

MOTO

Eurobodalla



March 2024



Featured: 63 Cars & 21 bikes from 1894 1934 1974
Member's cars on show
Exploring the Charms of Candelo and Kameruka

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President's Message

Rob Upton

As you read this Summer is all but over, and a strange one weather-wise it was too. That notwithstanding, we had a bunch of great events that were well attended by members and their vehicles. The Moruya show was stacked full of a wide variety of our toys and every run had a strong showing. We had a lot of visiting tourists show up with their cars and bikes and the compliments about the club from many were flattering.

Despite the often sub standard weather, the beaches were packed, the shops did well and now we can settle down to the beautiful lifestyle that those visitors only dream about.

Some members have been busy buying some new vehicles, one I know of being driven all the way from far north Queensland and several others with road trip stories to add to their provenance. I'm sure the new owners will be more than happy to tell us about them over a coffee at one of our runs.

So let's look forward to a wonderful 2024, new cars, new bikes, new members and hopefully some fine weather.

See you all on the next run...

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The Classic and Vintage Motor Club of Eurobodalla (CVMCE)

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President Rob Upton (Donna) 0413 000 643 president@cvmce.org.au	Editor Bernie DuField 0490 093 419 newsletter@cvmce.org.au	Broulee Rob Upton 0413 000 643 South Durras Mark Smith 0411 486 205
Vice-President Paul Scott 0424 864 450 vice-president@cvmce.org.au	Assistant Editor Mike Rose Supervising Assistant Editor Linda Rose	Long Beach Volker Oldenburg 4472 9288 Malua Bay (Bikes, cars by neg.) Lloyd Bowden 0419 251 106
Treasurer Brooke Tumanic treasurer@cvmce.org.au	Regalia & clothing Peter Williamson 0430 604 858 regalia@cvmce.org.au	Surf Beach Barry Apps 0409 311 002 Queanbeyan Tario Triantafillopoulos 0418 862 608
Secretary Graham Cochrane 0414 989 439 secretary@cvmce.org.au	The Council of Motor Clubs (CMC) Delegates Mark Beaver 4474 3461 Brett Moore 0417 221 467	Moruya Dean Price 4474 2962 Terry Goodall 0414 932 678 Moruya Heads David Nettle 0438 744 293
Events Directors Graham Cochrane & Paul Scott events@cvmce.org.au	Webmaster Michelle Ryan (Jason) 0429 117 100	Moruya Heads (older vehicles) Noel Hand 4474 2128 / 0436 026 385
Registrar Jake Harris 0427 427 747 registrar@cvmce.org.au	Modified Vehicles Registration Classic Vehicles Scheme (CVS) Mark Beaver 0427 857 453	Turlinjah Andrew Redwin 0438 681 932 Tuross Head Phillip Southwell 0401 361 647
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, published four times a year. Copies available at meetings.

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Janice

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 Moruya Books

Editor's Message



Bernie Du Field

Let me start with mentioning the obvious thing you might have noticed with this edition of MOTO Eurobodalla. Yes there is someone on the front cover who has already been on the back cover. Jake Harris was on the back cover of the first edition of MOTO Eurobodalla in September 2021, not to mention being the subject of last edition's 'Meet a Member'. Though to be fair it is hard to find people who have the time or lack of shame to submit their privacy to the 'Meet a Member' page. Indeed I was unable to find anyone who could assist as subject for for this edition's 'Meet a Member', and have reluctantly put my own story in this month's rather than have it blank.

Ideally there would not be any recycling of subjects given the number of members we have. After a lot of reflection, and no consultation, there are a number of reasons I have gone with the cover you see here; we were due for a bike, it's a cracker of a picture, I already had it, and Jake puts in a huge amount of effort in the day to day admin of our club. Being on the committee I see how much effort it has taken to convert a hand written record of members cars into an electronic format. It is staggering how many iterations over several years it took to develop the system we see today, how much thought went into it to ensure no member was disadvantaged by the change to electronic membership, to close any loopholes or anomalies as they popped up, to help members without IT skills to sort their profile, answer questions and endlessly attempt to contact members who were falling off the radar in case it was our fault.

So why is Jake on both the front and back covers? At a recent club run someone mentioned to me how cool it would be to have the front of a car on the front of the magazine and the back of the car at the back. A throw away line the snuck into my subconscious, and I already had a couple of photos, these photos, on file, and if you have ever done any magazine development yourself, you would know that we editors love nothing more than having something ready to go so we can deal with all the other pages that need filling, with a deadline rapidly approaching.

So yeah, I acknowledge potential nepotism in the selection of pictures, but Jake is at a high percentage of club runs, solves a lot of our problems for free, has never asked for the front page, so why not? I bet he's going to be embarrassed by it, quickly followed by putting them on display at every club meeting lol

Please feel free to flood me with pictures of club runs and profiles for 'Meet a Member' as my penance.

Hooroo!

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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2024 Club Runs

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-Mar	Saturday	Cars, bikes and coffee Moruya and Tomakin
2-Mar	Saturday	Braidwood Show & Shine, Braidwood Showground, 3 km West of Braidwood on Kings H'way
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	euroCruise 2nd Sunday run
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
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 Cafes, Princes 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	MOSSY POINT Boat Ramp, 165 Annettes Parade
6-Apr	Saturday	Cars, bikes and coffee Moruya and Tomakin
7-Apr	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 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	euroCruise 2nd Sunday run
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
24-Apr	Wed	Batemans Bay Regional Botanical Gardens, Deep creek dam Rd, B. Bay
25-Apr	Thursday	ANZAC Day Functions across the Eurobodalla Shire
27-Apr	Saturday	Cars, bikes and coffee Moruya and Tomakin
28-Apr	Sunday	4th Sunday Run to Batemans Bay Waterfront in Clyde St.
1-May	Wed	BATEHAVEN Crumb Café, 2/268 Beach Rd, Batehaven
4-May	Saturday	Cars, bikes and coffee Moruya and Tomakin
5-May	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
7-May	Tuesday	Club Meeting at Tomakin Sports Club
8-May	Wednesday	TUROSS HEAD Boatshed, 93 Trafalgar Rd, Tuross Head
11-May	Saturday	Cars, bikes and coffee Moruya and Tomakin
12-May	Sunday	euroCruise 2nd Sunday run

15-May	Wed	BERMAGUI Sundeck Fishermen's Wharf, 73/79 Lamont St, Bermagui
18-May	Saturday	Cars, bikes and coffee Moruya and Tomakin
19-May	Sunday	3rd SUNDAY RUN EAST LYNN Roadhouse Pie Shop Princes Highway East Lynne
22-May	Wed	LILLI PILLI Three66 café 1/366 George Bass Dr, Lilli Pilli
25-May	Saturday	Cars, bikes and coffee Moruya and Tomakin
26-May	Sunday	4th Sunday Run to Batemans Bay Waterfront in Clyde St.
29-May	Wed	Moruya Golf Club, Evans St Moruya
4-Jun	Tuesday	Club Meeting at Tomakin Sports Club
8-Jun	Saturday	Cars, bikes and coffee Moruya and Tomakin
9-Jun	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
12-Jun	Wed	Batemans Bay Regional Botanical Gardens, Deep Creek Dam Rd, Batemans Bay
15-Jun	Saturday	Cars, bikes and coffee Moruya and Tomakin
16-Jun	Sunday	euroCruise 2nd Sunday run
19-Jun	Wed	BODALLA Cafes Princes hwy
22-Jun	Saturday	Cars, bikes and coffee Moruya and Tomakin
23-Jun	Sunday	3rd SUNDAY RUN EAST LYNN Roadhouse Pie, Shop Princes Highway East Lynne
26-Jun	Wed	MORUYA Shelley's Café, 29 Shelly Rd, Moruya Industrial Estate
29-Jun	Saturday	Cars, bikes and coffee Moruya and Tomakin
30-Jun	Sunday	4th Sunday Run to Batemans Bay Waterfront in Clyde St.
2-Jul	Tuesday	Club Meeting at Tomakin Sports Club
3-Jul	Wed	BAWLEY POINT Saltwood Café, 636 Murramarang Rd, Kioloa
6-Jul	Saturday	Cars, bikes and coffee Moruya and Tomakin
7-Jul	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
10-Jul	Wed	MOSSY POINT Café, 31 Pacific St, Mossy Point
13-Jul	Saturday	Cars, bikes and coffee Moruya and Tomakin
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27-Jul	Saturday	Cars, bikes and coffee Moruya and Tomakin
28-Jul	Sunday	4th Sunday Run to Batemans Bay Waterfront, in Clyde St.
31-Jul	Wed	MOGO Cafes, Princes H'way , Mogo
3-Aug	Saturday	Cars, bikes and coffee Moruya and Tomakin
4-Aug	Sunday	1st SUNDAY RUN NELLIGEN River Café, 1 Wharf st, Nelligen
6-Aug	Tuesday	Club Meeting at Tomakin Sports Club
7-Aug	Wed	MOSSY POINT Boat Ramp, 165 Annettes Parade, mossy Point
10-Aug	Saturday	Cars, bikes and coffee Moruya and Tomakin
11-Aug	Sunday	euroCruise 2nd Sunday run
14-Aug	Wed	Batemans Bay JJ'S at the Marina, 27 Beach Rd, Batemans Bay

CLYDEAUTO

B A T E M A N S B A Y

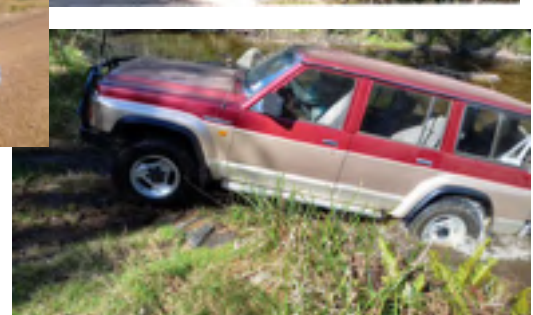


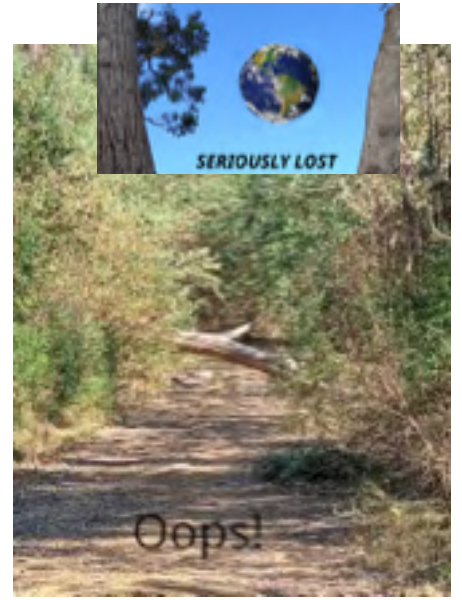
CUVICE 4WD RUNS

Beautiful Eurobodalla bushland provides a wonderful setting for the sheer genius of some club members' driving skills to be put on show. Nonchalantly disregarding dust, heat and corrugations that turn fillings in the teeth into shrapnel, dodging pot holes, removing trees and other obstacles blocking the track – it's all in a day's play for these hardy cavaliers.

Although there's perhaps some slight exaggeration about the perils facing these adventurers; or perhaps even a lot of exaggeration; it's still a far cry from the mundane bitumen that we so often traverse. To make more than a dozen gear changes in 100 metres. To creep through a rough patch at walking pace. To prevail where others fear to tread – or rather, to drive. And to wonder what the heck you're doing there.

But a picnic morning tea in the bush while passengers regather their wits, smelling the leaves and listening to the birds, and then at the end of the drive enjoying a lunch and reviewing and recounting the day's drive, basking in the camaraderie, and not thinking about the upcoming task of washing the vehicle, it's the stuff that dreams are made of.





CVMCE CLUB RUINS





Travelogue



Exploring the Charms of Candelo and Kameruka: A Journey through the Bega Valley

Karen Motyka

Take a right turn off the Princes Highway south of Bega and embark on a journey of discovery through Candelo and Kameruka, two picturesque villages nestled in lush rolling farmland and flanked by the slopes of the Great Dividing Range. Driving into the valley, along the upper reaches of the Bega River and the sandy beaches and waterholes of Candelo Creek, many mature English and European trees can be seen lining the route. Why would this be so?

In 1834, the Imlay brothers, Alexander, George, and Peter, seeking new horizons beyond their Pamboola Station in nearby Pambula, were among the first to recognise the potential of Candelo's fertile lands for grazing and took the lease on 78,000 hectares of pastoral property. Due to the 1840s depression, they relinquished the lease to the Walker brothers, William, Edward, and James, who named it Kameruka (a Yuin word meaning "wait until I return") and built a Georgian mansion on it.

The original occupants of the area around Pambula and the Bega Valley were the Aboriginal group, the Djiringani. The displacement of these First Nations people from their traditional lands began when cattle farmers brought their herds south in the late 1820s. Hundreds of deaths followed when diseases arrived.

In 1852 the Walker brothers disposed of the property to the Twofold Bay Pastoral Company whose members included the Manning brothers, the Tooth brothers, and Thomas Sutcliffe Mort (the Lancashire born industrialist who acquired land around Moruya and Bodalla).

While European settlement was slow due to the area's rugged topography and distance from Sydney, land sales in the region took off in the 1860s. Candelo quickly emerged as the centre for trade and commerce, serving as a crucial link between the Snowy Mountains, the Monaro, and the coast. In its heyday, Candelo boasted a bustling array of businesses and services catering to the needs of its growing population. From general stores to blacksmiths, hotels to newspapers, the village buzzed with the energy of commerce and industry.

In 1857, the reins of Kameruka passed into the hands of the Tooth family, renowned for their brewing empire. Under their stewardship, the estate prospered fuelled by the introduction of cheese making and the migration of German settlers. Robert Lucas-Tooth took ownership in 1864, subdivided the land into leaseholds for farming families and embarked on a building program, envisioning an idealised, self-contained community steeped in English charm.

The valleys surrounding Candelo and Kameruka echoed with the lowing of cattle and the clatter of milk pails as dairy farms sprung up. The towns became synonymous with dairy farming, their factories churning out cheese and butter for tables across the region. The dairy industry has evolved over the years, and many of the original farms still supply Bega Cheese.

Before World War 1, the Kameruka Estate stretched across more than 162,000 hectares making it one of Australia's largest cattle runs and home to nearly 1,000 dairy workers living in villages built around three separate cheese factories. Sir Robert's vision also saw the construction of a grand homestead, English gardens, the impressive Holy Trinity Church (designed by Edmund Blakett the architect of Sydney University and St Andrew's Cathedral in Sydney), a clock tower, village hall and square, butcher's shop, several schools, and numerous cottages to house the communities of dairy workers and their families.

The Lords View Cricket Oval was added as entertainment for the workers and in 1888 the estate hosted a touring English XI, who played against a twenty-two strong local side in one of the earliest contests between the two great cricketing nations.

The English won.



From majestic oak-lined avenues to a tranquil lake, every corner of the Kameruka Estate bears witness to a bygone era of prosperity and abundance. The scattering of English pines is said to have been propagated from the original saplings planted in honour of Sir Robert's three fallen sons who were killed in action during World War 1. They are commemorated alongside the estate's workers on the Kameruka Estate War Memorial in the church grounds and on the honour roll inside the church.

The Candelo Markets (1st Sunday of the month) are a lively affair transforming the village into a vibrant hub of local artisans, musicians, and food vendors. The air is filled with the aroma of freshly baked goods and the sound of laughter. From old wares to fresh produce, the market offers a treasure trove of delights. Even in the quieter winter months, the allure of the market is undeniable, drawing visitors from far and wide.

Fuelling the creative pulse of the village is the Candelo Arts Society, a beacon of artistic expression and innovation. Every two years, the village comes alive with the Candelo Village Festival, a celebration of music, arts, crafts, and village life that captures the essence of Candelo's cultural heritage. The Candelo Hotel, overlooking the river, plays host to the renowned Candelo Blues Club on the second Sunday of every month. The 135th Candelo Agricultural Show was held in late January 2024. It has been held annually since 1883 and has been cancelled only three times. In 1919 due to severe drought, and in 1952 and 2020 due to the bushfires that ravaged the district.

The Candelo General Store dates back to the late 19th century. Despite a devastating fire in 1903, this historic building has stood the test of time, serving as a gathering place for generations of Candelo residents. No visit to Candelo is complete without spending time savouring the culinary delights of the restored Candelo General Store Café. This is the only daytime dining option in the area and an absolute must-do after a browse through the vintage wares in the neighbouring petrol station. The café is fully licensed and serves breakfast, lunch, and afternoon tea seven days a week. Everything on the menu is top-notch, homemade, and produced locally. For example, they serve cold cans of beer from Ryefield Hops in Bemboka. The décor is rustic and eclectic and there is a deep verandah to provide shade for customers at the pavement tables and in the garden.

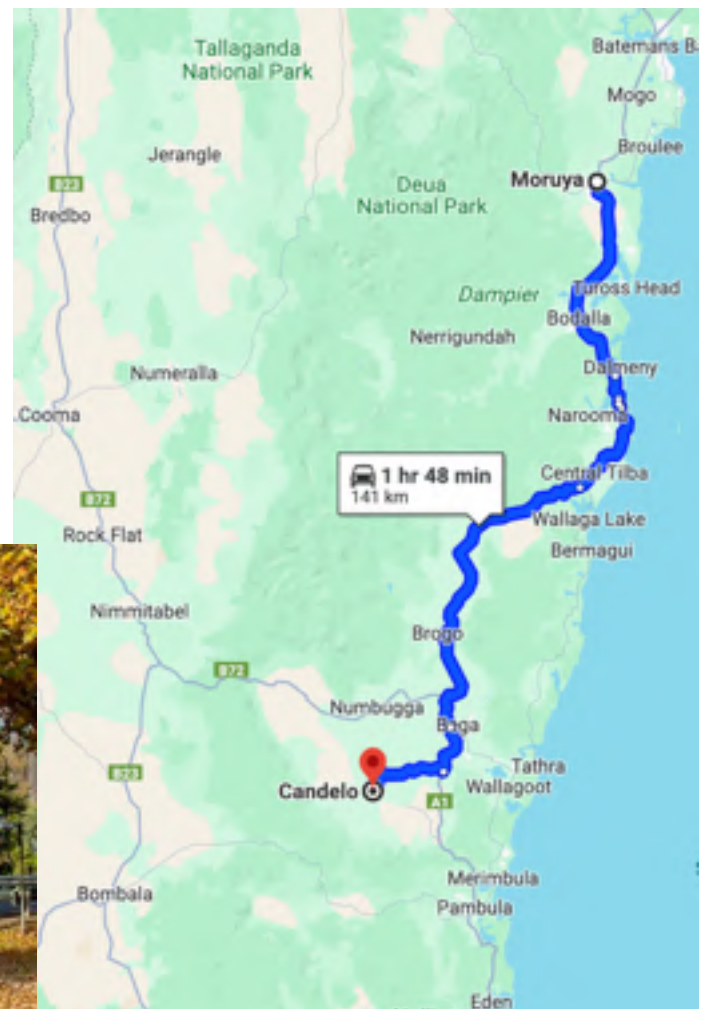
Wheatley Lane Bread, a Candelo-based micro bakery, supplies artisanal breads to select cafes and stores in Tathra, Pambula, Kalaru and Bega. They use organic stoneground flours, cultured leaven and bake in a wood-fired oven. The baker honed his craft in San Francisco. The breads are



available at the Bega and Candelo markets and, of course, on the shelves and menu at the Candelo General Store Café.

Venturing beyond the village limits, a drive up the Tantawangalo Mountain Road into South East Forest National Park reveals a landscape of undulating countryside, panoramic vistas, steep switchback dirt roads, old-growth forests and primitive campgrounds waiting to be explored. Despite having a population of only 300 people, Candelo has a beautiful 50 metre outdoor pool located on Myrtle Mountain Road on the edge of town. The perfect place to cool off on a sweltering day.

Strolling through the streets of Candelo, you are transported back in time to an era of bullock teams and blacksmith's shops. The village's nineteenth-century buildings are a testament to its rich heritage, offering a glimpse into a bygone way of life. Yet amidst echoes of the past, Candelo remains a welcoming haven, inviting visitors to share in the everyday lives of its friendly locals and bask in the charm of country living.



Meet a member

Editor: Bernie DuField

I am informed by my mother that my first word was car, so there is a lifelong interest evident here. Going on a road trip is my idea of time well spent, not so much commuting in Sydney traffic though? I rarely sell a car because I am sick of it, I am inevitably drawn to something new that I admire and haven't owned yet. Should I win a lottery one day, and surely my time is coming, I buy an autopic nearly every year when on holidays, I will track down one each of the models of cars I have owned and display them in my new backyard aircraft hanger. They will ideally be the same colour I had, and would ideally be a daily runner. Please don't tell Bec. Hey it's free to dream!

HQ Holden 173 column manual. My first car. Purchased from the sister of a friend of a friend. After getting a lift there and paying for it I was stuck, I had to go inside and ask where the handbrake was so I could drive off. No A/C. No speeding tickets.

VC Commodore SL Wagon 3.3 auto. The middle of the range model so it had fake woodgrain around the dash. A vacuum 'Econoguage' rather than a tacho. A/C. A speeding ticket.



EH Sedan 179 column manual. Could pull third gear up a hill from 10 mph. The door rubbers were hard and cracked so the doors filled up with water when it rained, then when I went down a hill all the water ran out of the

doors and into the footwell, you should have heard my passengers squeal!

Datsun 1600. Bought it drunk from a female friend. After being reminded that I bought it, I was told it uses a lot of water. The oil looked like milk when I checked. A bit disappointing even for \$400. It ended up with my brother and written off when it spun out on a greasy wet T intersection, he wasn't a hoon but he was a young bloke in a Datto 1600 so the Police hit him with a negligent driving fine. Harsh.

FX Holden 1952. Pop. He was a wedding car on a few occasions and was actually sold to a Wedding car business in Hornsby. I had to sell him because the Commonwealth Bank got a bit shitty about me tripling my credit card limit on a trip to Europe that I couldn't afford. Good thing it was paper slips rather than electronic back in 1992 or I'd have been sober and destitute during my holiday.



Gemini TD 4 speed manual. This was my shopping/ get to work in the rain vehicle when my daily driver was a BMW K100RS.

Holden Nova 1994 5 speed manual. A badge engineered Toyota Corolla. Purchased at ex-Govt auctions. Did everything perfectly every time and nice to drive, my sister owned it after me.



VP Commodore wagon 3.8 5 speed. Went well, good economy, nice to drive. I upgraded the dash from a wrecker for \$80 to one with a tacho and it turns out I was under revving the motor judging revs by sound. In my defence that very good motor did sound a bit trashy above 4000rpm. For \$120 I could have had a dash with much lower km, but that would have thrown out the logbooks, the guy looked at me like I was crazy for not lowering the km. The engine pinged going up hills if run on 91 unleaded and gave much better economy on premium fuel, so that's what I got.

VT Commodore Series II Berlina. Another ex-Govt auction win. 8 months old. Kept it until we were in Moruya and traded it in on the next car, a wagon. A lovely comfortable car to drive locally or long distance. I would happily own one of those again.

2003 Subaru wagon 2.0 5 speed. My first even new car. It was an extra \$5k for the 2.5 and we were about to buy our current house so sacrifices had to be made. We kept it till it had 88,000 km and was too small.

Suzuki XL-7, 5 speed. Nice little V6 did the Bendethra Valley drive with ease, why didn't I do than more often? Ultimately too small as the kids got bigger even with 7 seats.

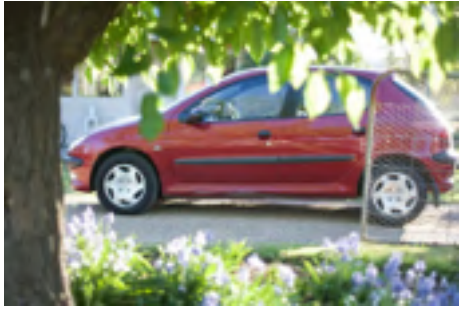
2009 Toyota Kluger KX-R AWD (New). The bottom of the line model had all the same safety gear as the upper models, it even had air vents for the third row! Oddly there was less space behind the third row than the Suzuki Sierra. With seven passengers in the Kluger there wasn't room for a single suitcase. Bizarre. We bought a roof pod. The best advice I was given was, "Buy the biggest pod you can get, it will still be too small." We recently used the Kluger to tow a van to Perth and back and it didn't miss a beat even with 310,000km. What a beauty, one owner, perfect service history, matching numbers. A future classic for sure. Only 15 years till I can put it on H plates :)

2000 Toyota Avalon Grande. A second car on a tight budget. What to get when you want safe, reliable and inexpensive, normally you can only have two of those things? Hmm, what doesn't the market like for some reason, but is wrong? I know- Ugly, the market hates ugly. This was a nice car to drive with a grunty V6, leather, sunroof and nice stereo. As a bonus the kids won't want to nick it. Incorrect. Our eldest loved it in an ironic kind of way and he inherited it, meaning I had to buy another car, oh well :)

1997 Peugeot 406 TDI manual. A unregistered car no longer road worthy I picked up on Gumtree for the price of the fuel in it to teach the boys to drive a manual on the neighbour's farm, the Kluger and

Avalon both being automatics. Pro-tip: The Kluger and Avalon both have left foot operated parking brakes so you cannot grab the handbrake when teaching them to drive if you need to take over. Ask me how I know.

2001 Peugeot 206 5 speed manual. What an enormously fun car to drive, revving it out through the gears without going over the speed limit. I was melancholy the day I sold it for \$100 and a six pack of beers with one day's rego and the clutch almost gone.



2004 Toyota Camry 2.4 manual. One family owned car before us. Only recently upgraded by my son, he bought a Subaru Forester, I wonder where he got that idea??

2000 Mercedes S320. What a ridiculously comfortable and solid car to drive. What a ridiculous amount of sensors and electronics that break down with time rather than km. Just under \$200k new according to its paperwork, I got it for \$4,500 from Grays auctions with 132,000km and a scrape down the driver's side. I had it for 4 years and put on 50,000km until the gearbox wanted a rebuild quoted as \$10k, more than the car is worth. I gave it away to another member of the club who I purchased my VF1000 from and he fixed a heap of things on it, I think it owes him over 3 weeks of labor, which he could do himself but I would have to pay a premium for. Its feels weird being driven around in it by the new owner.



2008 Subaru Liberty 2.5 manual sedan. Another Grays Auction purchase. Full service history and ran perfectly, well until it went under during a flood.

2003 Subaru Outback H6. The replacement for the Liberty. The 6 cylinder Subaru has a timing chain so no expensive timing belt replacement needed. Currently has over 350,000km and running SO smoothly.

2011 Mercedes B200. Purchased this from Grays with low km and a full service history for our youngest who got his licence in the S320. I have had such a good run, I'm good at this auction business- it's easy! I had to send it back to Grays to auction off within a week when it became apparent CVT gearbox's aren't reliable, nor are they cheap to fix, it was gong to cost more than I paid for the car. Oh and the passenger side headlight looked like it had been re-wired by a drunk monkey and the mechanic wouldn't touch it. I lost about \$2.5k on that little endeavour, but overall I am in front on the auction game, but a bit wiser and more cautious now. A friend sold her one owner convertible Peugeot through Grays because she was too busy to go through the private sales palaver and was really disappointed with

how little she got for it. A member of our club sends trade-ins they get with terminal problems to Grays to get rid of them anonymously. This is the two sorts of cars that end up at Grays. Probably best passing an expert eye over them in person before bidding rather than zooming in on the pictures over the internet like I did.

2009 Toyota RAV4. A one-owner car being sold by a co-worker that became a son's first car.

1998 VT Commodore. I'd forgotten how good these are to drive. Bought from Rob Upton to tide me over between the S Class and the Mazda 3 we had on order through Clyde Auto. It did not feel cheap or unrefined compared to the 200 S class, I was really surprised. Rob even arranged a buyer for it for when the Mazda arrived. Now that's after-sales service!

2023 Mazda 3. 2.5 SP Evolve. The last of the 6 speed manuals. 96% of buyers wanted an auto so they no longer make Mazda 3's with a clutch. A shame because it has such a sweet gearbox and is so easy to drive. The 2.5 is such a strong engine it would be hard to stall, if you let the clutch out without touching the accelerator it will just smoothly move off. It is just as happy pulling along in sixth from under 2000rpm as it is revving out to 6000rpm scorching up the Clyde. With max torque at 4500 rpm it is very willing to rev and feels more like a rotary than your average piston engine. Average fuel consumption is 6.2L/100km, 5.3L/100km on a trip. I will keep this car forever, you will see it on H plates one day if you are patient.

Honourable mentions

Jaguar Vanden Plus V12 lent to me for a few weeks when I was 18 by an older co-worker. What was he thinking? He needed me to get a pink slip and get it registered while he was overseas was what he needed. Smooth and handled so well for a big car. It impressed me and my mates but pissed off everyone older than me who saw me driving it.

My cousin loaned me an XD Falcon while I house minded for them in 1985, and offered it to me for \$3500. I should have bought it, but I always felt like the door handles were going to come off in my hand.

When I joined CVMCE I was offered a free 1962 Morris Major Elite in beautiful condition. I was so tempted but it wasn't something I pined after, and there are plenty of cars I would swoon for, so I reluctantly and frequently regrettably passed on it, but it worked out well, the first car for a young fella in the club who clearly loves it and looks after it.

What next? When I retire I would like a turn-key classic. A light blue 1970/80's W123 Mercedes would be just perfect. The V8's are a bargain price for a V8, but I would be immune from speeding tickets if I had a 240D or a 300D, so I have an open mind on where that goes lol.



1894



The **Audibert & Lavirotte** was a French automobile, manufactured in Lyon from 1894 to 1901. These cars that were generally similar to the Benz were up to 6 horsepower, and featured belt drive and rear-mounted engines. In 1900, the company built three 36 hp racers, which were entered in the Nice-Salon-Nice race on the 25th of March 1901. They were the heaviest vehicles in the race, weighing over 1600 kilograms each. They manufactured a so-called *Berline de Voyage*, which may have been the first saloon car as early as 1898. The company ceased production in November 1901, after financiers did not pay and the factory was forced to shut down.

The **Electrobat** was one of the first electric automobiles. It was designed and built in 1894 by mechanical engineer Henry G. Morris and chemist Pedro G. Salom in Philadelphia, Pennsylvania. Morris and Salom had backgrounds in battery-powered streetcars and, as the battery streetcar business was fading, they teamed up to make battery road vehicles. Their Electrobat received a patent on August 31, 1894. Built like a small version of a battery streetcar, it was a slow, heavy, impractical vehicle with steel tires to support its immense, 1,600-pound lead battery. An improved version, the Electrobat II, entered production in 1895.

Subsequent versions were lighter and had pneumatic tires, with bodies built at the Caffrey Carriage Company in Camden, New Jersey. These cars steered by their rear wheels and had two 1.5-horsepower (1.1 kW) motors that propelled them 25 miles (40 km) per charge at 20 mph (32 km/h). Morris and Salom went on to build about a dozen Hansom cabs based on this vehicle, to compete with the horse-drawn cabs then in service in New York City; they operated in New York, Boston, and elsewhere.



The **Peugeot Type 6** was the last Peugeot vehicle to carry over the tired 2-hp 565 cc V-twin from the earliest Peugeot models. It was larger than the Type 5 and offered for 1894 only. A mere 7 units were built and sold, of which one survives in Louwman's museum in the Netherlands.

The **Peugeot Type 7** was built on the same chassis as the Peugeot Type 6 and shared some mechanicals but its engine was twice the size, and twice as powerful. It had a phaeton style body for 4 persons. 25 units were built between 1894 and 1897.

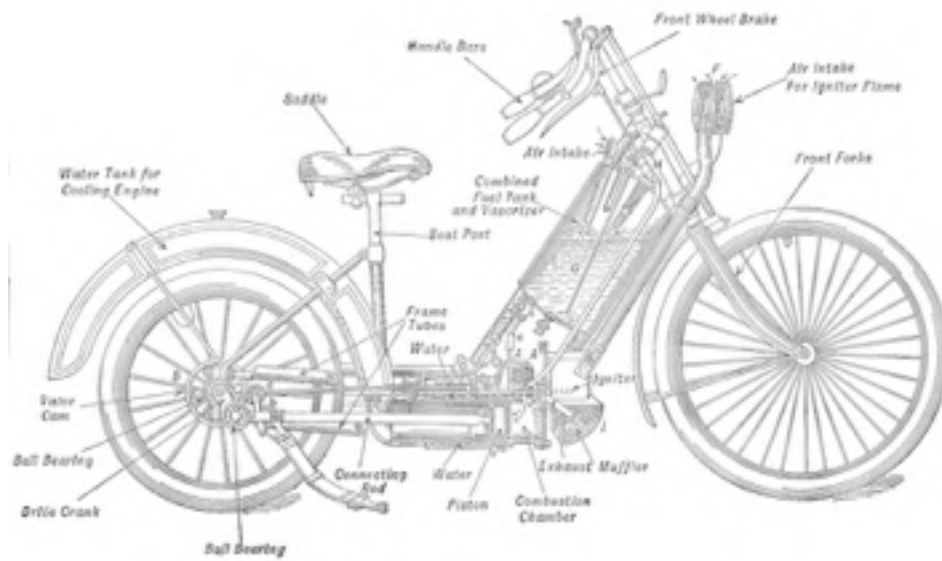
The 1,282 cc V-twin Daimler engine was mounted at the back, and produced 3.7 hp. The cooling radiator was mounted at the front of the vehicle and the coolant flowed within the chassis tubing. Transmission was via a cone clutch, 4 speed gearbox and chains propelling the rear wheels. Some models had steel wire wheels with rubber tyres and others had wooden wheels. The weight was circa 650 kg and top speed was 18-20 km/h.

The **Peugeot Type 9** was equipped with a 1.2 liter v-twin engine made in conjunction with Daimler, one of 257 such vehicles produced. The Type 9 was advertised as the

brand's first closed-top family car. Like most European vehicles from this time period, it had very small dimensions and mirrored the design style of horse carriages. A 1894 Type 9 chassis was the first ever vehicle in the world to be equipped with pneumatic tires (by Michelin). It was called L'Éclair and participated in the 1895 Paris-Bordeaux-Paris race.

The **Peugeot Type 10** was a 5-seater closed-top car (body style similar to that of an estate car) produced from 1894 to 1896 by Peugeot. The engine was a V-twin that displaced 1645 cc. Three units were made.





The Wolfmüller Motorcycle, an Early Form of Unconventional Design.

In 1894, Hildebrand & Wolfmüller became the first series production motorcycle, and the first to be called a motorcycle.

Excelsior Motor Company, originally a bicycle manufacturing company based in Coventry, England, began production of their first motorcycle model in 1896.

The first production motorcycle in the US was the Orient-Aster, built by Charles Metz in 1898 at his factory in Waltham, Massachusetts.

In the early period of motorcycle history, many producers of bicycles adapted their designs to accommodate the new internal combustion engine. As the engines became more powerful and designs outgrew the bicycle origins, the number of motorcycle producers increased. Many of the nineteenth-century inventors who worked on early motorcycles often moved on to other inventions. Daimler and Roper, for example, both went on to develop automobiles.

At the end of the 19th century the first major mass-production firms were set up. In 1898, Triumph Motorcycles in England began producing motorbikes, and by 1903 it was producing over 500 bikes. Other British firms were Royal Enfield, Norton, Douglas Motorcycles and Birmingham Small Arms Company who began motorbike production in 1899, 1902, 1907 and 1910, respectively. Indian began production in 1901 and Harley-Davidson was established two years later. By the outbreak of World War I, the largest motorcycle manufacturer in the world was Indian, producing over 20,000 bikes per year.

The Hildebrand & Wolfmüller patent of 20 January 1894, describes a 1,489 cc (90.9 cu in) two-cylinder, four-stroke engine. The fuel-air mixture from the surface carburettor was regulated by a valve operated by controls on the handlebar. Some design details were carried over from a steam-powered prototype made by the Hildebrand brothers in 1889, including the water tank shaped to form the rear mudguard and the connecting rods of the engine driving the rear wheel directly. The water tank was repurposed to supply water to the cooling jackets surrounding the cylinders. The steam-powered prototype had a double-acting cylinder, applying power to the piston in both directions. With no double action available in the petrol engine, and no flywheel effect apart from the movement of the rear wheel, the return impulse for the piston was provided by heavy rubber bands.

The intake valves were operated by the suction caused by the intake stroke, while the exhaust valves were operated by an eccentric brass ring on the rear wheel and a device at the cylinder head that opened each cylinder's valve alternately.

Approximately two thousand examples of the motorcycle were built, but with a high initial purchase price and increasing competition from improving designs (this model was entirely "run and jump" with neither clutch nor pedals) it is not thought to have been a great commercial success. The Hildebrand & Wolfmüller factory closed in 1919 after the First World War.



Examples exist today in the Deutsches Zweirad- und NSU-Museum in Neckarsulm, Germany, the Science Museum in London, The Henry Ford in Detroit, Michigan, the Museum Lalu Lintas in Surabaya, Indonesia, National Technical Museum in Prague, and the Barber Vintage Motorsports Museum in Birmingham, Alabama, USA.

1934



Adler Diplomat



Adler Trumpf Junior



Alfa Romeo 6C



Amilcar Pégase

Bugatti Type 57



© 2003 Ralph Kesting / Classics.com



Chevrolet Master



Chrysler Airflow



Datsun Type 13



Citroën Traction Avant



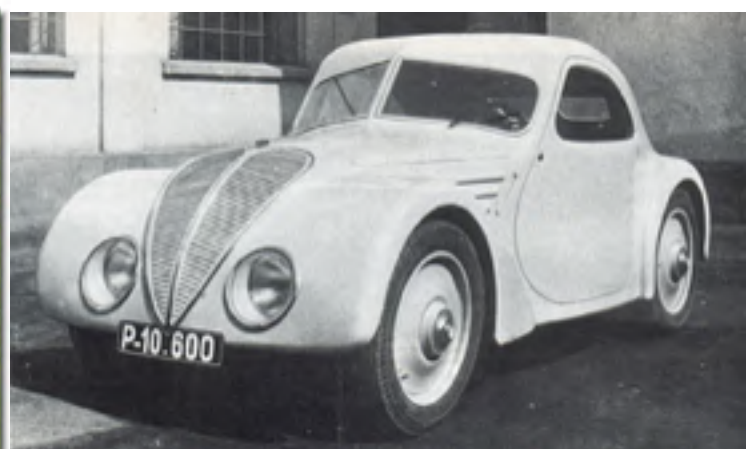
Fiat 527



DeSoto Airflow



Ford Model C



Jawa 700

1934



Mercedes-Benz 500K

MG N-type



MG P-type

MG Q-type





Peugeot 601



Opel 2.0 litre



Peugeot 401

1934

Renault Celtaquatre



Praga Super Piccolo

Renault Vivastella Grand Sport



Riley MPH





Singer Eleven

Rytcraft

Škoda Superb



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1934



Triumph Dolomite



Tatra 77



Vauxhall Big Six

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A photograph of four cyclists riding their bikes on a sandy beach at low tide. The ocean is visible in the background, and the scene is reflected in the wet sand.

Triumph 6/1



Excelsior Manxman



THE **WHITWOOD** is essentially suitable for the present day needs, being safer than any vehicle on the roads to-day and easier to drive.



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THE **WHITWOOD** avoids the necessity of Oilskins, Overalls, Trench Boots, Waders, Goggles, Mittens, Mufflers, and the like paraphernalia.



OEM Whitwood monocar. In 1934 in addition to motorcycles Osborn Engineering Company announced a very unusual vehicle - the two wheel car. It was in effect a motorcycle enclosed completely in a slender car type body with wheel steering, and tandem seating for two. however it was not a success and was discontinued in 1936.

PMZ-A-750



The PMZ-A-750 was the first heavy motorcycle manufactured in the Soviet Union.

PMZ-A-750

СССР, 1938 г.
/ USSR, 1938

Производитель / Manufacturer:
Подольский механический завод (ПМЗ)
/ "PMZ" (The Podolskian mechanical factory)
Годы выпуска / Years of manufacture:
1935-1939

Тип двигателя / Engine type:
2-цилиндровый, V-образный
/ V-twin

Объем двигателя, см³ / Engine volume, cc:
744

Мощность / Engine rating:
15 л.с. при 3600 об / мин
/ 15 h.p. at 3600 rpm

Максимальная скорость / Maximum speed:
95 км/ч
/ 60 mph



1974



Alfa Romeo Alfetta GT



Alfa Romeo 2300



Audi 50



Bricklin SV-1



Citroën CX



Sebring-Vanguard Citicar



DAF 46



Daihatsu Charmant



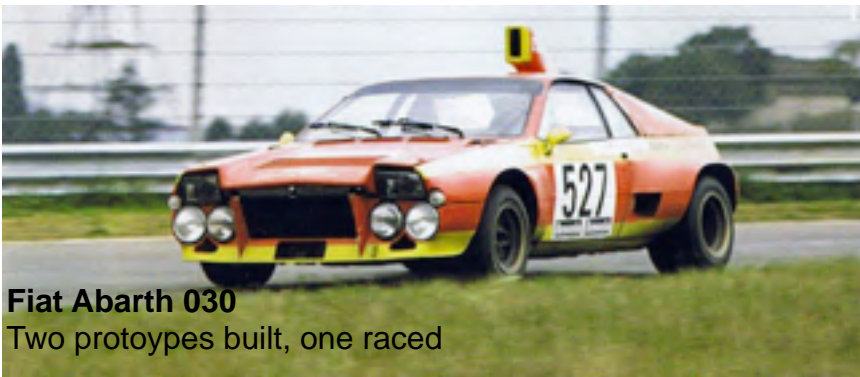
Fiat 131



Daihatsu Taft (F10)



Dodge Ramcharger



Fiat Abarth 030
Two prototypes built, one raced



Ford Gran Torino Elite



Holden HJ

1974



Lamborghini Countach



Panther De Ville

Plymouth Voyager



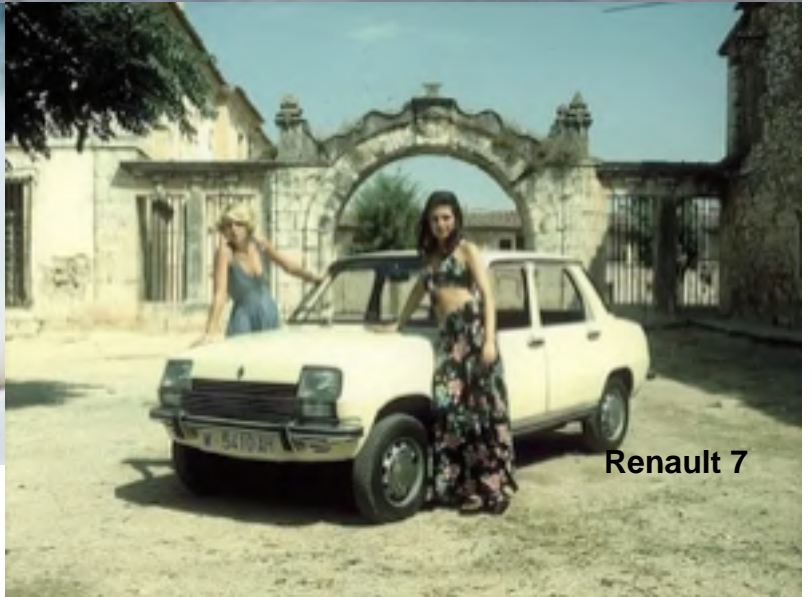
Maserati Quattroporte II



Purvis Eureka



SEAT 133



Renault 7



Tatra 613



Jeep Cherokee (SJ)

1974



Toyota Corolla (E30)



Volkswagen Golf Mk1



Volkswagen Scirocco



Volvo 200 Series





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BMW R90/S 900 cc
0-60 mph 4.8 sec.
BMW R90/S 900 cc
0-60 mph 4.8 sec.
BMW R90/S 900 cc
0-60 mph 4.8 sec.
BMW R90/S 900 cc
0-60 mph 4.8 sec.

beyond its full power potential. Five speed clean-ratio gearbox. Superior double disc brakes. Electric start. Synchromesh shaft drive. Co-ordinated suspension and shock absorber system for smooth easy riding and amazing road-holding ability.

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BMW R60/6, R75/6, R90/6

Ducati 860 GT



Ducati 239 Mark 3



Harley-Davidson RR350

1974



Hercules W-2000
the first production motorcycle with a Wankel engine.



Honda CL200 Scrambler



Honda CB360



Honda Gold Wing



Honda MR50



Norton Commando John Player Special



Suzuki RE5 Rotary

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