bore and stroke of 72mm x 85.5mm. The overhead-valve model was the company's first such model but it otherwise shared all of its running gear with its side-valve stablemate including a three-speed, hand-change, constant-mesh gearbox, an Amac carburettor and chain final drive. Front and rear braking was achieved by a friction pad being applied to a dummy rim built into the wheel spokes – not an uncommon practise on veteran machines and derived from building similar brakes onto a belt-drive rim. Although lubrication was achieved with a mechanical oil pump, the rider could adjust the oil flow depending upon the engine's duty conditions via an adjuster mounted on the tank that included a sight glass through which to observe the flow rate.

In its first year, the side-valve Model L was immediately successful. According to Pitman's 'Book of the BSA': "To the sporting solo rider who asks for a 'go anywhere' mount, its records in the Scottish Six Day Trial and the International trials in Sweden in 1923 stand as recommendation." When new in the UK, a side-valve Model L cost £47/10s.



At the beginning of the fifties, the motorcycle manufacturers tried to counter the rampant success of scooters produced by Piaggio and Innocenti by creating utility motorcycle that offered good versatility and practicality of use, overcoming the serious stability problems of the scooter, due to the small diameter of its wheels. Following the lead of Moto Guzzi who, in 1950, had put the *Galletto* into production, other motorcycle manufacturers ventured into the construction of hybrid models.

1953



The **Heinkel Tourist** is a motor scooter that was made by Heinkel Flugzeugwerke from 1953 to 1965. More than 100,000 were manufactured and sold. The Tourist was sold as an upscale scooter. It was more expensive than a Vespa or a Lambretta, and was generally heavier, more comfortable, and more stable. It was available with a speedometer, a steering lock, a clock, a luggage carrier, and a spare wheel. It was referred to in England as "The Rolls-Royce of Scooters" and was advertised by a dealer in Massachusetts as "The Cadillac of Scooters".



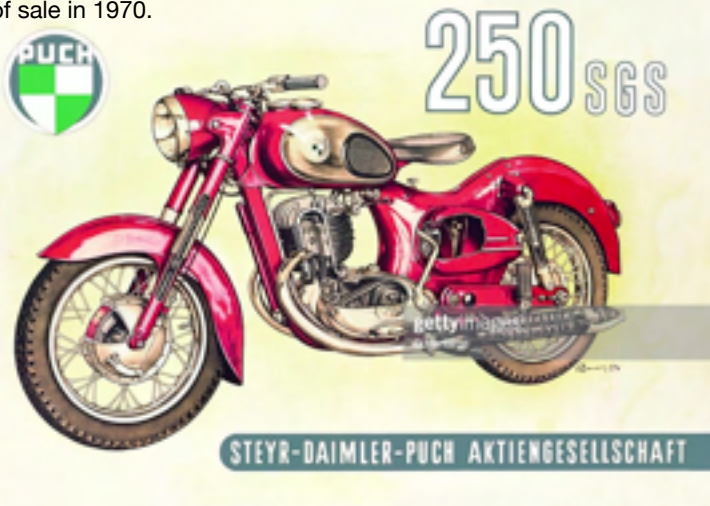
The **125 Pullman** was a 125cc 2 stroke motorcycle produced by the Italian manufacturer MV Agusta from 1953 to 1956. The model achieved a good sales success, and had the highest production of any machine from MV Agusta. Many brought the bike as the only means of family transport or as a work vehicle. Despite the questionable aesthetics, the Pullman offered a comfortable ride, derived by the driving position, soft suspension and large section tires. This was particularly appreciated by users, so much so that they were imitated by some competitors. 27,000 machines of this model series were produced.

The **MV Agusta 175** were a series of motorcycles produced by the Italian manufacturer MV Agusta from 1953 to 1960. The series included touring, GT (Gran Turismo), sports and supersports models. There were also two racing variants. Because of the shape of the petrol tank, the sports and supersport models became known as the *Disco Volante* (Flying Saucer). The series was MV's best seller. For MV Agusta, this motorcycle was a milestone. It was their first production machine with a four-stroke engine. The unit construction single-cylinder engine was designed with an overhead camshaft for high performance. The chain-driven camshaft operated the valves via rocker arms, which were closed by hairpin valve springs. The machine was initially available as a tourer, the 175 CST/CSTL, which produced 8 bhp (6.0 kW) at 5600 rpm. A sports model, the 175 CS, was soon introduced. This model featured a larger carburetor and produced 11 bhp (8.2 kW) at 6700 rpm, which put the machine above similar models from other manufacturers. The 15 bhp supersport model, the MV Agusta 175 CSS, was introduced at the 1954 Milan Show.



The **Puch 250 SGS** (Schwing-Gabel-Sport) was manufactured by the Austrian Steyr Daimler Puch AG's Puch division in Thondorf near Graz. The motorcycle is powered by a split-single two-stroke engine (two pistons sharing a single combustion chamber). It was marketed in the United States by Sears as the "Allstate 250" or "Twingle", with the model number SR 250, and sold primarily via the Sears catalog. It was a common "first motorcycle" for many riders. A total of 38,584 Puch 250 SGS motorcycles were produced between its launch on October 1, 1953 and end of production in 1969, with its final year of sale in 1970.

The **Zündapp Bella** was manufactured by motorcycle manufacturer Zündapp from 1953 to 1964. Approximately 130,000 Bella scooters were sold, with 2 stroke engine sizes ranging from 150 to 200 cc.



1953

AC Ace was produced by AC Cars of Thames Ditton, England, from 1953 until 1963.

AC came back to the market after the Second World War with the 2-Litre range of cars in 1947, but it was with the Ace sports car of 1953 that the company really made its reputation in the post war years. Casting around for a replacement for the ageing 2-Litre, AC took up a design by John Tojeiro that used a light, ladder-type tubular frame, all independent transverse leaf spring suspension, and an open two-seater alloy body made using English wheeling machines, possibly inspired by the Ferrari 166 MM barchetta.

Early cars used AC's elderly 100 bhp (75 kW) two-litre overhead cam straight-six engine (first seen soon after the end of the First World War), which, according to a 1954 road test by *Motor* magazine, gave a top speed of 103 mph (166 km/h) and 0–60 mph (0–100 km/h) in 11.4 seconds and a fuel consumption of 25.2 miles per imperial gallon (11.2 L/100 km).



The **AC Petite** is a three-wheeled British microcar with a rear-mounted 350 cc (21 cu in) Villiers single cylinder, two-stroke engine. The car has a single bench seat seating two adults, and was said to be capable of 60 mpg (4.7 L/100 km) and 40 mph

The **Alvis Three Litre, TC 21** was produced by British manufacturer Alvis between 1953 and 1955. The 2,993 cc engine was upgraded to produce 100 bhp (75 kW) by modifying the cylinder head and fitting twin SU carburetors. The TC.21/100 or Grey Lady announced 20 October 1953 came with a guarantee of a speed of 100 mph resulting from an improved exhaust system and an engine compression ratio raised from 7:1 to 8:1 to take advantage of the availability of better petrol. The final drive ratio was raised from 4.09:1 to 3.77:1.



The Times' Motoring Correspondent tested and reported on the Grey Lady under the headline "Few Concessions to Fashion Trends". His opening gambit was that this Alvis was now one of the few British cars that did not look American and, he said, there was little concession to the cult of streamlining beyond the two air scoops in the bonnet. He wrote that spacious internal headroom and wire wheels completed that picture. It was noted the instruments were not in front of the driver but in the centre of the dashboard (instrument panel) and so the speedometer was apt to be masked by the driver's left hand. However the front seats were comfortable and rear seat passengers received padding on the wheel arches surmounted by armrests. Leather upholstery, pile carpets and walnut facings for the dashboard and lower parts of the window frames completed the traditional picture. He did however say that "the driver who is sensitive to the "feel" of his car will enjoy every moment of his motoring irrespective of the traffic" and reported the car's behaviour on corners was extremely stable though potholes like those caused by recessed manhole covers proved very heavy going for the springing.

The **Aston Martin DB2/4** is a grand tourer produced by Aston Martin from 1953 until 1957. It was available as a 2+2 hatchback saloon, drophead coupé (DHC) and 2-seat fixed-head coupé.

The DB2/4 was based on the DB2, which it replaced. Changes included a wraparound windscreen, larger bumpers, and repositioned headlights. The body was designed by draftsman John Turner who was 17 years of age at the time.

The Lagonda straight-6 engine, designated the VB6E, was initially the same dual overhead cam straight-6 designed by W. O. Bentley and used in the Vantage version of the DB2. Displacement was 2.6 L (2,580 cc/157 in³), giving 125 hp (93 kW). In September 1953 for the Saloon and in April 1954 for the Drophead, a 2.9 L VB6J version was used, raising power to 140 hp (104 kW) and maximum speed to 120 mph (193 km/h).

Of the 565 Mark I models produced, 102 were Drophead Coupés.

A 2.9 litre DB2/4 tested by British magazine *The Motor* in 1954 had a top speed of 118.5 mph (190.7 km/h) and accelerated from 0-60 mph (97 km/h) in 10.5 seconds. A fuel consumption of 23.0 miles per imperial gallon (12.3 L/100 km) was recorded. The test car cost £2621 including taxes.



The **Austin-Healey 100** was built by Austin-Healey from 1953 until 1956.

Based on Austin A90 Atlantic mechanicals, it was developed by Donald Healey to be produced in-house by his small Healey car company in Warwick. Healey had Tickford build a single **Healey Hundred** for the 1952 London Motor Show, and the design impressed Leonard Lord, managing director of Austin, who was looking for a replacement for the unsuccessful A90. Lord struck a deal with Healey to build it in quantity; bodies made by Jensen Motors were given Austin mechanical components at Austin's Longbridge plant. The car was renamed the Austin-Healey 100.

The "100" was named by Healey for the car's ability to reach 100 mph (160 km/h); its successor, the better known Austin-Healey 3000, was named for the almost 3000 cc displacement of its engine.

Apart from the first twenty cars, production Austin-Healey 100s were finished at Austin's Longbridge plant alongside the A90 and based on fully trimmed and painted body/chassis units produced by Jensen in West Bromwich—in an arrangement the two companies previously had explored with the Austin A40 Sports. 14,634 Austin-Healey 100s were produced.

The 100 was the first of three models later called the Big Healeys to distinguish them from the much smaller Austin-Healey Sprite. The Big Healeys are often referred to by their three-character model designators rather than by their models, as the model names do not reflect the mechanical differences and similarities well.

The first 100s (series "BN1") were equipped with the same 2660 cc engines and manual transmission as the standard production A90, but the transmission was modified to be a three-speed unit with overdrive on second and top.

A BN1 tested by *The Motor* magazine in 1953 had a top speed of 106 mph and could accelerate from 0–60 mph in 11.2 seconds. A fuel consumption of 22.5 miles per imperial gallon (12.6 L/100 km) was recorded. The test car cost £1063 including taxes.



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Biscúter (Spanish spelling for the pronunciation of BiScooter) is a microcar manufactured in Spain, by Auto Nacional, SA, from 1953 until 1960, total of all versions around 10,000 units.

Raw material shortages and general economic difficulties in Europe following the Second World War made very small, economical cars popular in many countries. In Spain, following the Spanish Civil War and the embargo declared by the United Nations against General Francisco Franco's dictatorship, the situation was even worse. The combination of relative underdevelopment, war devastation and an international trade embargo meant that the country operated at a much lower economic level than the rest of Western Europe for nearly two decades and was forced to develop domestic substitutes for hard-to-get imported products and technologies. The Biscúter, tiny, simple, and cheap even by microcar standards, was a product of this economic environment and was well suited to its time and market.

The car had its origins in France in the late 1940s, where aircraft and car designer and manufacturer Gabriel Voisin had designed a minimal car called the **Biscooter** for Avions Voisin. The playful name implied that it was about the size of two motorscooters, or a scooter with four wheels. The design drew no interest from either manufacturers or consumers there, however, and he eventually licensed it to Spanish firm **Autonacional S.A.** of Barcelona. By the time it was introduced in 1953, the marque had been hispanicized to Biscúter. The first car had no formal model name and was called simply the Series 100, but it soon became known as the *Zapatilla*, or little shoe (clog), after a low-heeled peasant slipper popular at the time.

The Zapatilla was minimal indeed, with no doors or windows or reverse gear. The 1 cylinder, 197 cc, two-stroke motor produced 9 horsepower (7 kW), had a crank starter, and drove only the right front wheel. It had a large, oil-filled cylinder head, to compensate overheating during traffic light arrests, and avoid overcooling while on road at higher speeds, producing a: 'Temperature Buffer' effect. Braking was by an unusual three-point system involving the transmission and cable ties to the two rear wheels. One genuinely advanced feature was an all-aluminum body, although steel was later used.

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Biscúter flourished for about ten years and the cars became a common sight on Spanish roads, as well as a part of popular culture. ("Ugly as a Biscúter" was a common joke.) Amenities such as doors and windows did eventually appear, and several different bodystyles were produced, including trucks, an elegant woodie station wagon, and a toy-like sports car called the Pegasín (little Pegaso).

In 1950 the Spanish auto maker SEAT was set up as the country's national car manufacturer, but at first even the most inexpensive of its designs were considered luxury cars, out of reach of the average Spanish consumer. As time went on and a greater degree of prosperity developed, though, SEATs began to take more of the market and crowd out the cheaper marques. In 1957 the company attempted to produce a sports car, the Biscuter Pegasin in an attempt to attract the wealthier buyers. The styling was similar to the Pegaso Z-102, but it didn't help much. By the early 60s, Biscúter sales and production stopped, after a total production run of about 12,000. It is thought that almost all of the cars were eventually scrapped. Now Biscúters are mostly museum curiosities, although like many vanished marques they have some following among auto enthusiasts. The name is little known outside Spain, however, and most materials pertaining to it are in Spanish.



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The **Bristol 403** is a luxury car which was produced from 1953 to 1955 by British manufacturer Bristol Aeroplane Co. (whose car division later became Bristol Cars). The 403 was the third of the eventual five series of Bristols powered by the BMW-derived pushrod straight-six engine. It replaced the Bristol 401 and 402 in 1953 and continued in production for two years.

It retained much the same styling as the 401, but featured many mechanical improvements compared to that model. The 1971 cc six-cylinder engine was modified through the use of bigger valves and larger main bearings with a diameter of 54 mm as against 51 mm on the 400 and 401, which increased the power output to 100 hp (75 kW) as against 85 hp (63 kW) on the 401. The acceleration was markedly improved: the 403 could reach 60 miles per hour in 13.4 seconds as against 16.4 seconds for the 401. The 403 had top speed of 104 miles per hour (167 km/h).

To cope with this increased power, an anti-roll bar was fitted on the front suspension and improved drum brakes known as "Alfins" (Aluminum finned) were fitted. Early models had them on all wheels, but Bristol thought the car was over-braked and they were thus restricted to the front wheels on later 403s. The 403 was the last Bristol to feature a BMW-style radiator grille. It is also noteworthy for having two extra headlamps at the side, almost pre-dating the adoption of the four-headlamp layout in larger cars.

The Bristol 404 and Bristol 405

are British luxury cars which were manufactured by the Bristol Aeroplane Company. The 404 was manufactured from 1953 to 1958, and the 405 from 1955 to 1958. The models were successors to the Bristol 403. The 404 was a two-seat coupé and the 405 was available as a four-seat, four-door saloon and as a four-seat, two-door drophead coupé.

Unlike previous or later Bristol models, there is considerable confusion in nomenclature when it comes to the Bristol 404 and 405. The 404 was a very short-wheelbase (8 feet (2,438 mm) as against 9 feet 6 inches (2,896 mm)) version of the 405, but was introduced in 1953, whereas the 405 was not introduced until 1955 and continued until 1958.

With UK fuel supplies no longer restricted to the low-octane wartime "pool petrol", all engines for the 404 and 405 came with higher compression ratios than predecessor Bristols — 8.5:1 as against 7.5:1. Rack and pinion steering was fitted and the car's handling won accolades from press reports when the car was introduced (and subsequently).

Compared to the 403, the 404 and 405 had an improved gearbox with much shorter gear lever which improved what was already by the standards of the day a very slick gearchange. The 405, though *not* the 404, had overdrive as standard apart from the earliest models, and front disc brakes became an option apart from the earliest models, and were fitted to almost all 405 drophead coupés. A few late 405s were fitted with the higher torque 2.2 litre engine introduced in the later 406.



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Created to mark Buick's 50th anniversary, the **Roadmaster Skylark** joined the Oldsmobile 98 Fiesta and Cadillac Series 62 Eldorado as top-of-the-line, limited-production specialty convertibles introduced in 1953 by General Motors to promote its design leadership. Of the three, the Skylark's run of 1,690 units proved the most successful, and an amazing sales feat considering the car's 1953 list price of slightly in excess of US\$5,000 (\$54,689 in 2022 dollars) was over 50% more than the well-equipped US\$3,200 Roadmaster convertible on which it was based (\$35,001 in 2022 dollars).



Importantly, the new Skylark featured Buick's new 322 cu in (5.3 L) Fireball V8 in place of the automaker's longstanding straight 8, and a 12-volt electrical system, both division firsts. It debuted full-cutout wheel openings, a styling cue that spread to the main 1954 Buick line. Accenting its lowered, notched beltline was a new "Sweep Spear" running almost the entire length of the vehicle, a styling cue that was to appear in various forms on many Buick models over the years.



The **Cadillac Eldorado** is a luxury car manufactured from 1952 until 2002 over twelve generations.

The nameplate *Eldorado* is a contraction of two Spanish words that translate as "the gilded (i.e., golden) one" — and also refers to El Dorado, the mythical Colombian "Lost City of Gold" that fascinated Spanish explorers.

The Cadillac Series 62 Eldorado joined the Oldsmobile 98 Fiesta, and Buick Roadmaster Skylark as top-of-the-line, limited-production specialty convertibles introduced in 1953 by General Motors to promote its design leadership.



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 ...engine provided in the body front and rear. The Roadster is equipped with generator, fuel-injection, automatic change mechanism, limited-slip for suspension and mechanical indicators. Price £2,400 (plus 10% to purchase tax). For a full description of the car see page 10. The Daimler Company Ltd. Conquest. The Conquest range also includes the "Saloon, the Coupe" and the "Drophead".
 GET UP TO SPEED! COME PAGE

The **Daimler Conquest** was produced from 1953 to 1958. Based on the Lanchester Fourteen, the Conquest replaced the Daimler Consort. Sales were affected by increasing prices and by the fuel shortage caused by the Suez Crisis, and production ended by January 1958, before a replacement model was in production.

The standard 1953 Conquest used a straight-six engine developed from



the inline-four engine used in Lanchester's Fourteen and Leda models. The engine was made from cast iron and had a single Zenith carburettor and a compression ratio of 6.6:1. The engine displaced 2,433 cc and delivered 75 bhp (56 kW). The 1954 Conquest Century model had an alloy head with larger valves, higher compression, high lift cams, and twin SU carburettors. These modifications raised the power to 100 bhp (75 kW) at 4400 rpm.

A saloon tested by The Motor magazine in 1953 had a top speed of 81.6 mph (131.3 km/h) and could accelerate from 0-60 mph (97 km/h) in 24.3 seconds. A fuel consumption of 20.3 miles per imperial gallon (13.9 L/100 km) was recorded. The test car cost £1511 including taxes. 196 Weeks Average Wage.

The body was a slightly modified version of that used on the earlier Lanchester Fourteen. Apart from the grille and fog lamps, the Conquest was identical to the Lanchester Fourteen and Leda. While the Fourteen had been coachbuilt of steel on a timber frame, the Leda had an all-steel body, on which the Conquest's was based. The whole car appeared to have been developed within four months of Bernard Docker, then managing director of BSA, taking on the additional responsibility of managing director of Daimler in January 1953.

Body styles. Conquest was offered in the following models: Conquest Saloon, Drophead coupe 4-seater, Open 2-seater roadster.



The **DKW 3=6** was manufactured by *Auto Union GmbH*. **Auto Union AG**, an amalgamation of four German automobile manufacturers in Chemnitz, Saxony. It is the immediate predecessor of **Audi** as it is known today. Launched at the Frankfurt Motor Show in March 1953 and sold until 1959. It carried the name **Sonderklasse** ("Special Class") on the right hand fender of all steel bodied models.

The 3=6's had a 896cc two-stroke engine and front-wheel drive layout along with the sure-footed handling that resulted. The 896 cc three cylinder engine provided at launch a claimed 34 bhp (25 kW), though racing engines were rated for 50 bhp with some reaching 100 bhp!

Following the company's pioneering work in the 1930s, the car had a front-wheel drive configuration which meant there was no bulky driveshaft running through the passenger cabin. The water cooled engine was installed longitudinally above the front wheels - the first appearance of the longitudinal "overhung" engine layout which DKW's successor - Audi - still uses to the present day, but the radiator was located not ahead of the engine but between the engine and the passenger cabin.

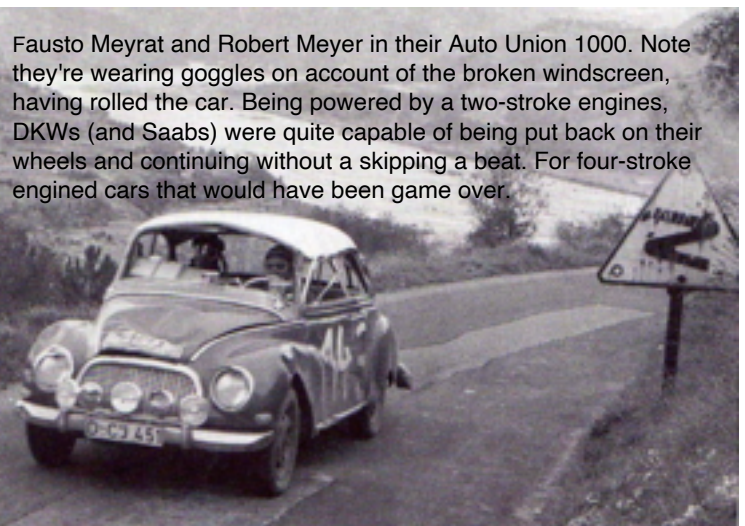
The car was known as a fast, reliable performer -and received much praise from the motoring press of the day. The Australian "Wheels" magazine called the 1957 F93 model the *"Triple-Banger Rocket"*. Similarly, the South African "CAR" magazine of November 1957 said;

"If you yearn to own a sports car, but, for family reasons, you must have a saloon that is capable of seating four or five people, the DKW 3=6 will probably appeal to you immensely".

In a market segment increasingly dominated by the Volkswagen Beetle, the Auto Union contender also boasted class leading interior space, especially after the arrival of the four-door version, which featured a modestly extended wheelbase.

The DKW 3=6 was a campaigned very successfully in motorsport in the 1950's and early 1960's. Notable outright victories include the 1954 European Rally Championship, as well the 1956 **East African Coronation Safari** (later known as the Safari Rally). In South Africa, in particular, sales were bolstered by the motorsport successes.

200,000 were produced.



Fausto Meyrat and Robert Meyer in their Auto Union 1000. Note they're wearing goggles on account of the broken windscreen, having rolled the car. Being powered by a two-stroke engines, DKWs (and Saabs) were quite capable of being put back on their wheels and continuing without a skipping a beat. For four-stroke engined cars that would have been game over.

The **Chevrolet One-Fifty** (or **150**) was the economy/fleet model of the Chevrolet car from 1953 until 1957.

The One-Fifty was mainly conceived as a fleet model and little effort was spent marketing it to the average car buyer of the day, although sales weren't limited to fleets. It was most popular with police, state governments, small businesses, economy-minded consumers and hot rodders. Chevrolet sold substantially fewer One-Fifties than Two-Tens or the Chevrolet Bel Air in every year of its life. True to Chevrolet's vision, the 150 was no-frills basic transportation. It had limited options, stark trim, solid colours, plain heavy-duty upholstery and rubberised flooring. Small things like ashtrays, cigarette lighters and even mirrors were extra cost options. Compared to the mid-level Two-Ten or premium Bel Air models, the One-Fifty was stark and bland.

Engines: 216 cu in (3.5 L) I6, 235 cu in (3.9 L) I6

Transmissions: 3 speed manual, 2 speed Powerglide automatic



The **Chevrolet 210** or **Two-Ten** is a midrange car that was marketed from 1953 until 1957.

The Two-Ten series, introduced for the 1953 model year, replaced the Styleline DeLuxe series. It was actually the best-selling Chevrolet model during 1953 and 54, offering a balance of style and luxury appointments unavailable in the base 150 series, but was less costly than the glitzy Bel Air. Two-Tens offered the widest choice of body styles for 1953, including a convertible, Sport Coupe hardtop, two- and four-door sedans, and four-door station wagons.

As the American public began to prefer posh to economy, the Bel Air began to outsell the lesser series, including both 150 and 210 models. As a partial answer to this, Chevrolet re-introduced the Two-Ten Sport Coupe hardtop in the middle of the 1955 model year, and also added a four-door Two-Ten hardtop Sport Sedan for 1956. Neither achieved the sales of their Bel Air counterparts, however, since they were only about \$100.00 cheaper than the Bel Airs, which provided more luxury and premium exterior trim.

Engine: 235 cu in (3.9 L) I6

Transmissions: 3 speed manual, 2 speed Powerglide automatic



The **Chevrolet Bel Air** is a full-size car produced for the 1950–1975 model years. Initially, only the two-door hardtops in the Chevrolet model range were designated with the Bel Air name from 1950 to 1952. With the 1953 model year, the Bel Air name was changed from a designation for a unique body shape to a premium level of trim applied across a number of body styles. The Bel Air continued with various other trim level designations, and it had gone from a mid-level trim car to a budget fleet sedan when U.S. production ceased in 1975. Production continued in Canada, for its home market only, through the 1981 model year.

In 1953 Chevrolet renamed its series, and the Bel Air name was applied to the premium model range. Two lower series, the 150 and 210, also emerged (as successors to the Special and Deluxe series, respectively). The 1953 Chevrolet was advertised as "Entirely new through and through" due to the restyled body panels, front and rear ends. However, essentially these Chevrolets had similar frames and mechanicals to the 1949–1952 cars.

The Bel Air was given a facelift in 1953. The pre-war technology, such as torque tube drive, six-cylinder splash feed engines, knee-action suspension, and split windshields of the early models, was phased out, and the foundations for the first post-war modern Chevrolet passenger car were finalized. The Bel Air series featured a wide chrome strip of molding from the rear fender bulge to the rear bumper. The inside of this stripe was painted a coordinating color with the outside body color, and "Bel Air" scripts were added inside the strip. Lesser models had no model designation anywhere on the car, having only a Chevrolet crest on the hood and trunk. 1953 was the first year for a curved, one-piece windshield.

In the July 1953 issue of *Popular Mechanics*, a tested 1953 Bel Air went from 0-60 mph in 19.6 seconds.

Engines: 216.5 cu in (3.5L) "Thrifmaster" I6, 235.5 cu in. (3.9L) Blue Flame I6.

Small block V8 options (265 & 283 cu in) were added for the second generation in 1955, and a 348 cu in. big block added in the third generation in 1958

Transmissions: 3 speed manual, 2 speed Powerglide automatic





The **Chevrolet Corvette (C1)** is the first generation of the Corvette sports car produced by Chevrolet. It was introduced late in the 1953 model year and produced through 1962. The Corvette was rushed into production for its debut model year to capitalize on the enthusiastic public reaction to the concept vehicle, but expectations for the new model were largely unfulfilled. Reviews were mixed and sales fell far short of expectations through the car's early years. The program was nearly canceled, but Chevrolet decided to make necessary improvements. The most expensive Corvette (C1) to sell in history was sold by Barrett-Jackson in the United States in March 2021 for \$825,000 (£591,470).

To keep costs down, GM executive Robert F. McLean mandated off-the-shelf mechanical components. The new car used the chassis and suspension design from the 1949 through 1954 Chevrolet passenger vehicles. The drivetrain and passenger compartment were moved rearward to achieve a 53/47 front-to-rear weight distribution. It had a 102 in (2,591 mm) wheelbase. The engine was a 235 cu in (3.85 L) inline six engine that was similar to the 235 engine that powered all other Chevrolet car models, but with a higher-compression ratio, three Carter side-draft carburetors, mechanical lifters, and a higher-lift camshaft. Output was 150 hp (112 kW). Because there was currently no manual transmission available to Chevrolet rated to handle 150 HP, a two-speed Powerglide automatic was used. The 0–60 mph (0–97 km/h) time was 11.5 seconds.

Three body variants were created. The roadster was built as the Corvette, the Corvair fastback variant never went into production, and the two-door Nomad station wagon was eventually built as the Chevrolet Nomad.

The 1953 model year was not only the Corvette's first production year, but at 300 produced it was also the lowest-volume Corvette. The cars were essentially hand-built and techniques evolved during the production cycle so that each 1953 Corvette is slightly different. All 1953 models had red interiors, Polo white exteriors, and painted blue engines (a reference to the three colors represented on the Flag of the United States, where the Corvette was assembled) as well as black canvas soft tops. Order guides showed heaters and AM radios as optional, but all 1953 models were equipped with both. Over two hundred 1953 Corvettes are known to exist today.

The cost of the first production model Corvettes in 1953 was US\$3,490 (US\$38,795 [AUD\$58,314] in 2023 dollars).

The quality of the fiberglass body as well as its fit and finish were lacking. Other problems, such as water leaks and doors that could open while the car was driven, were reported. By December 1953, Chevrolet had a newly-equipped factory in St. Louis ready to build 10,000 Corvettes annually. However, negative customer reactions to 1953 and early 1954 models caused sales to fall short of expectations.

In 2023 who cares how it drove compared to its peers in 1953, nowadays we just want to cruise in this mobile work of art!



Engines;

235 cu in (3.9 L) *Blue Flame* I6,
265 cu in (4.3 L),
283 cu in (4.6 L)
327 cu in (5.4 L)
Small-block V8's

Tranmissions;

2 speed *Powerglide* automatic, 3-
speed manual, 4-speed manual

1983- The era of factory turbocharged motorcycles



Excitement often comes before reality, and the wondrous ideal of turbocharged motorcycles were no exception. Though forced induction is now ubiquitous on modern cars, it never quite worked out on bikes.

The 1970s and 1980s were a golden age for forced induction engines. Like shoulder pads in suits and mascara on men, turbos were the flavour of the decade. And for a while there, it seemed that if there was any way that manufacturers could bolt on a go-faster snail to a car, bike, or any other inanimate object laying around the factory, they would.

The honour of first forced induction production motorcycle technically goes to the Kawasaki Z1R-TC, a dealer option with limited release, but Honda's CX500 Turbo must be credited for beginning three years of turbocharged motorcycle fanaticism. Today, the soft shape, turbocharged motorcycles of the 1980s register as feats of engineering and relics of vicious competition. Offerings from Kawasaki, Yamaha, and Suzuki cropped up in 1982 and 1983 as a direct response to the Honda CX500 Turbo, only for production to cease across the board in 1985.

But why didn't it stick? The idea of adding a turbo to a bike and instantly creating a new, faster model seems like a no-brainer, yeah? And it's not like customers went off going fast and showing off to their friends. So let's look at why it happened in the first place, why the manufacturers stopped doing it, and what took its place.

So the million dollar question is, what the hell went wrong? Turbos are good. Speed is always good. And they make that 'look at me' whooshy sound. It seems like the perfect package, no?

Well, the answer to that rhetorical question *is* actually 'no'. Japanese turbo bikes of the 80s were not the golden goose that they might seem at first glance. But why?

Sure, if they had been positioned at the apex of the manufacturer's range, they might have had a different reception. But for those who did buy one, they still had to face the harsh reality of rocking up to the local Sunday biker's hang-out knowing that any of the other riders there on 1000cc (or 1100cc) models were still able to kick their butts in most situations.

In this sense, they seemed like more of a gimmick than 'proper' bikes, a fact that was backed up by the lack of factory racers using the things. And needless to say, the turbo gear bolted on the motos also made them heavier than their normally-aspirated mates. Those who thought these new turbo bikes would make them King of the Hill would be sorely disappointed.

To be specific, the response offerings included the Yamaha XJ 650 Turbo, Suzuki XN85, and Kawasaki GPZ750 Turbo, in addition to the revamped Honda CX650TD. To go through the painstaking R&D process of packaging a turbocharger into a motorcycle was work enough, meaning each bike was an iteration of an existing chassis. Adding power and weight to a chassis originally engineered without these extras required each company to bolster their bikes to varying degrees.

The Honda was futuristic for its time, equipped with electronic fuel injection, a liquid cooling system, and air-adjustable preload front and rear. Suzuki also attempted a form of radical cooling, using an oil-jet sprayer to augment its natural air cooling, while the air-cooled Kawasaki and Yamaha broiled under the extra heat of a turbocharger.

Whilst the Honda and the Kawasaki were fuel injected the Yamaha and Suzuki were carbureted, adding to an already lagging powerband.



Turbocharging doesn't exactly fit the mantra that Motorcycle Safety Foundation instructors and Superbike racers preach: smooth is safe, and smooth is speed. And while these bikes were certainly powerful, the GPZ750 Turbo making 113 horsepower in 1983, the power of the bikes was secondary to the idea of these bikes existing in the first place for the sake of competition. In other words, if Honda did it, the other three had to follow—even if the technology present was cumbersome and ineffective.

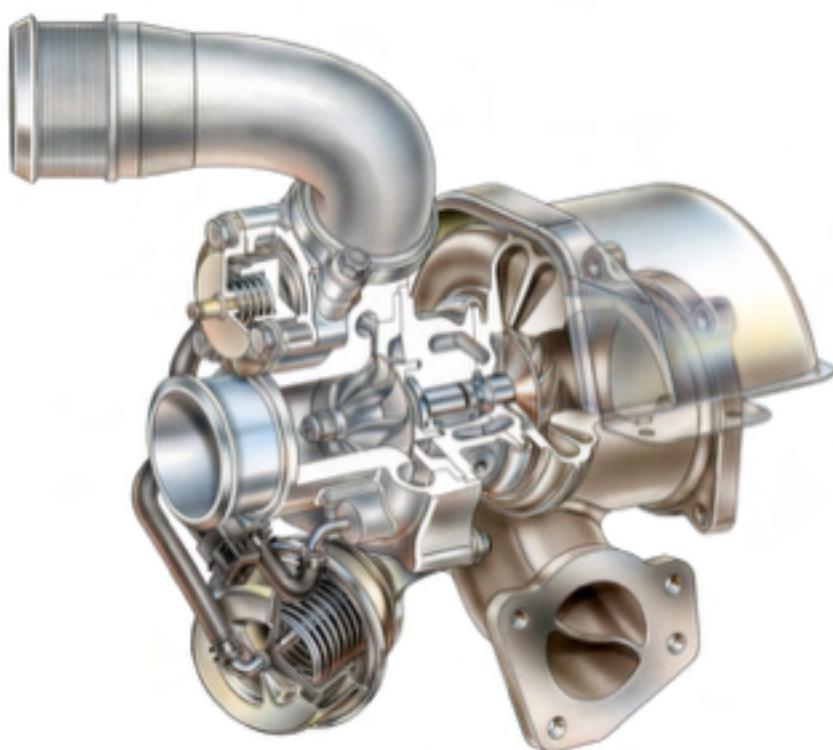
The other big issue for this '80s go-fast tech was the now-infamous '80s turbo lag. Unless your revs were already up in the stratosphere somewhere, the thing was going nowhere fast, and by the time you got on the gas, increased the revs, and got the turbo on song, your riding buddies had probably sped off down the road with broad, patronising smiles on their faces.

Sure, modern tech has managed to iron out all these bugs to the point where it's now all upsides for turbos—but back then, you were probably going to be left with a bad taste in your mouth that screamed 'I fell for a sales trick and this damn bike just doesn't live up to the hype.' Feeling foolish, you then would have sold the thing at a loss and probably got the normally aspirated GPZ900R Ninja you secretly always wanted.

Of course, the manufacturers knew this as well, and they proceeded to drop their turbo platforms faster than a mechanic trying to repair a hot wastegate with no gloves on.

As enduringly innovative as these bikes are, former *Motorcyclist* editor Art Friedman said it best:

“What we've got here are two motorcycles that are no faster, lighter, simpler, or otherwise superior to normally aspirated bikes displacing more and costing less.”



It is really comfy. A wide, soft seat with a tall screen and high 'bars. The kind of bike you could ride all day long. It also has that Honda quality. I start to push and I am surprised. This thing really goes pretty hard! The **Honda CX500 Turbo** is peakier than I anticipated and once the turbo spools up (there is some lag) the power hits quite hard for a short period. Keep it spinning in boost, however, via the smooth and wide ratio five-speed gearbox, and you are rewarded with a torquey, punchy bike that offers the pull of a much larger capacity motorcycle.



As is the rule in the Japanese motorcycle industry, many of the other brands quickly followed Honda's lead for fear of being left behind and/or missing out on a nice big slice of what potentially could be a profitable new segment. So at around the same time as Honda's CX was revealed, **Yamaha** stole a little of their thunder with their rather odd little **XJ650 Turbo**.

Undoubtedly a parts-bin special with a turbo thrown in for good measure, it put out a claimed 90hp but was noted by reviewers of the time to have less-than-ideal handling and a few overheating issues to boot. Ooops.

Next, released their 673cc **Suzuki XN85**. With arguably better, more 'muscle bike' looks than the rather upright, rather more sensible design of the Honda, the Suzie only managed to convince a handful of buyers to part with their hard-earned money. Despite this, it stayed in Suzuki showrooms—or at least it appeared in Suzuki catalogs—until 1988.



As always, **Kawasaki** took their time before they played their turbo hand. But boy, when they did play it, they had *really* done their homework. So in '84 they pulled the covers off their **GPZ750 Turbo**. Better late than never, huh?

With a full two years until the *Top Gun* appearance of the company's Ninja ZX900, they were still looking for that 'next big thing'—and it appeared that all the signs were pointing to turbo engines as being just that.

Packing an impressive 112bhp, the engine could purportedly be pushed to around 200 horsies with the right mods. And all that in 1984, no less! But as with the other brands, the bike proved to be a bit of a sales flop and it was discontinued a mere 12 months later.



Almost forgotten in the rush was the first turbo bike, the **1978 Kawasaki Z1R-TC**.

The Z1R-TC idea was the brainchild of former Kawasaki executive Alan Masek. Masek had big plans for his newly-formed Turbo Cycle Company, and noted that slow Z1R sales meant there were surplus bikes in the supply chain. At the same time, Kawasaki needed something to wow the market while waiting for the GPz1100 to arrive.

It was the perfect opportunity for Big Green: Masek would take stock Z1Rs, fit an American Turbo Pak compressor and its ancillaries, then feed the converted bikes back into the Kawasaki dealer network. Any regulatory or liability issues could be diverted at TCC, while Kawi reaped the benefits of winning the horsepower war.

For the first batch of 250 or so Z1R Turbos, TCC simply replaced the header pipes with a new cylindrical exhaust collector (known to TC fans as “the log”) to feed the ATP turbo unit, added an adjustable wastegate, installed a new open exhaust to eliminate back-pressure in the turbo and added a boost gauge to the dashboard. Apart from TC decals on the side panels — and a notice that the Z1R-TC should only be used by experienced riders — that was pretty much it. A supplied list of do’s and don’ts also included a warning to owners not to attempt to increase boost by tampering with the wastegate setting, which was a bit like telling a dog not to chew a bone. Every TC buyer was required to sign a liability waiver, too. What could possibly go wrong? For starters, the Z1R-TCs offered to the press for testing were specially prepared. The engines had been stripped so the built-up crankshafts could be welded to prevent twisting while the valve and clutch springs were replaced with stronger items. None of these modifications were standard on “production” bikes, though they could be special ordered at extra cost.

Neither was the engine fitted with a rev limiter, an innovation that would have to wait until electronic ignition arrived. This was a potential problem on the TC, considering a turbocharger creates what is essentially a positive feedback loop. In a normally-aspirated engine, gas-flow efficiency typically limits the revs the engine will achieve. But with the throttle wide open, a compressor-fed engine will continue to spin up until the valves float or start hitting the pistons. Catastrophic failure follows, often caused just by missing a gear. Not surprisingly, the TC was sold without a powertrain warranty, and buyers had to sign off to that effect, with a witness! Further, the TC’s performance capability far exceeded the limitations of the stock Z1-R chassis on anything but a billiard-table-smooth drag strip.

As the Z1R-TC’s turbo is set up so the boost only goes into positive territory above



4,500rpm, performance below that level should have been similar to a stock Z1R. However, period testers, including Cycle Guide’s team, found the TC to be pretty ornery to live with. It was difficult to start from cold, requiring a long warm-up, and then ran roughly unless given regular open throttle runs to “clear its throat.” It also seems the turbocharger selected for the TC was larger than ideal, meaning it was slow to respond, resulting in significant “turbo lag” before delivering its performance in a rush that required a close watch on the tachometer. Maneuvers like overtaking required careful planning, so testers would open the throttle and hold the bike back on the brakes until a passing opportunity arose.

What’s the Z1R-TC like to live with? “Off boost, it runs like a Z1R,” Mark

says. “Below 4,000-5,000rpm it rides like a nice strong 1,000cc bike. The difference comes when you spin it up and it reaches six grand, and then it’s like whoaaaa! It just becomes a completely different kind of animal.”

The biggest problem, Mark says, is that you need a really good stretch of straight road to get it up on the pipe — and then you have to watch the rev counter carefully. “That was the issue they had with spinning cranks, because it really only made boost around 7,000rpm, with an 8,500rpm redline, so you were very quickly into the red. And as long as it made spark, it would run until the valves floated right into the pistons, because it was just pumping more and more air. There was nothing to stop it going until it crushed itself!”

Ultimately, the TC was a failed concept. Too crude, it would be upstaged by slicker, more civilized factory efforts from the Big Four.



Travelogue

Karen Motyka



Mid-winter is the ideal time to plan a summer road-trip to Tasmania. Book a day or night sailing on the Spirit of Tasmania (now departing from Geelong) and take your vintage vehicle to our southernmost state. If you have never travelled to the Apple Isle before then strap in because the destination is just a place, the journey is where the adventure happens!

Book early for the best prices (from \$86 for adults each way). Your vehicle's length will determine its cost. A caravan, bike rack and/or a dog is extra. The budget conscious can save the cost of an ensuite cabin on a night sailing by sleeping on the recliner seats in the lounge areas.

There is plenty of free parking at the ferry terminal and you drive your vehicle onboard about an hour before sailing. This is straightforward and there are plenty of helpful staff on hand. Remember to take an overnight bag upstairs because you cannot return to your vehicle after sailing.

Cafes, gaming areas, WIFI, a reading room and a cinema help pass the time on the 9-hour passage. When we sailed on New Years Eve in 2017, the ship's Chief Officer stood at the stern and serenely piped Auld Lang Syne for the passengers on deck while the Melbourne skyline receded into the cobalt blue horizon. We then enjoyed live music and Tassie wines in the bar as we gazed out upon a mirror-like Port Phillip Bay and watched the year's final sunset.

Disembarkation is at 6 a.m. and once you have driven off the ship (a fast and seamless operation), a hearty breakfast in Devonport is recommended before driving inland to the rugged beauty of Cradle Mountain-Lake St Clair National Park.

There are short lakeside walks with views of Cradle Mountain if hiking isn't your thing. The bistro in the heritage listed Cradle Mountain Lodge is a unique place for dinner, but book ahead as this is a remote part of the state and there are few dining out options. There is also an after-dark Tasmanian Devil Feeding Tour nearby.

Continue southwest toward the small mining towns of western Tasmania. The mountains in this area were so loaded with minerals and iron they caused the malfunctioning of Abel Tasman's compasses when he was sailing past this coastline in the mid-1600s.

Back in its heyday, Zeehan was a world leader of minerals and metallurgy, and the Gaiety Theatre hosted the opera greats Dame Nelly Melba and Caruso. The main street's historic architecture hints at how prosperous the town once was – third in importance to Hobart and Launceston. Sadly, economic and population decline set in, and a ghost town vibe descended. Zeehan has recently been the filming location for a



Take me to Van Diemen's Land



new ABC drama, *Bay of Fires*, so gentrification is imminent! Rockhounds can view crocoite, the spiky orange mineral emblem of Tasmania in the Zeehan School of Mines and Metallurgy. The MMG mine at Rosebery processes lead and zinc concentrates. Considering this mine has been operating 24/7 since 1936, the town has little to show for the vast mineral wealth that's been extracted from its environs.

Descending the steep hairpin bend roads to the coast (we did this road trip with a teenage boy new to his L Plates!) brings the traveller to Strahan on the edge of Macquarie Harbour. Six times the size of Sydney Harbour, this body of water is accessed via Hell's Gates, a narrow channel only 75 metres wide and 5 metres deep. The Roaring Forties smash the Southern Ocean into Hell's Gates making it a treacherous passageway for maritime traffic.

Tasmania's remote west coast can oscillate from crisp, blue skies to moody clouds, cold winds and misty rain so dress ready for all weathers. Surrounded by wilderness and water, the only way to authentically experience this location is on a boat. Gordon River Cruises depart from Strahan and onboard guides provide an insight into the history of the area through character-based interpretations. There are two opportunities to get off and explore: a short walk through the ancient Huon Pine forests at Heritage Landing, and an easy walking tour of the ruins on Sarah Island, a beautiful location with a dark and violent convict history.

Sarah Island was the penal settlement for convicts who had committed a secondary crime within the colony. Between 1822 and 1833, 1200 men and women endured its "degradation, depravity and woe". *For the Term of His Natural Life* was set here. A Scottish Master shipwright oversaw the building of 131 ships in those 11 years, teaching highly technical skills and gradually negotiating better conditions for the inmates.

Australia's longest running theatre production, *The Ship That Never Was*, is performed nightly on Strahan's quayside using audience members to tell the tale of a group of convicts who hijack the 131st ship built on Sarah Island and escape to Chile rather than be transferred to the newly built convict hell hole, Port Arthur. A few of the actors bring their convict history knowledge and method acting to their second jobs on the cruise boats. It makes for an entertaining and educational excursion. While staying in Strahan, take an easy drive out to west-facing Ocean Beach and watch the sun set into the Southern Ocean.

Allow a day to traverse the scenic, untamed centre of Tasmania via narrow, winding roads. Witness the brutal beauty of the Queenstown moonscape, and the orange waters of Queen's River, a legacy of more than a century's mining. The tiny village



of Derwent Bridge sits in the beating heart of Tasmania. Five kilometres away is Lake St Clair, the deepest lake in Australia, surrounded by peaks in every direction.

Your love affair with this magnificent isle will deepen on arrival in Hobart which has beautifully preserved Georgian and Victorian architecture, steep streets and views of the Derwent River. Mount Wellington's imposing presence looks down upon it all.

Immerse yourself in everything Australia's second oldest city has to offer. You will need a week to do it justice! Fine dining, atmospheric pubs, distilleries, bakeries, markets and so much history! Visit Mawson's Huts and the School of Antarctic Studies, The Female Factory (26,000 women were transported to Van Diemen's Land and all of them endured its brutality), and Cascade Brewery. Wash down herb-crusted wallaby with Poltergeist gin while looking out at the Sydney to Hobart Yacht Race icons moored in the marina.

The Museum of Old and New Art (MONA) is an expedition. Most tourists take the ferry to this otherworldly, underground temple from the Hobart waterfront, but you can also drive there and park. This is a more affordable option and means you can tag on a visit to Moorilla Winery to recover.

Drive south to the Tasman Peninsula to visit Port Arthur, Tasmania's premier historic site. Named after Governor Arthur, it was built to confine the male prisoners who had committed further crimes in the colony. The Dog Line at Eaglehawk Neck was a barrier of vicious dogs guarding the narrow isthmus across which all persons arriving or departing had to pass. The vertiginous cliffs, shark infested waters and dense bush completed the escape-proof penal fortress.

Between 1830 and 1877, 12,500 men lived at Port Arthur, and their hard labour sustained coal mining, ship building and brick production.



When flogging the men continued to fail, The Separate Prison was designed to deliver a new method of punishment - reform through isolation, contemplation and sensory deprivation. In the Separate Prison's chapel, the pews are divided up into compartments so that each prisoner could only see the chaplain in the pulpit. Singing the same three hymns every Sunday was their only chance to speak.

A shady avenue of English oaks leads up to Port Arthur's church. The stonework was completed by the boys at nearby Point Puer Boys Prison, the British Empire's first juvenile reformatory. Outside is an enormous expanse of lawn with mature willows and a lily pond. Families of the military officers and civilian staff would play and picnic in this bucolic setting reminiscent of an English village while metres away miserable convicts shuffled about in their chains. The pretty Anglican parsonage is the second most haunted place in Australia after Manly's Quarantine Station.

Port Arthur is a sombre place. A "Gothic pall of woe" hangs over it. Nonetheless, it is a place of historical significance. Free guided tours operate all day. Pay for a lantern-led night tour to experience how atmospheric this open museum is by moonlight. Don't make Port Arthur a day trip from Hobart. Stay a couple of nights nearby because experiencing this isolated place at the end of the world should not be rushed.

A tour of Tasmania isn't complete without seeing the gorgeous goblet, Wineglass Bay, in Freycinet National Park. Returning northwards to sail for the mainland, your itinerary should include a trip to Launceston (take a picnic to Cataract Gorge) and allow time to purchase souvenirs from the wineries of the Tamar Valley.

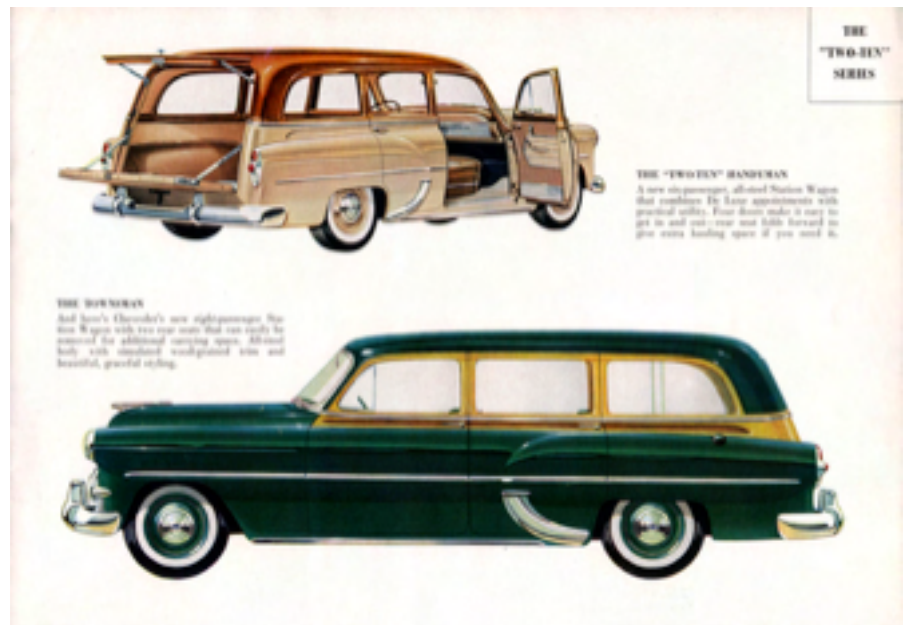
Fare and vehicle Inclusive prices range from \$792 return for a couple in a small hatch on a day trip or sleeping on a recliner, through to around \$3,300 return for a couple with a dual cab ute with a 7.0m van in a Deluxe cabin.

Cabins are \$149 for an internal cabin with four bunks, \$199 for porthole cabin with twin singles, and \$499 for a deluxe cabin with Queen bed, window and TV. Prices for cabins are each way. Dates are more freely available Geelong to Devenport but much more restricted on the return as far ahead as 9 months away, so we would advise ensuring you can get return dates that suit you before booking.



The **Chevrolet Townsman** was a full-size station wagon produced from 1953 to 1957 and again from 1969 to 1972.

The Townsman name was first used in 1953 on the 210 series four-door station wagon, and used the GM A platform. For 1954, the name was updated to the luxury Bel Air series station wagon, which featured DI-NOC woodgrain paneling. In both years, all Townsmans were eight-passenger models. In 1955 and 1956, the Townsman was once again a 210, but in 1957 it was available as both a 210 and a Bel Air. All 1955–1957 Townsmans were six-passenger models. A 235.5-cid inline six-cylinder engine was standard power in all five years, with V8s available beginning in 1955.



The **Fiat 1100** is a small family car produced from 1953 until 1969.

The 1100 was changed steadily and gradually until being replaced by the new Fiat 128 in 1969. There were also a series of light commercial versions of the 1100 built, with later models called the **Fiat 1100T**, which remained in production until 1971. The Fiat 1100 D also found a long life in India, where Premier Automobiles continued to build the car until the end of 2000.

The 1,089 cc overhead valve four-cylinder was fed by a single Solex or Weber downdraught carburettor, and put out 26 kW at 4,400 rpm.

The 4-speed manual transmission had synchromesh on the top three speeds and a column-mounted shifter, fashionable at the time. The car could reach a top speed of 116 km/h (72 mph).



The **Ford Anglia** is a small family car that was designed and manufactured by Ford UK. It is related to the Ford Prefect and the later Ford Popular. The Anglia name was applied to various models between 1939 and 1967. In total, 1,594,486 Anglias were produced. It was replaced by the Ford Escort.



1960 Ford Anglia 105E DeLuxe

When production of the older Ford Anglia and Ford Prefect was stopped in 1953 the **Ford Popular** was developed as a budget alternative, based on the old, pre-war style E494A Anglia. The E494A was, in turn, a facelift of the Anglia E04A, which was a facelifted version of the 7Y, itself a rebodied Model Y. Thus through several adjustments, updates and name changes, a design with provenance dating back to 1932 was produced by Ford for 27 years. It was powered by a Ford Sidevalve 1172 cc, 30 bhp (22 kW), four-cylinder engine. The car was very basic. It had a single vacuum-powered wiper, no heater, vinyl trim, and very little chrome; even the bumpers were painted, and the bakelite dash of the Anglia was replaced by a flat steel panel.



Caution: I thought this youtube clip would be the cure for insomnia, but it gave me depression instead. (Ed.)



The **Holden FJ** series was produced in Australia by Holden from 1953 until 1956. The FJ was the second model of an "all Australian car" manufactured by Holden and was based upon the established 48-215 series, commonly referred to as the "FX".

The FJ, of monocoque construction, broadly followed the silhouette of its predecessor, but featured a bolder horizontal styled front grille, along with comfort and decoration upgrades in a new sedan model named the 'Holden Special'. Originally specified as 60 bhp (45 kW) achieved at 3,800 rpm, the claimed maximum power output from the six-cylinder engine was increased to 65 bhp (48 kW) achieved at 4,000 rpm.



<https://www.whichcar.com.au/features/holden-fx-fj-holden-70th-anniversary>



The sedan, in Standard, Business and Special trim levels, and a coupe utility were announced in October 1953 and were followed by a panel van derivative in December of that year. A wagon prototype was built but the body style was not put into production. In 1954, Holden's first exports began with sales of the FJ in New Zealand. In 1955 the car underwent a mild interior facelift for the Holden Special sedan, along with a variation in paint and trim options. The FJ series was progressively replaced by models from the Holden FE series from July 1956 to May 1957 with a total of 169,969 examples produced.

Engine: 2.2 L (132.5 cu in) Grey I6
 Transmission: 3 speed manual
 Weight: 2,250 lb (1,021 kg)

The **Isetta** is an Italian-designed microcar built under license in a number of different countries,

In 1955, the BMW Isetta became the world's first mass-production car to achieve a fuel consumption of 3 L/100 km (94 mpg) It was the top-selling single-cylinder car in the world, with 161,728 units sold.

The Isetta caused a sensation when it was introduced to the motoring press in Turin in November 1953. It was unlike anything seen before. Small (only 2.29 m (7.5 ft) long by 1.37 m (4.5 ft) wide) and egg-shaped, with bubble-type windows, the entire front end of the car hinged outwards to allow entry. In the event of an accident, the driver and passenger were to exit through the canvas sunroof.

The steering wheel and instrument panel swung out with the single door, simplifying access to the single bench seat. The seat provided reasonable comfort for two occupants, and perhaps a small child. Behind the seat was a large parcel shelf with a spare wheel located below. A heater was optional. Ventilation was provided by turning out the front triangle windows and/or opening the fabric sunroof. Power came from a 236 cc (14.4 cu in), 7.1 kW (9.5 hp) split-single two-stroke motorcycle engine.

The Isetta took over 30 seconds to reach 50 km/h (31 mph) from rest. Top speed was only about 75 km/h (47 mph).



The **Isuzu Hillman Minx** was a series of middle-sized family cars produced by Isuzu Motors in Japan under licence from the Rootes Group between 1953 and 1964. The models were broadly equivalent to the Hillman Minx Mark VI to Mk VIII and Series 1 to Series 3A produced at the same time in the UK, although some notable divergence occurred in the later years as production became localised in Japan.



The **Kaiser Dragon** model was introduced on October 31, 1952, for the 1953 model year. This time, the Dragon was a separate model, not a trim option, positioned above the "Manhattan."

Available only as four-door sedans, these cars were upscale in addition to the special trim. Standard equipment included Hydramatic automatic transmission, power steering, electric clock, radio with rear speaker, front and rear center armrests, numerous courtesy lamps, heater, tinted glass, 14-karat gold plated hood ornament and fender nameplates, interior trim (including a nameplate on the glove box door that was personalized with the owner's name), and padding in the glove box.

Safety features were built in so Kaiser called it "the world's first safety first car" (even though the Tucker 48, a car known for unique features, including safety items, came out five years earlier). Among the standard features were a full padded dash and recessed instruments, an extra large and pop-out windshield, a low center of gravity, steering designed for better control as well as brakes with "more stopping power" and special lighting for better visibility at night.

These cars were expensive for the time at US\$3,924 (equivalent to \$42,920 in 2022) A comparable 1953 Buick Roadmaster was priced at \$3,358 and came with 188 hp (140 kW) 322 cu in (5.3 L) V8 compared to the Dragon's 118 hp (88 kW) 226.2 cu in (3.7 L) I6 engine. Along with being more expensive, Dragon's 0-60 mph time was 15 seconds.

Introduced in 1953, the **Lagonda 3-Litre** was the successor to the 2.6-Litre. The 3.0-Litre was produced until 1958, and would be the last Lagonda branded car offered. Aston Martin has produced a few models that feature the Lagonda name, yet are not produced by Lagonda.

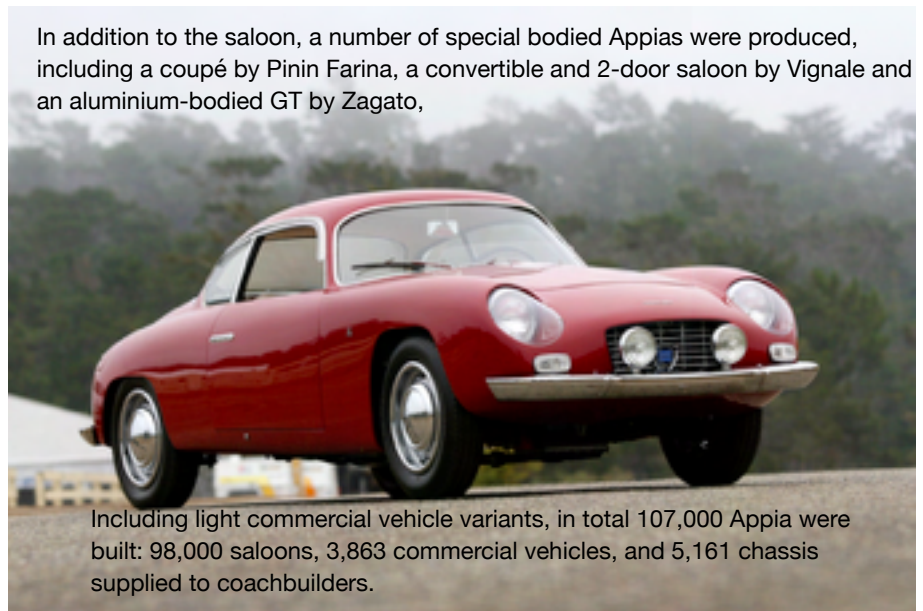
A car was tested by the British Motor magazine in 1956 and was found to have a top speed of 104 mph (167 km/h) and could accelerate from 0-60 mph (97 km/h) in 12.9 seconds. A fuel consumption of 19.9 miles per imperial gallon (14.2 L/100 km) was recorded. The test car cost £2993





The **Lancia Appia** was introduced in 1953 by Italian car manufacturer Lancia as a replacement for the Ardea, and remained in production for ten years. The Appia was the last in a long line of Lancia production cars dating back to the Lancia Lambda (introduced in 1922) to use sliding pillar front suspension. All three series produced had a 1089cc Lancia V4 engine.

In addition to the saloon, a number of special bodied Appias were produced, including a coupé by Pinin Farina, a convertible and 2-door saloon by Vignale and an aluminium-bodied GT by Zagato,



Including light commercial vehicle variants, in total 107,000 Appia were built: 98,000 saloons, 3,863 commercial vehicles, and 5,161 chassis supplied to coachbuilders.

The **Lloyd 400** is a small car produced by the Borgward Group's Lloyd Motoren Werke GmbH (*Lloyd Motor Works*) in Bremen between 1953 and 1957. As with its predecessor, the Lloyd 300, the full name of the Lloyd 400 featured a two letter prefix that identified the body shape as follows: LP400 ("Limousine" / saloon), LK400 (panel van) and LS400 (estate). From August 1955 an LC400 ("Cabrio-Limousine" / cabriolet saloon) was also offered.

The Lloyd 400 was powered by an air-cooled twin cylinder two-stroke engine with a horizontal-flow Solex 30 BFRH carburetor. The top speed listed was 75 km/h (46 mph).

When driven normally the Lloyd 400 consumed fuel significantly more frugally than West Germany's best selling small car, the Volkswagen. Space was at a premium and the 25 litres (5.5 imp gal; 6.6 US gal) fuel tank was accommodated ahead of the bulkhead underneath the front hood/bonnet in a space shared with the engine and the six-volt battery. Power was fed to the front wheels via a three-speed manual gear box: there was no synchromesh.

The steering employed a rack and pinion mechanism which was conventional at the time. It required 2¼ turns between opposite locks: the turning circle was 11 m (36 ft).

Total production for the Lloyd 400 between 1953 and 1957 came out at 106,110 units. This enabled the Borgward Group to feature as West Germany's third largest automobile producer, behind only Volkswagen and Opel (and ahead of Ford and Mercedes-Benz). It is, however, salutary to note that even in 1955, Volkswagen produced 279,986 Volkswagen Beetles, representing more than five Beetles for every Lloyd 400 produced.



The first modern midsize Mercedes was the **W120 'Ponton' 180** of 1953 and was produced until 1962. Sharing its engineering with the R121 190 SL of 1955, the Ponton was a stylish sedan with a four-cylinder engine. A larger-engined W121 190 appeared in 1958.



The **KR175** microcar (1953–1955) was the first vehicle built by Messerschmitt, temporarily not allowed to manufacture aircraft, had turned its resources to producing other products.

Being based on the Kabinenroller platform, the KR175 had tandem seating accessed by a hatch that opened upward and to the right. The standard version of the KR175's hatch had a canopy made from a large Plexiglas dome with a cutout at the front for a small, flat glass windshield and a cutout on either side for the frames for the sliding windows. A "sportster" model was available without the dome or the windows, with only the windshield attached. On early models, the windshield wiper was manually operated. The KR175 ran on a 173 cc (10.6 cu in) Fichtel & Sachs air-cooled single cylinder two-stroke engine centrally positioned in front of the rear wheel, just behind the passenger's seat. The engine was started with a pull rope as standard, but there was an option of an electric starter. The electric starter became standard in 1954. The transmission was a sequential, positive-stop type with four speeds and no synchronization nor reverse gear.



The **MG Magnette** was produced by MG between 1953 and 1968. The Magnette was manufactured in two build series, the ZA and ZB of 1953 through to 1958 and the Mark III and Mark IV of 1959 through to 1968, both using a modified Wolseley body and an Austin engine. MG Cars had previously used the Magnette name on their K-type and N-type models of the 1930s.



The **Opel Olympia Rekord** was a two-door family car which replaced the Opel Olympia in March 1953, running till 1957. Unusually, at least in European terms, the manufacturer followed the example of General Motors in Detroit by applying an annual facelift. There was a new front grill every year along with other detailed modifications to the trim. The policy of annual facelifts ensured plenty of publicity, and the car was a commercial success,



achieving second place in the West German sales charts year after year, beaten to the top slot only by the much smaller, less costly and at this time seemingly unstoppable Volkswagen. Around 580,000 Olympia Rekords were produced. Opel boss Edward Zdunek justified the annual facelifts with the explanation that they gave customers the possibility of "sozialen Differenzierung" (social differentiation). Nevertheless, commentators also noted that the Detroit inspired annual face-lift disadvantaged owners because it depressed second hand values for the Olympia Rekord. The Olympia Rekord set a pattern that Opel would follow for many decades, providing a lot more car for the money than most competitor manufacturers. By contrast to the modern and annually modified bodywork, the 1488 cc ohc four-cylinder water-cooled engine was very little changed since it had first been offered in the Opel Olympia back in 1937. When the Olympia Rekord first appeared in 1953 maximum power output of 40 hp (29 kW) at 3800 rpm was claimed. This was increased at the end of 1955 for the 1956 model year to 45 hp (33 kW) at 3900 rpm.

The **Packard Caribbean** is a full-sized luxury car made in Detroit, Michigan, during model years 1953 through 1956. The hardtop version was known as the **Cavalier**. The domestic "Big Three" automakers were developing "quasi-custom" models. Marketers at the time described them as a "sports car, which usually meant anything with a convertible top, lots of performance, a few unique styling touches, and

top-of-the-line price tag.

The image of Packard automobiles during the early 1950s was "perceived as stodgy and old-fashioned." Packard needed a "halo car to cast a modern glow on the marque." The Caribbean was introduced for the 1953 model year as "Packard's sportiest car ... based on the standard Cavalier convertible, with custom touches transforming it into a line-topping stunner." Engine capacity rose over the model years from 327 to 352 to 374 cu in V8 engines.





The **Porsche 550** is a racing sports car produced from 1953 until 1956. In that time only 90 Porsche 550s were produced, and they quickly established dominance in the 1.1- and 1.5- litre classes. The Porsche 550 is a mid-engine car with an air-cooled four-cylinder engine, following the precedent of the 1948 Porsche 356/1 prototype designed by Ferry Porsche.

The mid-engine racing design was further developed with Porsche's 718 model; its advantages led to it becoming the dominant design for top-level racing cars by the mid-1960s. The Porsche 550 has a solid racing history; the first race it entered, the Nurburgring Eifel Race in May 1953, it won.

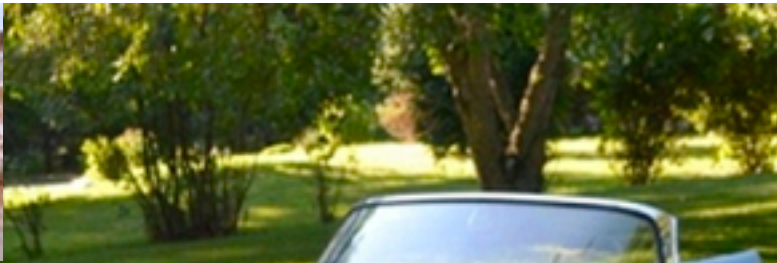
Designed as the "RMH" just before the 1952 merger of Riley-parent, the Nuffield Organization, with Austin to form BMC, the **Pathfinder** is seen as the last proper Riley car. It used Riley's 110 bhp (82 kW), 2.5-litre — 2,443 cc (149.1 cu in) — twin-cam, "Big Four 'straight-4' engine fitted with twin SU carburetors.

In the front, buyers could choose between two single seats and the optional full width bench seat, with the front corner of the seat squab contoured so as to accommodate the gear lever and allow seating for three. The rear seat had a fold down centre armrest and leather covers were used. A heater was fitted as standard. The car was available in black, maroon, green, blue or grey finish. The gear lever was floor mounted by the driver's door, so drivers in right hand drive markets had to change gear with their right hand.



The **SEAT 1400** was a rear-wheel-drive four-door mid-size sedan built by the Spanish car maker SEAT between 1953 and 1963. It was the first model produced by SEAT, and the first car to be assembled at the firm's then-new plant located in Barcelona's Zona Franca zone. The car was a rebranded Fiat 1400, itself Fiat's first integrated chassis model. The first SEAT 1400, offered between 1953 and 1955, incorporated a 1395 cc four-cylinder water-cooled Fiat engine with a claimed output of 44 bhp and top speed of 120 km/h (75 mph).





The **Sunbeam Alpine** was derived from the Sunbeam-Talbot 90 Saloon, and has become colloquially known as the "Talbot" Alpine. It was a two-seater sports roadster initially developed for a one-off rally car by Bournemouth Sunbeam-Talbot dealer George Hartnell. On its first competitive outing, the July 1953 Coupe des Alpes, the new car won the Coupe des Dames.

The car has a four-cylinder 2,267 cc (138.3 cu in) engine from the saloon, but with a raised compression ratio. The gear-change lever was column-mounted. A true open 2-seater, there were no external door handles or wind-up windows.

a sapphire blue Alpine featured prominently in the 1955 Alfred Hitchcock film *To Catch a Thief* starring Cary Grant and Grace Kelly.

Before Daniel Craig played James Bond, and Aston Martin became a fixture in the franchise, there was the legendary Sean Connery and a rented two-seater **sports car**, the Sunbeam Alpine. Not too fancy, right? To make things even more intriguing, the Sunbeam Alpine wasn't even a product placement, but a car borrowed from Kingston motor dealer HE Robinson & Co.

Back then, Bond wasn't this multi-million dollar product placement machine that it is today. In fact, the entire budget for *Dr. No* was less than \$1 million. By contrast, production raised \$100 million in product placement for *Die Another Day*, with Ford paying more than \$35 million to see Bond drive an Aston Martin.



The **Triumph TR2** is a sports car produced by the Standard Motor Company in the United Kingdom between 1953 and 1955. It was only available in roadster form.

The car had a 1991 cc four-cylinder Standard wet liner inline-four engine from the Vanguard, fitted with twin H4 type SU Carburetors and tuned to increase its output to 90 bhp (67 kW).

A total of 8,636 TR2s were produced. It was replaced by the TR3 in 1955.

A car with overdrive tested by *The Motor* magazine in 1954 had a top speed of 107.3 mph (172.7 km/h), and could accelerate from 0–60 mph (97 km/h) in 12.0 seconds. A fuel consumption of 34.5 miles per imperial gallon (8.2 L/100 km) was recorded. The test car cost £900 including taxes and £56 for overdrive.

The magazine also commented that the TR2 was the lowest price British car able to exceed 100 mph (160 km/h).

The **Volvo Duett** from was in production from 1953 until 1969. The name *Duett* was intended to signify a car that could be used as a delivery vehicle during the week and as a comfortable sedan away from work. The Duett was produced in three body styles: an estate car (or station wagon), a panel van, and, in small numbers, a bare chassis with no body from the windshield rearward.

The design is based on the Volvo PV sedan and shares its engine and front suspension with that model. However, unlike the PV, which had a unibody design and a coil spring rear suspension, the Duett used a ladder frame with leaf springs supporting the rear. The engine was a 1.8L inline 4 cylinder.



While the Duett has been criticised as a regressive design by those who point out that the ladder-frame car was based on Volvo's first unibodied car; the use of a separate ladder chassis provided Volvo with an easy solution in their desire to produce a suitable commercial vehicle. The availability of the bare chassis also allowed Swedish coach builders such as Grip, Valbo and Nordbergs to build Duett-based pickup trucks, convertibles and specialised commercial vehicles. The versatility of the ladder-frame design also made the Duett a popular choice as a base for customised vehicles such as hot rods and EPA tractors.

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The **Alfa Romeo 33** (Type 905 and 907) is a small family car produced by the Italian automaker Alfa Romeo between 1983 and 1995. From a mechanical standpoint it was essentially an evolution of its predecessor, the Alfasud, whose floorpan, chassis and drivetrain were carried over—albeit with modifications to the suspension and braking system. The 33 has a unique place in the Alfa Romeo history, as nearly 1 million of these cars were produced. During its 11-year lifespan the 33 saw a light facelift in 1986 and a significant restyle in 1989. The 33 was discontinued in 1994 and replaced by the Alfa Romeo 145 and 146. The 33 became renowned for its nimble handling and powerful boxer engines, but also became equally well known for its unreliable electronics and tendencies to rust (a frequent complaint on Italian cars in general at the time).

At launch two models were available, 33 1.3 and 33 1.5 Quadrifoglio Oro, with multiple engines up to a 101kW 16 valve 1.7L petrol and a 1.7L turbodiesel. Unlike on the Alfasud, fifth gear acted like an overdrive gear and top speed was reached in fourth. A four-wheel-drive variant, the **33 1.5 4x4**, was assembled by Pininfarina in Grugliasco, Turin. Normally front-wheel drive, the four-wheel drive system could be engaged manually by the driver at any speed, via a handle in front of the gear lever.



The **M6** lineage began in 1983 with the **M635CSi** model of the E24 6 Series range, which was powered by the M88/3 DOHC straight-six engine (which was a modified version of the engine used in the BMW M1 supercar). The European-specification M635CSi used the M88/3 engine (without a catalytic converter), which generated 210 kW (286 PS; 282 hp) at 6,500 rpm and 340 N·m (251 lb·ft) at 4,500 rpm.

The M635 can accelerate from 0–97 km/h (0–60 mph) in 5.8 seconds. The quarter mile time for the M635 CSi has been recorded at 14.5 seconds, while 161 km/h (100 mph) is achieved in 15 seconds.

The **Regata** produced by Italian automaker Fiat from 1983 until 1990.

The Regata, was developed from the pre facelift Ritmo and utilised almost all the mechanicals, although the wheelbase was stretched slightly. It was also aimed at a higher price point with an improved level of trim and standard equipment, mirroring a trend among European manufacturers to push the sedan versions of C-segment hatchbacks more upmarket.

A conventional four door three box design, it bore very little external resemblance to the original Ritmo, although it hinted strongly at the look of the facelift of 1982 for that car.

In the Swedish market, the car was called "Regatta", as Regata was uncomfortably close to a derogatory term for an overbearing woman.

Engines offered were the 1301 cc inline four rated at 68 hp (50 kW) (Regata 70) and the 1498 cc model rated at 82 hp (60 kW) (Regata 85).

Both of these were SOHC engines. A DOHC 1585 cc inline four rated at 100 hp (74 kW) (Regata 100) was also available as were two SOHC diesels, a 1714 cc straight four rated at 58 hp (43 kW) (Regata D) and a 1929 cc version rated at 65 hp (48 kW) (Regata DS).

After fourteen months, diesels represented about thirty percent of the Regatas produced. The Regata 100, as the top model, was well equipped and came with a "check panel", an early onboard computer that provided information on fuel consumption, average speed, range, optimal gear selection, etcetera.

An economy model called the "ES" ("Energy Saving") was also available, it featured an early start-stop system. It featured some detail modifications to the aerodynamics, an optimised (higher compression ratio and different valve timing) version of the 1301 cc engine rated at 65 hp (48 kW), an engine shut off system (when idling) and electronic ignition.



The third-generation **Honda Civic** was produced by Honda from 1983 until 1987

At its introduction in 1983, it won the Car of the Year Japan Award.

It sported interesting new wedge-shaped styling, and a vertical rear end, previewing Honda's changing design language during the coming decade. Despite the radical styling, the Civic Mk3 retained the previous models' strengths of smooth, refined engines, and excellent economy.

A new 12-valve (three valves per cylinder) 76 hp, 1,500 cc inline-four engine was introduced. The base hatchback and CRX 1.3 used the 1,300 cc 8-valve engine giving 60 hp (45 kW). The DX and 1500 S model hatchbacks shared the new 1,500 cc engine with the sedan, wagon, and CRX 1.5. The 1500S model achieved over 60 mpg (4.7 L/100 km) highway.

The **Jeep Cherokee** (XJ) is a sport utility vehicle manufactured and marketed across a single generation by Jeep in the United States from 1983 through 2001 — and globally through 2014. It was available in two- or four-door, five-passenger, front-engine, rear- or four-wheel drive configurations. Sharing the name of the original, full-size Cherokee SJ model, the 1984 XJ Cherokee was Jeep's first all-new design since the 1963 SJ *Wagoneer*, as well as the first American off-road vehicle built with fully integrated body-and-frame (unibody) design.

In the early- to mid-1990s, the Jeep Cherokee started becoming popular for government and police use. The Cherokee AHB police package was introduced during the 1992 model year. Starting in 1996, Jeep released a special version of the XJ Cherokee SE for police and fleet use. It featured no interior rear door handles and a revised 190 hp (142 kW) high output version of the 4.0 L "Power-Tech" inline six-cylinder engine. The new HO engine replaced the previous 177 hp (132 kW) version of the 4.0 L engine in all installations.

The Cherokee was also made in right-hand drive format, initially for the United States Postal Service. As a spin-off, it allowed Jeep in later years to enter right-hand drive markets.





Vintage **Land Rover Defenders** are considered by many to be not only highly desirable vehicles, but also excellent investments. Production of the model now known as the Defender began in 1983 as the Land Rover 110, a name which reflected the 110-inch (2,800 mm) length of the wheelbase. The Land Rover 90, with 93-inch (2,362 mm) wheelbase, and Land Rover 127, with 127-inch (3,226 mm) wheelbase, soon followed. The original Land Rover Defender can trace its roots back to the '40s, and there's no hiding that when you drive it. It's a physical, difficult and uncomfortable car to drive – it might be legendary in the mire, but it's absolutely terrible to drive on-road. You'd have to really need its incredible off-road ability to put up with the compromises everywhere else, but many do. It's fun for a day, but you'll be bored of it after a week and grow to hate it after that.

Yet, somehow, inexplicably, the Defender wins many over despite its many shortcomings.

Land Rover has made periodic upgrades through the years, but it has still got all its wheels rooted firmly in the past and it cannot disguise it. Noisy, uncomfortable, leaky and slow, it couldn't be more removed from the luxury and prestige of the Range Rover models it shared showroom space with.

Defenders have a well-deserved reputation for durability and off-road capability. These vehicles are known for their ruggedness and ability to go almost anywhere, making them ideal for use in a variety of settings, from farming and forestry to overland expeditions and

adventure travel. These features have made them a cult classic and desirable to own.

After a continuous run of 67 years production finally ended on 29 January 2016, after a total of just over two million Land Rover Series and Defender models had been built. The two millionth unit was assembled with the help of a special team in May 2015, and charitably auctioned for the International Federation of Red Cross and Red Crescent (IFRC) Societies later that year. The last Land Rover Defender, rolled off the production line, with the number plate H166 HUE, a reference to the first ever pre-production Land Rover, registration 'HUE 166'. This was the 2,016,933rd Defender to be produced.

The **Nissan 300ZX** Z31 chassis designation was first introduced in Japan on September 16, 1983, as the Fairlady Z. Designed by Kazumasu Takagi and his team of developers, the Z31 improved aerodynamics and increased power when compared to its predecessor, the 280ZX. The newer Z-car had a drag coefficient of 0.30 and was powered by Japan's first mass-produced V6 engine instead of the inline-sixes of the previous Z-cars.

As with some other Nissan models of the period, the new Z31s were equipped with a "Voice Warning System". The Voice Warning System used the vehicle's radio and driver's door speaker to mute the radio and provide a vocal warning whenever the left or

right door was ajar, the exterior lights were left on after the vehicle was turned off, parking brake was left on while trying to operate the car, or the fuel level was low. This system was dropped for the 1987 model year.

Other technological features in the 300ZX included a "Body Sonic" audio system that utilised a separate amplifier and speakers in the vehicle's front seats that allowed bass from music to be felt by the vehicle's occupants, analog gauges, stereo and climate control, or an optional digital gauge



cluster, digital stereo with equaliser and an optional fully digital climate control system.

All Australian model Z31 300ZXs were 2+2 T-top body, with an engine offering of either the 3.0L V6 N/A VG30E, or the 3.0L V6 Turbo Charged VG30ET. The cars sold

in 1984 and '85 were all naturally aspirated with no catalytic converter, while the turbocharged version was the only model available from 1986 to 1988. There was only one trim level in Australia, with the digital dashboard and climate control being an optional upgrade package, and leather seats only available in the redesigned series 3 "Californian" models.



The **Peugeot 205** really is 40 years old. 24 February 1983 was the day that Peugeot launched the car that would come to define it, win countless plaudits and stay on sale in one market or another until the last days of the 20th Century.

And, of course, form the basis of a hot hatch that, decades after its introduction, is still the yardstick by which hot hatches – and any number of putatively sporting cars – are measured against. And often fail to match, if we're honest.

It was declared "car of the decade" by *CAR Magazine* in 1990. It also won *What Car?*'s Car of the Year for 1984.

Before the 205, Peugeot was considered the most conservative of France's "big three" car manufacturers, producing large saloons such as the 504 and 505. It is often credited as the car that turned Peugeot's fortunes around. 205 had a long life – from 1983 until the 206 finally replaced it in 1998. Because of this, a 205 could have one of 16 different engines under the bonnet (or thereabouts; remember that it's us doing the counting here), ranging from 954cc to 1905cc, diesel or petrol, carbureted or fuel-injected. Some had catalytic converters, a few had turbos and one very special one had the engine mounted in the middle.

The ones of note are the 1.6-litre and 1.9-litre petrols from the GTi and CTi. Niche points for the limited-to-200 T16, which had a 1.8-litre turbo version of the 1.6 from the original GTi, and the 1.3-litre from the Rallye, which was a hotted-up, rev-happy version of the TU engine.

A common problem you'll find in the GTi's interior is the presence of its owner, and the fact that it isn't you.



The **25** was **Renault's** flagship, the most expensive, prestigious, and the largest vehicle in the company's line up. It placed second in the 1985 European Car of the Year rankings. In total, 780,976 units were built from 1983 until 1992.

The 25 was one of the first cars designed from the start for aerodynamic efficiency giving a drag coefficient (C_d) of 0.31, a key factor in improving fuel economy. The TS model briefly held the unofficial title of "world's most aerodynamic mass production car" with a C_d of 0.28, and at its launch, the 25 was easily the best in its class for fuel economy.

All Renault 25 models were front-wheel drive, with four-cylinder (2 and 2.2 L petrol injection or 2.1 L diesel) and six-cylinder (2849 cc and 2458 cc turbo injection) engines mounted longitudinally forward of the front axle.

The 25's performance was above average for its class, at least in the V6 Turbo specification. A turbodiesel version of the J8S engine was also available. The 25 was praised for its ride comfort and spirited handling (despite slight understeer, and torque steer on V6 Turbo models). A newly designed manual transmission drew unanimous praise for its precision and smoothness (although the detent spring on fifth gear could cause misselection of third gear). The futuristic interior was executed by Italian designer Marcello Gandini (of Lamborghini fame) and was somewhat controversial, but the 25's passenger compartment was considered quiet, spacious, and well lit.

Equipment levels were high and set new standards for French cars, the 25 including among other features, an express up and down feature on the driver's power window, voice alerts (covering items such as improperly shut doors/bonnet/boot – oil pressure, engine temperature/charging circuit and blown bulbs), and one of the world's first remote stereo controls, mounted to the right of the steering column (controlling volume +/-, station search, station select (jog wheel) in radio mode with volume +/-, mute and track advance).



The **Suzuki MightyBoy** is a two-seater coupe–utility vehicle, developed and manufactured by Suzuki Japan between 1983 and 1988.

Designed to fit within Japanese keijidōsha regulations (which limit engine capacity and external body dimensions), the MightyBoy was the only 'bonnet type' utility vehicle produced in the 550 cc era of kei class from 1976-1990. Outside of Japan, the MightyBoy was officially exported to Australia and Cyprus. With the aim of producing an extremely cheap and practical vehicle, Suzuki took the Cervo and revised the design of the rear section by removing the roof, windows and back seat to create a cargo area. The addition of a tailgate completed the conversion from coupe to utility.

The Series 1 MightyBoy made use of the Cervo's mechanical underpinnings, including the 543 cubic centimetre 3 cylinder engine (F5A) in front wheel drive configuration. Output was rated at 19.8 kilowatts (6,000 RPM) and 43 n/m of torque (3,500 RPM). Fuel consumption was stated as 3.7 litres per 100 kilometres, however this is a very optimistic figure.

PS-A - This 'base' model carried over the 10" wheels from the first generation Mighty Boy and was available with a four-speed manual transmission only.

PS-L and PS-QL - This model was equipped with bucket seats, chrome roof tie-down rails, a coupé-style rear deck cover, and a tachometer. In contrast to the base model, it also offered the choice of a two-speed automatic (PS-QL). Sales were underwhelming throughout the MightyBoy's new sales lifetime, particularly when compared to the Suzuki Fronte & Alto hatchback models, which were sold at similar price to the MightyBoy but offered greater versatility and cargo security. Sales were also affected by unfavourable comparisons to 'cab-over' utility vehicles like the Daihatsu HiJet and Suzuki Carry, which both had more load carrying capacity at a similar price point. Slow sales and the looming replacement of the SS40 chassis platform led Suzuki to discontinue MightyBoy production in 1987.



The **Corolla E80** was manufactured by Toyota from 1983 to 1987 as the fifth generation of cars under the Corolla nameplates, with production totalling approximately 3.3 million, and most models adopting a front-wheel drive layout.

1.6 L I4, 8-valve SOHC, carb, AE86 78 hp (58 kW)

1.6 L I4, 16-valve DOHC, EFI, 115 hp (86 kW) AE82 Twin Cam 16

'S' This was the most basic version of the E80 corolla. It came with only a driver's side door mirror, Corolla emblem where the analogue clock or tachometer would be, basic AM/FM radio, 4 speed manual or 3 speed automatic.

'CS' This was a more mid-level version with the inclusion of door pockets, 5 speed manual, an analogue clock in the combination meter, passenger-side door mirror and wheel covers. AE80 hatch and sedan, and sēca liftback.

'CS-X' this was considered high range. They had included a tachometer in the combination meter, digital VFD clock in the dashboard, alloy rims, more seat adjustments, 4 speakers, and both door mirrors being remote controlled. AE82 sedan, hatch and sēca liftback.

'Twin Cam 16' This was the highest level. Different interior with a 3 spoke leather steering wheel and leather gear knob similar to the ones used in FX corollas and AE86s, alloy rims, fuel injected 4A-GELC engine, 5 speed manual transmission only, combination meter with tachometer, digital clock in dashboard. Hatch and sēca liftback only.



was a far more modern “aerodynamic egg” design, as then-editor Phil Scott called it in December 1989, featuring a mid-mounted engine, strut front and multi-link rear suspension, and almost perfect weight distribution. All of which made the Tarago exceptional, at considerable expense to Toyota. At Car of the Year in 1991, judge John Carey called it “the most significant piece of design this year”; Peter Robinson said it was a “quantum leap forward in people movers”. In the end, the Lexus LS400 won COTY, but the four judges who didn’t vote for it voted for one other car: Tarago.

The people mover of choice, finishing with a choice of 2.4 L four or 200kw 3.5 L V6, ended production in the final weeks of 2019 and the world went a bit pear-shaped and entered lockdown for the next couple of years (an excellent example of Causation versus Correlation).

The **Volkswagen Golf Mk2** hatchback, the second generation of the Volkswagen Golf, was Volkswagen's highest volume seller from 1983, ending production in late 1992, to be replaced by the Volkswagen Golf Mk3. 6.3 million second-generation Golfs were built.



In 1983 **Honda** released the **CB1100F**, based on the CB900F and the CB1100R. Besides a distinctive-to-the-1100f paint scheme, it used hotter cams, larger pistons, better carburetion in the form of four Keihin 34 mm CV, and a redesigned combustion chamber. The CB1100F produced 108 bhp @ 8500 rpm. It also had increased rake and the dash featured a 150 mph or 240 km/h speedometer and adjustable two-piece handlebars. The tubeless-tire wheels were new also, 18-inch x 2.50-inch front and 17-inch x 3-inch rear. Performance was pace setting. Cycle World tests at 11.13 seconds/120.48 mph quarter mile and 141 mph half mile earned it the designation of "fastest stock bike ever tested".



The **Honda VF750F** is a street bike designed by Honda from 1983 to 1985. It has an 86 hp (64 kW), liquid-cooled, V4 engine which sports dual overhead cams (DOHC). The V4's were started a year before with the 1982 Honda Magna VF750C and Sabre VF750S but were adapted for the VF750F in 1983 by reducing the six speed transmission to a five speed because of the change from shaft drive to chain.

The Honda Interceptor introduced technology to the street that was previously only seen on the race track. The bike debuted to the press in late 1982 and was available for sale to the public in 1983. The 1983 Honda Interceptor was given high praise by industry sources: "The handling is a treat, the power more than adequate and the appearance, the Interceptor's primary thrust, spells out its job: To boldly go where only race bikes have gone before." "On tight, twisty mountain roads the Honda does everything you ask of it; flick it from side to side, up hills or down, with the brakes on or off, and it responds willingly, instantly and precisely.

The Interceptor had one endemic engine issue in the V4, camshaft wear. Initially the wear was said to be caused by inadequate oil flow to the heads/cams, driving for a long time on low engine speeds

(under 3,000 rpm) and at cold start /engine warm-up procedure, non-accurate valve adjustment, and insufficient maintenance. Honda itself at first denied there was a problem, then blamed inadequate or incorrect maintenance for the problem. They changed the maintenance interval, and developed and sold a special tool for 'proper' valve-lash adjustment. Honda made eight factory cam revisions over the course of just one year, which eventually eliminated the problem. But this came too late to save the engine's reputation. Aftermarket additional oil supply lines, and tools for adjustment were produced. Not a bad thing but not addressing the issue.

The VFR750 that was released in 1986 had a gear-driven camshaft system that removed any lingering concerns about cam-chain maintenance, which had dogged the VF-series of Honda V4 engines. It is said that Honda was so humiliated by the loss of reputation from the problems that they overengineered the VFR engine, some say they even made a loss on every bike to ensure its success, and to this day has a reputation for being bullet proof.



VF750 Cam wear 'chocolate cams'



The chain of events is: Pits develop on the cams and if bad enough they excessively abrade the followers. The followers then in turn strip off pieces of their chrome. The resultantly raspy followers then chew up the cams. And it all begins with the pits.

Ingredient 1: Historical cam construction. Mass produced cams tend to have defects in the metal just below the surface, because most of the metal's impurities migrate toward the surface in a casting, even with modern technology. Engineers call these pockets of impurities "*inclusions*". It's an inevitable part of castings. The very best production cams are cast moly (in the Kawasaki ZX-10R and other sportbikes, for example). But far and away, street bikes have cast camshafts. Production camshafts are not hardened very hard. Cams wear relatively quickly, cams in most 70s-80s Japanese multis wear pretty steadily, a documented 0.001"-0.005" for every 3,000 miles.

Ingredient 2: Plated cam followers. The cam's followers (rocker arms) on the other hand are extremely hard. It is common machine engineering practice to have two close-working parts be one soft and the other hard. Thus the cams are pretty soft, and the followers extremely hard. The cam does most of the wearing in other words. The follower wears only if the camshaft wears severely, or the engine is run low on oil. Otherwise, not. However, the follower is not hard because of superior material, but because it is plated. Many of Honda's rocker arm type engines have their rocker arms or followers hard chrome plated, chromium being an extremely hard material, thus long-wearing.

Ingredient 3: The emergence of high valve lift. Honda for decades was very conservative with valve timing and lift specs. Honda's 1970s era bikes have only 5mm (less than a quarter inch) of valve lift, and timing numbers in the 5-40 range (giving just 225 degrees open duration). Very mild cams. Until the mid 1980s. You can't appreciate how extremely moderate this was until you look at Kawasaki and Suzuki specs from the same era, typically 7mm lift and 15-55 timings. In fact, you can rev an old Honda SOHC four to the moon, way past the engine's redline in other words, and the valves will not float (that is, overpower their springs and flail around and tangle). They're just not working hard enough to. (I am not recommending this practice, for the record.) Modern higher lift cams require stronger springs to avoid valve float. Later, Honda started creeping toward higher lifts and the first major production U.S. model street Hondas to reach into the 10mm zone were-- you guessed it-- the 1982 Magna and Sabre.

Ingredient 4: Tandem cam followers. Coinciding with the company's advent of high performance cams was Honda's move to dual followers, that is, one cam lobe operating two valves in a four-valve cylinder head. Honda had used dual

followers before, in fact, in its debut four-valve head on the 1972 XL250. But remember, the XL250 engine, like those that would follow for the next ten years, lifted its valves only 5mm and didn't rev all that much either. What dual followers did, back then but more importantly later in the V4, was greatly increase the specific loading of the cam lobe. Now instead of two valve springs, four springs bore against the cam lobe. And in the case of the early V4, these springs were unprecedentedly strong ones (because of the high lift, remember).

How do these four things-- cam manufacture, chromed cam followers, tandem follower design, and high valve lift --combine to destroy the first-generation Honda V4 cams? In normal use the cam wears, and the hard chrome plating on the followers scuffs just perceptibly, as the engine accumulates miles.

However, the wear in the cam follower is much more severe if the camshaft has inclusions, that is, pockets beneath the service that appear after a few thousandths of an inch wear. Very small inclusions have little or no effect.

But if the pits are large and/or cover a significant portion of the cam lobe, the lobe becomes abrasive to the point that it begins to abrade the hard chromed follower (rocker). The follower's chrome overheats and breaks down, and actually buckles, splits, and begins to flake away. The hard chrome begins to come off the follower in strips. The follower is now a high-speed cheese grater, and with its surface being much tougher than that of the cam, it eats the cam for lunch. This is the point of no return. The surface on the follower pictured immediately above is a rasp-like texture that will be forced against the soft cam lobe. The cam quickly tears up. If unchecked, the lobe can even be worn completely away!

So the chain of events is: Pits develop on the cams and if bad enough they excessively abrade the followers. The followers then in turn strip off pieces of their chrome. The resultingly raspy followers then chew up the cams. And it all begins with the pits.

The problem isn't poor oiling. This is precisely why some first-gen V4s have cam problems and some do not. It was all up to the happy coexistence of cam and follower, which in turn, again, goes all the way back to a minimum of cam inclusions appearing during the normal wear process. And it isn't improperly adjusted valve clearances. Nor was it badly made camshafts. They were made no differently than Honda made cams for any of their other models. The way to fix the problem is to go after the cause. Look at the followers first. If their chrome plating isn't stripped, good! Then look at the cams. If the followers aren't stripped and the cam shows only normal wear, you're good. But if the followers are stripped, no matter what the cams look like, get all of that mess out of there and have both cams and followers hard-welded.

https://www.motorcycleproject.com/text/v4_cams_what.html



The **Honda Shadow** refers to a family of cruiser-type motorcycles made by Honda since 1983. The Shadow line features motorcycles with a liquid-cooled 45 or 52-degree V-twin engine ranging from 125 to 1,100 cc engine displacement. In 1983, Honda introduced the Shadow series of motorcycles in an attempt to address the needs of the American cruiser market with the VT500c and VT750c.

The **Kawasaki GPz750 Turbo** was a sportbike manufactured from late 1983 to 1985. Although carrying GPz badges on the engine covers, it was only referred to by Kawasaki as the "750 Turbo" — the GPz tag was not mentioned. It is also referred to as the ZX750E. Development started in January 1981 as a turbocharged 650, then as a 750 from November 1981. When finally released, the stock bike made a claimed 112 hp (84 kW), had sports bike handling (for the day) and looked good — especially next to the other factory turbo bikes which were already on the market such as the Suzuki XN85, Honda CX500 and CX650 turbos, and the Yamaha Seca Turbo. Performance was on a par with the GPz1100, at around 11.2 seconds at 125 mph (201 km/h) for the quarter mile and 148 mph (238 km/h) flat out. One magazine even branded it the fastest bike they had ever tested, and Kawasaki ran some ads claiming it to be "The Fastest Production Motorcycle in the World". Jay "PeeWee" Gleason also recorded a 10.71 second quarter mile for Kawasaki to show that the turbo had genuine performance and was ahead of the other factory turbos. It is widely considered to be the "best" factory turbo produced by the Japanese manufacturers. The 750 turbo was rendered obsolete a year later by its stablemate the GPz900R that was faster, simpler, cheaper and handled better.



The **Suzuki GR650** is a two-cylinder standard motorcycle built by Suzuki from 1983 to 1989. The GR650 was powered by a four-stroke air-cooled DOHC parallel twin with two valves per cylinder (four valves total). This engine had a 180° crankshaft with a gear-driven counter-balancer and a wet sump.

Early reviews drew comparisons between the GR650 and classic British Twins, although some also saw a Cruiser influence. Suzuki's decision to release the bike into a shrinking market for parallel twins was also noted.

Reviewers commented on the bike's light weight (Suzuki called it 450 class) and compact engine package. These qualities, combined with a low center of gravity, produced handling described as "supple" and "easy" and the bike was called "tossable".

The engine's low-end torque was praised, although it was felt that peak power had been sacrificed. Cycle magazine recorded a 0-60 mph time of 5.7 seconds. Reviewers also wrote that at higher RPMs vibration from the engine became more pronounced. The 5-speed transmission was described as smooth and easy-shifting.



The **Suzuki XN85**, released in early 1983, was a turbocharged motorcycle designed as a sports bike. Its styling was derived from the Suzuki Katana.

The engine was rather tame, with boost kicking in around 5,000 rpm. The fuel-injected motor pulled strongly from that point but did not match the performance of larger sportbikes. Oil jets



directed onto the bottom of the pistons improved engine cooling. Later iterations of this technique were marketed as the Suzuki Advanced Cooling System. While the XN did not have the power of other sportbikes, it had notably better handling than similar powered machines due to frame and suspension geometry. Total XN85 production was 1,153 units from 1983 to 1985.

The **Suzuki RG250 Gamma** was a two-cylinder parallel, water-cooled 250 cc two-stroke motorcycle produced by Suzuki from 1983 to 1987. One of the major features of the RG250 Gamma was its large power-to-weight ratio. Able to produce up to 45+ BHP at 8,500 RPM and 38.4 Nm torque at 8,000 RPM, weighing in at roughly 130 kg. The RG250 Gamma was the first mass-produced motorcycle to have a lightweight aluminum frame and racing type aerodynamic fairing.

The Gamma also had a very advanced 'full floater' suspension system for its time, with the first Mk1s having 'anti-dive' front forks (which locked the forks under hard braking to stop them diving). Due to this, the bike was dubbed the first street legal racer.



The **Yamaha XJ900** was manufactured by Yamaha from 1983. It was a development of the original Yamaha XJ model, the XJ 650, which was the foundation for the entire XJ series.

In its original incarnation, the XJ900 had an air-cooled, double overhead camshaft, 853 cc (52.1 cu in) 4-stroke, 4-cylinder, 8-valve engine. Originally fitted with a handlebar mounted bikini fairing, its handling came in for criticism. This was quickly replaced with a frame mounted upper fairing and retrofitted to all models. The 1983 XJ900 came with anti-dive front forks, shaft drive and has triple disc brakes (2 front, 1 rear).

A revised version was launched in 1984 and displaced 891 cc (54.4 cu in). Aside from the engine capacity increase it was equipped with more conventional forks than its predecessor and a belly pan came as standard. The increase in engine capacity meant the carburetors went up from 35 mm to 36 mm. Fuel capacity is 22 litres and the transmission is a 5-speed. Aside from these changes it was nearly identical to the original and was manufactured until 1994.

The XJ900 Diversions were their replacements.



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