

# MOTO

# Eurobodalla

December 2022



Classic and Vintage  
Motor Club of Eurobodalla

Volume 21 N<sup>o</sup> 4

**Moruya Speedway: 60th anniversary**  
**Crossing Australia on a 1942 WLA Harley**  
**Roadtrip to the Victorian High Country**  
**1942 / 1962 Cars & bikes**  
**WWII motorcycles**

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### 22. 1942

DeSoto Series S-10  
Pontiac Steamliner

Triumph Tiger 3SW & 3HW  
Norton 16H & Big 4  
BSA M20  
Indian model 741/ Chiefs  
Harley Davidson WLA  
BMW R75

### 28. 1962

Alfa Romeo Giulia  
Austin Freeway  
BMC ADO16/ Austin 100/ Morris 1100  
Buick Wildcat  
Daimler 250  
Chrysler Valiant RV1 & SV1  
Dodge 440  
Ferrari GT Lusso  
Ford Cortina  
Ford Falcon XL  
Holden EJ  
Jensen C-V8  
Lotus Elan  
Maserati Sebring  
MB MGB

BSA A65 Star  
Ducati Scrambler  
Laverda 200 Bicilindrico  
MV Augusta Liberty  
Norton 650 Dominator  
Suzuki T10



20



23



28



41



# President's Message

As you read this, Christmas is fast approaching and another year has come and gone.

Thankfully most of us traversed the year healthy and covid is almost becoming a distant memory, as are the fires that we suffered.

2022 has been a very successful year for the club, with our new database proving to be worth the effort. We've always struggled with keeping accurate and up to date records of members and especially vehicles due to the constant pursuit of the "holy grail" car or motorcycle, but with your help and the diligence of our Registrar Jake Harris and all the club inspectors, we are as close as ever to 100%.

We've also made notable progress with our clubhouse project, having had numerous meetings with council, land being allocated and a draft plan of the layout being put to paper.

Our own CVMCE clubhouse is still a long way away, but we are almost in the position to submit grant applications and acquire funds.

Club runs are seeing huge numbers each week, Wednesday's always being strong, but Saturdays at our 2 venues are building each week. Our Sunday runs to Nelligen and East Lynne on the 1<sup>st</sup> & 3<sup>rd</sup> respectively have been weather affected on a few occasions but the wet Sunday BBQ at Long Beach attracting over 60 members was very pleasing. Club spirit is strong and I'm so proud of everyone for making this the club it is.

I'd like to thank my incredible committee for the constant behind the scenes work they all do and on behalf of them, wish you all a very safe and Merry Christmas.

Rob Upton

President.

## Front Cover

John Merton's Morgan Series 1, a regular show on club runs



## Back Cover

Dick Fitzgerald, racing at Surfair Speedway in 1990



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



Position Holders		Inspectors
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<b>Public Officer</b> Rod Shanahan 0458 716 699		<b>Narooma</b> Graham Symons 4476 4827

## REGULAR EVENTS:

General Meetings: First Tuesday of each month (except January)  
7.30pm at Tomakin Sports and Social Club

Saturday Runs: Meet for Coffee: Moruya Waterfront Hotel, or  
Tomakin at Smokey Dan's

Wednesday Morning Runs: We meet at 9:00 - 9.30am in Moruya at  
car park rear Adelaide Hotel for 10am departure to the  
nominated location - or socialise at a local Moruya coffee shop.  
All aged motor vehicles welcome.

Sunday Runs: These are held on the 1<sup>st</sup> & 3<sup>rd</sup> Sundays of the month,  
leaving from Moruya from the rear Adelaide Hotel. See  
Facebook for any last minute changes

1<sup>st</sup> Sunday to Nelligan

3<sup>rd</sup> Sunday to East Lynne

Magazine: MOTO Eurobodalla is published four times per year.  
Copies are made available at meetings.

## INDUSTRIAL REPLACEMENTS

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[www.cvmce.org.au](http://www.cvmce.org.au)

## REMINDER

Membership renewals must be paid by June 30. Members who do not renew by then will need to pay the joining fee as well as their membership fee. If your membership lapses your historic or modified vehicle becomes unregistered.

Pay online at [www.cvmce.org.au](http://www.cvmce.org.au)

## CVMCE New Member Policy

- All new members must be nominated and seconded by an existing member and will not be accepted as a full member of the CVMCE until the nomination has been passed by a majority of members at a general meeting.
- All new members will **not** be eligible to register a vehicle on historic or conditional registration, through the club in their first 12 months of membership.
- During the first 12 months of membership all new members must attend at least 6 club functions and have their attendance logged and signed off by a committee member on the log sheet provided with their membership application.

## Editor's message

- Bernie DuField



Welcome to the bumper December edition of MOTO Eurobodalla.

In this edition in 'Meet a Member' we learn the story behind John Merton's 1949 Morgan Series 1, whilst we see the finished reliable version of his long term prized possession on club runs, it wasn't an easy back story!

Our travel article this month is a driving trip to the Victorian High Country, staying at a former nurses home for a psychiatric hospital in Beechworth, visiting many of the local towns, cafes and historical sites along the way. An evocative read.

This December issue looks back at 1942 & 1962. 1942 was a messy time in history, so new vehicle releases were pretty thin on the ground. Motorcycles were an integral part of the war effort in 1942, and we have a bit of background to their interesting story.

Moruya Speedway started as a club back in 1962 and we have a comprehensive history of the club as written by one of our members Don Grieg, who was a founding member of the speedway. A great read about some determined and brave racers from back in the day.

CVMCE was approached by a teacher at Batemans Bay High School to see if any members would be able to provide a memorable ride for the Yr 12 students to their formal. As we all know the last two years have been pretty stressful for all of us, so imagine doing your HSC at the same time? Not only were CVMCE members able to help, but we turned up with more vehicles than there were students! I am so proud to be involved with the CVMCE, our members make such great contributions to the community, well done team!

## **ATTENTION CVS (MODIFIED) GREEN REGISTRATION PLATE HOLDERS.**

If your vehicle is registered under the Classic Vehicle Scheme (CVS), Green Registration plates, there are some changes to procedure. The Council of Motor Clubs (our liaison body with the RMS) requires additional information to register your vehicle each year. The following information is now required:

- Build date
- VIN
- Engine no:
- Engineering certificate no:
- Date of Certification

A Blue slip initially and a Pink slip when renewing are still needed.

If further changes are made to the vehicle, I need to be informed.

I have the form required and will assist you to complete it.

I will need to view your vehicle to verify the details. No extra cost is involved.

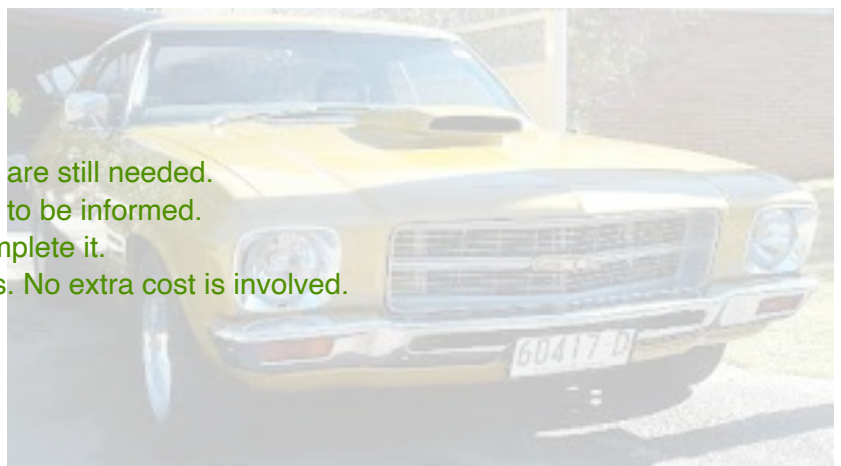
Please contact me if you need to know more.

Regards,

Mark Beaver

CVS Modified liaison officer

0427.857.453



# 2022 Club Runs No: 94

Events Coordinator: **Graham Cochrane 0414.989.439**

Runs are for members and friends.

See Website or CVMCE Facebook page for updates.

Last minute changes will be notified via SMS for those who have RSVP'd for the run.

Wednesday runs; meet In the Adelaide Hotel Car Park at 9:00-9:30 am. Departure time is 10am



Sat	3-Dec	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
<b>Sun</b>	4 -Dec	<b>NELLIGEN</b> , River Café, 1 Wharf St
Tue	6-Dec	7:30pm Monthly Meeting, <b>TOMAKIN</b> Sports & Social Club, 71 Sunpatch Pde
Wed	7-Dec	<b>MOSSY POINT</b> Boat Ramp, 165 Annettes Parade
Sat	10-Dec	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Wed	14-Dec	<b>BATEHAVEN</b> Tribe café Birdland, 55 Beach Rd, Batemans Bay
Sat	17-Dec	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
<b>Sun</b>	18-Dec	<b>EAST LYNN</b> Roadhouse Pie Shop, Princes Highway
Wed	21-Dec	<b>MALUA BAY</b> Bowling Club, 40 Sylvan St
Sat	24-Dec	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Wed	28-Dec	<b>SURFSIDE</b> General Store, 2/9 The Vista
Sat	31-Dec	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Wed	11-Jan	<b>NAROOMA</b> Casey's Café, 120 Wagonga St, (Cnr Princes H'way/ Cnty St)
Sat	14-Jan	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
<b>Sun</b>	15-Jan	<b>EAST LYNN</b> Roadhouse Pie Shop, Princes Highway
Wed	18-Jan	<b>MOSSY POINT</b> Café, 31 Pacific St
Sat	21-Jan	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Wed	25-Jan	<b>BODALLA</b> Cafe's
Sat	28-Jan	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Wed	1-Feb	<b>BERMAGUI</b> , Sundeck Fishermen's Wharf, 73 Lamont St
Sat	4-Feb	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
<b>Sun</b>	5-Feb	<b>NELLIGEN</b> , River Café, 1 Wharf St
Tue	7-Feb	7:30pm Monthly Meeting, <b>TOMAKIN</b> Sports & Social Club, 71 Sunpatch Pde
Wed	8-Feb	<b>TOMAKIN</b> , River Mouth General Store, 101 Sunpatch Parade
Sat	11-Feb	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Sat	11-Feb	Gnoo Blas Car Show- <b>ORANGE</b>

The logo for 'Bicycle Repairs' is a circular emblem with the words 'BICYCLE' at the top and 'REPAIRS' at the bottom, and 'Rob's' in a stylized font in the center. Below the logo, there is a list of services: 'Servicing all brands &amp; models', 'New &amp; used parts &amp; accessories', and 'New &amp; used bikes for sale'. At the bottom of the advertisement, the contact details are provided: '77 Smith St. Broulee', 'Ph: 0413 000 643', and 'robupton@netspace.net.au'. The background of the advertisement shows a group of cyclists riding on a beach at sunset.

Wed	15-Feb	<b>BAWLEY POINT</b> Saltwood Café, 636 Murramarang Rd, Kioloa
Sat	18-Feb	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Sat	18-Feb	<b>GERINGONG</b> Motor Fest/ Car Show, Michael Cronin Oval, Blackwood St
Sun	19-Feb	<b>EAST LYNN</b> Roadhouse Pie Shop, Princes Highway
Wed	22-Feb	<b>BATEHAVEN</b> Soul Space (formally known as Birdland/Tribe café), 57 Beach Rd
Sat	25-Feb	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Wed	1-Mar	<b>MAHONEYS BEACH</b> 121 Maloney Drive
Sat	4-Mar	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
<b>Sun</b>	5-Mar	<b>NELLIGEN</b> River Café, 1 Wharf St
Tue	7-Mar	7:30pm Monthly Meeting, <b>TOMAKIN</b> Sports & Social Club, 71 Sunpatch Pde
Wed	8-Mar	<b>BATEMANS BAY</b> Regional Botanical Gardens, Deep Creek Dam Rd
Sat	11-Mar	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Wed	15-Mar	<b>LILLI PILLI</b> Three66 Espresso Bar/ café, 366 George Bass Dr
Sat	18-Mar	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
<b>Sun</b>	19-Mar	<b>EAST LYNN</b> Roadhouse Pie Shop, Princes Highway
Wed	22-Mar	<b>BATEMANS BAY</b> JJ'S At The Marina, 27 Beach Rd
Sat	25-Mar	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Wed	29-Mar	<b>NAROOMA</b> Golf Club, 1 Ballingalla St
Sat	1-Apr	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
<b>Sun</b>	2-Apr	<b>NELLIGEN</b> River Café, 1 Wharf St
Tue	4-Apr	7:30pm Monthly Meeting, <b>TOMAKIN</b> Sports & Social Club, 71 Sunpatch Pde
Wed	5-Apr	<b>TUROSS HEAD</b> Boatshed, 93 Trafalgar Rd
Fri	7-Apr	MG National Rally - <b>ADELAIDE</b>
Sat	8-Apr	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Wed	12-Apr	<b>MOSSY POINT</b> Boat Ramp, 165 Annettes Parade
Sat	15-Apr	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
<b>Sun</b>	16-Apr	<b>EAST LYNN</b> Roadhouse Pie Shop, Princes Highway
Wed	19-Apr	<b>MORUYA</b> Shelley's Café, 29 Shelly Rd, Moruya Industrial Estate
Sat	22-Apr	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>
Tue	25-Apr	ANZAC day
Wed	26-Apr	<b>NAROOMA</b> Casey's Café, 120 Wagonga St, (Cnr Princes H'way/ Canty St)
Sat	29-Apr	Coffee, Cars and Bikes at <b>Moruya &amp; Tomakin</b>





# Meet a member

– JOHN MERTON



“ A LIFE TIME (ALMOST) WITH A 1949 MORGAN SERIES 1”

It started in 1965 because of a new Honda S600. What a disaster! The engine of the thing came out 19 times in 21 thousand miles. That's a story I don't want to remember. My contributions to Honda's parts coffers spurred that company's continuing prosperity. They also kept me broke.

Anyway I needed transport and it had to be cheap. And open.



Bill S., another local, had a penchant for decrepit sports cars. He bought the Morgan from a car yard in South Hurstville. The drive back to Canberra showed up serious warts and Bill set to work. He replaced a lot of the rotten wood frame (with pine!), made a dash of virgin Formica (not even glued to ply or masonite), replaced the wiring (but didn't harness it) and refitted the correct Moss gearbox in lieu of the Vauxhall unit in it.

It passed ACT registration - somehow. The chassis was cracked in several places and the front sliding axles had advanced wear. The front wheels toed out by 55 degrees. Worse, the thread on the front right hand stub axle was stripped, the castellated nut hammered on and secured with a large nail.

Shortly afterwards, Bill found an equally decrepit but potentially faster TR3 and offered me the Morgan.





The Morgan was parked behind the Manuka shops, near the ANZ Bank branch where Bill worked, and looked pretty mean. The red broomstick paint job effectively disguised the rust streaks from the leaky radiator - but not most of the Plastibond holding it together. The wheels were variously buckled and the front suspension cross tubes bent back about 20 degrees. The home-made steering wheel had been purloined from Kel Merz's clubman. The seats were odd slabs of loose foam wrapped around with leather cloth. The hood consisted of vestigial bits of assorted material held together mainly with Bostick. The abbreviated exhaust ended just behind the driver's door...

Bill started her up and she clanked and clattered away. Memories of an earlier youth, with unsilenced pre-war Morris 8's, Rileys with two foot exhaust flames, and glorious, carefree, untouchable girls came flooding back (they liked my eccentric cars but not me). I was about gone.

"The ride's a bit rough?" I ventured. "Like a dray with square wheels" said Bill. "I'll buy it" I said hurriedly before he changed his mind.

Driving was a revelation. The scuttle flexed one way, the steering another, and the windscreen, doors, chassis and seats different ways again. The only thing that didn't flex was the suspension. I lost 7lb the first week and started passing blood. Sitting on the back tray of a friend's SWB Landrover on a cross country fishing trip was bliss in comparison.

There were other excitements too. The dash flex led to an intermittent stream of sparks from shorting in the unharnessed wiring. 4300 RPM in top down Mugga Way is probably the most dangerous thing I've done in my life outside of marriage. I was the butt of the usual Morgan jokes. Telling whether the penny you drove over was heads or tails, or the cigarette butt lpticked or not or plain or filter tipped were common ones.

The starter didn't work properly and I ripped the pants of my best suit leaping the door to clutch start it. Come to think of it, the clutch never freed up properly anyway. Just as well as the crankshaft had no spigot bush and the jackshaft to the gearbox spent a lot of its time trying to thrash itself loose.

The mechanical brakes needed frequent adjusting which I seldom did. Often I had to leap out to effect a stop after slowing down on the gears. Oil pressure staggered to 15 psi at peak revs. But she was untroubled in towing the horrid broken down Honda home.



# Moruya Books

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  Moruya Books

She was the passion of my life. Girls asked me for rides but still stayed out of grope. The neighbours wanted her removed as an eyesore.

I only had one real disaster. Intermittent misfiring developed a permanency on a trip to Sydney. A Saturday afternoon session failed to effect a cure although confirming two cylinders were out. I left for home 4.30 pm Sunday. Every rise was a crawl with downhill stretches taken at terminal velocity to get up the other side.

Some time after 9pm disaster struck on the old twisting downhill stretch near Marulan. An extra large bump, a huge sheet of flame from under the dash, and I was left in total blackness and silence at around 70 mph. Somehow I stopped without hitting anything.

Three good Samaritans turned up in an MGA with a leaky radiator. One headed down a gully with an empty jam tin looking for water. The others set out with me to

rewire the Mog using a box of matches for light. We connected headlamps, generator, and engine. Fifty yards on another sheet of flame. Something was wrong. We started again, this time successfully.

The lights of Canberra loomed at 2am and by 2.30 I was seven miles from home. Then I ran out of petrol...

The head came off next day. The gasket had blown between one and two cylinders. Miraculously, a pack of six new ones, ordered on a whim, turned up from the Factory a few days later. At the same time I cut a new dash out of alpine ash and rewired the car completely. It was finished at 9.30 pm on Easter Thursday. A quick test run round the block and we headed for Sydney.

The generator fell off near Menangle but was fitted quickly using my spare nuts and bolts supply.

Crossing the plain at Berrima that night is the coldest I have ever been. About this time, too, I remember a freezing evening at Ross and Peter Reynell's as they prepared for a night trip to Sydney in a well worked-over Plus 4. After some hours of shame-faced silence one plucked up courage: "I don't care if it is a Morgan; I'm putting the hood up tonight".

Finally, the Honda dropped two valves and had to go. It was traded on a new car and the Morgan retired for a rebuild. This was now 1967.

#### The Rebuild.

We started by stripping the car right down including the engine. Chassis and front mudguards were sent to Canberra's then reputed best panelbeater for repair, and on return reassembly started. Most of the wood and some of the body panels were replaced. The front suspension cross tubes were straightened and the right hand front axle assembly replaced. Repainting - in green - began. (Later this was changed to blue when the Factory confirmed the original colour), The car was moved several times as I changed digs.



A vintage black and white advertisement for the Morgan '4-4' High Performance Ten. The ad features a central illustration of the car, a three-wheeled open-top sports car. Text elements include: 'Purely New!' in a script font; 'SEE IT AT OLYMPIA STAND No. 86'; 'The MORGAN "4-4" HIGH PERFORMANCE TEN' in a large, bold font; 'A LEADER OF THE SMART SET' in a stylized font; 'PRICE 185 COMPLETE' in a circular badge; and 'MORGAN MOTOR CO. LTD. MALVERN LINK. WORCS' at the bottom. A small date 'October 10, 1936' is visible in the top right corner. The ad also contains a detailed paragraph of technical specifications and a note about replying to advertisements.

Then I met my wife...

The car stood out in the open, untouched, until 1980. Numerous requests to buy were refused politely ("I had it before my wife, you know"). Now that the family was growing up, I was spurred on to start again, this time under cover. We decided to start on the bodywork. The front guards by now had been "lost" ( a clean -up by my sister-in-law at her mum's place) and were replaced by a mangled pair from a crashed drop head coupe. These, the bonnet, scuttle, rear guards and deck were passed to a friend who had agreed to do the panel beating ( It took 9 years...).



We started over again. Most of the wood, including the earlier work, had to be replaced, plus the earlier replaced side panels. I made new doors up from scratch, not a hard job but fiddly. All panels were rust-proofed and painted inside before being screwed to the frame with stainless steel screws all round. Rebuilt radiator, rebuilt engine ( new valves, sleeved bores, block and head trued, reground crank, mains and big ends closed and honed, new pistons, bearings, and full balance), rebuilt starter and generator, new front brake cables, hub bearings and seals, new left hand sliding axle assembly to match the right, new kingpins and bushes, new "soft" brake linings, steering damper blades cut out of saws, new clutch and carbon thrust, complete rewiring (again), made up new track rod, brake rods and rear brake cable, restored instruments, new "Brooklands" steering wheel, upholstery made up from scratch, and so on.

Two replacement spare wheels ( also "lost") came courtesy of a Sydney club member. A proper clean -up of the chassis showed the dangers of trusting the professionals ( and paying professional prices) - we welded up 60 cracks and had to re-do most of the supposed earlier work. Triangular gussets were set into the chassis at the rear corners of the engine bay, and the rear spring mounting bolt holes on the chassis rails reinforced with heavy washers ( done by the Factory on subsequent models). The engine came out three times to get the clutch working properly. I could go on but I'm no novelist.

The car was back on the road in 1989 and has covered around 90,000 miles since then. On road impressions differ a bit to years ago.

Some things have changed...she's very comfortable to ride in now, not at all the boneshaker of yore. Perhaps the tighter body is making the suspension do more work...( like being super fit in a way. All the flab between you and the road, so built into modern motoring, is removed)...I was offered a Honda ( a CRX) as a straight swap...my reply was polite ( yes, things have changed!).

Some things haven't....I don't think 5,600 rpm in top is quite as dangerous as 4,300rpm all those years ago but I certainly won't be trying that stunt again ( and it was a steep hill).The balance is still well-nigh perfect and it's quite easy to drift under control if you like that sort of thing.

She's also helped me to make a lot of new friends included Keith Wall who owned it from 1957 to 1962 as one of only three surviving original Morgan club cars. And yes... she still impresses females. And I still don't!

POST -SCRIPT. In August 1996 a mate and I drove the car down to Mogo to discuss house plans with Peter Fatches. After I called at the Council chambers in Moruya to pay the rates. When I came out a bloke was talking to my mate about "the car."

"I had one like this in Canberra about thirty years ago. My name's Bill Spence". Well, what an opportunity I said "Bill, this is your car!"

**1949**  
**HAPPY BIRTHDAY**

**MOVIES**  
LITTLE WOMEN  
BATTLEGROUNDS  
THE BIG STEAL  
BEYOND THE FOREST  
SAMSON AND DELILAH  
TWELVE O'CLOCK HIGH  
ALL THE KING'S MEN

**Harry S. Truman**  
was the us. president

**AVERAGE PRICES**

ANNUAL INCOME	\$2,950
GALLON OF GAS	\$0.27
NEW HOUSE	\$7,450
NEW CAR	\$1,420
A POUND OF BACON	\$0.50
POSTAGE STAMP	\$0.03

**EVENTS**  
THE FIRST AUTOMATIC STREET LIGHTS ARE INSTALLED IN NEW MILFORD, CONNECTICUT.  
GEORGE ORWELL'S BOOK NINETEEN EIGHTY-FOUR IS PUBLISHED.  
ALBERT II, A RHESUS MONKEY, BECOMES THE FIRST PRIMATE TO ENTER SPACE.  
OFFICE OF CHAIRMAN OF THE JOINT CHIEFS OF STAFF CREATED.  
THE SKI RESORT IN SQUAW VALLEY, CALIFORNIA OFFICIALLY OPENS.  
RMS CARONIA OF THE CUNARD LINE DEPARTS SOUTHAMPTON FOR NEW YORK CITY ON HER MAIDEN VOYAGE.

World population 2,438 billion

**POPULAR MUSIC**  
AL MORGAN - JEALOUS HEART  
BING CROSBY - FAR AWAY PLACES  
SAMMY KAYE - CARELESS HANDS  
FRANKIE LAINE - MULE TRAIN  
VIC DAMONE - YOU'RE BREAKING MY HEART  
DINAH SHORE - BUTTONS AND BOWS  
ART MOONEY - HOP-SCOTCH POLKA  
PERRY COMO - FOREVER AND EVER  
VAUGHN MONROE - RIDERS IN THE SKY  
EVELYN KNIGHT - A LITTLE BIRD TOLD ME  
DICK HAYMES - MAYBE IT'S BECAUSE

**SPORTS**  
BASKETBALL - NBA FIMALS - MINNEAPOLIS LAKERS WIN FOUR GAMES TO TWO OVER THE WASHINGTON CAPITOLS.  
BASEBALL - THE NEW YORK YANKEES WON THE WORLD SERIES OVER THE BROOKLYN DODGERS FOUR GAMES TO ONE.  
AMERICAN FOOTBALL - PHILADELPHIA EAGLES 14-0 LOS ANGELES RAMS FOR THE NFL CHAMPIONSHIP.

**BACK IN 1949**

# Travelogue

## Take the road less travelled



**Karen Motyka**

Summer in Victoria's High Country combines all the ingredients of a great Aussie driving holiday: fresh produce, cold beverages, stunning scenery, and plenty of opportunities to get outside into nature. Make the most of long, warm days and head to the mountains and valleys across the state border south of Albury-Wodonga. Try renowned restaurants and wineries, discover the vibrant craft brewery scene, or fill an esky at provedores and farm gates.

Getting there from the coast, forget "The Dog on the Tuckerbox" before Gundagai, the tiny old bushranger village of Jugiong is your Hume Highway "Stop, Revive, Survive" plan. There are two historical pubs, a gourmet café and pantry, a selection of Australian rural



homeware shops and, most important of all, the *Lickety Slips* gelato bar. The day we passed through, there was also an old fella selling homemade cherry pies from a vintage caravan, and an old-fashioned lemonade stall run by an entrepreneurial 10-year-old.

Further down the Hume, divert off the highway again to discover why there is a decommissioned OBERON class submarine in the town gardens at Holbrook hundreds of kilometres from the ocean. Walking on the above waterline section of HMAS Otway, we discovered that the town was renamed during WW1 after a young Lieutenant Holbrook, a British submarine commander who won the Victoria Cross after sinking a Turkish battleship in the Dardanelles before Gallipoli,

and then saving his submarine and men from the depths of the Black Sea. In 1994, the people of the town, with the financial help of Holbrook's widow, purchased the submarine and established a naval heritage museum nearby.

Wangaratta is a substantial regional town and owes its expansion to the arrival of the railways. Milawa is home to Brown Brothers cellar door. Established in 1885 on alluvial red clay loams, it is one of Australia's best vineyards. The farmland roads between Wangaratta and Beechworth are dotted with enormous river gums and ancient farm machinery, silent but for the birds and cicadas.

Beechworth is a beautifully preserved 1850s gold rush town surrounded by vineyards and fine agricultural land. Ned Kelly, infamous Irish Australian outlaw, cop-killer, and bushranger was imprisoned and tried here. Visit the police station, cells and stand in the dock where he was sentenced. Woolshed Falls are perfect for a refreshing dip when summer afternoon temperatures start to climb.

Officially opened in 1867, Mayday Hills Lunatic Asylum in Beechworth was the largest building in the colony at the time it was built. The site was chosen for its elevated position. Boasting impressive early 19th century architecture, the self-sufficient asylum was surrounded by farmland, with its own piggery, stables, orchards, and kitchen gardens on site. It also featured a theatre, tennis courts, an oval and cricket pavilion.

The high-altitude winds of Mayday Hills were believed to carry afflictions of the mind away, whilst restraint practices, strait jackets and isolation cages, were the main form of 'rehabilitation' provided. With only a basic understanding of mental health, patients were admitted to the hospital for genuine conditions such as schizophrenia and depressions, as well as misunderstood physical ailments such as epilepsy.

Only two signatures were required to be admitted to the hospital. Eight signatures were needed to be discharged. It was much harder, therefore, to get out of the asylum than in. Many patients admitted to Mayday Hills never left.

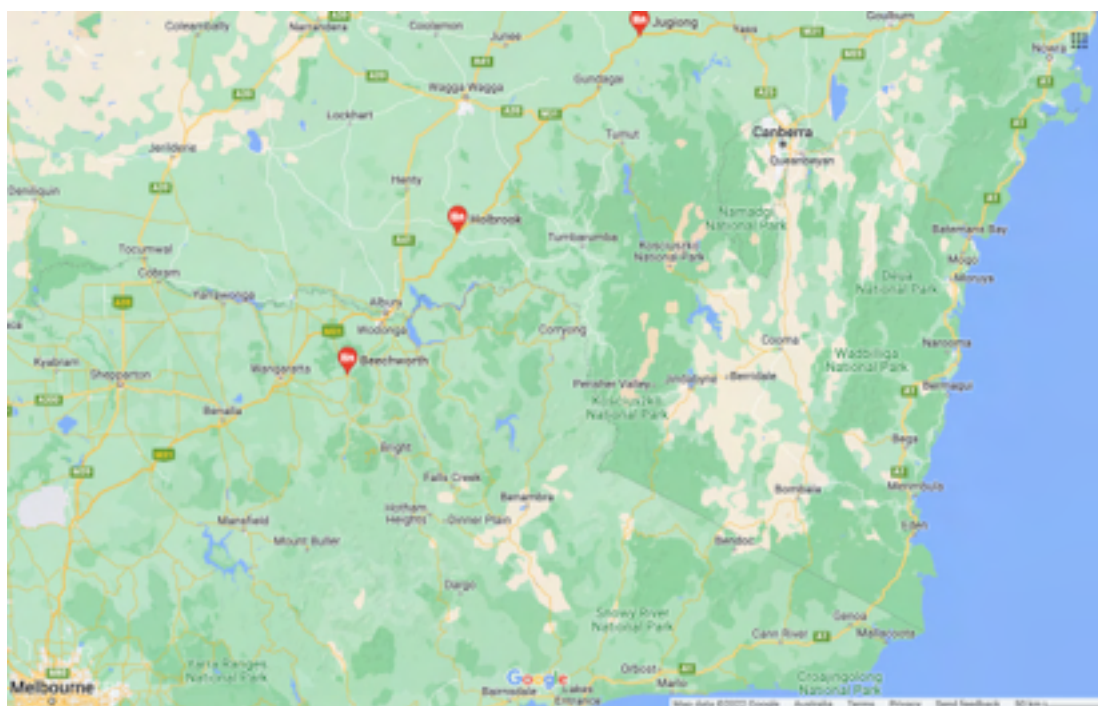
The separate nurses' quarters were built in 1937. Prior to this, nurses slept in a private room located off each ward. Today, the Art Deco era nurses' quarters feature comfortable ensuite rooms and guest lounges.

In 1967, professional landscape gardener Robert Coates was admitted to the asylum as a patient. During his five-year stay, Coates supervised the planting of the gardens. Melbourne's Royal Botanic Gardens supplied many of the exotic trees found around the mature grounds. After 128 years of service, Mayday Hills closed in 1995. The site was purchased by La Trobe University in 1996 but abandoned in 2011. It remained empty until 2013, when a group of Beechworth families purchased the site and began its rejuvenation. Today it is called the George Kerferd Hotel.

Walking around the magnificent grounds and abandoned buildings at sunrise and sunset, the visitor cannot help but be saddened by the despair seeping from the walls of what is left of the original hospital. Nevertheless, it is an evocative and lovely place to stay.

On Christmas Eve in 2018, after dinner at a Beechworth restaurant and before Carols at the church, we happened upon the Golden Era Service Station that serves as a depot for the Royal Automobile Club of Victoria. A vintage Holden van and an octogenarian mechanic are the call out angels for local breakdowns. Despite just returning from a call out, Beechworth's kindly RACV man invited us into the depot and showed us his extensive collection of vintage trucks and cars. Full-size and toys. At 8pm on Christmas Eve, he'd had no dinner, was hoping his wife had something appetizing prepared for him, and that he wouldn't get a night call out. The term legend does not do this old bloke justice. According to Google, he is still operating his business.

From Myrtleford to Bright, the road is shaded by an avenue of enormous sycamore trees. There are hop plantations and vineyards on the fertile valley floor of the Ovens River and then the land rises on either side to meet pine-forest covered mountains. Old tobacco drying sheds house boutique breweries and accommodation. Bright and Porepunkah are busy trendy places, while Harrietville is an authentic and peaceful gold mining village before the hair-pinned ascent to Mount Hotham. Tronoh Dredge Hole, a flooded quarry left over from the gold rush days, is the perfect spot for an afternoon swim, picnic, or nap before taking on the bends of the Great Alpine Road and the spectacular views to Mount Feathertop.



# 60th anniversary of the Moruya Speedway

## Story & photography by Don Greig

**1962:** The local service station proprietor, Jack Hogg, called a meeting on 18th April with the idea of forming a motor sports club, if enough interest was found. Jack had a background in sidecar racing, both on dirt and tar, and had also been involved in building other tracks.

A successful meeting was held and a club formed. 'United Motor Sports Club' was the name chosen, and this was to include all forms of motor sport.

In attendance that night were present day CVMCE members; Rankin McCarron, Merv Jeffery, and Don Greig.



The hunt was then on to find a suitable piece of land to build a racing circuit, but first thing was to raise some funds! The club decided to hold a motor gymkhana on Mullenderree Flat Moruya on land loaned for the day by Dairy Farmer Harry Loutitt. Sunday 10th June 1962, a crowd of about 300 were entertained with events consisting of flag races with driver pick up, then passenger pickup, bending races and time trials with a lap around the paddock.

### The local newspaper "Moruya Advertiser" reports;

In June 1962 the first Moruya car races, then known as motor gymkhanas, were held at Mullenderree on a track on Harry Loutitt's property "Oaklands". The flat land was ideal for such an event. Once again Mullenderree was leading the district in providing sport and entertainment. The Mini-minors won most of the events. Competitors came from as far north as Sydney and as far south as Victoria as well as a group of keen local lads. Among the locals having some success were Noel Beasley in a Morris Major, Merv Rose in a 203 Peugeot, Merv Jeffery in a Morris Major and John Smith in a Simca. The highlight of the day was the driving of Jack Dunk from Camden who was a noted speedway driver and driver in the round Australia Redex trials. He drove Jack Hogg's 1946 Oldsmobile, a big and cumbersome hard to handle vehicle. Jack managed to get it to the final of the flag race where he was narrowly beaten by Dick Bates in a Morris 850. Dave Single from Bermagui brought up his stock car, an old Packard and gave an exhibition of very hard driving.



An honoured guest was Mr Al Heaton, a motor cycle ace of old. He donated a full competition motor cycle to be used as a prize for the best point score for a season's motor cycle racing. In all the day was very successful. A month later another race day was held at this same track. It was promised that the action would be non-stop throughout the day. Hot dogs and hot water would be available but people were urged to bring a picnic lunch so as not to miss any of the action, especially the trick events which would be on about lunch time.

The main event of the day was the time trial with the winner being Dick Bates from Canberra in an FJ Holden, There were also four motorcycles present. Don Greig won the time trial on a BSA. The flag racing events provided plenty of thrills for the spectators with the Morris 850s having an advantage but Stan Burke in a Simca Aronde pushed them all the way, finishing second in nearly every event. In the bigger class cars the duel was between Jack Dunk in the Oldsmobile and the four Holdens present at the meeting, John Clout put up an excellent performance in an FC Holden ute. Dave Single from Bermagui in his \$37 Packard stock car provided great entertainment. The coveted trophy for the day for the Best Driver went to local boy Noel Beasley in a Morris Major. The Club had a great day financially and thanked Harry Loutitt for the great assistance he gave them. They also thanked Mrs Verrent who supplied the food and worked all day on the refreshment stall.



The canteen was set up on the day with canvas stretched over a few poles and held up by forked poles dug into the ground. Toilets were hessian stretched around long pegs, this was okay but in the afternoon sun it provided some interesting silhouettes. Phone book pages were supplied for paper; enough said.

### **Hot Rods.**

After the club's first gymkhana in which mostly family cars were used, members looked for something more competitive. In those times old cars like Buick, Oldsmobile, Chevrolet, Packard and Ford could be bought for a few pounds.

Once a car was acquired, it was completely stripped, lowered by holding the oxy torch under the springs until they sagged. The diff was locked by welding the sun gears. Sometimes dual wheels were fitted. That's it; ready to race.



### **Bermagui 27/10/1962**

This new sport on the south coast became so popular that the Bermagui Tuna Festival Committee engaged the club to supply a couple of hours entertainment at their festival. The club went to Bermagui for a practice day before the event, and much to the amazement of the competitors, Garth Lavis and John Meaker turned up with a rather battered old straight eight Buick, and John Hay, Rankin McCarron and Allan Head arrived with an equally battered old Ford Pilot. This was the beginning of things to come. Very soon quite a number of these "Hot Rods" began to appear, and the mechanical workings of these monsters would likely make the original manufacturers die of fright.

### **Permits:**

Getting these cars to the venue wasn't a problem, as a permit could be obtained from the Police Station to drive the monsters along the highway. Imagine that happening today?

Narooma: 14/4/1963

Armed with quite a number of these "Hot Rods" the Club conducted a gymkhana on the oval at Narooma, the proceeds of which went to Legacy. The crowd assembled at Narooma on that day would make any South Coast football club envious.

### **The "A" Model**

At this stage mention must be made of one car that was a great crowd pleaser.

Noel Beasley and Stan Burke purchased an "A" Model Ford. They completely stripped it, welded a few bars (gal. pipe) around it, gave the head a good shaving, fitted a Holden carburetor and smaller wheels. No one quite knew what it was, but it really flew and drew plenty of attention from the crowds.

On one occasion during a flag race, Stan dropped a flag; no problem. He just pulled the "A" onto full lock, gave a bit of throttle, hopped out to pick up the flag and the "A" followed him around the peg, which delighted the crowd no end.

Speaking of flag races, and recognised as the best flag-grabber on the South Coast, was Rankin McCarron the Ford Pilot he shared with Allan Head and John Hay only had to get within three feet of the peg and he never missed.



### **Horse and Motor Gymkhana 4/3/1963**

The event was held on The Flat at Moruya, was conducted by the Apex Club, the Pony Club, and United Motor Sports Club to raise funds for the Les Johns family who lost their home in a fire. Events for cars and horses kept a large crowd well entertained but the highlight was the flag race between man (Ack Weyman), horse (with Jim Davidge), and car (with Gareth Lavis in a Buick). The results being; 1st horse, 2nd man, 3rd car. The Apex boys did the catering and the drop of Tooheys they sold made the day more enjoyable, but best of all was the substantial amount of money made for the Johns family.





1999, BRAD ROBINSON IN A SPOT OF TROUBLE, LUCKILY ESSO'S HAVE WINGS

### First birthday April. Salt Flats 1963

After the club celebrated its first birthday with a great night held at Moruya Surf Club, things went a little quiet. But not for long. A piece of land, a salt flat behind the weir on North Head Drive, was ideal for club events, practice, and just flat out roaring around. Spectators would not be able to access because of the narrow bush track in. Known as "Stuntions Flat" some great fun days were held here which added more interest and new club members. No red tape in those days, find a bit of land and have a day's racing.

Skydivers at Yarragee Moruya.

On Sunday 12 Jan 1964 a large crowd attended a combined motor gymkhana and skydiving day on Ted Hunt's property at Yarragee, with proceeds going to Legacy. The United Motor Sports Club provided the usual car and motorcycle events. The Commando Skydivers of Melbourne had their events delayed until late afternoon because of strong winds. Jumps included; spot landing, baton passing and the final jumps by some locals who had training the day before. All went well until the last jump by Jean Hogg (wife of Jack). As Jean left the plane, the lines on her chute fouled; unable to control her fall, the wind took Jean some 200 yards off line and this resulted in landing in a high tree. Uninjured, Jean was left hanging in her harness some twelve metres above ground. The problem then was how to get her down safely (no cherry pickers then). Two extension ladders were lashed together allowing a member of the Commando's to get close enough to instruct her how to release from the harness. Once free she dropped safely on to a canvas tent held stretched tight by several helpers. This drama ended as darkness was closing in on an eventful day and a very lucky lady not to have been seriously injured. It was said, - that Jean's young son was heard to say; "Mum when are you coming down to get dinner?"

### Batemans Bay 1964

The club obtained the use of another piece of land and moved their activities to Batemans Bay. The venue was situated North of the town just off the highway. The present Primary School now occupies the area. The land had a large flat area for events and an ideal raised spectator viewing area. This brought a new lease of life into the club with many new members and more competitive cars. Gymkhanas reached new heights.

In all, three gymkhanas were held in 1964. At the first on Easter Sunday, there were nine hot-rods, eight sedans and several motorbikes. Garth Davis driving the "Tiger in the tank" Esso Buick won the time trial with ease. Roy Shepherd, Bill Louttit and Gordon "Narna" Norman's Buick, with Roy at Wheel won the bending race.

A second gymkhana was held on the second of August, followed by another on the long weekend, the fourth of October. Something new for the day was a team from Cobargo with their go-karts. Those little thrillers put on a good display and were quicker than anything else.

Brud Bathurst in the Mobil Ford V8 won all hot-rod events, Brad loaned his car to Garth Lavis for the time trial, and could you believe it, he set a new record with a time of 63.75 seconds.



1964, MORUYA MARDI GRAS JACKIE HOGG

### Moruya Mardi Gras

The 60's were busy times for local rev-heads, but another annual much slower event was the Moruya Mardi Gras street parade held in



the festive season. Many members with their hot-rods and bikies took part, all decorated up to add a bit of fun to the day.

### Part 2. Land for a racing circuit.

The big news came on the 9th June 1965, the club had secured a piece of land suitable for a race circuit on the western side of Moruya aerodrome. The land, covered in bush and scrub had a flat area ideal for the track, with a steep rise to an elevated gentle slope perfect for spectator viewing. Work began on clearing with the help of many locals and volunteers with trucks and machinery. Months of hard work went into clearing the site, but one large stump defied all efforts to remove it. Eventually this was solved by Sonny Crandell who placed a large number of sticks of "gelignite" under and lit the fuse. Jack and the rest of the workers ran for shelter. It went off with the sound of a thunder clap and echoes back off the mountains. The stump shot straight up in the air, and a piece sheared off and headed for the ocean, never to be seen again.

By November the circuit had been pegged out by Jack and shire engineer Bill Forbes and with Bill's advice and hire of shire equipment a 500 yard (458 metre) track was gravel and graded. The track would be known as "Surfair Speedway" and surface oiled as was the norm back then. The only safety fence required would be between the track and pit areas. An old manually operated grader (originally from the aerodrome)



pulled by a tractor, was used for track maintenance.

In November 1966 the club was granted a speedway licence, and then affiliated with Confederation of Australian Motor Sports, and the Auto Cycle Union of NSW.

Surfair Speedway Officially opened 23 July 1967 by Cr Sec Clarke with some 500 spectators witnessing the long awaited event. Run in conjunction with Canberra Motor Sports Club, the 25 race program made up of motorcycles, go-carts, small cars (Ford Anglia, Triumph Herald, Morris Minors etc) stock rods and sedans, was a great success after such a long wait. Jeff Murphy's V\* Ford was too good for the Holdens, and Laurie Son won most go-cart events Sunday 5th November another successful meeting with 55 competitors coming from Canberra, Yass, Queanbeyan, Goulburn, Cowra, Sydney and local districts.

Next even was the big one on Sunday 7th Jan 1968, the day after the Moruya Mardi Gras, Many competitors came a day early taking part in the street parade and enjoying the festival. On race day some 1200 spectators enjoyed a spectacular and successful day of racing with proceeds going to Moruya Homes for the Aged.

The club's land lease.

Through 1968 and 1969, just as the club seemed to be growing from strength to strength with increased membership, a problem began to emerge with the lease of the site. There was a problem with land title and ownership, which left the club still without that lease.

During 1970 while council were dealing with the land problem, racing continued in anticipation of a good outcome.

#### **The final blow.**

With negotiation on the land lease falling through, the last race meeting held was 4th October 1970. This was the end of a very successful period in the club's short history. A sad day after all the work and voluntary help from so many people, it was accepted as over.

However there was some light at the end of the tunnel, council was able to offer another piece of land nearby for lease.

#### **The new track.**

With the closure of the club's race circuit in 1970, Eurobodalla Shore Council offered a piece of land a little to the North with a very similar landform, and on the western side of Moruya aerodrome. This area had been used during the war for aircraft shelter and had a concrete RAAF bunker on it.

The track design was made by Barry Johnston, Bill Scott, Derrick Long and John Martin and would be oiled gravel with a right hand kink (S-bend) on the back (Eastern) section, as to conform with short-circuit regulations. With a lot of help from locals and council, the construction of track and clearing of the area moved quickly and on Easter Sunday 1972 the grand opening took place with approximately 1200 spectators turning up to watch the competition.

At last things started to move along smoothly with successful race meetings held. September 1973 saw a moto-c track constructed mostly inside the main circuit, it did cross in two places.

Club reformed.

A gathering of 22 people trackside in June 1976 all indicated their interest in reforming the club, An annual

general meeting was held on 17 July 1976. Elected to office were; President Barry Johnston, Vice-President Col Dakin, Secretary John Martin, Treasurer John Lawson, Club Captain Dean Price, Publicity Officer Mrs Dawn Dakin.

1978. At last after so many set backs, and a team of club members who never gave up, Surfair Speedway moved into a long period of growth and improvements to the complex.

1979. Saw a change of track design by taking out the right hander to make it completely circular and now a true speedway. There would be no more sump oil used to settle the dust, this would be done by water tanker. The moto-x track was designed inside to allow track to be watered while their events took place, Race meetings always contained a variety of events consisting of; sedans of different classes, Formula 500's, Supermodified, and motorcycles on track and moto-x for seniors and juniors.

1980. Junior Club Days for motorcycles with events designed to improve rider skills, and also observed trials on the area outside the track, through sand over logs etc, with points given on rider ability. A few years later track licence permitted juniors to race on the circuit.

1982. A first for "Surfair" was the introduction of a two day race meeting to be held in the festive season on Sat 2nd and Sun 3rd January. Record entries were received, racing kicked off on Saturday afternoon in damp conditions. Only two events were completed when the sky opened up, bringing a halt to racing that day. An early start the next morning, saw a marathon of 90 events completed that day.

1983. A new canteen was built closer to the spectator area, allowing uninterrupted viewing of trackside action. Constructed by John Latta, Dean Price, Errol Thomas and Peter Son, it was a first class addition to the club's facilities, and aptly named "Latta's Lunch Room".

1985. Vintage speedcars came to Moruya. The sight of these beautifully restored cars from the glory days of speedway and the smell of burnt castor oil was enough to excite the most placid of spectators.

1986. The October race meeting had a special end of day event, the first Demolition Derby. What a great crowd pleaser, and even better the winner was hard working club member Arthur Flower.





DAVE SINGLE PUTS HIS PACKARD OVER THE RAMPS AT THE 1962 BERTAGUI TUNA FESTIVAL. 1080 HAPPENS TO BE A RABBIT AND WILD DOG POISON BAIT.

1987. This was the big one! The 25th anniversary dinner and race meeting. Moruya Bowling Club was packed with members, many from the early days of gymkhanas. Past presidents, Jack Hogg and Barry Johnson cut the anniversary cake. A 25 year anniversary book put together. By Arthur Flower was also available on the night.

1988. The club is now going from strength to strength with the January two day meet consisting of 99 events. 21st June saw the running of the ACT and Southern NSW Board Championships for cars. Local drivers did well; 1500 sedans-Jim Dragisic 1st for the second year, and Arthur Flower 2nd. Improved sedans; 1st John Taylor. Champion of champions 1st David Murphy.

1989. New tiered seating for spectators constructed. Terry Sruhan did the ground work with his excavator and truck, and John Latta and many helpers did the brick and concrete work.

1992. The 2nd February was the start of the annual "Jack Hogg Coastal Classics". Instigated by Jeff Kimpton, this even was for classic motorcycles, static displays and racing on-track and moto-x. Vintage speedcars were also special guests.

1993. More improvements with the redesign of canteen and building of an attached control tower and overhead balcony which overlooked the whole area.

1996. Death of Jack Hogg 9th January. Sadly Jack never lived to see his dream of speedway under lights on the path track, a track that would not be there without his drive and passion for the sport. His knowledge and humour on the mike kept crowds entertained at venues across the state. Saturday 3rd February was the first twilight meeting with racing starting at 1:30pm.

1999. The annual two day race meeting this year had



VINTAGE SPEEDCARS DEMONSTRATION RUN. CARL YENNE DRIVING JACK'S BERCO SPECIAL No 90 AND ALAN MACE POWERING THROUGH ON THE INSIDE.

something special, and a first for the club, a speedway bikes challenge match with two teams, City Verses Country competing in twelve heats on Saturday night, and with Alan (Fossil) Garvey on the P.A. it was a top night of entertainment.

1999. NSW short track championships, a big motorcycle racing weekend held on 3rd & 4th April with 65 junior races Saturday, and 48 senior races Sunday.

2000. The club introduces "Teen Safe", a driver training program for teens 14-16 years. The course consisted of four 2 hr sessions teaching basic driving skills and finishing with a session on a wet track to experience control in slipper roads.

2001-2022. Changes made in this period include track surface, from gravel to clay, which was more suited to modern racing, and a concrete "Safety" wall in front of spectator viewing area, Better for cars but not for bikes. These changes brought an end to motorcycle events.

2022. Club's 60th birthday. The Club, now in its 60th year can be justly proud of what it has accomplished after having some major setbacks in earlier years, which would have seen many clubs fold.

**Without the sheer determination of club members and the huge amount of voluntary help along the way, and of course the man that started it all, Mr. Jack Hogg, none of this may ever have happened.**



NOVEMBER 1967, DAVE WIGNALL POWERS DOWN THE STRAIGHT IN HIS BEAUTIFULLY PREPARED HOLDEN No 12.



1991 BOB BLACKLAW THRILLED THE CROWD WITH HIS POWER SLIDES.



OUR FUTURE CHAMPIONS



3/3/91. THE TYRE WALL GRABS ANOTHER VICTIM, BUT THE MAIN SUBJECT IS THE NEW SPECTATOR SEATING.

# The Indian Pacific Cannonball Classic 2022. Busselton WA to Merimbula NSW. Pre 1949 motorcycles travelling 4,800km across Australia.

**CVMCE member Peter Marshal was on the ride with  
his 1942 Harley Davidson**

**Commentary by Michele Gorman & Peter Marshall**  
Photos courtesy of Peter Marshall

1st day of the event Busselton to Albany - Day 1 of the ride all went well I got a perfect score but nearly froze and was wet to the skin. My fault didn't have the right gear as the day started so nice. 365 kilometres today.

Albany to Esperance, and finally a beautiful sunny day. Most days on our trip have been cool and windy. Stopped in a few towns for fuel - the bikes have small tanks and the riders have to carry spare fuel also. Stopped at the Yummylicious Lolly Shop, which we found on the way over and had to go back to stock up. A picnic lunch in Ravensthorpe and now in Esperance for the night. 480 kilometres today, most riders are happy and will sleep well tonight. Another day with full points but I have an Electrical problem every now and then blows the fuse. Very annoying and hard to find.

Esperance to Fraser Range, 308 kilometres, weather was beautiful today, got up to 32 degrees, riders had to strip off the layers. A beautiful drive, lovely scenery and wildflowers. Pete's electrical problem didn't trouble him today. He disconnected everything electrical that he didn't need and that seems to have done the trick. Riders bodies are all aching and exhausted, it's taking a while to get ride fit. The mines in this area are huge - gold, nickel and lithium. Fraser Range to Border Village, 194 Ks. Travelling along the WA coastline, at Eucla, next stop, in 10 minutes, Border Village. A short day of riding today, and entered South Australia. The day isn't over at our destination each day for the riders, lots of tinkering, repairing and servicing before dinner and early to bed.

Peter: Not much phone service for a couple of days but we are still going well. Five days completed with



no point lost.

Ceduna to Port Lincoln - Picturesque sea views, white, white sand hills, lots of bays, Smoky Bay, Streaky Bay, Coffin Bay and Venus Bay, and, wheat fields nearly ready for harvest. Silos being moved ready. Still lots of long straight roads. Great wall murals in Elrington where we had lunch. Arrived in Port Lincoln and our room is almost on the water, lovely view. The harbour here is huge, with ginormous grain silos.

Peter: A big thank you to Michele Gorman for doing our Facebook update each day. Cowboy for driving and helping with the bike also for Laurel for looking after me and keeping me together. I have been battling the flu for a couple of days. All going to plan and have finished each day on time.

Good morning world, 7 days to go till we get to Merimbula, off to Port Pirie today. The plan was to go via Moama/Echuca but of course that is not to be so we are going via Deniliquin to Albury, and on to Corryong, Jindabyne and finally Merimbula. The event has certainly tested the body and the mind. But, what a great event to be a part of.

Peter: Well my perfect score is done I have done a head gasket so bike in trailer for today and will fix it tonight. Port Lincoln to Port Pirie, 350 ks. Unfortunately Pete didn't ride his bike today due to a broken head gasket. Very disappointing for Pete but he's hoping to get it fixed this afternoon and be on the road again tomorrow. Today we stopped at the Royal Flying Doctor Service Pt Augusta. The Lions Club provided lunch for us and we got the opportunity to check out one of their planes. Quite a privilege to visit such a wonderful organisation and the charity that our event is supporting. Rob got hold of a donation tin in WA and has nearly filled it. Every time someone does something naughty they have to donate to the tin!! BBQ dinner and music at Crystal Brook.

We have a gorgeous room at The Ellen in Port Pirie. Pete's bike has had a head transplant. Transplant donor is our yellow WLA, transplant recipient is Pete's bike. The patient started as soon as the transplant was





completed. Yaaaay. No more cracked head and Pete will be on the road tomorrow.

Port Pirie to Mildura - 434 Ks, our hotel last night was gorgeous, what a treat, and we had the best meal there as well. We had great fun with some of the Indian riders, and some of us had a quiet drink!! The Ellen Motel - highly recommended.

The bikes started at Crystal Brooke Caravan Park this morning, the prettiest little town. We even spotted the Indian Pacific. Beautifully restored stone homes and buildings. The support vehicles have to leave an hour after the bikes so we went and got breakfast at the bakery.

Rolling hills of green paddocks, wheat, barley and hay. The canola fields we saw on the way over are all green now, it's a month since we left home. Photos don't show the true beauty. At Cadell Google says as we get on the ferry to cross the Murray "in 150 metres turn left"

Pete's bike went well today. Stopped at Cadou Vineyard for lunch. The winery is on the Murray and the owners are expecting their property to flood some time between now and Christmas. After we all left today they had to move as much as they could to higher ground. See the photo of the tree with the water levels on it. The water is expected to get to the 1974 level. We are now in Mildura for the night at the NRMA Riverside Holiday Park in a great cabin. Off to Deniliquin tomorrow.

Mildura to Deniliquin - 345 Ks, a long day, the days seem to be getting longer and harder!! Had to bypass Moama due to the floods so have stopped in Deniliquin for the night, Albury tomorrow. As soon as we crossed the Vic border into NSW the roads were hell. As one of our friends said "it was like driving mario cart" dodging the potholes. Quite dangerous. Stopped in Moulamein for lunch, The Murray is not far from the homes. Stopped for the drovers and their cattle. Beautiful cattle.

Peter: 345km today all done. Late nights working on the bike with flat tyre but hopefully it gets easier from now on 221km tomorrow.

Deniliquin to Lavington/Albury, 221Ks, a bit of rain, lots of water in the paddocks. Lots of photos of The Depot in Deniliquin, wonderful car museum. That's about it for today, Corryong tomorrow.

Peter: Another wet day but finished with full points looks like some more wet riding ahead.

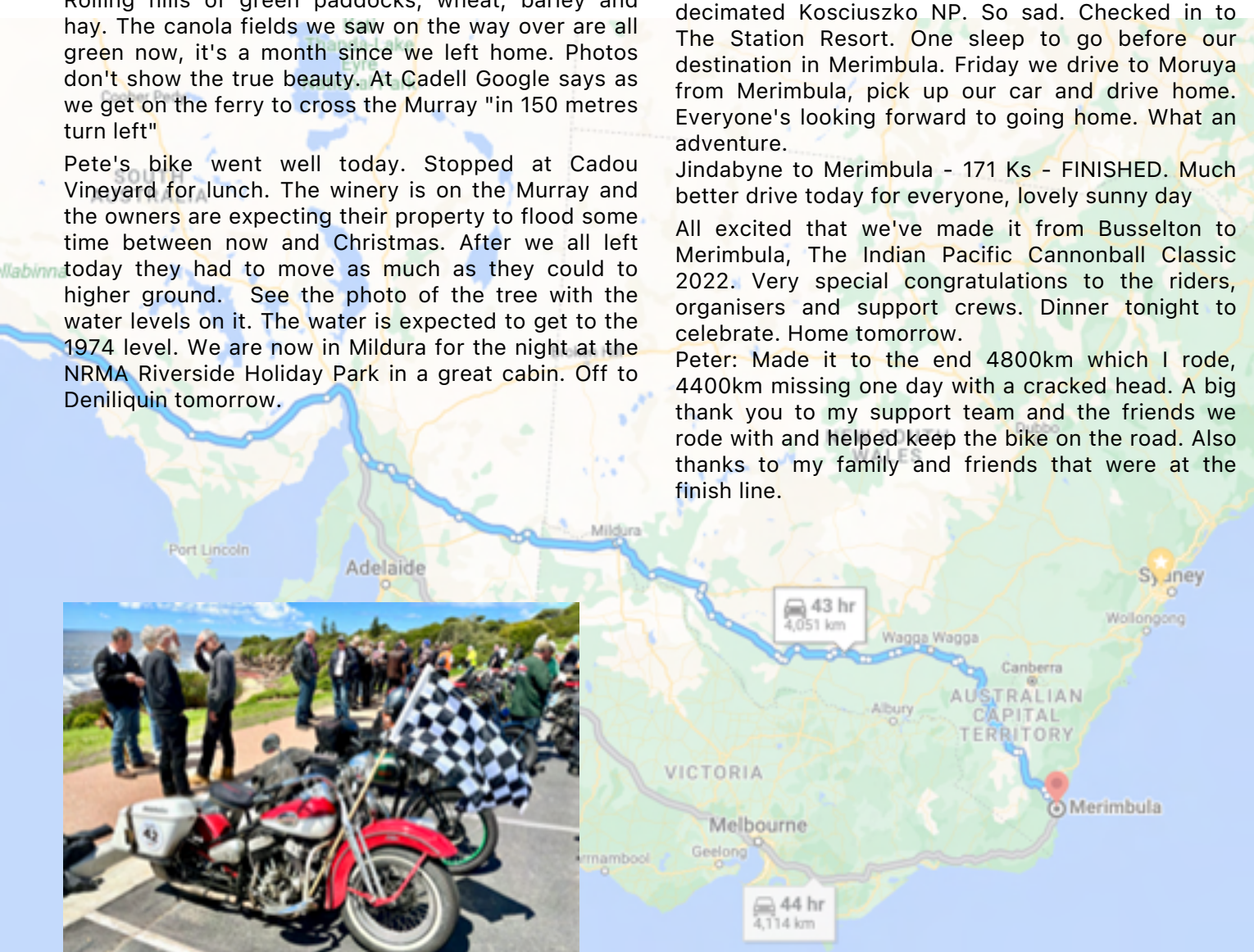
Albury/Lavington to Corryong - 162 Ks, mountain country. Last time we rode this road there was a drought. Of course there is no drought now and the countryside is so green, and wet, and stunning. The lookouts were fabulous, they all looked relatively new. Jindabyne tomorrow.

Corryong to Jindabyne - 227 Ks, a very hard day riding and driving, rain and fog and narrow roads to just before Adaminaby. The bush fires have decimated Kosciuszko NP. So sad. Checked in to The Station Resort. One sleep to go before our destination in Merimbula. Friday we drive to Moruya from Merimbula, pick up our car and drive home. Everyone's looking forward to going home. What an adventure.

Jindabyne to Merimbula - 171 Ks - FINISHED. Much better drive today for everyone, lovely sunny day

All excited that we've made it from Busselton to Merimbula, The Indian Pacific Cannonball Classic 2022. Very special congratulations to the riders, organisers and support crews. Dinner tonight to celebrate. Home tomorrow.

Peter: Made it to the end 4800km which I rode, 4400km missing one day with a cracked head. A big thank you to my support team and the friends we rode with and helped keep the bike on the road. Also thanks to my family and friends that were at the finish line.



# 1942

## DeSoto Series S-10



DeSoto Series S-10 - 1942/1952 - a Chrysler with comfort and style, was produced by DeSoto from 1942 through to the 1952.

While in production, the Series S-10, which was sold with the trim package DeLuxe, was DeSoto's entry-level car, and was offered primarily as two-door and four-door sedans while the Custom offered upscale interiors and appearance, including a 7-passenger sedan and the extended-wheelbase Suburban sedans. The body was claimed to be "rust proofed"

The DeLuxe differed from the more upmarket Custom line by virtue of the traits found in base models, namely less trim, fewer standard features, and plainer interiors in fewer color combinations. A six-tube and an eight-tube radio were optional.

The Deluxe shared its engine with the Custom, and was powered by Chrysler's L-head 237 cu in (3.88 l) six-cylinder engine, delivering 109 bhp (81 kW) at 3600 rpm. The DeSoto had full instrumentation.

In 1948, low-pressure tires became standard equipment.

A fully redesigned Custom was launched in the second half of 1949, along with a redesigned Deluxe.

In 1950, the Custom gained DeSoto's first station wagon body style, which was not offered as a Deluxe and gave the choice of optional wooden panels bonded to the exterior steel body.

The Custom also received DeSoto's first hardtop coupe, which featured pillarless door design and offered interior equipment and refinement from the convertible, and again, the Deluxe was excluded from the premium body style.

## Pontiac Streamliner



The Pontiac Streamliner was produced by Pontiac from 1942 to 1951.

Streamliners used the larger B-body and, except for the station wagons, used fastback styling. The 1941 Super Streamliner models with folding centre armrest were known as Chieftains in 1942. All Pontiacs looked lower, heavier and wider. Extension caps on the front doors lengthened the forward fender lines. The hood extended back to the front doors, eliminating the cowl. The grille, bumper and hood were widened and headlamps were further apart.

After December 15, 1941, wartime "blackout" trim was used. All parts previously chrome plated were finished in Duco Gun Metal Grey.

# WWII motorcycles



## Triumph, Norton, BSA M20, Indian Model 741, Harley Davidson WLA, & BMW R75

At the outbreak of the Second World War, Triumph was riding a wave, with their single cylinder Tigers among the best and most attractive.

Between 1938 and 1941, around 10,000 side-valve 3SWs were supplied to the British military, replacing the 3S. In 1940, the Coventry-based factory supplied around 1,500 5SWs – but production was to end suddenly on the night of November 14, when Germany's

bombs reigned down in the single most concentrated attack on a British city in the war. The bombing claimed hundreds of lives, destroyed over 4,300 homes and damaged two-thirds of the city's buildings, including the Triumph factory. As a result, a number of 3SWs, the first 50 of the 3TW model – a 350cc twin which Triumph had planned to produce in large numbers – plus tooling, plans and spares were destroyed.

Triumph moved its operation into an old foundry building in Warwick, from where it produced the 3HW model, which was based on the Tiger 80. Triumph eventually found a permanent new home at Meriden.

For a firm that was making 4000 machines in 1935, Norton was able to claim the supply of 100,000 motorcycles to the forces after the Second World War.

The models were the 16H and Big 4, which went to army, navy and air forces around the world. The 16H model chosen was the pre-1937 type. If, however, a post-1938 model had been chosen by the powers that be, they would have had the totally enclosed and fully lubricated valve gear.

The 16H model was supplied for 10 years in total. During the first two years of the war, it was the most popular military motorcycle. The Matchless G3L was to push the 16H back, although some continued on the front line.

Norton also supplied the Military Model 1, or Big 4 as it was to become more commonly known. With a 633cc sv engine, the machine featured drive to both the rear wheel and sidecar wheel. With the wheels locked, the outfit would only move in a straight line. The arrival of the all-round and capable American Jeep sealed the Big 4's fate, and many wound up in the western desert towing bomb trains in Australia.

At the outbreak of World War II BSA were Britain's largest motorcycle manufacturer with a long history of armaments supply to the armed forces. Designed by Val Page the BSA M20 started development in 1937 as a heavy-framed sidecar model with a simple 500 cc single cylinder side valve engine. It had low compression and plenty of low-end torque through a standard BSA gearbox.

Early K-M20 models from 1939 were made from standard civilian parts with the addition of military fittings, such as a large 8-inch Lucas DUI42 headlight (fitted with a black out mask), a timing-gear cover with a screw-in plug for access to the magneto drive-pinion nut and special filler caps for the petrol and oil tanks. These early military M20 models were also fitted with a long spiked prop stand on the rear nearside pivoted from a lug brazed on to the rear frame tube. Factory ledgers show that BSA exported K-M20 models to Sweden, South Africa and India, as well as civilian dealers and distributors.

To better understand the Indian Model 741 U.S. Army World War II motorcycle featured here, we need to start with a bit of background.

During the years preceding World War II, Harley-Davidson and Indian emerged as the two main U.S. survivors in an industry that earlier in the century consisted of hundreds of motorcycle manufacturers. The post-Depression, pre-World War II U.S. motorcycle market was in terrible shape due to the advent of mass production and low-cost automobile manufacturing. Motorcycles had fallen out of favour as basic transportation. Harley-Davidson and Indian both catered to the police and civilian motorcycle markets, but sales were very low. When the Army asked Harley-Davidson and Indian



to develop motorcycles for military use, neither manufacturer was in any condition to support a massive buildup. Indian was operating at about 5 percent of capacity, much of its equipment had been sold during the Depression, and that which remained was old. Indian was in terrible shape and might have gone out of business; Harley was only a little better.

### **The military need**

World War II changed Harley and Indian fortunes even before U.S. involvement. The armies of other countries needed motorcycles for their war efforts and that fueled sales for both companies. Indian sold 5,000 Chiefs to the French. As the U.S. was swept into World War II, the US Army

recognized a need for military motorcycles. Motorcycle-mounted military police could lend order to road marches and mass movements of men and equipment; military motorcyclists could get in front of advancing units for reconnaissance. The Army needed motorcycles, and that resulted in a specification to define what the military bikes should be.

The resulting Army specification called for a 500cc engine, which Army engineers thought would be enough. The Army also asked for left-hand throttles, a requirement rumored to be based on the need to keep the shooting hand free. Indian, more desperate for military business than Harley-Davidson, complied with the Army specifications. It already had the 500cc V-twin Junior Scout, informally known as the "30-50" (500cc is 30.5 cubic inches). Harley-Davidson did not have a 500cc motorcycle, nor were they interested in developing one. William Davidson told a



presumably somewhat miffed Army a smaller bike would not meet the Army's needs, and Harley submitted a modified flathead 45 (Harley's 750cc V-twin) for evaluation. Harley called their motorcycle the WLA. "W" was the model designation, "L" indicated a high-compression (5:1) engine and "A" stood for Army. (Though 5:1 compression sounds low, it was greater than the lower-compression WA model that Harley also built.) Harley extended the WLA's forks 2 inches for improved ground clearance, added an engine skid plate, painted the motorcycle olive drab, and bolted on a rifle scabbard and an ammo can. Indian submitted its 30.5-cubic-inch Model 741 with similar modifications. To the chagrin of its engineers, the Army found that Mr. Davidson had been right; the Harley was clearly a better motorcycle for the military mission. That conclusion notwithstanding, the Army could not buy as many motorcycles as it needed from Harley-Davidson, so production contracts went to both Harley and Indian.



### **The World War II military motorcycle mission**

Unlike Germany, the U.S. Army did not intend to use its motorcycles in combat. The Army was aware of Germany's use of motorcycle rifle companies as combat units, and at one point it may have entertained similar thoughts for its military motorcycles, but Army motorcycles were never intended to be combat vehicles. The Army assigned motorcycles to its infantry and armored divisions. In these units, motorcycles



were primarily used by couriers and messengers, but the infantry and armored divisions also used motorcycles for reconnaissance. The speed, agility and maneuverability of the Army's Harley-Davidsons and Indians made motorcycle-mounted scouting a natural use of the machines. Armored and infantry divisions would typically have 200 motorcycles. Military police units used motorcycles for traffic control and other police duties.



Harley and Indian military motorcycles  
Harley-Davidson built four military motorcycles during the war: the aforementioned WLA, the WLC (Canada's

version of the WLA), the Knucklehead EL Overhead Valve model (small numbers were delivered to a few lucky soldiers) and the XA (an experimental motorcycle based on a horizontally opposed flathead twin, à la BMW). The WLA was the U.S. Army's preferred military Harley-Davidson, and Harley built lots of them. Harley-Davidson sold 88,000 military motorcycles to the United States, England, Canada, China, India and Russia. In addition to the 88,000 complete military motorcycles, Harley built enough spare parts to build 30,000 more motorcycles. Significantly, Harley continued to build civilian models during the war.

Indian produced approximately 38,000 motorcycles during World War II, and the company essentially devoted its entire manufacturing capacity to military production. Indian made almost no civilian motorcycles during the war (the company did not even print a catalog in 1942), and it produced only a few police motorcycles during that time. Although the U.S. Army used the Model 741 during World War II, most of the military motorcycles Indian manufactured went to the Allies (including Great Britain, Canada, Poland, Australia and Russia). Like Harley, Indian also built several military models during World War II. These included the Model 741 you see here, the Chief (the Military Chief was based on the 74-cubic-inch Police Chief), the Model 640B (a detuned 45-cubic-inch V-twin based on Indian's civilian model), the M1 (a lightweight 221cc single intended to serve with paratroopers, although there is no evidence it ever did), and the Model 841 (the Model 841 was Indian's answer to the Army request to emulate the BMW; it used shaft drive and a transverse 90-degree V-twin, like Moto Guzzi does today). Like Harley's WLA, the Model 741 was Indian's primary military motorcycle, and it formed the bulk of Indian's World War II production.



### Motorcycle training

Both Harley-Davidson and Indian operated motorcycle operation and maintenance schools for the Army at factories in Milwaukee, Wisconsin (home to Harley-Davidson), and Springfield, Massachusetts (home to Indian). The training included riding on rough terrain, through streams, and in other difficult conditions. At the Army's direction, the Harley and Indian schools taught soldiers how to lock the rear wheel, lay the motorcycle onto its side, roll into a prone position and fire the Thompson submachine guns carried in both motorcycles' forward-mounted scabbards.

### Performance

The Model 741 was based on Indian's existing civilian model Junior Scout, with a 500cc V-twin engine. As Harley-Davidson had done, Indian extended the front



forks and the rear frame for greater ground clearance. The Model 741 used the much-larger Indian Chief's transmission for increased reliability. The Model 741 had a rifle scabbard on the right front fender and an ammunition container on the left front fender (not present on the motorcycle shown in these photos). The Model 741 weighed 456 pounds (less than the Harley WLA), but the reduced power of the 741's 30-cubic-inch engine (compared to the Harley's 45-cubic-inch engine) gave the performance edge to Harley. Both machines were detuned versions of their civilian counterparts. The Indian Model 741, like the Harley-Davidson WLA, was not a high-performance motorcycle. The Model 741 had a top speed of 60mph; the Harley WLA was marginally faster. The Army was more interested in reliability than in top speed.



### Model 741 operation

Today, starting a modern motorcycle involves pushing a button and letting the engine management system do the rest. The Model 741 requires much more operator involvement. The steps in starting the Model 741 include making sure the motorcycle is not in gear, opening the fuel petcock, moving the choke to the fully choked position, opening the throttle a quarter turn, kicking the engine's kickstarter twice to prime the carburetor, moving the right hand grip advance/retard control to the retard position, moving the choke lever back to a partially choked position, switching the ignition on, giving the kickstarter a healthy kick, and then adjusting the spark advance and throttle controls to positions allowing the engine to warm.

The **BSA M20** was a British motorcycle made by Birmingham Small Arms Company (BSA) at their factory in Small Heath, Birmingham. Although initially viewed as a near failure by the War Office in 1936, the M20 evolved into one of the longest serving motorcycles in the history of British military motorcycling, as well as becoming the most numerous type produced for World War II with 126,000 in active service. Many are still in use around the world today.

At the outbreak of World War II BSA were Britain's largest motorcycle manufacturer with a long history of armaments supply to the armed forces. Designed by Val Page the BSA M20 started development in 1937 as a heavy-framed sidecar model with a simple 500 cc single cylinder side valve engine. It had low compression and plenty of low-end torque through a standard BSA gearbox.

Early K-M20 models from 1939 were made from standard civilian parts with the addition of military fittings, such as a large 8-inch Lucas DUI42 headlight (fitted with a black out mask), a timing-gear cover with a screw-in plug for access to the magneto drive-pinion nut and special filler caps for the petrol and oil tanks. These early military M20 models were also fitted with a long spiked prop stand on the rear nearside pivoted from a lug brazed on to the rear frame tube. Factory ledgers show that BSA exported K-M20 models to Sweden, South Africa and India, as well as civilian dealers and distributors.

### M20 factory bombing

BSA workers employed making the M20 were killed in an air raid on the BSA factory in Armoury Road, Small Heath, Birmingham on the night of Tuesday 19 November 1940. The factory was one of the main targets for the Luftwaffe and at 9.25pm a low flying aircraft dropped two bombs which destroyed the southern end of the BSA building in Armoury Road. Rescuers included BSA's own fire brigade who pumped the Birmingham and Warwick canal dry putting out the fire. As well as 53 workers killed, 89 were injured and it was six weeks before the last of the bodies could be recovered. Much of the factory and equipment was destroyed or damaged but BSA had 67 factories so work was transferred elsewhere and production of the BSA M20 continued.





### Military service

Starting a 1942 W-M20

The M20 failed on its first submission to the War Office in 1936 due to 'unacceptable engine wear'. The prototype machine required a replacement piston and cylinder after approximately 6,000 miles. In 1937 three more M20s were submitted to the War Office for testing. Two of these machines only just passed the 10,000 mile suitability tests at Military Vehicles and Engineering Establishment, MVEE, Chertsey, while a third machine was used in service trials. In 1938 when a

small batch was commissioned. Criticised for being heavy and slow, with poor ground clearance it was saved by its reliability and ease of maintenance. As the need for transport quickly gained pace orders were placed for larger quantities. Most BSA M20 motorcycles were used by the British Army but the Royal Navy and the Royal Air Force also commissioned M20's from BSA. Designed as a general-purpose motorcycle for convoy escort and dispatch use, the M20 saw action in almost every theatre of war. After the war the BSA M20 model continued in military service throughout the national service of the 1950s and in smaller

numbers until the end of the 1960s, partly due to the low cost and easy availability of spare parts but also as a result of six years of harsh conditions with no serious failures.

The **BMW R75** stands out by its integral two-wheel drive design, with drive shafts to both its rear wheel and the third side-car wheel, from a locking differential, as well as a transfer case offering both road and off-road gear ratios, through which all four and reverse gears worked. This made the R75 highly manoeuvrable and capable of negotiating most surfaces. A few other motorcycle manufactures, like FN and Norton, offered optional drive to sidecars.

In the 1930s BMW were producing a number of popular and highly effective motorcycles. In 1938 development of the R75 started in response to a request from the German Army.

Preproduction models of the R75 were powered by a 750 cc side valve engine, which was based on the R71 engine. However it was quickly found necessary to design an all-new OHV 750 cc engine for the R75 unit. This OHV engine later proved to be the basis for subsequent post-war BMW flat-twin engined motorcycles like the R51/3, R67 and R68.

The BMW R75 and the competing Zündapp KS 750 were both widely used by the Wehrmacht in Russia and North Africa, though after a period of evaluation it became clear that the Zündapp was the superior machine. In August 1942 Zündapp and BMW, on the urging of the Army, agreed upon standardization of parts for both machines, with a view of eventually creating a Zündapp-BMW hybrid (designated the BW 43), in which a BMW 286/1 side-car would be grafted onto a Zündapp KS 750 motorcycle.



# 1962

## Alfa Romeo Giulia



Alfa Romeo was one of the first mainstream manufacturers to put a powerful engine in a light-weight 1 tonne (2,205 lb) four-door car for mass production.[5] The Type 105 Giulia was equipped with a light alloy twin overhead camshaft four-cylinder engine similar to that of the earlier Giulietta (750/101) range, available in 1.3-litre (1,290 cc) and 1.6-litre (1,570 cc) versions. Various configurations of carburetors and tuning produced power outputs from about 80 to about 110 bhp (55 to 75 kW), coupled in most cases to 5-speed manual transmission.

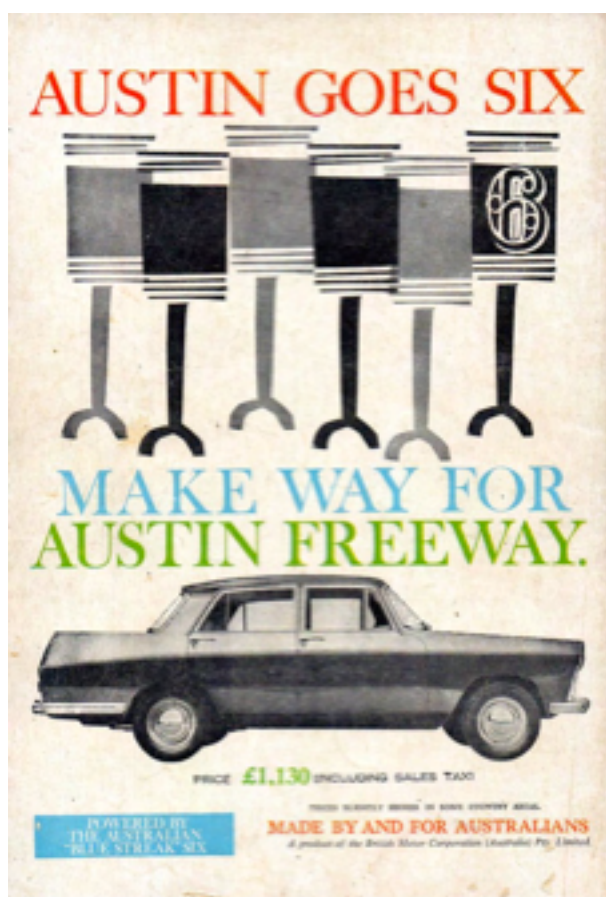
Giulia sedans were noted for lively handling and impressive acceleration among small European four-door sedans of their era, especially considering modest engine sizes offered. The popular Super version with the twin carburettor 1.6 litre engine had a top speed of 170 km/h (106 mph) and accelerated from 0 to 100 km/h (62 mph) in about 12 seconds, better than many sports cars of the late 1960s and early 1970s.

## Austin Freeway

The Austin Freeway was developed by BMC Australia, based on the British Austin A60 Cambridge. It was marketed under the Austin name in both four-door sedan and five-door station wagon body styles.

Using the locally built 2433 cc six-cylinder "Blue Streak" engine, it represented the first attempt by BMC to challenge the dominant Holden and Ford Falcon models in the lucrative six-cylinder family car class with a locally developed vehicle.

Although more expensive than its opposition, the Freeway was well equipped by contemporary standards, offering features such as windscreen washers and a fresh air heater/demister. 3,090 units were sold in its first year but volumes fell well short of those of its Holden and Ford Falcon rivals and of the much more powerful six-cylinder Chrysler Valiant, introduced in Australia earlier the same year. Declining sales saw the Freeway discontinued in 1965 with production ceasing in September of that year after approximately 27,000 cars had been built. The Freeway was replaced by the Austin 1800 with Australian production commencing in 1966.



## BMC ADO16/ Austin 100/ Morris 1100

Known around the world by some 20 different names, the BMC ADO16 is a range of small family cars built by the British Motor Corporation (BMC) and, later, British Leyland. Launched in 1962, it was Britain's best-selling car from 1963 to 1966 and from 1968 to 1971. The ADO16 was marketed under various make and model names; however, the Austin 1100 and Morris 1100 were the most prolific of all the ADO16 variants. The car's ubiquity at the height of its popularity led to it simply being known as the 1100 (eleven-hundred) in its home market.

In production for 12 years, the ADO16 range sold 2.1 million units between 1962 and 1974, more than half of those being sold on the UK home market. British Leyland phased out the 1100/1300 between 1971 and 1974 in favour of the Morris Marina and finally the Austin Allegro.



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## Buick Wildcat



In 1962 the Wildcat was a Buick Invicta subseries, mating the Invicta's longer full-size two-door hardtop Buick body (known as the "sport coupe", body production code 4647 hardtop only) with a high-performance 325 hp (242 kW) version of the 401 cu in (6.6 L) Nailhead V8, known as the "Wildcat 445" for producing 445 lb · ft (603 N · m) of torque. To further distance itself from the Invicta, the Wildcat had Electra 225-like taillights, a bucket seat interior, and a center console with tachometer and transmission shifter. It had a Dynaflo transmission shared by all full-sized Buicks, plus special exterior side trim, vinyl-covered roof (new for 1962), and its own unique emblem: a stylized head of a wild cat, located on each of the C-pillars.

## Daimler 250

The **Daimler 2.5 V8/V8-250** is a four-door saloon which was produced by The Daimler Company Limited in the United Kingdom from 1962 to 1969. It was the first Daimler car to be based on a Jaguar platform, the first with a unit body, and the last to feature a Daimler engine after the company was bought from the Birmingham Small Arms Company by Jaguar Cars in 1960. The engine is the hemispherical head V8 designed by Edward Turner and first used in the Daimler SP250 sports car.



It was essentially a rebadged Jaguar Mark 2 fitted with Daimler's 2.5-litre V8 engine and drive-train, a Daimler fluted grille and rear number plate surround, distinctive wheel trims, badges, and interior details including a split-bench front seat from the Jaguar Mark 1 and a black enamel steering wheel. Special interior and exterior colours were specified. Most cars were fitted with power-assisted steering but it was optional. Automatic transmission was standard; manual, with or without overdrive, became an option in 1967.

The 2.5 V8 was the first Jaguar designed car to have the Daimler badge. A casual observer, though not its driver, might mistake it for a Jaguar Mark 2. The Daimler's stance on the road was noticeably different from a Mark 2.

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A photograph of a box of Miroxol Metal Polish, showing the product name and a small image of a car.

## Chrysler Valiant RV1 & SV1

Produced in Australia from January 1962 to March 1962 this was the first Australian Chrysler Valiant model.

The Valiant RV1 (or Valiant R Series) was launched in Australia in January 1962. Completely knocked down (CKD) packs were imported from Windsor in Canada, bodies were painted at Chrysler Australia's Mile End facility and final assembly was undertaken at Tonsley Park. The Australian model comprised a combination of US Valiant V100 base model and V200 deluxe model components.

The RV1 was offered only with a 225-cubic-inch (3.7 L) capacity inline-six engine, with a choice of three-speed manual transmission or optional three-speed *TorqueFlight* automatic transmission.

The engine was called the Slant Six, due to it being inclined to the right at an angle of 30 degrees. This apparently allowed for a lower bonnet line and also allow for the long intake manifold arms which were also a feature.

The manual transmission was a 3 speed floor shift, with a "curvy" style gearstick that wrapped around the edge of the bench seat, and sat next to the drivers leg. It wasn't until the introduction of the S Series Valiant (SV1) that the shifter moved to the steering column.

The automatic Chrysler Torqueflite transmission had an excellent reputation for service and smoothness. Gears were selected via pushbuttons which sat to the edge of the cars dash gauges.

The SV1 Valiant (or "S Series") was introduced in March 1962, replacing the Chrysler Valiant (RV1)—also known as the "R Series"—only ten weeks after the release of its predecessor. Like the RV1 it was essentially a US design just assembled in Australia. It was an evolution of the previous model, featuring a revised radiator grille treatment with the name "Valiant" at the top. The boot lid no longer included a non-functional spare wheel moulding and round tail-lights replaced the previous oblong units. Mechanical changes included larger brakes, increased fuel tank capacity and a corrosion-resistant exhaust muffler. A steering-column mounted gearshift replaced the floor-mounted shifter, however cars fitted with the automatic transmission option retained push-putton controls.



# Dodge 440



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Introduced in 1962, the Dodge Dart 440 model was the upmarket trim version of the 330/ Dodge Dart. Included was the standard equipment of the Dart and Dart 330, plus backup lights and exterior moldings. The Dart 440 was available as a 4-door sedan, 2-door hardtop, 4-door hardtop, 2-door convertible and 4-door station wagon. The Dart 440 used the 116-inch (2,946 mm) wheelbase shared with the Dart, Dart 330, and Polara 500. Standard was the 225 cu in (3.7 L) slant-six producing 145 hp (108 kW; 147 PS). Claimed fuel economy in 1962 at a steady 40 mph was 24.1 mpg for the slant-6 engine. Optional were V8 engines that included the 318 cu in (5.2 L) 2-barrel Chrysler A, 361 cu in (5.9 L) 2-barrel, 383 cu in (6.3 L) 2-barrel and 4 barrel Chrysler B, as well as the 426 cu in (7.0 L) 4-barrel and dual 4-barrel Chrysler RB engines. Power seats were \$96.





## Ferrari 250 GT Lusso



Keeping in line with the Ferrari "tradition" of that time, the 250 GT Lusso was designed by the Turinese coachbuilder Pininfarina, and bodied by Carrozzeria Scaglietti. Although the interior was more spacious than that of the 250 GT, the 250 GT Lusso remained a two-seat GT coupe, unlike the 250 GTE. The car was manufactured for only eighteen months, from 1962 to mid 1964, and was the last model of Ferrari 250 GT generation.

The 250 GT/L Lusso used a Colombo-designed V12 engine with a displacement of 2,953.21 cc (3.0 L; 180.2 cu in). This engine developed an output of 240 hp (180 kW) at 7,500 rpm and 242 N·m (178 lbf·ft) torque at 5,500 rpm. It was able to attain a maximum speed of 240 km/h (150 mph), thus becoming the fastest passenger car of that period, and required only 7 to 8 seconds to accelerate from 0 to 100 km/h (0 to 62 mph).

The engine was provided with just one overhead cam head through the cylinder bank, two chain driven valves per cylinder and three dual-barrel Weber 36 DCS carburetors, compared to the twin-cam heads and six carburetors used on high performance models.

This V12 engine suffered major smoke emissions during high acceleration and vibrations around 3,700 rpm. This was the reason that Steve McQueen, angered by the smoke in spite of persistent engine repairs, sold his 250 GT/L in 1967. The gearbox was also subject of complaints since it was too high geared.



# Ford Cortina



The **Ford Cortina** is a medium-sized family car that was built initially by Ford of Britain, and then Ford of Europe in various guises from 1962 to 1982, and was the United Kingdom's best-selling car of the 1970s.

The Cortina was produced in five generations (Mark I through to Mark V, although officially the last one was only the Cortina 80 facelift of the Mk IV) from 1962 until 1982. From 1970 onward, it was almost identical to the German-market Ford Taunus (being built on the same platform), which was originally a different car model. This was part of Ford's attempt to unify its European operations. By 1976, when the revised Taunus was launched, the Cortina was identical. The new Taunus/Cortina used the doors and some panels from the 1970 Taunus. It was replaced in 1982 by the Ford Sierra. In Asia and Australasia, it was replaced by the Mazda 626-based Ford Telstar

The name was inspired by the name of the Italian ski resort Cortina d'Ampezzo, site of the 1956 Winter Olympics. Several Cortinas were driven down the Cortina Olympic bobsled run at that resort, a publicity stunt which Ford called "Cortina Auto-Bobbing."

Using the project name of "Archbishop", management at Ford of Britain in Dagenham created a family-sized car that they could sell in large numbers. The chief designer was Roy Brown Jr., the designer of the Edsel, who had been banished to Dagenham following the failure of that car. The Cortina, aimed at buyers of the Morris Oxford Farina and Vauxhall Victor, was launched on 20 September 1962. The car was designed to be economical to buy, cheap to run, and easy and inexpensive to produce in Britain. The front-wheel drive configuration used by Ford of Germany for the new Ford Taunus P4, a similar-sized model, was rejected in favour of traditional rear-wheel drive layout. Originally to be called Ford Consul 225, the car was launched as the Consul Cortina until a modest facelift in 1964, after which it was sold simply as the Cortina.

The Cortina was available with 1200 cc and (from early 1963) 1500 cc four-cylinder engines with all synchromesh gearbox, in two-door and four-door saloon, as well as in five-door estate (from March 1963) forms. Standard, Deluxe, Super, and GT trims were offered, but not across all body styles.

Options included heater and bench seat with column shifter. Super versions of the estates offered the option of simulated wood side and tailgate trim. In an early example of product placement, many examples of the new Cortina featured as "Glamcabs" in the comedy film *Carry On Cabby*.

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The Falcon XL was introduced in August 1962, replacing the Falcon XK which had been in production since 1960. Visual changes from the XK included a new convex grille, bumper mounted park/turn lights, new taillights, and a revised, squared off roofline (on the sedans) which was promoted as the "Thunderbird roofline". Other changes included a new manual gearbox (although it was still a three-speed unit), new clutch, new starter motor, new air cleaner, new suspension system and a new carburettor.

Both engines from the XK were retained; a 144 cu in (2,360 cc) *Falcon Six* inline-six, which produced 67 kW (90 hp; 91 PS) and an optional 170 cu in (2,786 cc) version of the *Falcon Six*, which produced 75 kW (101 hp; 102 PS). Pricing started at £1,070 (\$2,140) for a base model Falcon.

The Falcon XL range included four-door sedan and five-door station wagons. The luxury Futura Sedan and Squire Wagon models were new for the XL series, the latter featuring simulated woodgrain side and rear panels. Commercial vehicle derivatives were available in two-door coupe utility and two-door panel van body styles with the latter marketed as the *Falcon Sedan Delivery*.

The Falcon XL was replaced by the Ford Falcon (XM) in February 1964, production having totalled 75,765 units.

A Falcon XL driven by Bob Jane and Harry Firth was "first across the line" in the 1962 Armstrong 500, with the first four places in Class B filled by Falcon XLs.



## EJ Holden



The **Holden EJ** was produced by General Motors-Holden's in Australia from 1962 to 1963. Introduced in July 1962, the EJ replaced the Holden EK series.

The styling of the EJ was a radical departure from that of the EK, with a lower roofline, a flatter boot and an absence of fins. Improvements were made to the brakes, front suspension and the Hydra-matic automatic transmission.

A new luxury model, the Holden Premier, made its debut in the EJ series, and featured leather interior, bucket seats, metallic paint, a heater/demister with centre console, and arm rests on all four doors. It was fitted with Hydra-matic 3-speed automatic transmission as standard equipment, which was optional on other EJ series models.

On introduction, the EJ range consisted of four-door sedans in three trim levels and five-door station wagons in two trim levels. A two-door coupe utility and a two-door panel van were added to the range in January 1963.

All EJ models were powered by a 138-cubic-inch (2,262 cc) inline six-cylinder engine, producing 75 bhp (56 kW). Since the introduction of the original Holden 48-215 model in 1948, Holdens had been fitted with what was commonly known as the grey motor. The EJ was the last Holden to be equipped with that engine.



*Special*



## Jensen C-V8

The **Jensen C-V8** is a four-seater GT car produced by Jensen Motors between 1962 and 1966.

The C-V8 series had fibreglass bodywork with aluminium door skins, as did the preceding 541 series.

All C-V8s used big-block engines sourced from Chrysler; first the 361 and then, from 1964, the 330 bhp (246 kW) 383 in<sup>3</sup>. Most of the cars had three-speed Chrysler Torqueflite automatic transmission, but seven Mk2 C-V8s were produced with the 6-litre engine and four-speed manual gearbox, followed by

two manual Mk3s. The engine is entirely set back behind the front axle line which made the C-V8 one of the first front-mid-engined cars. While the great majority of C-V8s were made in right-hand drive (RHD), ten were made in left-hand drive (LHD). The car was one of the fastest production four-seaters of its era. The Mk II, capable of 136 mph (219 km/h), ran a quarter-mile (≈400 m) in 14.6 seconds, and accelerated from 0–60 mph (97 km/h) in 6.7 seconds. It was also one of the quickest cars to 60 mph in the world being significantly faster than such performance cars of the period as the Lamborghini Miura, Aston Martin DB5 and Jaguar E Type



## Lotus Elan

The Lotus Elan was launched in October 1962 at the British Motorshow, just as the Sixties started swinging. Jaguar had launched the **E-Type** the previous year, and AC had the Cobra and Ferrari the GTO. Big, expensive, powerful muscles cars. The Lotus Elan was very different, and typically Lotus - ultra modern, lightweight, rapid and huge fun.

It summed up the Sixties: a playful topless two-seat ticket to freedom, it was technically innovative with the first backbone tube chassis of any road car, a fiberglass body, four-wheel independent suspension, 670kg with a peachy power-to-weight ratio, bang up-to-date styling beloved by Kings Road cruisers, and a liberating, rock n' roll attitude.

It came with luxuries that were a rarity at the time, like electric windows, carpets, a heater, and in vogue wooden fascia, but it was still light enough on the scales to outrun other automotive competition - not to mention groupies.

The Lotus Elan Sprint, a more powerful 1973 alternative, could hit 60mph in 6.6 seconds, which even now would be considered respectably fast. Back then it was Neil Armstrong territory.

Its pop-up headlights could wink at admirers. It turned heads on Carnaby Street, where the Swinging Sixties embraced cool new design. As well as its turn on TV, defeating baddies and complimenting Diana Rigg's risqué wardrobe, it found its way onto a magazine cover with Jimi Hendrix posing on the bonnet, and even inspired the lyrics to The Beatles' A Day In The Life. The Elan was Lotus' biggest commercial success to that point, reviving a company stretched thin by the more exotic but in turn more costly to produce Elite. Four different series were produced up until 1973, including a coupe version. Seventeen thousand original examples, including the Elan +2, were produced.

The car was designed by Ron Hickman, who went on to make millions when he patented the Black & Decker WorkMate. He died last year, having earned an OBE for services to industrial innovation.

The Lotus Elan was the design inspiration for the **Mazda MX-5**, which was one of the biggest selling sports cars of the 1990s, and it's clearly the mother of the **Lotus Elise**, which has been a staple of the Lotus line-up since 1996 and is on its third evolution.

The late motoring journalist LKJ Setright summed up the Elan when, in the early 1960s, he wrote poetically, "The package that results may not appeal to those conditioned to judge a car by the shut of the door, the depth of the upholstery or the weight of the paint; but to those whose sensual and cerebral appreciations of motoring offer more relevant criteria, the Lotus is as much a machine for driving as a house by Le Corbusier is a machine for living."

Fifty years on, the Lotus Elan has never gone out of style.



## Maserati Sebring

Maserati's distinctive trident emblem means many things to fans of the marque: It represents a glorious history of motorsports, powerful engines in stunning stylish bodies and an air of exotic Italian exclusivity.

Three hundred and forty-eight Series I Sebring coupes were built between 1962 and 1966, and these cars were powered by a series of twin-spark straight-sixes, all of which shared the then-exotic Lucas fuel injection. The first iteration was a 3,485cc version making 235hp at 5,500 rpm and 261-lbs.ft. of torque at 3,600 rpm; 3.7-liter, 245hp and 4.0-liter, 255hp versions followed, with the latter two being fitted to the 98 Series II cars. The standard transmission in all Sebring coupes was a ZF five-speed manual, and a three-speed automatic was optional. The car's coil spring and double-wishbone front/half-elliptic and live-axle rear suspensions were matched with advanced-power four-wheel disc brakes.

While Sebrings were pricey new, competing with Aston Martin DB4s and Ferrari 250/330 GT 2+2s, they haven't retained as much value as their competitors. In fact, Sebrings represent a true bargain in the Italian sports car market; their values have steadily risen, yet remain around the average cost of a new car today.

Restoration projects will cost you two to three times the market value of the car when it's done, so it's best to avoid such projects unless you will be performing most of the restoration work yourself. And because body and trim parts can be difficult to source and expensive to purchase, it's cheaper in the long run to pay more for a solid runner needing paint and upholstery than for a restoration project half its cost.



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## MG MGB



More than 55 years after it first appeared the enduring MGB is still highly recognisable and affordable. MG was at the height of its fame and prestige when it launched the MGB, a car that carried on the success of the MGA in the 1960s, and provided a base for the six-cylinder MGC, the hard-top MGB GT and its ultimate iteration, powered by a Rover-sourced aluminium V8. MG launched what proved to be its most successful model at the 1962 London Motor Show. Within weeks production was at capacity and cars were trickling into Australian dealer showrooms. Local assembly began in 1963, with kits of parts from the UK gradually being supplemented by locally-sourced items. However, the Aussie-built 'B' would never achieve the 85 percent level of local content it needed to qualify as 'Australian made'.

The engine was a 1.8-litre derivative of the BMC B series four-cylinder - rugged, dependable and delivering a fraction of its potential power. Fed by twin SU carburettors, early versions produced just 71kW but that could be taken very easily to 100kW and higher.

Reliability and smoothness both improved when in 1964 the engine acquired a new crankshaft with five main bearings - up from three in the earlier version. Quoted power output and performance were unchanged.

The factor that attracted buyers most strongly to the MGB wasn't its looks and certainly not performance. It was the level of 'creature comforts' available in a car that was priced well below the comparably-equipped Sunbeam Alpine and Triumph TR4.

The cabin was wider and longer than the MGA it replaced with lots of leg-room and seat travel. A shelf behind the seats provided extra luggage space. Luggage-carrying capacity, even with a haphazardly-mounted spare wheel in the boot, was reasonable.

The dash glittered with switches and chrome-rimmed instruments, and while a heater wasn't initially standard, it was a popular option. Most significant among the MGB's advances was introduction of wind-up windows, replacing the fiddly and draughty side-screens used by the MGA and earlier models.



## BSA A65 Star

The BSA A65 Star was aimed at the US market for unit construction twins. As well as giving a clean look to the engine, with the pushrod passages part of the cylinder block casting, unit construction reduced the number of places oil could leak from. A range of A65 Star twins was produced between 1962 and 1972.

The decision by Lucas in the late 1950s to switch production of motorcycle electrical components (from magneto/dynamo systems to alternators/coil systems) forced British motorcycle manufacturers to completely redesign their engines. Triumph and BSA took the opportunity to move from pre-unit and semi-unit construction to full unit construction, that is, with the engine and gearbox together in an integrated casting. At the same time, Bob Fearon, managing director and general manager of BSA, recognised the need for a new look that built on the



best features of the A10s but would succeed in the potentially lucrative, but competitive, US market.

The BSA A65 650 cc twin cylinder motorcycle, along with its 500 cc A50 smaller twin, were introduced to the public in January 1962. They were intended to replace the 500 cc A7 and 650 cc A10 twins that had been in production since 1946 and 1949, respectively. These two earlier models, like most motorcycles of that era, used a separate gearbox from the engine that is now referred to as being of pre-unit construction.

## Ducati Scrambler

The Ducati Scrambler was the brand name for a series of single cylinder scrambler motorcycles made by Ducati for the American market from 1962 until 1974. Its creation is attributed to the American Berliner Motor Corporation. Models were produced in 250 cc through 450 cc displacements. The 450 variant was sold as the "Jupiter" in the United States.

The first Scramblers (1962-1967) were derived from street-legal models, and featured "narrow case" engines with lightly altered frames. It originally derived from a Ducati Diana road bike converted by Michael Berliner for dirt-track racing in America. These Scrambler models all had a maximum engine capacity of 250cc, and are generally referred to as



"narrow case Scrambler(s)"

The second series used a wider engine case. Frames were modified with experience derived from Bruno Spaggiari's Ducati factory racing motorcycles.

## Laverda 200 Bicilindrico

The Laverda 200 Bicilindrico (200 Twin) is a 199.5 cc (12.17 cu in) air cooled ohv 4 stroke parallel twin motorcycle produced by the Italian manufacturer Laverda from 1962 to 1976. It was the company's first twin machine and the time of introduction it was Laverda's largest displacement model. Around 4,500 machines were produced, 2,000 of which were sold on the home market. Most of the remainder were exported to the UK and US as the 200 Gemini. The 14 year production run made it one of Laverda's longest running models.

Laverda manufactured lightweight singles during the 1950s, their 75/100 cc model being one of the most commercially successful Italian motorcycles of the times with 38,000 sold.

At the end of the 1950s legislation was introduced in Italy to prohibit motorcycles under 150 cc on motorway and Laverda started to loose ground to Gilera and Morini. In response, Laverda designed a scooter and the 200 twin. Francesco Laverda had an admiration of Triumph motorcycles. This was reflected in the twin cylinder design, single downtube front part of the frame and rear bodywork reminiscent of Triumph's 'bathtub' 3TA and 5TA models. Most European motorcycles has the gearchange on the right, but with a view to the American market the gearchange was placed in the left on the Bicilindrico.

Intended as 'everyday' transport, the twin was first shown at the 1961 Milan Motorcycle Show and production started in 1962. The machine was available finished in light green, sky blue or orange.





## MV Augusta Liberty

The **MV Agusta 50 Liberty** was in Cascina Costa di Samarate, Italy from 1962 to 1969. After the Nuovo codice della strada (traffic code) came into force, motorcycles with a cylinder capacity of less than 50 cc and a maximum speed of 40 km/h were the only motor vehicles that could be used by people without a driving license.

Some Italian motorcycle manufacturers, seeing their production fall due to the availability of low-cost utility cars, decided to enter the light motorcycle sector, creating economical models equipped with refined and robust four-stroke engines.

As a motorcycle aimed at youngsters not old enough to hold a licence, the MV technicians focused giving the machine "real" motorcycle looks. The chassis and bodywork were of a generous size for its engine size.

The "Liberty" was offered in two versions, the "Turismo" and the "Sport Speciale", priced at 112,000 and 114,000 Lire respectively. This was quite inexpensive, in relation to the technical refinement of the engine and chassis.

For the domestic versions of the "Liberty", to the "Code", the maximum speed was 40 km/h, however, overseas version were capable of 60 km/h. Initially fuel consumption of 1 litre of petrol per 100 km was claimed, later a more credible consumption of 1.5 liters per 100 km was claimed.

A second series was introduced in 1966, 18" wheels replaced the original 16" items and the "Sport" received a 4-speed gearbox. A more upmarket "America" model was introduced.



## Norton 650 Dominator

The Norton 650 Dominator was a 650 cc vertical twin motorcycle manufactured by the British Norton Motorcycle Company from 1962 to 1967. Initially production was at Norton's Bracebridge St, Birmingham factory, but following the factory's closure in 1963, production was transferred to parent company AMC's works in Plumstead, London.

Initially produced in single and twin carburettor versions, the single carb version was soon discontinued. The twin carb version, the 650SS, was described as the 'Best of the Dominators'.

To satisfy the American market desire for larger displacement engines, the 650 cc Manxman was introduced as an export only model in 1961. A European styled version of the Manxman was shown in early 1962 at the Amsterdam International Auto Show and went on sale in April that year as the 650SS. Single carburettor versions of the machine were also produced.

The 650 Dominator was initially produced in 3 variants; Standard, De Luxe and Sports Special (SS).



## Suzuki T10

The Suzuki T10 is a 246 cc (15.0 cu in), two-stroke, twin-cylinder motorcycle produced by the Japanese Suzuki company between 1962 and 1967. The model was based on the earlier Colleda TT and had an improved frame. It was marketed as the El Camino in the US and was Suzuki's first twin to be sold in America.

The engine of the T10 was a development of the earlier Colleda TT, which had been introduced in 1956. The 180° piston ported two stroke twin was of unit construction and had cast iron barrels and an alloy head.

Ignition was by twin coils with points mounted on the end of the crankshaft. Power to the 12v battery was supplied by a flywheel generator and the machine was fitted with an electric start. Fuel was delivered by twin 20 mm Mikuni Carburettors.

Primary drive was by helical gears to a multi-plate wet clutch. The four speed sequential gearbox used a 'rotating shift' mechanism; 'changing up' from top (4th) gear took the gearbox back to neutral. This was intended to reduce footwork when riding in traffic. Chain drive took power to the rear wheel and the chain was fully enclosed to protect it from road dirt.

A new frame was designed for the T10 which was of a pressed steel beam design. The engine hung from the beam with no frame parts coming down in front of the engine. Rear suspension was by swinging arm with twin shock absorbers. At the front telescopic forks were used.

Brakes were drums front and rear, the front being operated by cable and the rear by hydraulics. The spoked wheels were both fitted with 300 x 17 tyres.



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## 1983 BMW R80st

**This quirky sport-touring bike is the street version of the original R80G/S, and it's one of the oddest, most limited, and therefore most desirable Airheads ever made.**

In 1983, BMW added a more street-oriented sibling based on the R80 G/S, but replaced the 21-inch front wheel with a more streetable 19-incher. The new R80ST retained the G/S's High level exhaust, Monolever rear, though again with reduced travel, the G/S's kickstart lever was deleted. It also got a dual seat and shorter forks, and handlebars from the R65.

The result was this light, sweet-running, reasonably quick and sharp-steering bike

Based off the same lightweight, single-sided swingarm monoshock chassis as its off-road sibling, the R80 G/S, the ST came with a slightly shorter-stroke rear shock, a shorter front end.

Purists love these bikes, and for good cause. They're so nimble and well-balanced that most who own them hold onto them, and they're also a popular candidate for being converted to an off-road-going G/S, which are only getting harder to find. Fewer than 6,000 were ever made.

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