

MOTO

Eurobodalla



December 2023

Featured: 71 Cars & 16 bikes from 1933 1963 1993
Member's cars on show
Driving across the green heart of Wales

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1933

Bikes

BSA M33-10
BSA W33-7
Sokol 1000 (CWS M111)

Cars

Datsun Type 12
Alfa Romeo RC 1900
Alvis Crested Eagle
Audi Front UW 220
Austin Light Twelve-Four
Bentley 3^{1/2} Litre
BMW 303
Chevrolet Series CA Eagle
Delage D4
Morgan F Series 3 Wheeler
Fiat 518
Ford Rheinland
MG KN Magnette
MG L Type
Morris 10
Packard Super Eight
Packard Twelve
Pierce Silver Arrow
Renault Vivasport
Singer Nine
Tatra 75
Triumph Gloria

1963

Bikes

Honda CZ100
Lambretta Li SPecial
Mountain Goat

Cars

Abarth Simca 2000
Alpine A110
Alfa Romeo 105/115 Series Coupes
Alvis Three Litre Series III (TE21)
Aston Martin DB5
Bone Equipe
ATS 2500 GT
Bristol 408
Buick Riveiera
Chevrolet Corvette (C2)
Chevrolet Testudo
Chrysler AP5 Valiant
Ferrari 330
Hillman Imp
Holden EH
Honda T360
Honda S500
Humber Sceptre
Isuzu Bellett
Iso Grifo
Jaguar S-Type
Jeep Wagoneer
Lancia Fulvia
Lister-Jaguar Coupe
Lotus Cortina
Maserati Mistral
Maserati Quattroporte
Mazda 323
Mercedes W113 Roadster Coupe
Mercedes-Benz 600 (W100)
Mercury Marauder
Rover P6
Triumph 2000

1993

Bikes

BMW R1100GS
BMW F650
Cagiva C593
Ducati Monster
Ducati Supermono
Honda CB500 twins
Aprilla Scarebeo
Triumph Tiger 900
Yamaha GTS1000
Yamaha YZF750R

Cars

BMW 3 Series Compact
Cadillac Fleetwood
Chevrolet Camaro (4th gen)
Citroen Xantia
Donkevoort D8
Ford Falcon ED
Ford Falcon XG
Ford Mustang (4th gen)
Ford SVT Mustang Cobra
Holden Commodore VR
Kia Sportage
Mercedes-Benz C Class (W202)
Mitsuoka Vlewt
Peugeot 306
Porsche 911 GT4
Porsche 993

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President's Message

Rob Upton

The end of another year is fast approaching and in contrast to the turbulent past few years it's been refreshingly normal, for life in general and for our club. We have welcomed some great new members and said goodbye to a few... a sad fact of life.

We've also seen a lot of vehicles change hands between members and some new ones coming into our fold. The enjoyment of finally purchasing that "Holy grail" is hard to match.

Crank It Up was another massively successful event again this year, the huge Rock and Roll and Lifestyle festival in Batemans Bay which is being attended by many of our members. This followed on from last weeks Club show at Willinga Park which had over 250 cars and 120 Motorcycles show up, truly amazing for our neck of the woods.

With Christmas approaching we have a huge tourist presence and it seems more often now that many are bringing their Historic cars. With that in mind we are continuing our club runs throughout the Holiday season to enable them to join us and enjoy their time here to the fullest.

Have a great Christmas and New Year everyone.

Front Cover

CVMCE cars on display at Willinga Park



The Classic and Vintage Motor Club of Eurobodalla (CVMCE)



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Public Officer Rod Shanahan 0458 716 699		Narooma Graham Symons 4476 4827

REGULAR EVENTS:

- ◇ General Meetings: First Tuesday of each month (except January) 7:30pm at Tomakin Sports and Social Club
- ◇ Saturday Runs: Meet for Coffee: Moruya Waterfront Hotel, or Tomakin at Smokey Dan's
- ◇ Wednesday Morning Runs: We meet at 9:00 - 9:30am in Moruya at car park rear Adelaide Hotel for 10am departure to the nominated location - or socialise at a local Moruya cafe. Motor vehicles of any age welcome.
- ◇ Sunday Runs: These are held on the 1st & 3rd Sundays of the month, leaving from Moruya from the rear Adelaide Hotel. See Facebook for any last minute changes
 - ◇ 1st Sunday to Nelligan
 - ◇ 3rd Sunday to East Lynne
- ◇ Magazine: MOTO Eurobodalla, normally published four times a year will be published three times in 2023.

Copies are made available at meetings.

Moruya Books



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9 Church Street, Moruya

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

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E: read@moruyabooks.com.au
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Moruya Books

Editor's Message



Bernie Du Field

Welcome to edition 3/3 for 2023, even editors get long service leave, back to four issues for 2024. Apologies to the run director who had to project so far ahead, which brought to light how often venues close down and others open up.

One of the things that stands out when reminiscing about cars from decades ago is how individual they looked. Different makes stood out from each other, and models within a brand were distinctive. Even someone not really interested in cars knew what an Alfa and a VW looked like. Citroens had a don't care what you think look about them and there was no mistaking a Mercedes, a Porsche or a Corvette. A Holden, a Ford and a Chrysler were very distinctive. A Toyota and a Peugeot were quite different to an Audi or a Subaru back in the day.

The other thing I notice is how sexy Italian cars were last century, how conservative English cars were, and how outrageous American cars were. It's almost like they are a reflection of the country that made them?

In 2023 so many cars seem to have morphed into an average of each other, a generic appliance. Are car manufacturers too scared to look different in case it loses them a sale? It is almost like the decisions are made by soulless accountants (not all accountants) rather than designers who are passionate about cars.

PO Box 684 MORUYA NSW 2537

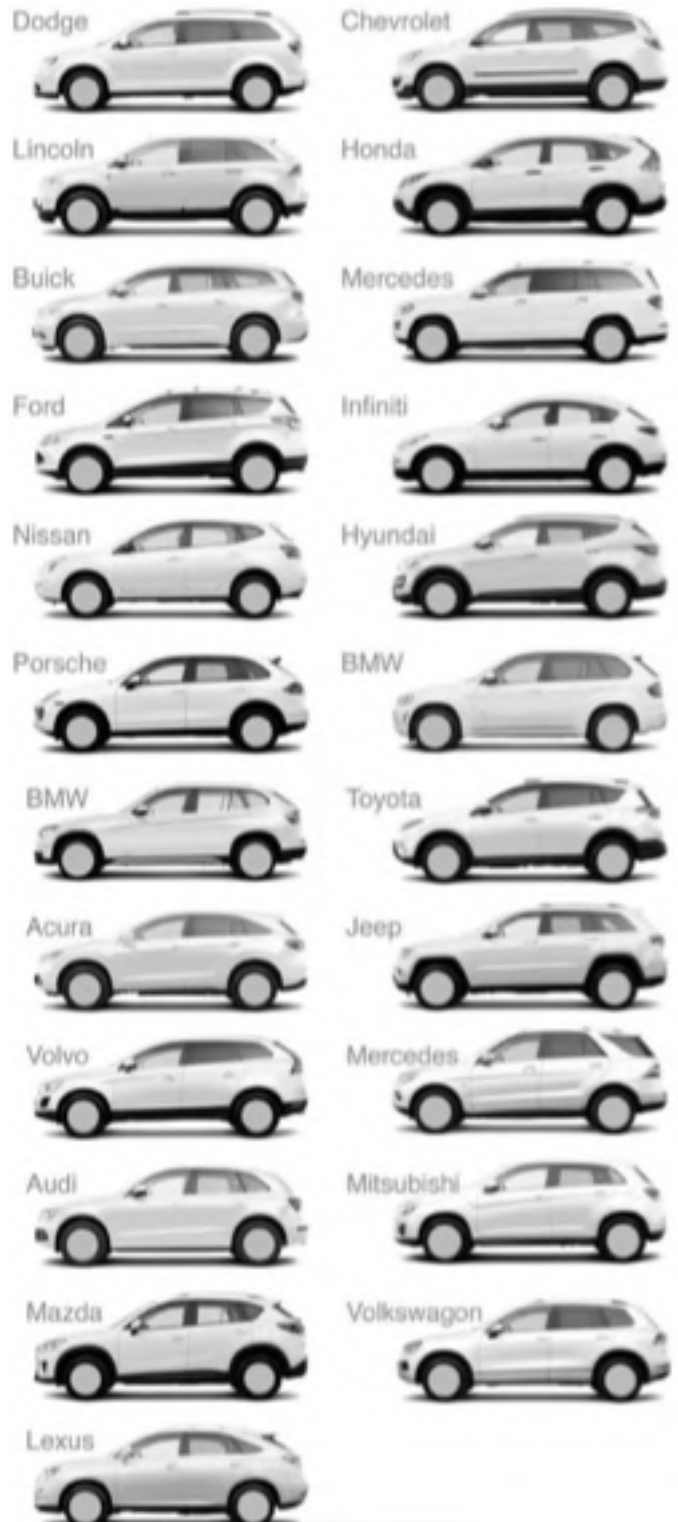
www.cvmce.org.au

REMINDER

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

CVMCE New Member Policy

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



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2022 Club Runs No: 97

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



Runs are for members and friends.

Runs subject to change such as venues closing, please refer to website <https://cvmce.org.au/pages/events-1> for a complete list of officially sanctioned club runs, or CVMCE Facebook page for updates. members will be notified via SMS for those who have RSVP'd for the run.

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

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

2-Dec	Saturday	Cars, bikes and coffee Moruya and Tomakin
3-Dec	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf St, Nelligen
5-Dec	Tuesday	Club Meeting at Tomakin Sports Club
6-Dec	Wed	MOSSY POINT Café, 31 Pacific St, Mossy Point
9-Dec	Saturday	Cars, bikes and coffee Moruya and Tomakin
10-Dec	Sunday	euroCruise, Christmas BBQ Sandy Place, Long Beach
13-Dec	Wed	MALUA BAY Bowling club, 40 Sylvan St, Malua bay
16-Dec	Saturday	Cars, bikes and coffee Moruya and Tomakin
17-Dec	Sunday	3rd SUNDAY RUN EAST LYNN Roadhouse Pie Shop, Princes Highway, East Lynne
20-Dec	Wed	Mossy Point Boat Ramp, 165 Annetts Parade, Tomakin
23-Dec	Saturday	Cars, bikes and coffee Moruya and Tomakin
24-Dec	Sunday	No run
27-Dec	Wed	No run
30-Dec	Saturday	Cars, bikes and coffee Moruya and Tomakin
2-Jan	Tuesday	NO monthly meetings held in January
3-Jan	Wed	MOGO Courtyard, 44 Princes H'way, Mogo
6-Jan	Saturday	Cars, bikes and coffee Moruya and Tomakin
7-Jan	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
10-Jan	Wed	Bermagui Sundeck Fishermen's Wharf 73/79 Lamont St, Bermagui
13-Jan	Saturday	Cars, bikes and coffee Moruya and Tomakin
14-Jan	Sunday	euroCruise 2nd Sunday run
17-Jan	Wed	Batemans Bay JJ'S at the Marina, 27 Beach Rd, Batemans Bay
20-Jan	Saturday	Cars, bikes and coffee Moruya and Tomakin
21-Jan	Sunday	3rd SUNDAY RUN EAST LYNN Roadhouse Pie Shop, Princes Highway East Lynne
24-Jan	Wed	LILLI PILLI Three66 café, 1/366 George Bass Dr, Lilli Pilli
27-Jan	Saturday	Cars, bikes and coffee Moruya and Tomakin
28-Jan	Sunday	4th Sunday Run to Batemans Bay Waterfront in Clyde St
31-Jan	Wed	NAROOMA Golf Club, 1 Ballingalla St, Narooma
3-Feb	Saturday	Cars, bikes and coffee Moruya and Tomakin
4-Feb	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
6-Feb	Tuesday	Club Meeting at Tomakin Sports Club
7-Feb	Wed	Batemans Bay Regional Botanical Gardens Deep Creek Dam Rd, Batemans Bay
10-Feb	Saturday	Cars, bikes and coffee Moruya and Tomakin
11-Feb	Sunday	2nd SUNDAY RUN euroCruise
17-Feb	Saturday	Cars, bikes and coffee Moruya and Tomakin
18-Feb	Sunday	3rd SUNDAY RUN EAST LYNN Roadhouse Pie Shop, Princes Highway, East Lynne

21-Feb	Wed	MORUYA Shelley's Café 29 Shelly Rd, Moruya Industrial Estate
24-Feb	Saturday	Cars ,bikes and coffee Moruya and Tomakin
25-Feb	Sunday	4th SUNDAY RUN to Batemans Bay Waterfront in Clyde St.
28-Feb	Wed	BERMAGUI Sundeck Fishermen's Wharf, 73/79 Lamont St, Bermagui
2-Mar	Saturday	Cars ,bikes and coffee Moruya and Tomakin
3-Mar	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
5-Mar	Tuesday	Club Meeting at Tomakin Sports Club
6-Mar	Wed	MOSSY POINT Café, 31 Pacific St, Mossy Point
9-Mar	Saturday	Cars ,bikes and coffee Moruya and Tomakin
10-Mar	Sunday	2nd Sunday run- euroCruise
13-Mar	Wed	BATEHAVEN Crumb Café, 2/268 Beach Rd, Batehaven
16-Mar	Saturday	Cars ,bikes and coffee Moruya and Tomakin
17-Mar	Sunday	3rd SUNDAY RUN EAST LYNN Roadhouse Pie Shop, Princes Highway East Lynne
20-Mar	Wed	TOMAKIN River Mouth General Store, 101 Sunpatch Parade , Tomakin
23-Mar	Saturday	Cars ,bikes and coffee Moruya and Tomakin
24-Mar	Sunday	4th Sunday Run to Batemans Bay Waterfront in Clyde St.
27-Mar	Wed	MOGO Courtyard, 44 Princess H'way, Mogo
30-Mar	Saturday	Cars ,bikes and coffee Moruya and Tomakin
2-Apr	Tuesday	Club Meeting at Tomakin Sports Club
3-Apr	Wed	BAWLEY POINT Saltwood Café, 636 Murramarang Rd, Kioloa
6-Apr	Saturday	Cars ,bikes and coffee Moruya and Tomakin
7-Apr	Sunday	1st SUNDAY RUN NELLIGEN River Café, Wharf st, Nelligen
10-Apr	Wed	Batemans Bay JJ'S at the marina, 27 Beach Rd, Batemans Bay
13-Apr	Saturday	Cars ,bikes and coffee Moruya and Tomakin
14-Apr	Sunday	2nd Sunday run- euroCruise
17-Apr	Wed	LILLI PILLI Three66 café, 1/366 George Bass Dr, Lilli Pilli
20-Apr	Saturday	Cars ,bikes and coffee Moruya and Tomakin
21-Apr	Sunday	3rd SUNDAY RUN EAST LYNN Roadhouse Pie Shop, Princes Highway East Lynne
24-Apr	Wed	Batemans Bay Regional Botanical Gardens, Deep creek dam Rd, Batemans Bay
25-Apr	Thurs	ANZAC Day Functions across the shire.
27-Apr	Saturday	Cars ,bikes and coffee Moruya and Tomakin
28-Apr	Sunday	4th Sunday Run to Batemans Bay Waterfront in Clyde St.

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

CLYDE AUTO



B A T E M A N S B A Y

Meet a member

Jake Harris

Allow me to introduce you to my MG TA. It has quite an interesting history, and quite the story about how long I have kept an eye on this car, hoping, daring to dream, that I would one day own it.

Built in December 1938 and first registered in the UK as ETC334 in April 1939. I have no history of this car (yet) until it was found in a derelict state in Swindon and purchased in 1960 by Ron Gammons (of Gammons & Brown MG Fame). At this time 2982 was Black with Red trim (most likely original). Although the Australian Pre-War Register lists the car as original, it was rebuilt by Ron and used as his everyday vehicle along with some competition history at Brands Hatch and Shelsley Walsh. The original motor MPJG3268 was replaced prior to 1960, with a genuine TA motor (MPJG3198), unlike a lot of TA's that have been fitted with TC, Japanese, or even 6 cylinder Holden motors.

In 1969, it was purchased by an Australian Anne Pridham, who was living in England at the time, and used it extensively throughout the UK, Europe and North Africa clocking up an enormous number of miles and only breaking down once, ironically on the A22 Purley Way right outside the house of Geoff Gillett who was a racing colleague of the previous owner Ron Gammons! Anne shipped the car to Australia, and the Pre-War MG register lists it as a recent import in 1972. It was registered TA390 in Victoria and used in Melbourne until Anne moved to Wollongong in the late 1980's.



Having bought the car in 1969, Anne believed she had owned a TA longer than anyone else in Australia (and possibly the World). I first spotted the car outside the Jamberoo Pub one Sunday morning, and incorrectly identified it as a TB (because I thought I knew all the TA's in the region)! Anne promptly corrected my mistake! I then introduced her to my dad and showed her TA1980, which has been in the possession of the Harris





family since 1948!

Phil Dadd from Thornleigh in Sydney purchased the car from Anne in 1993 and used it as a touring car (because his PA was too small), completing trips with like-minded MG enthusiasts to Western Australia, Victoria, Queensland, Tasmania, and many events in NSW. Phil undertook a lot of work on the car including a motor recondition, a gearbox rebuild, a brake system refurbish and a reline of the clutch with bottle corks as originally

fitted (most restorers these days replace the clutch with Kevlar or cork sheet from a fork lift). Phil, armed with photos and details from my dad's TA 1980 undertook a "Holiday" in the UK where he scoured the swap meets, jumble sales and flea markets and acquired a complete set of the "correct tools" for the original tool boxes under the bonnet.

The car was not advertised, but in 2019 I heard a vague rumour in MG circles octagons that Phil *might* be willing to part with 2982. After a couple of phone calls, Phil invited me up to Sydney. Although at this point, he had still not indicated that the car was for sale. On the first trip my dad and I spent a lovely morning with Phil and the car, having morning tea, and looking over his large book collection. In the end Phil agreed to let me have 2982, but wouldn't discuss money nor sign it over to me, as he insisted I go home and discuss the "arrangement" with my wife. Phil obviously had his price, but he also didn't want the car to leave Australia (I could live with that), he also wanted to sell it to someone "who knew what they were getting". No problems there, I'd been watching and waiting for the car for 30 years at this point (I had nowhere to keep it in 1993 and no money to buy it). I tell people now passing over the money was nowhere near as hard as passing the interview to be allowed to "look after it".

As it turned out, the next trip to Sydney to pick up "another" TA happened to be my dad's last excursion out of the Illawarra. After owning his car for over 70 years at this point, I worked out I'd have to live to 130 to beat his record!

Dad was horrified, and reckoned I'd paid too much for the car. My answer to him was that no one but Phil and I knew what the price was. Dad's answer to that was his was a better car and he had only paid the equivalent of \$1000 for it.



Phil was Horrified that I turned up with a fully enclosed race car trailer to pick up the TA. He expected me to jump in the thing and drive it for 6 hours to get home to Moruya. He didn't think I should be using a trailer and should be driving it to Western Australia like he did, or to Egypt like Anne did, or in the rain and snow like Ron. After another lovely morning tea, I loaded the car in the trailer, it fitted millimetre perfect compared to TA1980 which told me the chassis was very straight and the car had probably never had a serious prang. Then Phil started to drag out the other "stuff". Another steering box, a box of carburettor parts, another full of fuel pumps, receipts and photos going back to Anne's ownership, the original diff..... you get the picture. I think I brought 11 wheels home.

Even though the car was in running order, and Phil was confident I could and should drive it anywhere my intention was to do a rolling restoration in the style of the MG factory team cars of the late 1930's. In my last 60 years hanging around the MG crowd one of two things tends to happen with a restoration; A Someone starts a complete nut and bolt strip down and loses interest after a few years because they have bitten off more than they can chew and realise that the cost involved can blow the budget right out of the water or, B They do such a good job with so much attention to detail including time and money spent, when it's finished, they don't feel inclined to use the car the way the maker intended.

The more I drive the car the more I love it (nowhere near as stressful as driving dad's TA but that's another entire saga). The trouble is, now I feel a can't start any jobs because I have to take the car for coffee next Monday/Wednesday/Saturday etc.



1933



The 1933 **Datsun Type 12** was a small car produced by the Nissan corporation. Japanese laws at that time did not require a license to drive automobiles with small-displacement engines. DAT/Nissan (as they were then known) produced the Datsun Type 11 as their entry into this market. The original limitation for this class of vehicles was 500 cc displacement engines, but that was changed to 750 cc in 1933. Nissan responded to this change by producing a larger engine, and gave the more powerful car a new name, the Type 12.

The **Alfa Romeo 6C 1900** was the final derivative of the original 6C 1500, produced in 197 examples during 1933. The double overhead camshaft, naturally aspirated, straight-six engine with a displacement to 1,917 cc. For the first time on a 6C the cylinder head was aluminium; some engines were also manufactured using an aluminium block with pressed-in steel sleeves in place of the usual cast iron block. With 68 bhp (51 kW) at 4,500 rpm the 6C 1900 could achieve a top speed of 130 km/h (81 mph). A new four-speed gearbox was fitted, with synchromesh on the two top gears and a freewheel mechanism.



602 **Alvis Crested Eagle**'s were manufactured between 1933 and 1940. Common to all cars is a water-cooled six-cylinder in-line engine 4,387 cc (268 cu in) with overhead valves; it was installed behind the front axle on a chassis frame driving a rigid rear axle suspended on semi-elliptical longitudinal leaf springs. All Crested Eagle models were available from the factory in two versions, as a four-door saloon (primarily for the self-driving owner) or as a limousine (primarily for chauffeur service). These had six side windows. As was customary in the company, Alvis had all bodies manufactured externally, the "saloons" regularly at the coachbuilder Charlesworth Bodies, the "limousines" at Mayfair Carriage Co. In addition, customers could also purchase their Crested Eagle as a pure rolling chassis with all drive components, but without body and interior fittings, in order to have it individually clad by a body builder of their choice. Special bodies from at least eleven different coachbuilders are known.

The **Audi Front UW 220** was Europe's first car to combine front-wheel drive with a six-cylinder engine, 1950cc. It remained in production for slightly under two years before being replaced by the **Audi Front UW 225** featuring a larger 2.25-litre engine. Between 1933 and 1938, the Front was the only Audi in volume production.



The **Austin Light Twelve-Four** was produced from 1933 until 1939. It was replaced in 1939 by a completely new car also called the Austin 12 which kept the same engine. The "12" in the name referred to the taxation horsepower, a British rating which controlled the annual taxation payable to use the car on the road.

Austin introduced this new car in September 1932. It was made by fitting a 1535 cc side-valve, four-cylinder engine with 24 bhp output into the same chassis as they had been making since late 1930 for their six-cylinder 12/6 which was also in the same 12 hp class. This new four cylinder engine was coupled to a four-speed "crash" gearbox at first, but a new transmission with synchromesh on third and top speed appeared in 1934 and then also on second in 1935.





The **Bentley 3½ Litre** (later enlarged to **4¼ Litre**) was presented to the public in September 1933, shortly after the death of Henry Royce, and was the first new Bentley model following Rolls-Royce's acquisition of the Bentley brand in 1931. From the outset, the car was intended to compete on quality and grace rather than sporting reputation which had been the cornerstone of the pre-1931 Bentley company.

Bentley sold only the drivable bare rolling chassis with engine and gearbox, scuttle and radiator, ready for coachbuilders to construct on it a body to the buyer's requirements. Many distributors ordered their preferred bodies as showroom stock to enable them to stock finished cars ready for immediate sale.

Bentleys of this era are known as **Derby Bentleys** because they were built in the Rolls-Royce factory located in Derby, England. Those of Bentley's previous independent era are Cricklewood Bentleys.



The **BMW 303** was a small family saloon produced in 1933 and 1934. It was the first BMW motor car with the "kidney grille" associated with the brand. Upon its introduction in 1933, the 303 was the largest car BMW had made. The 303 was the first BMW car to use a straight-6 engine. The M78 1182 cc six-cylinder engine was developed from the four-cylinder engine used in the 3/20. Two-door saloon and cabriolet bodies were manufactured, at first by Daimler-Benz's coachworks in Sindelfingen, and later by Ambi-Budd in Berlin. Ambi-Budd would also offer a two-seat sports cabriolet for the 303. At the time it was being made, the 303 was the least expensive six-cylinder car in Germany. However, it was considered underpowered, with a top speed of 90 km/h (56 mph).



The **Chevrolet Series CA Eagle** and **Master** was manufactured in 1933 to replace the 1932 Series BA Confederate.

The Series CA sold a combined 450,435 vehicles, an increase of nearly 140,000 over the previous year's Series BA sales of 313,395, and ensured that Chevrolet was able to retain their number one spot in American car sales. The Series CA saw the end of two-seater cars from Chevrolet, and the new Town Sedan included an integral trunk.

The engine powering the Series CA was a new, larger 206 cu in (3,380 cc) version of the "Stovebolt Six", producing 65 hp (48 kW) @ 2800 rpm and 146 lb•ft @ 1000-1800 rpm. A smaller 181 cu in (2,970 cc) six-cylinder was used in the Standard, producing 60 hp (45 kW).



Delage was a French luxury automobile and race car company founded in 1905 by Louis Delage. The company is known for their success in motorsport racing during the 1920s with cars such as Delage 2 LCV which won the 1924 European Grand Prix in Lyon and the 1925 Grand Prix of ACF Montlhéry. By 1930s, Delage shifted its focus into producing luxury automobiles including Delage D4, Delage D6, and Delage D8.

The **Delage D4** was a 4-cylinder compact luxury car in the 8CV car tax band produced between 1933 and 1934.

With the D4 the manufacturer returned to a market sector that it had neglected ever since ending production of the "Type AM" in 1921. A strategy of broadening the range downwards was understandable in the context of a French car market that failed to rebound from the economic depression in the way experienced in Britain and Germany. (French automobile production only returned to its 1928 level in 1938.

Delage did not have the dealer/service network across France necessary for a volume automaker, and it is unlikely that the production processes for the D4 were as cost-effective as those for its competitors in the now hotly contested 8CV class. In price terms the Delage found itself undercut by Peugeot, Citroën and Renault.

The D4 did, for a time, boost Delage sales, but the effect proved short-lived. In 1934 production came to an end.



The **Morgan F-Series 3-Wheeler** is a model of 3-wheeled car. It was produced between the mid- 1930s and 1952. The car was powered by Ford 8hp and 10hp sidevalve engines (as used in the Ford Model Y), instead of the V-twin motorcycle engines that had been used in previous Morgans (typically from JAP, Anzani, or Blackburne), and the F-Series had a new pressed-steel chassis.

The 3-wheeler Morgan has been widely emulated; many 3-wheeler kit car models are based on the Morgan design.

The **Fiat 518**, also called **Fiat Ardita**, was produced between 1933 and 1938. The name "Ardita" was also used on the six-cylinder engined and more expensive Fiat Ardita 2500 or 527.

In total 8,794 518s were produced by Fiat. Additionally the 518 was produced outside Italy: in France by Simca as Simca-Fiat 11 CV, and in Poland by Polski Fiat as well as PZInż under licence.



The **Ford Rheinland** was built by Ford Germany from 1933 to 1936. The name comes from the German region of the Rhineland. In total 5575 of them were made. The engine, taken from Model B, was a four-cylinder, four-stroke 3285 cc giving 50 hp (37 kW) at 2800 rpm. This was the last model by Ford of Germany offering the big four-cylinder engine. After 1936, there was only the small Ford Eifel and the big Ford V8.

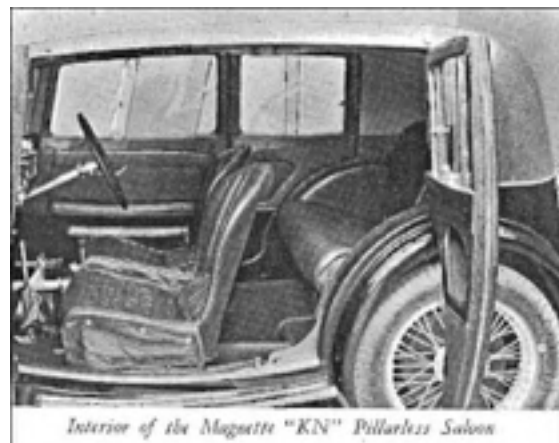


The **MG KN Magnette** is a coupé that was produced between 1933 and 1934 and was designed to use up surplus bodies made for the unsold MG K-type saloons. These bodies were fitted to the K1 chassis but had the more powerful MG N-type 1271 cc engine. The body had no pillar between the front and rear doors. The front doors were hinged at the windscreen end and closed against the rear doors. To give the impression of being a two-door coupé the rear doors had no external handles. The absence of the central pillar affected the structure of the body and often caused problems. A sunshine roof was fitted.

The 56 bhp engine would take the car to 78 mph.



The **Hanomag Rekord** is a mid-size car produced in Hannover from 1933 until 1940. The car was Hanomag's first mid-size model and one of the first mass-produced cars available with a diesel engine.



Interior of the Magnette "KN" Pillarless Saloon

The **MG L-type** was produced in 1933 and 1934.

This 2-door sports car used a smaller version of the 6-cylinder overhead camshaft, crossflow engine which now had a capacity of 1086 cc; it was previously fitted in the 1930 Wolseley Hornet and the 1931 MG F-type Magna. Drive was to the rear wheels through a four-speed non-synchromesh gearbox.



Morris Ten was a new class of car for Morris — it was powered by a Morris 1292 cc four-cylinder side-valve engine employing a single SU carburettor which produced 24 bhp at 3,200 rpm. The gearbox was a four-speed manual transmission unit, behind a wet cork clutch and Lockheed hydraulic brakes were fitted to 19 inch wheels. Early models had a centre accelerator pedal and large side-lamps on the wings, the propeller shaft had Cardan (Rag joint) disc couplings made from leather. After 1933 wheels became 18 inch and the accelerator pedal was moved to the right of the cluster to become the modern convention.



The **Packard Super Eight** was the larger of the two eight-cylinder luxury automobiles produced by the Packard Motor Car Company of Detroit, Michigan. It shared frames and some body types with the top model Packard Twelve. The 1933-1936 Packard Super Eight was a big classic. In 1937, it was reduced to a smaller and lighter design. Straight 8 384.4 cu in (6.3L) with a 3 speed manual.

The **Packard Twelve** was a range of V12-engined luxury automobiles built by the Packard Motor Car Company in Detroit, Michigan. The car was built from model year 1916 until 1923, then it returned 1933 until 1939. Packard introduced the Twin Six to stay competitive with Marmon, Pierce-Arrow, Rolls-Royce, Renault and other luxury brands. Cadillac and Lincoln began offering large luxury products starting in the late 1910s.



Large displacement engines provided the horsepower and torque their clients wanted and due to the low quality of gasoline fuel at the time, and low compression ratios, 50 bhp was more than adequate. It is estimated that the rating equivalent of early gasoline available varied from 40 to 60 octane and that the "High-Test", sometimes referred to as "fighting grade", probably averaged 50 to 65 octane.

Engines: 424.1 cu in (6.9 L) V12 (1916-1923), 445.5 cu in (7.3 L) V12 (1933-1934), 473.3 cu in (7.8 L) V12 (1935-1939) with a floor-shifted three-speed manual transmission.

The **Pierce Silver Arrow** is a luxury car produced by American luxury automaker Pierce-Arrow in 1933. Designed by Phillip O. Wright, it was introduced at the 1933 New York Auto Show. Five were built in a record three months. The car featured a modern flowing design, spare wheels hidden behind the front wheels, a wide-angle V-12, and top speed of 115 mph (185 km/h). Five production models were built, but they resembled a more typical Pierce-Arrow and lacked many of the unique features shown in New York. Only three Silver Arrows exist today.



The **Renault Vivasport** was a 6-cylinder engine executive automobile built from September 1933 till April 1935.

The word "sport" in the car's name reflected the application of a familiar formula whereby the engine from a larger model - in this case the Renault Vivastella - was combined with a body from the shorter Renault Primastella. Performance was correspondingly brisker than that of either the Vivastella or the Primastella, with a top speed of 125 km/h (77 mph).

The **Singer Nine** is a car which was produced from February 1933 to 1937, and then again from 1939 until 1949 as a Roadster only. It was offered as a new economy model, replacing the earlier Singer Junior series. The Nine has a 972 cc (59.3 cu in) overhead cam engine. The Singer Nine saloon was replaced by the shorter *Bantam* Singer Nine in 1936. The sports models were not replaced until 1939 by the Bantam-based tourer, Nine Roadster. Singer also manufactured six "Nine" 5cwt vans. Only one is known to survive, ironically the survivor had the hardest life overall. It was used by builders Harry Kilminster Ltd of Swindon, and was used on some jobs in London during World War 2.



The vast majority Singer Nines were fitted with Solex 30 IF "down-draught" carburettors. Some were made with 30 FHG horizontal carburettors, but few are known to still exist.. After the Second World War, Solex offered car owners a free upgrade. They sent in their original carburettor, 30 IF or FHG, and in return they would get a modern, cast aluminium 30 FAI (vertical) or 30 AHG (horizontal) to fit to their car. The original carburettors were then melted down and re-cast into their modern equivalents.

The **Tatra 75** is a Czechoslovakian mid-size car introduced in 1933 as the successor to the Tatra 54 and was Tatra's last front-engined car. The front-mounted 1,688 cc air-cooled OHV air-cooled boxer engine produces 30 PS (22 kW). This gives a top speed of 90 km/h (56 mph) and fuel consumption of 12 or 13 litres per 100 km. Attention was paid to weight reduction, with light alloy used for the cylinder head castings. In common with other Tatras of this time, the 75 had four-speed transmission and rear-wheel drive. The car was offered with a range of bodies including two- and four-door sedans and convertibles and a six-seat limousine with a longer wheelbase. In its nine-year production run 4,501 Tatra 75s were built.



The **Triumph Gloria** is a range of cars produced by the Triumph Motor Company in Coventry, England, from 1933 to 1938. Between 1933 and 1938 Triumph made a large and complex range of Gloria sporting saloons, coupés, tourers, 2-seater sports cars, drophead coupés and golfer's coupés. All these Glorias, apart from the final two models (1.5-Litre Saloon and Fourteen (1767 cc) Six-Light Saloon of 1937-1938) were powered by 1087 or 1232-cc four-cylinder or 1467 or 1991-cc six-cylinder Coventry Climax overhead inlet and side exhaust valve designed engines (modified and built under licence by Triumph).

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The **BSA M33-10** was made in Small Heath, Birmingham in 1933. The M33-10 was developed as a 5.95 hp side valve based on the earlier BSA Sloper with capacity extended to 595cc to make it more suitable for use with a sidecar. In 1934 M33-10 was replaced by the M34-12 'de Luxe' side valve and the M34-13 overhead valve 'de Luxe' models, both of which had 5.95 hp engines.



The **BSA W33-7** was a 499cc 4.99 hp over head valve single cylinder four stroke. The full duplex cradle frame had fixings for a sidecar fitted as standard. The fuel tank was chrome plated with green side panels. The 6 volt electrical switches and ammeter were mounted in the middle of the top of the fuel tank. Only produced in 1933 it was replaced by the BSA W33-8 BSA Blue Star in the same year.

The **Sokół 1000** (also known as **CWS M111**) was the heaviest Polish pre-war motorcycle manufactured by the PZInż works, for both civilian and military use by the Polish Army. Production of the model 1000 started in 1933 and lasted until the outbreak of World War II in 1939. A standard completion was a sidecar combination. In late 1927 the Polish Army created a specification for a general purpose heavy motorcycle that was to replace the Harley-Davidson motorcycles used until then. The bike itself was based upon the Harley-Davidson, while the engine was almost a direct copy of the Indian.



Production of the 1000 started in 1933 and lasted until the outbreak of World War II in 1939. Mass-produced entirely in Poland (less than 5% of parts were imported), the Sokół 1000 maintained its high quality throughout the production period. Every tenth motorcycle delivered was extensively checked for parameters and all machines were road-trialled before delivery.

Its durability proved to be a major advantage and the Sokół 1000 was much faster off-road than many of the previously-used American counterparts. Among the most notable innovations introduced in the Polish construction was a soft sidecar mounting, which allowed for easier handling and greater off-road speed.

The Sokół 1000 was also the basis for the Sokół M121 trike prototype, with the sidecar wheel powered. Its engine was also used for railway draisines.

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Karen Motyka

From 1975, until I finished school in 1986, I was a passenger on a twice-yearly family road trip between the Welsh towns of Brecon and Holyhead. The journey covers 154 miles. Viewed through an Australian lens, 250km doesn't seem that far today, but back then, this odyssey typically took more

than six hours. The route and the places we passed are forever etched in my memory.

The weather, in typical Welsh fashion, could be unpredictable; inevitably, it featured precipitation of some sort, ranging from snow or sleet to misty drizzle or torrential rain. In August 1976, we sweltered and stuck to the car seats in a sultry heatwave. I can still recall the paprika coloured paintwork of our utilitarian third-generation 3-door Ford Escort Estate 1.6L that I was squashed into the back of along with three younger siblings, a pram and multiple suitcases. My father always drove. My Mum smoked her Benson & Hedges in the front passenger seat, and we four kids sang songs, bickered and played "I Spy" in the back seat.

I was always ecstatically happy on the outward leg of this trip. It was either the start of the Easter break or the summer holidays, and we were off to catch the boat across the Irish Sea to Dublin to stay with my beloved grandad. In comparison, the return trip, two or six weeks later, left me miserable.

A magnificent trunk road, the A470, is the closest thing to a Pan-Wales Highway. It emerges from the congestion of Cardiff and the former mining communities of "the Valleys" to challenge the contours of progressively steeper mountains, diverging and swooping as it links towns and villages blessed – or cursed – by the exhilarating geography of Wales.

While our trip stuck mostly to the A470, my father's mania for saving petrol meant that we took several short cuts on narrow, isolated back roads bordered by thick hedgerows. Meeting a rare on-coming vehicle could mean a stand-off about who was going to reverse back first to let the other past. The rule generally goes that you defer to the bigger vehicle, especially a tractor.

We'd leave our home in the picturesque garrison town of Brecon in the county of Powys early in the morning and head north past the Norman-built cathedral and ascend over the Eppynt to the farming community of Builth Wells where we'd pick up the A470 to Rhayader. If it was a Sunday, we'd attend Mass in Rhayader's Catholic church, St Francis of Assisi. Back in the car, we'd head north eastwards to the historic market town of Llanidloes where we'd halt for a Thermos of tea and sandwiches beneath the

Driving Through the Green Heart of Wales



shelter of the cobble floored, black and white timbered Market Hall. This vibrant centre for the Welsh woollen trade was built between 1612 and 1622 and is a fine example of late Tudor civic architecture.

Victorian travellers called the Cambrian Mountains the 'green desert of Wales': big space, no people. It's still one of the most sparsely populated parts of the UK: wildlife rules the roost in this vast landscape. Sheep and cattle graze in the fields, pheasants and foxes dart across the roads, red kites and ospreys soar overhead. The B4518, outside Llanidloes, took us through the Cambrians and northwest past Clywedog Reservoir and the tiny forestry hamlet of Stayllytle until it met the A458 where we'd turn west towards Mallwydd and rejoin the A470. Bypassing Dolgellau, we would then head north past the Trawsfynydd Nuclear Power Station, an incongruous, lonely monolith on the shores of a vast lake fed by hundreds of tumbling mountain streams.

The Oakley Arms Hotel, an imposing grey stone inn, stands guard at the turning onto the B4410 (leading to the A4085) and the most spectacular mountain pass in Wales - the Talyllyn Pass - with Cader Idris towering above. This is the Mach Loop, where RAF jet pilots test their low-flying skills, often descending to 250 feet (75m). We'd all scream with fright when the crack of a jet breaking the sound barrier flew covertly over the car's roof.



Our next rest stop was the pretty village of Beddgelert which stands at the confluence of the Rivers Glaslyn and Colwyn. Its stone-built dwellings and inns are surrounded by majestic mountain scenery. Yr Wyddfa, Mount Snowdon, the highest peak in England and Wales, dominates the skyline to the north. We'd walk across the arched bridge and listen to the turbulent water cascading over the rocks below and admire the magnificent rhododendrons blooming on the village outskirts.



Beddgelert (meaning the grave of Gelert) also owes its fame to the legend of the medieval Welsh Prince Llewelyn ap Iorwerth who departed on a hunting trip and left his infant son in the charge of his faithful dog, Gelert. On his return, the Prince was greeted by Gelert who saw the dog's muzzle soaked in blood, and his son missing. Llewelyn plunged his sword into the hound. Within minutes he heard a cry and stumbled through undergrowth to find his heir safe in his cradle. Beside the cradle lay the body of a wolf covered with wounds, the result of a fight to the death with Gelert. Llewelyn returned to his loyal dog and wept while the animal died in his arms.

In recent years, a gravestone and bronze statue of Gelert have been erected in the village for a new generation of passing tourists. The achingly beautiful landscapes of Eryri, Snowdonia National Park, are steeped in culture, history, and heritage, and the Welsh language is intrinsically woven into the day-to-day fabric of the region.

Leaving Beddgelert, we took the A498 that loops around to the east and then turned west

onto the A4086 through the Llanberis Pass, between the towering mountain massifs of Yr Wyddfa and the Glyderau in the county of Gwynedd. The valley is narrow, straight and steep-sided, with rocky crags and boulders on either side of the road.

The Pen-y-Gwryd Hotel is an 18th Century, third generation mountain farmhouse at the eastern end of Llanberis Pass at the foot of Snowdon. It served as the training base for Edmund Hillary and Tenzing Norgay before their successful ascent of Mount Everest in 1953. It subsequently became - and remains - a place of pilgrimage for mountaineers the world over. No expedition to Holyhead was complete without a stop at the Pen-y-Gwryd for a hot beverage beside the fire and a look at the mountaineering memorabilia and the macabre Peruvian shrunken heads displayed behind the bar.

The area is very popular with rock

climbers who can be easily spotted scaling Cenotaph Corner, a terrifyingly exposed open book of vertical black rock. The nearby Cromlech Boulders are used for bouldering and were saved from destruction in a 1973 road widening scheme by a six-year protest by local people, climbers, historians, conservationists, and geologists.

Continuing down the A4086 towards Llanberis, we passed two glacially formed lakes, Llyn Peris and Llyn Padarn, some slate quarries and 13th Century Dolbadarn Castle on our righthand side before joining the A487 and meeting the coastline.

The Menai Suspension Bridge spans the Menai Strait, the body of water separating the Isle of Anglesey and the mainland of Wales. Designed by Thomas Telford and completed in 1826, it was the world's first major suspension bridge. It is a Grade I listed structure and still carries road traffic.

The alternative crossing onto Anglesey is the slightly younger (1850) Britannia Bridge that has taken on the two-fold purpose of carrying the A55 North Wales Expressway above and a railway line below. Originally designed and built by the noted engineer, Robert Stephenson, as a tubular bridge of wrought iron spans, it formed a strategic link for locomotives travelling between London and the port of Holyhead and facilitating a sea link to Ireland. The bridge's design had to accommodate the passage of a fully rigged man-of-war vessel beneath it.



In 1970, the Britannia Bridge was extensively damaged by a fire ignited by youths looking for birds' nests. A decade elapsed before it was rebuilt and rail connections with Holyhead could be re-established. In the interim, the mail and train passengers had to go to Heysham in Lancashire, necessitating an inconveniently longer journey by rail and sea for the Irish diaspora wanting to visit home.



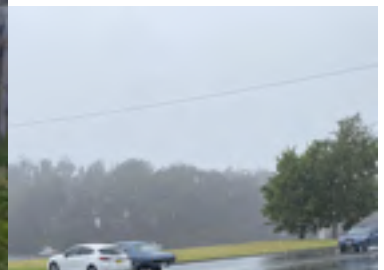
Llanfairpwllgwyngyllgogerychwyrndrobwlllantysiliogogoch, the small Welsh town with the very long name, is located on the Anglesey side of the Britannia Bridge. Motorists who park at the little church and walk beneath the road deck can observe the hidden lions which thousands of people drive past every day without ever seeing. Carved from limestone, each lion weighs over 30 tonnes and stands 12 feet high. Originally designed to sit at the four corners of the bridge and be viewed by rail passengers, today they are invisible sentinels.

Our destination, the drab ferry port of Holyhead, marked the end of this family adventure and the beginning of the next. We'd pay for our foot passenger tickets with cash, wave goodbye to my father and walk up the gangway onto the SEALINK boat for a late afternoon or night crossing of the Irish Sea to Dún Laoghaire and the city of my birth, Dublin.



Did a wedding on Saturday. Guy donated \$500 to my BeyondBlue fundraising page for the charity car rally I do each year! Happy to do more weddings or formals for donations to BeyondBlue! Mark Wallis











The **Abarth Simca 2000** was produced in the 1960s as a collaborative project of the Simca and Abarth companies in Turin, Italy. The A-S 2000 was a coupé powered by a four-cylinder Abarth engine of 1946.27 cc, rated at 202 PS (149 kW). Its maximum speed was listed as 168 mph (270 km/h).



The **Alpine A110** is a sports car produced by French automobile manufacturer Alpine from 1963 to 1977. The Alpine A110 experienced a remarkable evolution in terms of power output throughout its production years. Initially, the A110 had an output of just 51 horsepower, which was adequate for a car weighing only 620 kilograms. However, by the end of the A110's production run, its power output had increased to 180 horsepower. This impressive increase in power contributed to the car's success on the rally stages of Europe. The A110's crowning achievements included 1-2-3 finishes at both the 1971 and 1973 Monte Carlo rallies, and it used Renault 16 engines at the time. In 1973, Alpine won the inaugural manufacturer's World Rally Championship, defeating competitors such as Lancia, Porsche, and Ford. The Alpine A110, driven by Jean-Luc Therier, became the first vehicle ever to win an international rally with a turbocharger when it secured victory at the 1972 Criterium des Cévennes rally. This achievement predated the introduction of Audi's turbocharged Ur-Quattro by eight years.



The **Alfa Romeo 105 and 115 series coupés** are a range of cars made by Alfa Romeo from 1963 until 1977. The basic body shape shared by all models was designed by Giorgetto Giugiaro for Bertone. All models feature the four cylinder, all-light-alloy Alfa Romeo Twin Cam engine in various cubic capacities from 1290 cc to 1962 cc, all with two valves per cylinder.



The **Alvis Three Litre Series III** sports saloon or drophead coupé, also known as **TE 21**, was produced by English manufacturer Alvis between 1963 and 1966. The 3.0L engine, had power of 130 bhp (97 kW) at 4000 rpm giving the car a top speed of 107 mph (172 km/h).



The **Aston Martin DB5** is a British grand tourer (GT) produced by Aston Martin and designed by Italian coachbuilder Carrozzeria Touring Superleggera. The 4.0 litre engine produced 282 bhp (210 kW), which propelled the car to 145 mph (233 km/h). The Aston Martin DB5 became widely known after special effects expert John Stears modified a DB5 for use by James Bond in the 1964 film *Goldfinger*. Author Ian Fleming had placed Bond in a DB Mark III in the novel, but Stears persuaded the company to make its DB5 prototype available.

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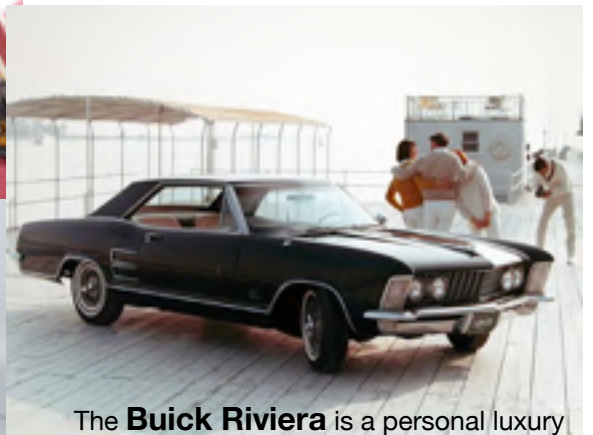
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The **Bond Equipe** is an English 2+2 sports car, manufactured by Bond Cars Ltd from 1963 to 1970. It was the first 4-wheeled vehicle from Bond Cars.



The **ATS 2500 GT** is a sports car made by Italian company Automobili Turismo e Sport in Bologna. It was the first Italian and one of the first GT or sports car in the world to have a mid-engine layout.



The **Buick Riviera** is a personal luxury car that was marketed from 1963 to 1999.

The **Bristol 408** is a British luxury car made by Bristol Cars between 1963 and 1966. The 5.2 Chrysler V8 engine and automatic transmission were a major departure for Bristol. Due to safety concerns, the push-button layout of the automatic transmission was modified through the use of a safety lever to prevent an unwary person moving the car out of "Park".

The **Chevrolet Corvette (C2)** is the second generation of the sports car, for the 1963 through 1967 model years.



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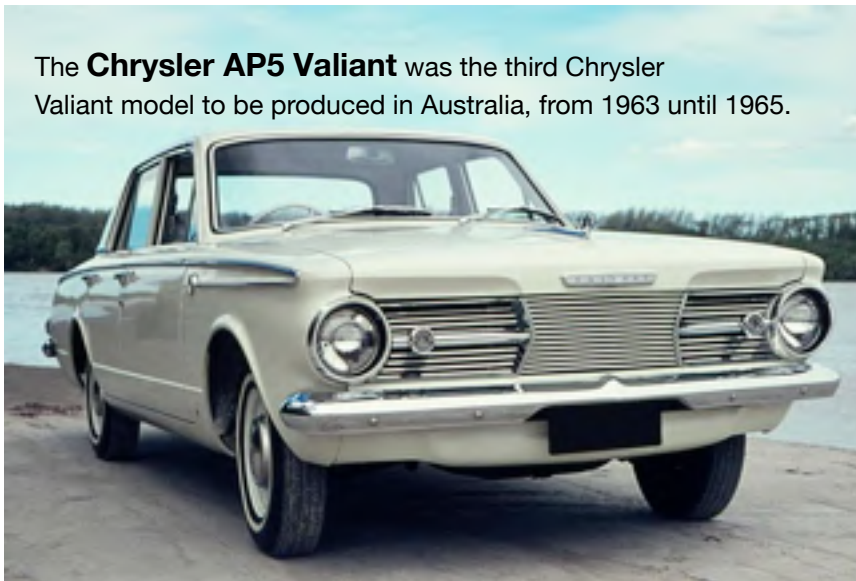
The **Chevrolet Testudo** is a concept car built by Bertone on a modified Chevrolet Corvair Monza platform. The name comes from the Latin word for "Turtle". The car debuted at the 1963 Geneva Motor Show. General Motors (GM) Vice President of Styling Bill Mitchell wanted to promote Corvair sales in Europe using locally styled versions. The car's design was done by Giorgetto Giugiaro, who was then at Bertone. He said that his goal was to create a shape that merged the two typical views of a car; the plan view and the side elevation. It started out as a 1962 Corvair 900 (Monza) coupe built in the Willow Run plant. At Bertone the Corvair's unibody chassis was shortened. The Testudo was driven to Geneva by Nuccio Bertone, where it debuted at the 1963 Geneva Motor show. Following the show it was driven back to Turin by Giugiaro.

In 1965 the Testudo was involved in an accident while shooting a promotional film for Shell. This took place on the Parabolica corner on the Monza circuit. The other car involved was also a Bertone concept car; the Alfa Romeo Canguro. The Testudo suffered significant damage, and as Bertone was not willing to divert funds to pay for repairs, the damaged car was left to sit for several years. In 1974 the still-damaged car was offered for sale at an asking price of US\$10,000 but remained unsold. It finally underwent a complete restoration in the early 1990s under the direction of Luciano d'Ambrosio, Bertone's new chief designer. The restored Testudo was shown at the 1996 Pebble Beach Concours d'Elegance.

Giugiaro says it was the first car he was ever given a free hand to design. He asked to have the car when he departed Bertone, but his request was turned down.

Giugiaro revisited the tilting canopy concept in 2018 for the design of the GFG Sibylla. The Testudo appeared together with the Sibylla at the 2018 Geneva Motor Show on March 6.

On 21 May 2011 RM Sotheby's offered the Testudo for sale at the Villa d'Este at Lake Como. The car sold for €336,000.



The **Chrysler AP5 Valiant** was the third Chrysler Valiant model to be produced in Australia, from 1963 until 1965.



The **Ferrari 330** was a series of V12 powered 2+2 GT Coupé, two-seat Berlinetta, spyder, and race car versions between 1963 and 1968. The name "330" refers to the approximate displacement of each single cylinder in cubic centimeters, powered by the new 4.0 L *Tipo 209* V12, with 300 PS (220 kW) at 6600 rpm.





The **Hillman Imp** is a small economy car that was made by the Rootes Group and its successor Chrysler Europe from 1963 until 1976, it was the first British mass-produced car with the engine block and cylinder head cast in aluminium. Being a direct competitor to the BMC's Mini, it used a space-saving rear-engine, rear-wheel-drive layout to allow as much luggage and passenger capacity as possible in both the rear and the front of the car. It incorporated many design features which were uncommon. Among them were a folding rear bench seat, automatic choke which was rare on compact cars outside the United States until the 1970s, and gauges for temperature, voltage and oil pressure which have been largely omitted since the 1950s in favour of emergency lights.

This unorthodox small/light car was designed for the Rootes Group by Michael Parkes (who later became a Formula One driver) and Tim Fry. Between August 12 and 14, 1964, a Sunbeam Imp sports sedan (ZT-86-20) completed the First American Rodding Magazine sanctioned endurance run and broke a world record in the process, previously set by Erwin George "Cannonball" Baker in 1933, driving from New York City, to Los Angeles, California, covering 3,011 miles in 48 hours, 9 minutes, 54 seconds at an average speed of 63.7 mph.

The Imp gained a reputation as a successful rally car when Rosemary Smith won the Tulip Rally in 1965. That led the Rootes Group to produce a special rally conversion of the Imp under both the Hillman and Singer marques, known as the *Imp Rallye*. The Imp continued in production until 1976, selling just under half a million units in 13 years.



The **Holden EH** was produced from 1963 to 1965, replacing the Holden EJ series, the first Holden to incorporate the new "Red" engine replacing the grey engine.

At first, a larger capacity 149-cubic-inch (2,440 cc) engine was only sold attached to a three-speed manual gearbox or the "Hydramatic" four-stage automatic transmission with a column shift. The Controlled Coupling Hydramatic used in the EH was actually a four-stage, although it effectively worked as a three-speed unit, except at full throttle. The 179-cubic-

inch (2,930 cc) engine was initially sold only with the "Hydramatic" transmission. The first EH with a 179-cubic-inch engine and a manual gear box was called the "EH-S4", and was fitted with an upgraded manual gearbox, having stronger gears than in the 149 gear box, and an upgraded clutch. The three-speed manual column shift gearboxes had no synchromesh on first gear, only on the second and third (top) gear.

A total of 256,959 EH Holdens were produced and sold from 1963 to 1965, when the EH was replaced by the Holden HD series.



The **Honda T360** is a pickup truck introduced in June 1963, it was Honda's first production automobile. The engine generated 30 PS (22 kW) at 8,500 rpm, reflecting Honda's motorcycle heritage. A total of 108,920 T360s were produced from 1963 through August 1967, all painted in "May Blue".



The **Honda S500** was the second production car from Honda (and its first passenger automobile), released in 1963, following the T360 truck into production by four months. The S500 used a high-tech engine developed from Honda's motorcycle expertise. It was a dual overhead cam straight-4 with four Keihin carburetors and a 9500 rpm redline. Displacing 531cc it produced 44 hp (33 kW) at 8000 rpm.



The **Humber Sceptre** which was produced in the United Kingdom from 1963 to 1976.



The **Isuzu Bellett** is a subcompact car produced by the Japanese manufacturer Isuzu between 1963 and 1973.

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The **Iso Grifo** is a limited production grand tourer manufactured by Italian automobile manufacturer Iso Autoveicoli S.p.A. between 1965 and 1974. Intended to compete with Grand Touring offerings from Ferrari and Maserati, it used a series of American power trains and components supplied by Chevrolet and Ford. Styling was done by Giorgetto Giugiaro at Bertone.

The first production GL models appeared in 1965 and were powered by American Chevrolet small-block 327 (5.4-litre) V8 engines fitted to American supplied Borg-Warner 4-speed manual transmissions. The 5.4-litre engine was rated at 300 hp (220 kW) in its standard form and allowed the car to attain a speed of 110 km/h (68 mph) in first gear.

In 1970, the Grifo Series II was introduced, with sleeker styling and hide-away headlights and powered by big-block Chevrolet 454 V8 (7.4-litre) engines. It was replaced in 1972 with the Grifo IR-8, which used a small-block Ford Boss 351 engine (5.8-litre) as its power-train. This was the last new Iso of any type, as the manufacturer went bankrupt; it shut down and ceased all operations permanently in 1974. The bankruptcy had a number of causes, perhaps the largest being the 1973 oil crisis, which significantly reduced demand for cars with large displacement engines.



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The **Jaguar S-Type** is a saloon car produced in the United Kingdom from 1963 to 1968.

Production figures for each year of the S-Type's life were:

- 1963 – 43
- 1964 – 7,032
- 1965 – 9,741
- 1966 – 6,260
- 1967 – 1,008
- 1968 – 909



Announced 30 September 1963 it was a technically more sophisticated development of the Mark 2, offering buyers a more luxurious alternative without the size and expense of the Mark X. The S-Type sold alongside the Mark 2, as well as the Jaguar 420 following its release in 1966. A retro-styled vehicle with the same name was also produced for model years 1999–2007 (291,386 produced), based on the design of the original S-Type vehicles.

The **Jeep Wagoneer** is a luxury 4x4 produced and marketed under the Jeep brand, which was owned by successive automakers from 1962 to 1991. Described when it was introduced as a station wagon body style, the innovative concept over time pioneered the luxury "sport utility vehicle" (SUV). The 4WD Wagoneer stayed in production for 29 model years (1963–1991) with an almost unchanged body structure, making it the third longest-produced single generation car in U.S. automotive history. The Wagoneer made its debut seven years before Land Rover launched its Range Rover in Great Britain, 18 years before Land Rover introduced a four-door version.



The **Lancia Fulvia** (Tipo 818) was produced between 1963 and 1976. The Fulvia's narrow-angle DOHC Lancia V4 engine was mounted well forward at a 45° angle. A new design, by Zagone Mina, its unusually narrow 12° V allowed a single cylinder head to cover all the cylinders, with one cam each for intake and exhaust valves.



The **Lister-Jaguar Coupe** is a unique sports car grand tourer, commissioned by Brian Lister in 1963. Only one car was ever built. It is powered by a 3.8 L (230 cu in), 308 hp (230 kW) Jaguar XK Straight-six engine.

Lotus Cortina was a high-performance sports saloon, which was produced in the United Kingdom from 1963 to 1970 by Ford in collaboration with Lotus Cars.

Type 28 – as the project was known internally – was based on a two-door Cortina body shell, which Lotus then fitted with the twin-cam engine and a close-ratio four-speed box from the Elan road car. The Lotus body got alloy doors, bonnet and boot, as well as those famous lightweight quarter-bumpers.

From the outset, though, it was clear the Cortina was going to be a ripper race car. In its first outing at Oulton Park in the UK – just days after its homologation – they finished third and fourth behind two Ford Galaxies, but, crucially, ahead of the 3.8-litre Mark 2 Jaguars that had been so dominant up until that point.



Engine: 1558cc DOHC 4-cyl, 8v

Power: 78kW @ 5500rpm

Torque: 146Nm @ 4000rpm

0-100km/h: 13.6sec

400m: 18.4sec

Gearbox: 4-speed manual

The **Maserati Mistral** (*Tipo AM109*) is a 2-seat gran turismo produced by Italian car manufacturer Maserati between 1963 and 1970. The successor to the 3500 GT, it was styled by Frua and bodied by Maggiora of Turin. A total of 828 coupés and 125 Spydres were built. Three engine were fitted to the Mistral, displacing 3500, 3700 and 4000 cc and developing 235 bhp (175 kW) at 5500 rpm, 245 bhp (183 kW) at 5500 rpm and 265 bhp (198 kW) at 5200 rpm, respectively. Acceleration from 0-60 mph (97 km/h) for both the 3.7- and 4.0-liter engines was around or just under 7 seconds, and top speed approximately 140 mph (225 km/h) to 145 mph (233 km/h).

Named after a cold northerly wind of southern France, it was also the first in a series of classic Maseratis to be given the name of a wind.



The **Maserati Quattroporte** was built between 1963 and 1969. It was a large saloon powered by V8 engines—both firsts for a series production Maserati.

It was equipped with a 4.1-litre (4,136 cc or 252 cu in) V8 engine, rated at 264 PS (194 kW; 260 hp) at 5,000 rpm, Maserati claimed a top speed of 230 km/h (143 mph).





The **Mazda 323** (later named the **Mazda 3**) has been manufactured by Mazda since 1963 and continues to this day.

Engines started as small as 782cc and rose to a 2.5L and even a 2.5L turbo (but not in Australia unfortunately). Motors included a rotary in the second generation, petrol turbos and diesels. There were AWD models and hybrids in some markets. The 323 was badge engineered as a Ford Laser and Meteor in Australia.



The **Mercedes-Benz W 113** is a two-seat roadster/coupé, introduced at the 1963 Geneva Motor Show, and produced from 1963 through 1971.

The **Mercedes-Benz 600 (W100)** is a line of ultra-luxury cars produced by Daimler-Benz from 1963 to 1981. The forerunner of the modern Maybach marque, the *Grosser Mercedes* ("Grand Mercedes") succeeded the Type 300d "Adenauer" as the company's flagship model.

The 600 came in two main variants:

- A short wheelbase 4-door saloon, available with a power divider window separating the front seats from the rear bench seat, although most were built without this feature.
- A long wheelbase 4-door "Pullman" limousine (with two additional rear-facing seats separated from the driver compartment by a power divider window, of which 304 were built), and a 6-door limousine (with two forward-facing jump-seats at the middle two doors and a rear bench-seat).

The 600's great size, weight, and numerous hydraulically driven amenities required more power than Mercedes' largest engine at that time, the 3-litre 6-cylinder M189, could produce. A new V8 with more than twice the capacity was developed, the 6.3 L M100. It featured single overhead camshafts (SOHC). It developed 250 PS (184 kW; 247 hp). The 600's complex 150-bar (2,176 psi) hydraulic pressure system powered the automobile's windows, seats, sun-roof, boot lid, and automatically closing doors. Adjustable air suspension delivered excellent ride quality and sure handling over any road surface.

The limousine and landaulet versions of the 600 is favoured by various heads of state, particularly dictators and monarchs during the 1960s and 1970s. This is similar to how its predecessor, the 770 limousine, was associated with Nazi Germany, being used as the official state car of Adolf Hitler.

The **Mercury Marauder** was produced by the Mercury division of Ford Motor Company. Deriving its name from the most powerful engines available to the Mercury line, the Marauder was marketed as the highest-performance version of the full-size product range.

Shared with the rest of the Mercury sedan line, the Mercury Marauder was powered by Ford "FE-Series" V8 engines, shared with the big Fords and the Thunderbird. A 390 cubic-inch Marauder V8 was standard, along with a 4V 427 cubic inch and a 2 4V 427 cubic-inch Super Marauder V8 as options. Along with 3-speed and 4-speed manual transmissions (4 speed mandatory with the 427).



The **Rover P6** series (named as the **2000**, **2200**, or **3500**, depending on engine displacement) was a saloon car produced by Rover and subsequently British Leyland from 1963 to 1977 in Solihull, Warwickshire, England, UK. The P6 was the first winner of the European Car of the Year award.



The **Triumph 2000** is a mid-sized, rear wheel drive automobile which was produced in Coventry by the Triumph Motor Company between 1963 and 1977.





Honda CZ100 was the Honda Motor Company's first minibike which was sold to consumers. Honda created the class of machine known as 'Monkey Bikes', so called because of their diminutive stature. In 1961 the Honda Motor Company opened the Tama Tech park. The park attractions involved motorsports. It was at the park Honda first introduced a minibike

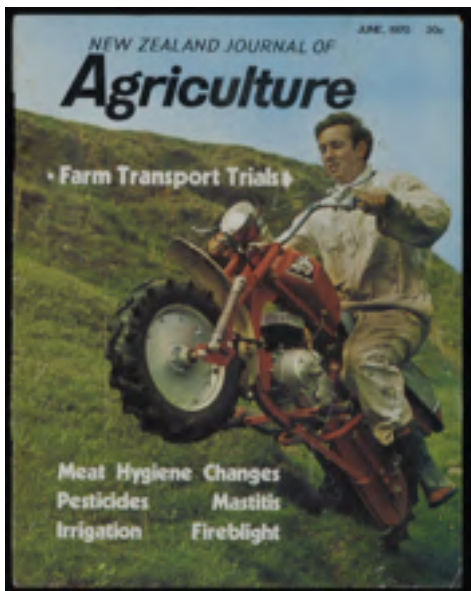
called the Honda Z100. When Honda first developed the Z100 minibike it was never meant to be a commercial product, it was only meant to be an attraction at the park. Honda recognised that the bike was popular with park visitors. The power unit was the C100 step-thru's reliable 49cc overhead-valve four-stroke single that incorporated a three-speed gearbox with automatic clutch.

The **Lambretta Li Special** was made from 1963 to 1969 by Italian manufacturer Innocenti based in Milan. The Li 150 Special came first in September 1963 and was introduced to help cope with the demand for faster scooters, while staying as a 150 cc (9.2 cu in), by having a new barrel, head and reworked gearbox. The Li 150 Special was marketed as the 'Pacemaker' in the United Kingdom by Lambretta Concessionaires.



The **Mountain Goat** was a motorcycle specifically built in 1963 by Jonny Callender of New Plymouth, New Zealand, for use on rough farm land. It was the first specifically designed farm bike in the world. In the early 1960s, Callender spotted a need for a motorbike specifically for use by farmers. He designed the **Mountain Goat** which was a small tough motorcycle that was designed to handle the rough off-road conditions on New Zealand farms. At that time farmers were primarily using horses, especially in the hill country. Those who were using motor bikes were converting imported British road bikes to use on their farms. These bikes were generally heavy, high-g geared, and impractical in the rough and rugged Taranaki hill country. The specifications for the bike, developed in discussions with local farmers, were the ability to go at walking pace without slipping the clutch, have enough power to climb the steep hills, be rugged enough to withstand the rough farm tracks, and light enough to carry. The wheels

needed to be discs because spoked wheels got caught in sticks and branches and the back tyre had to have enough traction to handle mud and grip hillsides. The prototype took two years to develop and in 1963 the bike was put on sale. It was powered by an 80 cc Suzuki motor with a four-speed gearbox, weighed 70 kg, unpainted, and had a low centre of gravity. The low gear enabled the bike to travel at walking pace and its top speed was 50 km/h. The rear tyre was from a rotary-hoe. Testing was carried out on the tracks around Mount Taranaki and up the mountain itself, although it never reached the summit. The prototype was used by Sir Edmund Hillary and Peter Mulgrew on their 1964 expedition to Nepal to build a schoolhouse in the Himalayas. Mulgrew had lost his feet to frostbite on Mount Makalu in 1961 and the bike was to enable him to move around independently as well as test the machine. Because the fuel tank was damaged in transit, he was only able to have limited use of it. It was Mulgrew who called the bike the *Mountain Goat* and that became its name.




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The **BMW 3 Series Compact** is a car which was produced from 1993 through 2004 by BMW. It is a 3 door hatchback version of the BMW 3 Series and was initially based on the E36 platform, before switching to the E46 platform in 2001. The launch models were powered by four-cylinder petrol engines, with the range expanded over the years to include a four-cylinder compressed natural gas engine, four-cylinder diesel engines and six-cylinder petrol engines. Unlike most hatchback competitors, the 3 Series Compact uses rear-wheel drive.

1993



For 1993, the **Cadillac Fleetwood** model moved from the de Ville's front wheel drive C-body to the newly revised rear wheel drive D-body.

It was the first American vehicle to go from rear-wheel-drive to front-wheel drive vehicle then back to rear-wheel drive. At 225 inches (5,700 mm) overall, the Fleetwood was, at the time, the longest production car made in the United States.

Cadillac used the Corvette-derived LT1 350 cu in (5.7 L) engine rated at 260 hp (194 kW).

In 1993, after president Bill Clinton took office, a then brand-new 1993 Fleetwood would become his state car that he would use throughout his term until 2001. This would also prove to be the last presidential car based on a regular production passenger car, as in 2001, the de Ville was not regarded as suitable for conversion, so its successors have instead been built on the GM's SUV chassis.



The fourth-generation **Chevrolet Camaro** is a pony car that was produced by American automobile manufacturer General Motors for the 1993 through 2002 model years.

The base models were powered by a 160 hp (119 kW) 3.4 L OHV V6 engine equipped with a 5-speed manual transmission as standard.

The high performance Z28 model came with rectangular dual exhaust tips to distinguish it from the base models. The Z28 featured the 5.7 L OHV LT1 V8 engine having a power output of 275 hp (205 kW) and 325 lb·ft (441 N·m) of torque that had been introduced on the Corvette one year earlier. The V8 engine came standard with a 4-speed (4L60) automatic transmission, although the Borg-Warner T56 6-speed manual transmission was a no cost option. In 1993, the Camaro Z28 was selected as the official pace car for the Indianapolis 500.



The **Citroën Xantia**, was produced between 1992 and 2002 in Europe. Citroën produced 1,216,734 Xantias during its nine years of production at the PSA Rennes Plant in France.

Engines

petrol:	1.6 L I4	diesel:	1.9 L I4
	1.8 L I4		1.9 L turbo I4
	1.8 L 16V I4		2.0 L I4
	2.0 L I4		2.1 L 12V turbo I4
	2.0 L 16V I4		
	2.0 L turbo I4		
	3.0 L V6		

Donkervoort D8 is a series of ultra light-weight sports cars manufactured by Dutch car manufacturer Donkervoort in Lelystad, Netherlands since 1993. They have been produced in several variants, starting with the original Donkervoort D8 Zetec (1993-1999), which used engines made by Ford; since 1999 the cars have used engines built by Audi.

The Donkervoort D8 **Zetec Classic** replaced the Donkervoort S8AT in 1993; while the S8AT used a turbocharged OHC 2.0L Ford engine, the D8 Zetec used the recently-introduced Ford Zetec engine (1.8L and 2.0L Zeta engines).

The Donkervoort D8 **Cosworth** was introduced in 1995, available in both Classic and Sport models. The turbocharged Cosworth YB engine, better known as the powerplant for the Ford Sierra and Escort RS Cosworth homologation specials, had an output of either 220 or 280 hp (160 or 210 kW), resulting in a top speed of 235 km/h (146 mph) and acceleration from 0–100 km/h (0–62 mph) of 4.1 to 4.8 seconds.



The **Ford Falcon (ED)** was produced from 1993 to 1994. It was the third iteration of the fifth generation of the Falcon.

The ED Falcon range starts with the GLi, a fleet oriented model. GLi models were offered in both sedan and wagon forms and had the option of either a 4.0-litre SOHC straight six with 148 kW (198 hp), or 5.0-litre OHV push-rod V8 with 165 kW (221 hp).

XR models had higher output versions of the 4.0-litre six with 161 kW (216 hp) and 5.0-litre 165 kW (221 hp) V8.



The **Ford Falcon (XG)** is a range of commercial vehicles manufactured by Ford from 1993 to 1996. It was derived from the Ford Falcon (XF).

The XG was marketed in utility and panel van body styles and during its three years in production it was sold alongside the EB Falcon, ED Falcon and EF Falcon sedan and wagon models. The XG featured the XF Falcon-style body with a new front similar to that of the EB Falcon. An overhead camshaft engine, and a one-tonne option were offered for the first time on Falcon commercial models.



The fourth-generation **Ford Mustang** was produced by the American from 1993 through 2004 model years. Marking the first major redesign of the Ford Mustang in fifteen years.

The base Mustang featured Ford's 3.8 L OHV Essex V6 mated to a standard 5-speed manual transmission or an optional AODE 4-speed automatic transmission. The V6 produced 145 hp (108 kW; 147 PS) at 4,000 rpm and 215 lb·ft (292 N·m) of torque at 2,500 rpm.

For the Mustang GT Ford carried over the 302 cuin pushrod small-block V8 engine (called the "5.0 L" although its actual displacement was 4.94 L) from the 1993 Mustang GT. Total output from the engine was 160 kW at 4,200 rpm and 386 Nm of torque at 3,400 rpm. Mustang GTs could accelerate from zero to 60 mph (97 km/h) in the high-six second range and complete the quarter-mile in about 15 seconds.

The **Ford SVT Mustang Cobra** (also known simply as "Cobra") is a pony car that was built by American automobile manufacturer Ford Motor Company's Special Vehicle Team division (or SVT) for the 1993 to 2004 model years.

The SVT Cobra was a high-performance version of the Ford Mustang and was considered the top-of-the-line variant, being positioned above the Mustang GT and Mach 1 models during its production run. On three occasions, the race-ready, street-legal **SVT Cobra R** variant was produced in limited numbers.

The SVT Cobra was succeeded by the Mustang Shelby GT500 which was introduced for the 2007 model year.



The **Holden Commodore (VR)** was produced from 1993 to 1995. It was the third iteration of the second generation of the Holden Commodore.

It launched shortly before the Ford ED Falcon.

With the introduction of the VR Commodore, Holden added the Acclaim model to the Commodore range.

A driver's side Supplemental Restraint System (SRS) airbag was a first for an Australian car. Sitting one notch above the Executive, the Acclaim was based on an automatic transmission Executive with a safety pack that was aimed at families and featured ABS brakes, IRS, driver's side airbag and cruise control as standard. Engines were a 3.8L V6 or a 5.0L V8.

A utility variant of the VR Commodore was offered in Holden Ute and the Holden 'S' Ute models.

Holden also produced longer wheelbase variants of the Commodore VR as the Holden Statesman (VR) and the Holden Caprice (VR).

The **Kia Sportage** is a lineup of sport utility vehicles manufactured by the South Korean manufacturer Kia since 1993 through five generations. Initially a compact SUV built on a body-on-frame chassis, the second-generation Sportage transitioned to a car-based platform.

The Sportage has been the best-selling Kia model globally since 2016 after surpassing the Rio. In 2018, the model reached the 5 million production milestone.

The first-generation Kia Sportage was developed with a Mazda Bongo engineering base platform. It shares many mechanical components such as the engine, transmissions (early versions), and differentials with the Mazda line of vehicles. This was during Kia's alliance with Ford and Mazda, which involved Ford/Mazda providing technology and Kia providing inexpensive manufacturing facilities for Ford Company.

This first-generation model (1993–2002) sold in low numbers, even domestically in South Korea, and models after Hyundai's 1998 partial takeover of Kia (1997–2002) were recalled twice for rear wheels dismounting while driving. The Kia Sportage scored the lowest possible result in the Australian ANCAP crash tests – one star out of five. As well as a failure of the seat belts, the vehicle's structure collapsed.



Mercedes-Benz W202 is the internal designation for a compact sedan/saloon manufactured and marketed between 1993–2000, as the first generation of the C-Class, now in its fifth generation. Replacing the 190 series/W201 in June 1993, the C-Class sedan was Mercedes' entry-level model until 1997, when the company launched the A-Class. Production reached 1,847,382 over model years 1994–2000.

Engines

Petrol:

1.8–2.3 L M111 I4

2.0 L M111 Supercharged I4

2.8 L M104 I6

2.4–2.8 L M106/M112 V6

3.6 L M104 I6 AMG

4.3 L M113-E43 V8 AMG

5.4 L M113-E55 V8 AMG

Diesel:

2.0–2.2 L OM604 I4

2.2 L OM611 I4

2.5 L OM605 I5



The **Mitsuoka Viewt** is a series of retro-styled subcompact cars sold by the Japanese automaker Mitsuoka, intended to resemble the 1963 Jaguar Mark 2. It was initially a modification of the Nissan March/Micra until 2023. The Viewt Story which was introduced in February 2023 is based on the Toyota Yaris (XP210) hatchback. Engines range from 1.1L to 1.5L, as well as a hybrid.



The **Peugeot 306** is a small family car built from 1993 to 2002. It replaced the 309. Peugeot gave the 306 many updates and aesthetic changes to keep up with the competition, and it was replaced by the 307 in 2001. Cabriolet and estate versions continued until 2002.

Mechanically, the 306 is virtually identical to the Citroën ZX, which was launched two years before the 306: both cars use the same floorpan and core structure. The 306, with its attractive Peugeot 205 derived Pininfarina styling, was a more successful car than its twin. The sharing of platforms between Peugeot and Citroën has been parent company PSA Peugeot Citroën policy since the late 1970s, after the Peugeot takeover of the then bankrupt Citroën in the wake of the 1974 oil crisis.





The **Porsche 911 GT2** is a high-performance, track-focused sports car built by Porsche from 1993 to 2009, and then since 2010 as the GT2 RS. It is based on the 911 Turbo, and uses a similar twin-turbocharged engine, but features numerous upgrades, including engine enhancements, larger brakes, and stiffer suspension calibration. The GT2 is significantly lighter than the Turbo due to its use of rear-wheel-drive instead of all-wheel-drive system and the reduction or removal of interior components. As a result, the GT2 (now GT2 RS) is the most expensive and fastest model among the 911 lineup.

The **Porsche 993** is the internal designation for the Porsche 911 model manufactured and sold between 1994 and 1998, replacing the 964. It would be the last of the air-cooled 911 models.

The 993 was much improved over and quite different from its predecessor. According to Porsche, every part of the car was designed from the ground up, including the engine and only 20% of its parts were carried over from the previous generation. Porsche refers to the 993 as "a significant advance, not just from a technical, but also a visual perspective."

The 993 was the first generation of the 911 to have a six-speed manual transmission included as standard; its predecessors had four-litre or five-speed transmissions. In virtually every situation, keeping the engine at its best torque range above 4,500 rpm was possible.

The Carrera, Carrera S, Cabriolet, and Targa models (rear-wheel drive) were available with a "Tiptronic" four-speed automatic transmission, first introduced in

the 964. From the 1995 model year, Porsche offered the Tiptronic S with additional steering wheel-mounted controls and refined software for smoother, quicker shifts. Since the 993's introduction, the Tiptronic is capable of recognising climbs and descents.

The type M64 964 3.6-litre engine was modified to give 200 kW (+16 kW over the regular 964).

The 993 Turbo coupé was introduced in 1995. It featured a new twin-turbocharged engine displacing 3.6 litres and generating a maximum power output of 300 kW (408 PS; 402 hp). During the second-to-last year of production of the 993 (1997), Porsche offered the 993 Turbo S, which was manufactured by Porsche Exclusiv department. The Turbo S is a high-specification Turbo including a power upgrade to 450 PS DIN (331 kW), achieved through the use of larger Triple K K-24 turbochargers, an additional oil cooler, and a modified Motronic engine management system.





The **BMW R1100GS** is a dual-sport motorcycle that was launched in 1993, and manufactured from 1994 to 1999 by BMW Motorrad in Berlin, Germany. The bike has a 1,085 cc (66.2 cu in) flat-twin (boxer) engine, first seen in the R1100RS which was launched the year before in 1992, and was the first member of the GS family to use an air- and oil-cooled engine rather than the earlier air-cooled airhead engines which had been used on BMW motorcycles since the R32 in 1923. Motronic fuel injection was included instead of the carburetors found on earlier bikes. Front suspension used a new A-arm system called Telelever. Options included heated handlebar grips and ABS.



The **BMW F650** is a family of motorcycles developed by BMW Motorrad beginning in 1993. Models included the F650St Strada and from 1994, the F650 (dubbed the 'Funduro') which, due to some subtle differences, was considered to be a more dual/multi purpose motorcycle with some off-road capability. The 1993 - 2000 F650 was the first single-cylinder motorcycle from BMW since the 1960–1966 R27, and the first chain driven motorcycles from BMW.

The **Cagiva C593** was the company's penultimate GP bike and carried over the 80° V4 (with its two counter-rotating crankshafts and "big bang" firing order) from the previous year's machine. The 500cc two-stroke output was about 180 hp at 12,700 rpm, with a dry weight of just 130 kg, and a top speed of 310 km/h.



The **Ducati Monster** is a standard, or naked bike, motorcycle designed by Miguel Angel Galluzzi and produced by Ducati in Bologna, Italy, since 1993. By 2005, Monster sales accounted for over half of Ducati's worldwide sales. Like most modern Ducati motorcycles, it has a 90° V-twin engine, called an L-twin by Ducati, with desmodromic valves, and tubular steel trellis frame. The Monster line has had numerous variations over the years, from entry level 400 cc (24 cu in) bikes up to top-of-the-line 160 hp (120 kW) multivalve, water-cooled superbike-engined versions, with as many as nine different Monster versions in a single model year. The Monster's elemental simplicity has also made it a favorite platform for custom motorcycle builders, showcased at competitions like the Monster Challenge. Monsters eventually accounted for two-thirds or more of Ducati's output.

British weekly newspaper *Motorcycle News* commented in December 2016: "The Monster has gone down in folklore as 'the bike that saved Ducati' due to its popularity and cheap development costs", adding that approximately 300,000 had been produced.



The **Ducati**

Supermono is a lightweight, single-cylinder racing motorcycle named after the Supermono racing class. 65 Supermonos were built by Ducati between 1993 and 1995.



Honda CB500 twins were a family of medium-sized standard motorcycles produced from 1993 until 2003. Because of their low cost, reliability, and good handling they were popular with commuters, and Motorcycle couriers. They were also raced in the United Kingdom in the Honda CB500 Cup (changed its name in 2009 to the Thundersport 500 when Suzuki GS500 and Kawasaki ER-5 were included). The half-faired Honda CB500S was introduced in 1998. Production of the first CB500 twin range ceased in 2003 as the engines could not meet Euro 2 emission regulations.

According to Honda engineers, the 499 cc parallel twin DOHC engine was designed to last for 300,000 km (190,000 miles). One motorcycle was tested by *Moto Revue* from 1993 through 1996. Dismantled at 50,000 km (31,000 miles), the engine was in perfect condition. At 100,000 km (62,000 miles) only the cam chain and the pistons were replaced, although, in the tester's opinion, it could have run with the original parts for longer with no problems.





The **Scarabeo** is a scooter model produced by the Italian motorcycle manufacturer Aprilia. Initially born as a model within the Aprilia range, today Scarabeo is a brand in its own right, always part of the Piaggio group.

Aprilia first introduced the Scarabeo back in 1993 with their 150cc model. Their concept of creating a scooter that handles better on rough roads and at higher speeds by incorporating larger wheels has proved to be sound over the years.

Ultimately, this has made the Scarabeo one of the most popular scooters in Europe.

The Scarabeo, one of Aprilia founder and owner Ivano Beggio's great ideas, was a retro-looking 50 and 100cc machine that caused a lot of excitement when it first appeared.

More than 750,000 were built in 20 years. Its rounded lines made it appeal to the emerging women's market, and its success surprised everybody, especially the Piaggio people who were used to dominating the scene with their models.

In fact, the Scarabeo was so successful that it forced Piaggio to give new life to many models. Aprilia fought back with Scarabeo versions up to 200cc that offered superior handling and very good overall performance. The Scarabeo family even grew to include a 500cc version, but the larger ones did not have the same success as the smaller and lighter models.

The original **Tiger 900**, manufactured by Triumph Motorcycles Ltd was introduced in 1993 and remained in production with minor improvements until 1998. The 'steamer' has proved a durable and tough motorcycle as befits its Dakar Rally type image, but it does suffer from several minor design flaws that hamper routine maintenance and give rise to some recurrent mechanical problems. These disadvantages tend to imply that most long term owners are at least mechanically competent and moreover somewhat idiosyncratic in their determination to keep this type of machine running. Other notable characteristics of the 'steamer' include the strong 885 cc three cylinder engine and the seat height, both of which conspire to give a dominant riding position with the ability to see over other traffic. The Triumph Tiger 800 was sold between 2010 and 2020. A completely new design Triumph Tiger 900 was introduced in 2020



The **Yamaha GTS1000** is a sport-touring motorcycle introduced by Yamaha in 1993, sold until 1999. It is notable for its forkless front suspension, specifically a RADD, Inc. This suspension provided improved stability under braking, but the improvement did not justify the additional cost for the consumer, and the bike was not commercially successful.

The GTS1000 also had advanced technologies not normally found on motorcycles at the time, such as OCC (Omega Chassis concept), single sided front swingarm, electronic fuel injection, ABS brakes, catalytic converter and six-piston front-brake caliper.

The engine was taken from the Yamaha FZR1000 of the time, and incorporated Yamaha's Genesis engine technology, though it was limited by design to 100 bhp (75 kW). In 2006, *Bike Magazine* declared the 1994 Yamaha GTS1000 the coolest of rare motorcycles. "Scarce, stylish, yet capable and completely usable: that's cool in our book."





The **Yamaha YZF750R** has a great engine with really good fat useable torque. Power was 125HP with 80Nm of torque. The throttle is so crisp and nice that you never have any dramas, with the YZF750R you get the smoothest punch off turns - you feel like the throttle is connected to the rear wheel on the YZF750R. You can almost hear the fuel being sucked down the carbie's as it growls.

Another stellar quality of the YZF750R is its suspension and handling. The front forks are so good that only in recent years have I found bikes that mimic its breadth of quality. The older bikes were either too hard, harsh or had a narrow window of performance. The YZF750R is smooth, stable and holds a beautiful line on road and track.

On the road the YZF750R is brilliant, smoothness, room and old school riding position. The suspension's brilliance shines on poor roads where the forks soak the bumps so well you hardly get thrown around and the feel from the front end is as good as many a modern day bike.

The fantastic fuelling made it very confidence inspiring to ride. The other thing is the YZF750R is like an old Valiant - very basic, starts every time and never breaks down or overheats in traffic jams - just bullet-proof.

<https://www.shannons.com.au/club/bike-news/bike-reviews/yamaha-yzf750r-retro-road-test/>

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