

# MOTO

## Eurobodalla

September 2022



Classic and Vintage  
Motor Club of Eurobodalla

Volume 21 N° 3

# CONTENTS

12

## CLUB INFORMATION

- 03 President's Message
- 04 Club Contact Details
- 05 Club Messages
- 05 Editor's Message
- 06 Club Runs
- 07 Cars in Songs- Richard Fisher
- 08 Meet a Member- Arthur Hurrell



## TRAVELOGUE

- 12 Travelogue. Broken Hill in a Toyota Shorty 40



## 1952

Norton Model 88 Dominator

- Austin A40 Somerset
- Austin Healey 100
- Bentley Continental R-Type
- Datsun DC-3
- DeSoto Firedome
- DeSoto Powermaster
- Fiat 8V
- Hudson Wasp
- Lincoln Capri
- Siata 208S

## 1992

- Aprilla RS125
- Ducati 888
- Honda CBR900RR
- Suzuki GSXR600
- Yamaha Seca ii
  
- Alfa Romeo 155
- Bentley Brooklands
- Dodge Viper
- Ferrari 456
- Ford Falcon EB GT
- Ford Mondeo
- HSV VP GTS, Senator
- Hummer H1
- Jaguar XJ220
- Jeep Grand Cherokee
- McLaren F1
- Subaru WRX



- 34 1992 Wheels Car of the Year  
Ford Telstar/ Mazda 626

- 35 CVMCE from 2012

*1992 Club rego eligible*



# President's Message

We are more than half way through 2022 already and so much has

happened in the club since our last edition.

Our annual elections in July saw a couple of committee members retiring with a couple coming on board, and a bit of a reshuffle of positions. I'd like to thank Michelle Ryan and George Muller for the time they spent on the Committee. Michelle is taking on the Webmaster role after setting up our new Database that you are all familiar with now, so she'll be invaluable in the maintenance and general running of the electronic side of the club. And George has some new plans outside the club requiring his full attention so we wish him well.

Brooke Tumanic is our new Treasurer and along with Bernie Dufield, both are new to the committee with Bernie staying on as Magazine Editor.

Jake Harris has moved into the Registrar position, and his former role as Events Director is being shared by Secretary Graham Cochran and Vice President Paul Scott. Mark Beaver continues as Classic Vehicle Coordinator and Yours Truly as President.

Our Clubhouse is progressing to more of a reality with visits to our proposed site in Mogo having taken place. These wheels turn slowly, as Council regulations, Government grants, Indigenous compliance and a myriad of red tape need to fall into the mix, but we are heading in the right direction and the future looks bright.

Club runs are attracting huge numbers of members, especially on Wednesdays. It's great to see a lot of old and new members mixing and enjoying our new and established venues. I'd like to thank those who have been welcoming our new members at runs. The last thing I want is new members falling through the cracks and not feeling welcome, so everyone please give a few minutes at each run to have a look around and get to meet a potential New Best Friend.

One thing to add... One of our original members, Arthur Hurrell turned 97 recently, and passed his driving proficiency test yet again. Arthur is a regular at Smokey Dans on Saturday mornings. He is an inspiration to all of us and I'm proud to have him close at hand for his continued advice.

I hope to see you all at a run or meeting soon.

Rob.

## Front Cover

Richard Summergreene's Laverda Sondon Jota, a regular show on club runs



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



Position Holders		Inspectors
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## REGULAR EVENTS:

- ◇ General Meetings: First Tuesday of each month (except January)  
7.30pm at Tomakin Sports and Social Club
- ◇ Saturday Runs: Meet for Coffee: Moruya Waterfront Hotel, or Tomakin at Smokey Dan's
- ◇ Wednesday Morning Runs: We meet at 9:00 - 9.30am in Moruya at car park rear Adelaide Hotel for 10am departure to the nominated location - or socialise at a local Moruya coffee shop. All aged motor vehicles welcome.
- ◇ Sunday Runs: These are held on the 1<sup>st</sup> & 3<sup>rd</sup> Sundays of the month, leaving from Moruya from the rear Adelaide Hotel. See Facebook for any last minute changes
  - ◇ 1<sup>st</sup> Sunday to Nelligan
  - ◇ 3<sup>rd</sup> Sunday to East Lynne
- ◇ Magazine: MOTO Eurobodalla is published four times per year. Copies are made available at meetings.

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

## REMINDER

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

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

## CVMCE New Member Policy

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

## Editor's message

- Bernie DuField



MOTO Eurobodalla is into its second year now and I'm loving that members are contributing articles to the magazine, it's great to see some ownership and have variety coming in.

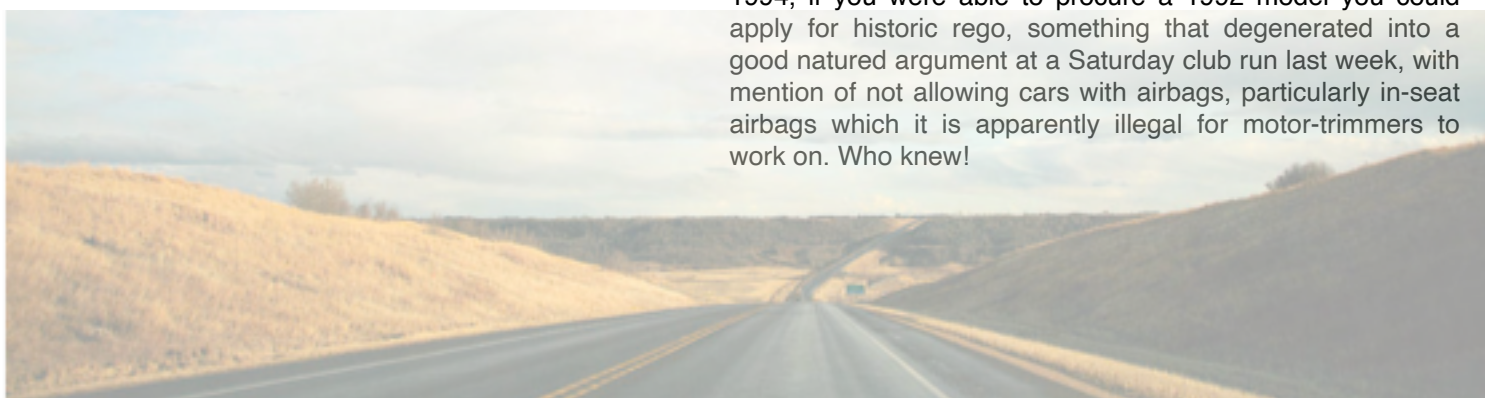
For those interested in technical matters the first four MOTO's were produced on a Windows PC using MS Publisher. I have now moved to a Mac which amongst other things brings better tools for adjusting pictures and colours. Unfortunately unlike the rest of MS Office, there is no Publisher version for Mac. After much searching, and trial & error I am well pleased to have found Swift Publisher 5 (no relation lol, in hindsight maybe it was obvious) which is proving to be a really nice software to use. Happy days!

In this edition we have a great story on songs with cars in them by Richard Fisher. Richard also provided the 'Meet a Member' article on Arthur Hurrell, one of CVMCE's most senior members, a fabulous read for sure.

Our travel article this month concentrated on Broken Hill, a place of lore and ore. The article is so evocative it has inspired my wife and I to take a NSW road trip to check out Broken Hill for ourselves, visiting a lot of towns on the way out and back that we've have only heard of before. We're very excited, who doesn't love a road trip!

In this September issue we are looking back at the years of 1952 & 1992. Like me you may be disappointed by there only being one bike being featured as having been released in 1952, but the cars certainly made up for it.

Can you believe that cars and bike built in 1992 are now eligible for historic registration? Hard to believe isn't it? That fact even makes some people uncomfortable, for example although the original Subaru WRX wasn't sold in Australia till 1994, if you were able to procure a 1992 model you could apply for historic rego, something that degenerated into a good natured argument at a Saturday club run last week, with mention of not allowing cars with airbags, particularly in-seat airbags which it is apparently illegal for motor-trimmers to work on. Who knew!



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# 2022 Club Runs No: 93

Events Coordinator: **Graham Cochrane 0414.989.439**

Runs are for members and friends.

See Website or CVMCE Facebook page for updates.

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

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



Wed	31-Aug	EAST LYNN Roadhouse Pie Shop
Sat	3-Sep	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sun	4-Sep	Sunday Run to NELLIGEN River Cafe
Tue	6-Sep	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Wed	7-Sep	TOMAKIN River Mouth General Store
Fri	9-Sep	Historic Race Meeting Pheasant Wood Circuit Marulan
Sat	10-Sep	CWA Garden Party Tilba
Sat	10-Sep	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sat	10-Sep	Historic Race Meeting Pheasant Wood Circuit Marulan
Sun	11-Sep	Historic Race Meeting Pheasant Wood Circuit Marulan
Wed	14-Sep	COBARGO CO-OP car park Kitchen Boys
Sat	17-Sep	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sun	18-Sep	Sunday Run to EAST LYNN Roadhouse Pie Shop
Wed	21-Sep	MOSSY POINT Boat Ramp
Sat	24-Sep	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	28-Sep	MOGO Courtyard
Sat	1-Oct	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sun	2-Oct	Sunday Run to NELLIGEN River Cafe
Tue	4-Oct	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Wed	5-Oct	BATEHAVEN Crumb Café Beach Rd
Sat	8-Oct	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	12-Oct	NAROOMA Ice Creamery
Sat	15-Oct	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Sun	16-Oct	Sunday Run to EAST LYNN Roadhouse Pie Shop
Wed	19-Oct	BATEMANS BAY JJ's Marina
Sat	22-Oct	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Wed	26-Oct	BODALLA Dairy Shed
Sat	29-Oct	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Tue	1-Nov	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Wed	2-Nov	MOGO Botanical Gardens Café
Sat	5-Nov	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sun	6-Nov	Sunday Run to NELLIGEN River Cafe
Wed	9-Nov	Batemans Bay High formal BBQ corrigans Beach
Wed	9-Nov	TUROSS Boatshed All British Club
Thu	10-Nov	4WD trip All british Club
Sat	12-Nov	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	16-Nov	BAWLEY POINT Saltwood Café 636 Murramarang Rd, Kioloa
Sat	19-Nov	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sun	20-Nov	Sunday Run to EAST LYNN Roadhouse Pie Shop
Wed	23-Nov	NELLIGEN River Cafe
Sat	26-Nov	Smokey Dan's Tomakin to Waterfront Hotel Moruya
Wed	30-Nov	MORUYA INDUSTRIAL ESTATE Shelley's Cafe
Sat	3-Dec	Waterfront Hotel Moruya to Smokey Dan's Tomakin
Sun	4-Dec	Sunday Run to NELLIGEN River Cafe
Tue	6-Dec	Monthly Meeting Tomakin Sports & Social Club 7:30pm
Wed	7-Dec	MOSSY POINT Boat Ramp
Sat	10-Dec	Smokey Dan's Tomakin to Waterfront Hotel Moruya



The Waterfront, Moruya

# CARS IN SONGS

## - Richard Fisher

Cars in Songs by Richard Fisher. A few thoughts about cars that have been mentioned in songs over the years.

"Come along with me Lucille, in *My Merry Oldsmobile*" sang Billy Murray in 1906, an early indication of the benefit of "having wheels" when on the quest for love. But sometimes there was the wrong result, as in 1975's *Jump In My Car* when Ted Mulry convinced a gorgeous girl to accept a lift home and then when she got in, found out that she lived 84 miles away.

Rick Carey may have done better in 1959, he sang that "I was *Looking Back To See* if you were looking back at me, driving in my Model T, and you were looking cute as you could be, looking back at me." We'll never know.

Hank Williams wanted to go out *Setting The Woods On Fire*, he had "a hot-rod Ford and a two-dollar bill" and he knew a spot right over the hill, so "If you wanna have fun come along with me. hey good looking, whatcha got cooking, how's about cooking something up with me?"

It seems that in 1951 an Oldsmobile *Rocket 88* was the way to go, because Jackie Brenston sang "Now that you've ridden in my Rocket 88, I'll be around every night about eight. You know it's great, don't be late, Everybody likes my Rocket 88". Maybe it was the "V8 motor and modern design". The song was a hit and sales of Rocket 88s soared, so General Motors gave him one.

Speed, as well as girls, attracted Charlie Ryan in 1955 who drove a *Hot Rod Lincoln*, a Ford Model A with a Lincoln V12 and overdrive. He blew it up racing against a Cadillac sedan. A Cadillac featured again in 1964 when Chuck Berry saw his girlfriend *Nadine* stepping into a coffee coloured one. His troubles didn't stop there, in *No Particular Place To Go* after cruising and playing the radio, he cried "Can you imagine just how I felt? I couldn't unfasten her safety belt!"

The Beach Boys sang about surf, girls and cars - and why wouldn't they? The *Little Deuce Coupe* in 1963, and in *Fun Fun Fun* in 1964 about a T-bird. "She's got her daddy's car, and she cruises to the hamburger stand now" after telling father she was off to the library. But Dad was wise, and took the T-bird away.

A Cadillac that couldn't shake a little Nash Rambler in 1959 was the story in *Beep Beep* told by The Playmates, who finished it by drawing alongside the Caddy and asking "Hey Buddy, how can I get this car out of second gear?" General Motors threatened legal action, but in a bizarre twist Cadillac sales jumped, so they let the song go on being played on the radio.

Some motorbikes have made the hit parades. The Cheers sang in 1956 that "He wore *Black Denim Trousers* and motorcycle boots, and a black leather jacket with an eagle on the back." But they didn't tell us the make of the "hotrod 'sickle' that took off like a gun." in 1964 the Hondelles sang "It's not a big motorcycle, just a groovy little motorbike" in *Little Honda*, which took the hills like a Matchless because it's built really light. And "*Motorcycle Mama*, we'll see the world from my Harley" sang Sailcat in 1972. Sadly, in *Just For Kicks* the makes aren't mentioned, "a burn up wiv a bird up on my bike" could be on any bike that did the ton.

Muscle cars got a mention in *Hey Little Cobra* (The Rip Chords) which was "gonna shut 'em down" and in *Little GTO* (Ronny and the Daytonas) with an owner who was going to get a helmet and a roll bar, then be ready to go. And in 1964 Jan and Dean sang of a *Little Old Lady In Pasadena* with "a brand new shiny red super stock Dodge." They also sang of a race between a Chevrolet Stingray and an E-type Jaguar, it all ended in hospital and the morgue after they both crashed at *Dead Man's Curve*.

Chevrolets also featured in *American Pie*, when Don McLean drove his Chevy to the levee, and in Bob Seger's *Night Moves* with memories of "in the back seat of a '60 Chevy." In the 1980s, Chevrolet ran an advertising campaign based on "They don't sing songs about Volvos." In response the Swedes soon did, with a patriotic singer and a song that claimed "And the car it goes out of hell, I blow on every single BMW. The tires spin when I gas up, with my *Volvo 142*." Might have lost something in the translation.

In 1971 Janis Joplin's friends all had Porsches, she said "I must make amends" and pleaded "Lord won't you buy me a *Mercedes Benz*." But why not ask for a Porsche?

And in *The Newcastle Song* in 1975 Bob Hudson told us about the lads cruising the aptly named Hunter Street, in a hot FJ Holden with chrome plated grease nipples and double reverse overhead twin cam door handles, leaning out the window and saying real cool things to the sheilas on the footpath, things like ... "G'day."

Perhaps I listen to the wrong radio stations - I don't know of any songs about Hyundais, Kias, Toyotas, Subarus or Mazdas. Perhaps somebody else can contribute stories of songs about those brands.

And I won't mention The Chordettes' *Mr Sandman*. Girls singing "Mr Sandman, bring me a dream." Really?



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# Meet a member

– ARTHUR HURRELL

I was born in Queanbeyan in 1925, my family didn't have a car but my grandfather did, first a 1927 Pontiac then a 1938 Ford. I learned to drive in them from the time that I was 12 or 13, roads were pretty empty in those days. I often drove with a cousin who was older.

I joined the railways at Everleigh, Redfern on 1 June 1942, the day after three Japanese midget submarines raided Sydney Harbour. I started as a “call boy” calling drivers and engineers out of bed in time for their shifts. I worked my way up to fireman and then after 12 years graduated as an engine driver, of both steam and later on diesel locomotives. I worked out of Sydney, then Goulburn. I did runs of passengers and goods, to Newcastle, Bathurst, Temora, Nowra, Canberra, Bombala and Junee. I finished up as a special class driver. Legally we were limited to 10 hours a shift, but now and then we had to go over a bit. Unfortunately I was involved with three fatalities, with people being on the tracks both intentionally and unintentionally.

Another vivid memory of engine driving comes from 1948, I got stranded in deep snow at Nimmitabel in 1946, there's a photo of a similar snowfall in 1949. I was stuck for three days.

I met my wife Joyce in Goulburn in 1945, her brother had Model T Fords, I got my licence in one. Throttle on the steering wheel, three pedals, one to change between low and high gears, one for reverse and one to slow down, you could hardly call it a brake. The “clutch” was on the handbrake, you didn't use it when changing gears.

In 1948 I bought a 1938 AJS motorcycle, then I began a life-time affair with Triumph bikes, buying a 1949-50 Tiger 100 600cc.

After a few trips with Joyce as a pillion passenger, we bought a 1954 500cc Speed Twin, it was “Joyce's bike”, she didn't have a licence but loved it.





Later on I bought a 1956-57 Tiger 110 650cc. In 1949 I bought a Renault six cylinder saloon, went fast but spares were very hard to get. I've owned 1939 and 1948 Chevrolets, 1960, 1964, and 1971 Holdens and a 1974 Torana, and a marvellous 1986 Toyota 4Runner, which finally died after 36 years. I'm still driving at 97, and plan to still be driving when I'm 100. I've driven a lot of dirt roads, Joyce caught Gold Fever and we spent many a day panning and many a night camping. I miss Joyce, sadly she's now fading in aged care. Joyce is seven months younger than me, and two months older than the Queen.

In 1961 a friend and I cobbled together a bits and pieces go-cart, with a 125cc Hurricane engine.

Joyce raced it at the opening of the Granville go-cart track, and although she came last her enthusiasm was ignited. She loved driving it.

In the 1950s the family started to camp for holidays at the campground by the Moruya airport, then in 1970 we bought a holiday house at Mossy Point, and moved there in 1986.

Joyce and I joined the club in the 1990s, at the beginning we were the Eurobodalla branch of CHACA (Classic and Historic Automobile Club of Australia), we had our own number plates starting with number 1. After the club changed to CVMCE in 2001 we had to use government issued plates, so we were allowed to buy our old plates from the club for \$45 each. Under the old system, vehicles were only allowed on the roads for servicing or on approved club runs. Runs were usually on a Wednesday and all vehicles, drivers and passengers had to be logged on a run sheet. The current "60 day" system is a lot easier, and a lot more fun. As well, a lot more people get to see the historic vehicles.





There were quite a few others in it with motorcycles in those early days. One of the early members was Jack Forrest of Long Beach. Several years earlier a hare had run into him while he was racing his motorbike at Bathurst and because he left a bit of elbow on the road, they named that bend Forrests Elbow. He'd also been involved in testing motorbikes for the police along Heathcote Rd at Sydney.

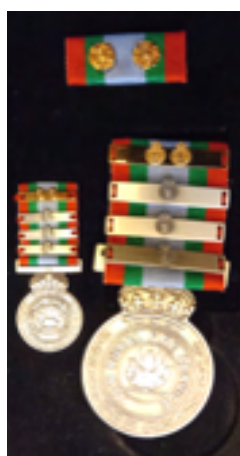


I started as a volunteer fire-fighter in 1949, I had to buy my own boots, gloves, hat and overalls.

I was captain of the Mossy Point Brigade from 1989 to 1995. Mossy Point, Tomakin and Broulee were amalgamated in 1997, I stayed on until 2016. I still have records of all my qualifications, I picked up quite a few medals and other awards including one from Andrew Constance recognising me as a foundation member of the Mossy Point Brigade which formed as a part of the Rural Fire Service in 1989 – before that it was part of the Bush Fire Brigade.



In 1984 I started serving the community as a Justice of the Peace. I had to stop doing that in 2016 after 35 years, they brought in new procedures that needed internet connection, something that I don't have.



I can no longer ride a motorbike, knees aren't up to it. I still enjoy mixing with club members, drinking coffee and swapping lies about how good we were. I enjoy being with younger people, I like to think that these gatherings keep me out of an aged care home.

# Travelogue



In August 1998, as a new migrant fresh off the airplane from London, I took the train from my husband's parent's home in Blacktown to Nowra, to purchase a Toyota Land Cruiser FJ40. It was a 1982 model, short wheelbase in 681 "John Deere" green, with a white roof.

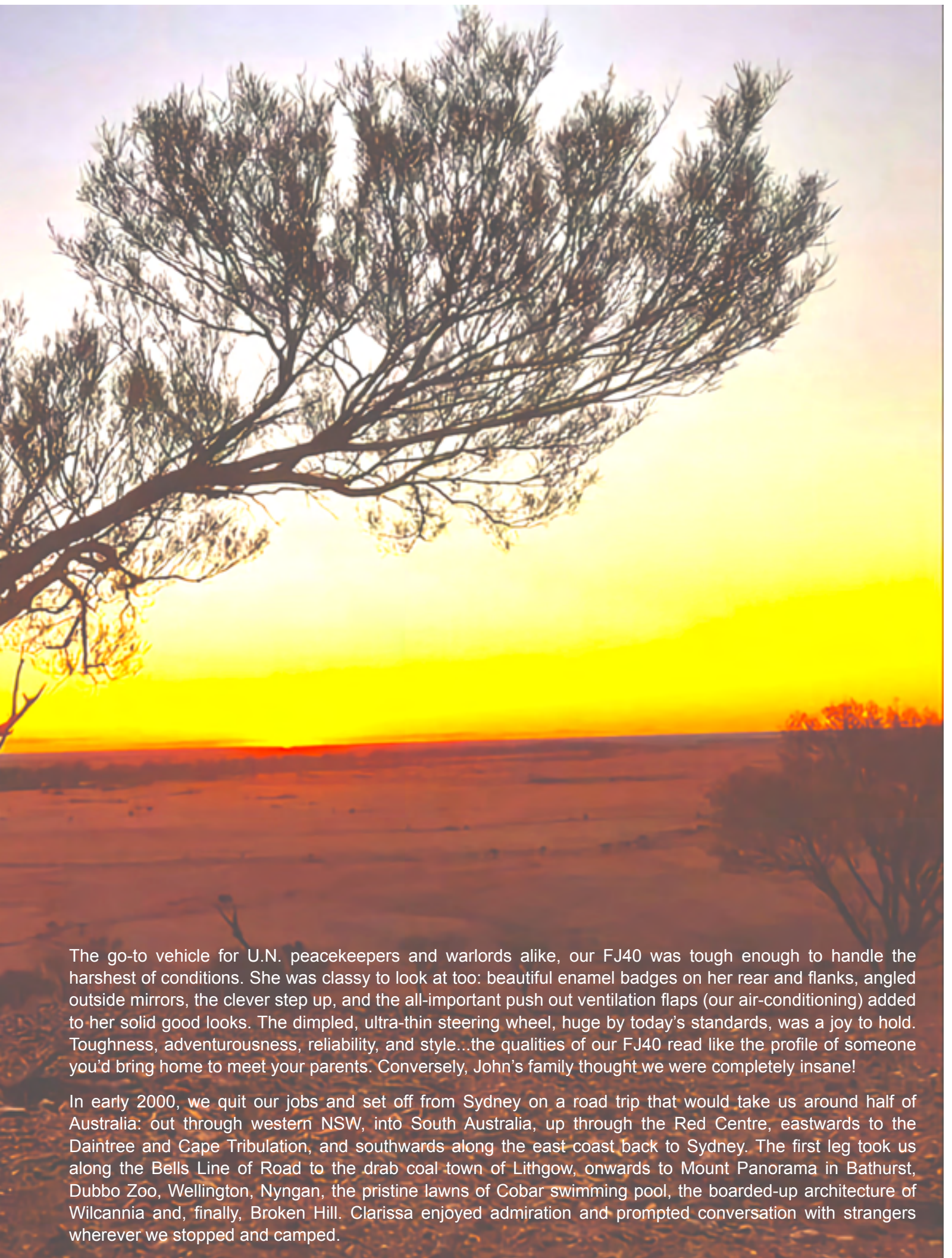
Growing up in rural Wales, I had seen tweedy farmers in muddy Land Rovers, but nothing I had driven before prepared me for the experience of driving this mini tank around the streets of Sydney's northern beaches where we lived. In tribute to one of the "Two Fat Ladies", a cooking show we used to watch, we christened our robust vehicle Clarissa. She reflected our youthful adventurousness and added a "cool factor" to our lives without being flashy.

We loved that there was room for a third person to sit up the front with us. The folding seats in the rear allowed for cargo (specifically our \$40 Kmart tent and camping paraphernalia) or passengers to be carried (visitors from overseas had their teeth and bones rattled, without complaint, for hundreds of kilometres on road trips along the coast and westwards into the Blue Mountains).

## Broken Hill in a Shorty 40

**Karen Motyka**





The go-to vehicle for U.N. peacekeepers and warlords alike, our FJ40 was tough enough to handle the harshest of conditions. She was classy to look at too: beautiful enamel badges on her rear and flanks, angled outside mirrors, the clever step up, and the all-important push out ventilation flaps (our air-conditioning) added to her solid good looks. The dimpled, ultra-thin steering wheel, huge by today's standards, was a joy to hold. Toughness, adventurousness, reliability, and style...the qualities of our FJ40 read like the profile of someone you'd bring home to meet your parents. Conversely, John's family thought we were completely insane!

In early 2000, we quit our jobs and set off from Sydney on a road trip that would take us around half of Australia: out through western NSW, into South Australia, up through the Red Centre, eastwards to the Daintree and Cape Tribulation, and southwards along the east coast back to Sydney. The first leg took us along the Bells Line of Road to the drab coal town of Lithgow, onwards to Mount Panorama in Bathurst, Dubbo Zoo, Wellington, Nyngan, the pristine lawns of Cobar swimming pool, the boarded-up architecture of Wilcannia and, finally, Broken Hill. Clarissa enjoyed admiration and prompted conversation with strangers wherever we stopped and camped.



Bromide, Chloride, Sulphide, Oxide, Kaolin, Mica. These are just a few of the street names in Broken Hill inspired by this frontier mining town's geological and metallurgical history. This dusty metropolis on the edge of the outback is a charmingly gritty and authentic place. The mullock heaps, mining and rail infrastructure occupy the skyline above the broad streets of Victorian, Federation and Art Deco architecture, scruffy miners' cottages and magnificent deep verandah hotels trimmed with iron lace.

Art galleries abound. To escape the danger and dehumanisation of working underground, many miners sought an outlet in art, the most famous being Pro Hart and his fellow Brush Men of the Bush. Broken Hill's Regional Art Gallery has an impressive collection by home grown, emerging and Australian greats.

The Line of Lode (named after the ore body that bisects the town) is an iconic memorial to the hundreds of miners who have died working in the BHP and Pasminco mines since 1883. Fabricated from COR-TEN steel and towering over the streetscape and surrounding landscape, the 800 names, dates and causes of death make for sombre reading. So much industrial tragedy in just one town.

The Albert Kersten Mining and Minerals Museum is housed in a tastefully restored former Bond Store. It explains the formation of the world's largest deposits of silver, lead and zinc, and displays a world class collection of Broken Hill minerals. The museum is also home to the iconic 'Silver Tree' once owned by Charles Rasp, the boundary rider who pegged out the first Broken Hill mining lease.





Broken Hill is also home to one of Australia's oldest Milk Bars, and one of Broken Hill's longest running businesses, 'Bell's Milk Bar & Museum', which after its last major renovation in 1956, hasn't changed since. Continuously operating since 1892 and originally called 'Fenton's confectioner and cordial maker', Bell's serve milkshakes and spiders made using their own homemade syrups. Out the back, there is a small museum showcasing a collection of 1950s and 60s domestic appliances, ice-cream containers, milkshake makers and original eskies.

The Living Desert Sculptures are spectacular at sunset, while the Royal Flying Doctors Service Base and School of the Air fulfill vital roles for those living on outback stations. We visited camel farms, examined the night sky through telescopes at Outback Astronomy, and watched the karaoke run by the Palace Hotel's resident Drag Queen.

The Macquarie Dictionary recently accepted the entry of "Cheese Slaw" into its print and online editions as well as the mainstream Australian vernacular. No trip to Broken Hill is complete without ordering the locally invented Cheese Slaw sandwich (a blend of grated cheese, carrot and mayonnaise) for lunch.

Twenty years after we first visited, John and I returned to Broken Hill on a winter road trip in 2020 with our three teenage sons. The dusty heritage is still a perfectly preserved time capsule of Australia from a bygone era. We would travel out there again in a heartbeat, that's how much we all fell in love with the town. Today, it is even better than it was back in 2000. We just need a vintage vehicle to park outside one of the old hotels. If only we still had our Toyota Land Cruiser FJ40!



# 1952

## Norton Model 88 Dominator



DOMINATOR 88

In these days when superbikes often have bigger and more powerful engines than ordinary cars, it's hard to imagine that the Dommie 88 was ever regarded as a big sports motorcycle. After all, its top speed is just under the magic 'ton' at 95mph, and its weight and size are modest by any standard.

But just imagine yourself back in 1953 when motorcycles were mostly seen as the working man's transport, not a fashion statement or a hobby. There were lots of pre-war machines still giving everyday service, and many commuters were busily bolting minuscule motors onto the back of their pedal cycles. In this sea of grey porridge, getting your hands on a decent ex-War Department Matchless G3LS would have been a big deal, and owning any new motorcycle – even one of the rigid framed side-valves that were still available – would have been beyond most people's dreams. What an impact must have been created by this brand-new Norton with a race-bred frame, glamorous styling, and performance way above what could actually be used on contemporary roads.

And while fans of other marques might disagree over which was the best looking big twin, few could fail to think that the Model 88 was the most modernistic of them all. The boxy shape of the Featherbed chassis lent itself to strong horizontal styling that some unsung genius emphasised with a uniquely flat-bottomed petrol tank and dual seat. The mudguards had an understated elegance, in contrast to the vintage-type valances still seen on some competitors, and the 'pear drop' silencers were similarly stylish yet individualistic, as were the cast-metal brake and clutch levers.



## Austin A40 Somerset

The **Austin A40 Somerset** was produced from 1952 until 1954. replaced the Austin A40 Devon and, as a body-on-frame car, it was comparable in size to its predecessor. It shared a number of components with the Devon which included a similar 1.2 litre straight-4 pushrod engine. The Somerset's engine was updated to produce 42 hp (31 kW), compared to the Devon's 40 hp (30 kW), giving the car a top speed of 70 mph (110 km/h).

The Austin A40 Somerset saloon's reputation for being somewhat slow and lumbering to drive is not wholly deserved. It had to endure poor-quality petrol supplies in 1952, and in consequence had retarded ignition settings to tolerate the low octane rating of the fuels available to avoid the engine knocking or 'pinging' condition that was well known in those times. In fact British Motor Corporation later produced a kit to improve the performance and fuel consumption of these cars once premium fuel supplies resumed under the popular petrol brands. This kit comprised a replacement distributor and an optional cylinder head gasket that was thinner and therefore raised the compression slightly from the standard 7.2:1.

An *Autocar* magazine road test published 18 April 1952 achieved a maximum of 66 mph (106 km/h) (mean) and 71 mph (114 km/h) (best), and a 0-60 mph acceleration of 36.6 seconds whereas the example registered new in February 1954 and given a Used Car Test published in the *Autocar* series dated 8 April 1960 returned a 0-60 mph time of 27.9 seconds. The standing quarter mile was down from 24.4 secs to 23.2 secs, a marked improvement on the former result taken in 1952 and directly comparable with the Mini 850 launched in 1959, that was considered to be fairly brisk then.



## Austin Healey 100

Donald Healey's big break came in 1952 when Leonard Lord, BMC's Chief Executive, sponsored an informal 'design competition' for the development of a new sports-car to use Austin and BMC components. The competition was fierce, with MG in the running and putting forward the design that would eventually become the MGA.

But even though MG were now a member of the BMC empire, it was Donald Healey's prototype 'Healey 100' (finished just before the Earls Court motor show of 1952), which would go on to win the competition. On show opening day Lord inspected the car, offered to take it over at once, and re-named it 'Austin-Healey'.



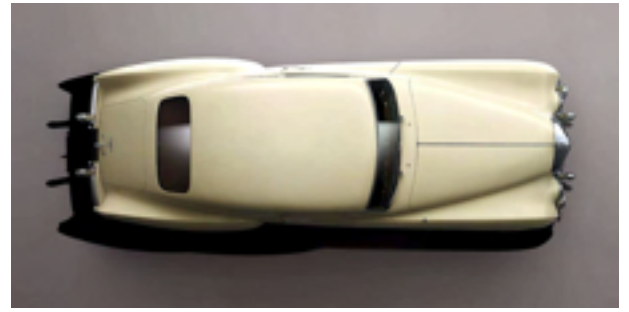
The new car was manufactured in Longbridge, Birmingham, and used a chassis frame welded to its body shell during assembly, and used an Austin A90 Atlantic 2660cc engine delivering 90bhp at 4000rpm.

Naturally the new 'Healey' was entered into many races, and after the good showing of the 'Nash-Healey' in the 1952 Le Mans (where it finished third overall) it seemed the perfect venue to showcase the cars abilities. But tragedy was waiting around the corner at the 1955 event. Some three hours into the race, a 300 SLR would collide with an Austin-Healey, and then launch itself into the grandstand.

The crash and ensuing fire killed the 300 SLR's driver and over 80 of the spectators. Mercedes-Benz immediately withdrew the remainder of its team, even as Sterling Moss and Juan Manuel Fangio in their SLR were leading the top Jaguar D-Type by more than two laps. The Austin-Healey was driven by Lance Macklin, who survived, and the car stayed on the track only moderately damaged. The Healey did no damage to any other car or person and Lance walked away. Mike Hawthorn and Ivor Bueb, who were piloting the Jag, went on to a rather hollow victory.

# 1952

## Bentley Continental R-Type



In 1952, cars that could hit a top speed of 115mph were uncommon. Cars that could cruise at 100mph with four occupants (and luggage) were unheard of - until the R Type Continental. Although only 208 were produced, the R Type Continental created a template for Bentley grand touring that lasted decades. It even inspired the design team working on the first Continental GT, fifty years later.

Pre-war, two coachbuilt specials had shown what a Bentley of the future might be. Both the 'Embricos' Bentley and the Corniche featured streamlined bodies and were capable of cruising at high speeds on the fast roads of the continent.

One man who took careful note of these one-off creations was the company's chief projects engineer, Ivan Evernden. Although a lifelong Rolls-Royce employee, he was inspired to reinvent Bentley for the post-war world and distance it from its more staid cousin.

He was assisted by John Blatchley, chief of the newly-created styling department at Crewe, who sketched a low, long and lithe body shape, with its radiator inclined backward from the vertical, a steeply raked windscreen, rear wheelspats and a fastback roofline. Fins were added to the rear wings to aid stability at high speed. A quarter-scale model was made and tested in the company's aero-engine division's tunnel at Hucknall, in Nottinghamshire. Evernden estimated that air speeds of up to 120mph were attainable. "Much more could have been done" he wrote in July 1962, "...but the purpose of the exercise was to reduce the aero drag of a conventional car and not to make a space capsule for an astronaut."

Using the R Type chassis as a base, Evernden and Blatchley designed a grand tourer in the Bentley tradition, using aerodynamics and lightweight construction to create a vehicle capable of running for long periods at high speed across Continental Europe. It became an icon of its era; beautifully crafted, fast and exclusive.

Mechanically, the standard 4,566cc, six-cylinder in-line engine was gently tuned, raising the power from 140 to 153bhp, with a higher final drive ratio to take advantage of the lighter, more aerodynamic body.

Coachbuilders H.J. Mulliner were tasked with creating the new, streamlined Bentley coupé. To save weight, the bodywork was made in aluminium, as were the window frames, the windscreen surround and the backlight. Even the seat frames and bumpers were aluminium. To pare weight to a minimum, a radio was considered superfluous.

Weight was the critical factor; tyres that could carry a two-ton motor car at speeds of over 115mph didn't exist in 1950. Evernden calculated that if the new grand tourer were to cruise at 100mph or more, it would have to weigh a maximum of 34 cwt (around 1750 kilograms). Even so, this combination of weight and speed was right on the limit for the specified Dunlop Medium Distance Track tyres.

All the hard work paid off. In September 1951, at the Montlhéry track near Paris, the sleek new Bentley averaged 118.75 mph over five laps, with a best lap speed just under 120mph.

## Datsun DC-3

The **Datsun DC-3** was a lightweight automobile produced by Nissan and sold under the Datsun brand in 1952.

The series was a predecessor to the Fairlady sports cars, and succeeded the pre-war Road Star. It was powered by the 860 cc Nissan D10 straight-four engine which produced 20 hp (15 kW) and could propel the DC-3 to 70 km/h (43 mph). The side badges read "Datsun 20" (20 meaning 20HP). Leaf springs were used in the suspension, and a three-speed manual transmission was specified. Four people could ride in the DC-3. Only 50 DC-3s were ever built; of these, 30 were sold (the remaining cars were converted back into trucks). A variant of the DC-3 was the Datsun 5147.



## DeSoto Firedome

The 1952 Firedome was introduced just prior to DeSoto's 25th Anniversary in 1953. The entire De Soto model lineup was restyled and Firedome prices started at US\$2,740 (\$27,751 in 2021 dollars).

The Firedome could seat six passengers. It was available as a 4-door sedan, 5-door station wagon, 2-door coupe and 2-door convertible. The AM radio was US\$85 (\$861 in 2021 dollars).

The Firedome was powered by a Hemi V8 engine producing 160 hp (120 kW) and had a top speed of 100 mph (160 km/h). The car weighed 3,700 lb (1,700 kg) and had a 0–60 mph (100 km/h) time of 15.5 seconds. This was the first time that DeSoto offered an 8-cylinder engine in one of its models since 1931.



## DeSoto Powermaster

The Powermaster was a full-size car, offered in pillared two and four-door sedan and station wagon models, and powered by Chrysler's 251 cu in (4.1 L) DeSoto I6 engine. For both of its years in production, the Powermaster was available as an eight-passenger sedan through the use of jump seats, called the DeSoto Suburban.

The cars also featured a curved windshield, replacing the two piece windshield used on previous models. Passenger compartment heater, electric clock, power brakes, power steering and white sidewall tires were all available as options.

Powermasters built early in the 1953 model year had minimal chrome trim due to Korean War demands; more trim was added as defence demands decreased.



## Fiat 8V

The **Fiat 8V** (or "Otto Vu") is a V8-engined sports car produced by the Italian car manufacturer Fiat from 1952 to 1954. The car was introduced at the 1952 Geneva Motor Show. The Fiat 8V got its name because at the time of its making, Fiat believed Ford had a copyright on "V8". The stylist Luigi Rapi, and the 8V was developed by Dante Giacosa. The engine was a V8 originally designed for a luxury sedan, but that project was stopped.



The Fiat V8 had a 70 degree V configuration, displaced 1,996 cc and was fitted with two twin-choke Weber 36 DCF 3 carburetors and produced 105 HP (77 kW) at 5,600 rpm, giving the car a top speed of 190 km/h (118 mph). The engine was connected to a four speed gearbox. The car had independent suspension all round and drum brakes on all four wheels.

Top management were preoccupied with more run of the mill projects, however, and only 114 of the high-performance coupés had been produced by the time the cars were withdrawn from production in 1954. Nevertheless, they continued to win the Italian 2-litre GT championship every year until 1959.

## Hudson Wasp



The Wasp was available in two- and four-door sedan, convertible, and a 2-door hardtop designated the **Hollywood**.

Hudson produced the Wasp in two generations, 1st Gen (1952-1954) and 2nd Gen (1955-1956). The first generation was built on a Hudson platform, while the second generation was introduced after the Nash-Hudson merger, and was created using a Nash platform.

Standard 1952 Wasp equipment included: Tan special-weave cord upholstery with red and brown stripes; rear compartment carpeting; dark brown leather-grain dash; door courtesy lamps; windup clock; three-spoke steering wheel with half-circle horn ring; robe hanger and hand grips on front seat back; woven fabric trunk mat; fender skirts; pop-out lighter; dash ash tray and front seat back type in sedans; distinctive Hudson triangle hood ornament; front fender-top ornaments; seat back pockets; side body rub-rail mouldings; and twin-strut front grille guard.

## Lincoln Capri

The Lincoln Capri was sold by the Lincoln division of Ford Motor Company from 1952 until 1959.

A full-size luxury car, the Lincoln Capri derives its name from an Italian island in the Gulf of Naples. Introduced as a premium trim variant of the two-door Lincoln Cosmopolitan, the Capri was introduced in 1952 as a stand-alone model line serving as the premium Lincoln. With the introduction of the Lincoln Premiere (and Continental), the Capri replaced the Cosmopolitan as the standard Lincoln product line.



The Capri had a new Lincoln 90 degree V8 engine. It was not offered in an extended length limousine, and the listed retail price was US\$3,665 for the convertible (\$37,399 in 2021 dollars) which was a significant price reduction of luxury sedans the company had produced in the past and very close in price to competitor vehicles of the same time.

In the October, 1952 issue of Popular Mechanics, a Lincoln Capri with the new 160 hp (120 kW) 317 cu in (5.2 L) overhead valve Lincoln Y-block was tested. 0-60 mph time was 14.8 seconds, while the quarter-mile was 21.3 seconds.

In 1955, the Capri featured a new 225 hp (168 kW) 341 cu in (5.6 L) Lincoln Y-Block V8 (with greater displacement and, at 8.5:1, higher compression than before), featuring a four-barrel carburettor, mated to a standard (Ford-built) 3-speed Turbo-Drive automatic transmission.

The Capri was also one of the first vehicles to offer an automatic headlight dimmer as optional equipment.

## Siata 208S



The Siata 208S (Sport) is an Italian sports car produced in 1952, the 208 Sport wore a lightweight sports spider aluminum body designed by Giovanni Michelotti and built by Rocco Motto. Only 35 208s Spiders were produced, including the two Bertone designed prototypes. It is the roadster counterpart to the Siata 208 CS.



The car rose to prominence after actor and race car driver Steve McQueen purchased model BS523 from Los Angeles-based Siata importer Ernie McAfee in the mid-1950s. McQueen reportedly rebadged the car with Ferrari emblems and dubbed the car his "Little Ferrari".

Mechanically, the 208S was derived partly from the Fiat 8V, with which it shared Fiat's all alloy Tipo 104 70° 2-liter V8 engine. This engine produced 125 hp (93.2 kW) and allowed it to reach a top speed of 200 km/h (124 mph). Road & Track recorded a 0-60 mph (97 km/h) time of 12.4 seconds and a quarter mile time of 17.8 seconds during its tests. The 208s wore all aluminum bodywork and featured four wheel independent suspension which was advanced for its time.

1992



For most of the 1990s, Aprilia's RS 125 was the must-have 125c bike – both the hottest and coolest thing a 17-year-old could plaster a tatty L-plate on. A potent, shrieking banshee of a water-cooled two-stroke motor, wrapped in a gorgeous aluminium twin-spar frame, blessed with credible chassis components, a full-size riding position and a sleek, sporty fairing.

All of that desirability was multiplied several times over by its Italian exotica kudos and genuine Grand Prix pedigree – and even more so after a pimply 18-year-old called Valentino Rossi won the 125GP title in 1997. Owning an Aprilia RS125 was as good as things got, a universal badge of honour.

While the RS 125 was a dream bike, in reality living with one wasn't easy. The highly tuned engine made it a fussy, finicky beast. It needed to be warmed up carefully and considerably before being thrashed – patience and mechanical sympathy not exactly found in abundance among its average teenage rider.

An RS also has expensive tastes, with a raging thirst for only the finest, priciest two-stroke oil, and even then needs regular rebuilds. That, combined with the age of even the freshest machines today, makes a used RS 125 something of a brave buy. Virtually all have had hard lives, a litany of missed services, seized pistons and hastily covered-up crash damage. But if you can find a good one – and that's a big if – an RS makes today's four-stroke 125s feel flaccid, flatulent and fraudulent.

Little made before or since handles as well as an RS 125. Lighter than a supermodel's breakfast and shorter than a cabbie's temper, it plunges into turns at the slightest suggestion of inside bar pressure. Mid-turn, it'll lean to infinity and pull cornering forces that'd make a fighter pilot go light-headed.

Proper radial tyres and chunky suspension – not to mention an aluminium frame and swingarm so sturdy they look and feel like they were built for a bike with two or three times the power – mean the weakest link of getting round a corner quickly is unquestionably the RS's rider. Maintaining momentum on an RS 125 is all about carrying corner entry speed – and yet, ironically, its four-piston front brake and 320mm disc are way stronger than anything such a featherweight machine could possibly need to shed speed.

The Aprilia RS 125 two-stroke water-cooled Rotax is a five-star 125 when it's warmed up, the road's clear, the throttle's on the stop, the powervalve's wide open and the rev counter needle's hurtling from 9000 to 11,000rpm. But it's a one-star motor when it's seized solid at the side of the road, or when you find yourself having to replace the piston and barrel every 10,000 miles.

## Ducati 888



The Ducati 888 was manufactured as an upgrade to the Ducati 851. The earlier 851 had introduced liquid cooling, computerized fuel injection and four-valve heads to the company's two cylinder motors. In 1991 Ducati increased the capacity of the 851 to 888 cc to create the 888. Both engines featured the Desmoquattro valvetrain concept in which a four valve per cylinder motor was given desmodromic valve actuation, with cams both opening and closing the valves. Ducati's desmodromic system reduces the frictional penalty from conventional valve springs.

Riding the Ducati 888, Doug Polen won first place in the 1991 and 1992 World Superbike Championships. After losing to Kawasaki in the 1993 World Superbike Championship, Ducati ceased production of the Ducati 888 and released the Ducati 916 which had a larger engine capacity.

In a 1993 road test of the 888SPO, Cycle World measured a 0 to 1/4 mile (0.00 to 0.40 km) time of 11.25 seconds at 123.45 mph (198.67 km/h), and a 0 to 60 mph (0 to 97 km/h) acceleration of 3.3 seconds. They measured a top speed of 152 mph (245 km/h) and a braking distance of 60 to 0 mph (97 to 0 km/h) of 123 ft (37 m).[1] The wet weight of their test bike was 497 lb (225 kg) and the rear-wheel horsepower was 94.0 hp (70.1 kW) at 8,740 rpm, and torque was 59.4 lb·ft (80.5 N·m) at 7,000 rpm.

Ducati said the 1992 racing version of the 888, the SBK had a dry weight of 142 kg (313 lb) and 134 hp (100 kW) at 12,000 rpm, and was capable of a top speed of more than 290 km/h (180 mph).



## Honda CBR900RR

The Honda CBR900RR, or FireBlade, is a CBR series sport bike, introduced in 1992. It was the first of a series of large-displacement Honda models to carry the RR suffix.

The first generation CBR900RR was introduced in 1992 with an 893 cc inline-four engine. It set a precedent for lightweight in the superbike class, being much lighter than other large-displacement bikes of the time. The CBR900RR was based on an advanced research stage model known within Honda as the "CBR750RR". With the objective of equaling the acceleration of competitors' flagship sport bikes, Honda increased the stroke of its inline 4-cylinder 750 cc engine and thus raised displacement to 893cc. Complementing its power performance was the bike's dry weight of just 185 kg, wheelbase of 1,405 mm, and a body almost identical to that of the advanced research stage model. At 205 kg wet weight, it was by just 1.8 kg heavier than the CBR600F2, while the next-lightest over-750cc machine, the Yamaha FZR1000, was heavier by 34 kg.



## Suzuki GSXR600

The Suzuki GSX-R600 was an in-line four, four-stroke Sport Bike motorcycle produced by Suzuki between 1992 and 2019. It could reach a top speed of 255 km/h. Max torque was 69.5 Nm @ 11500 RPM. Claimed horsepower was 122.3 HP (91.2 KW) @ 13500 RPM. Since Suzuki is a far smaller manufacturer than Honda and Yamaha, and doesn't have the industrial might that Kawasaki has, they always had to spread their resources a lot more carefully. During the late 80s and early 90s the 600cc sportsbike class was little more than a sideshow. In 1992 and 1993, Suzuki attempted to use various components from the GSX-R750 in a 600cc bike, but decided to scrap the project for '94. Once the 600 came back in '97 though it was back for good.





## Yamaha Seca ii

The XJ600S is known as the Diversion in most parts of the world but as the Seca II in the North American and Australian markets. The bike has a small top fairing although a lower fairing is available as an accessory.

The XJ600S is a descendant of the XJ600 models manufactured between 1984 and 1991. It is fitted with a 598cc, air-cooled 8-valve inline-four engine producing 61 hp (45 kW) and 55 Nm.



The engine from the original XJ600 model was tuned towards improved low and midrange power, sacrificing some peak power.

600cc Diversion models were manufactured from 1992 to 2004. As the Diversion/Seca II design is based on an earlier, well-matured model, changes made to the bike during these years were rather subtle, mostly concerning improvements in fairing: a second front-brake disc and small oil cooler appeared on the 1996 model along with improvements to the carburettors.

The Diversion favours an upright riding position more than most 600cc sport bikes, making it usable for commuting. It remained in production for quite a long time, probably due to its low price, modest fuel consumption, longevity and reliability.

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## Alfa Romeo 155

The Alfa Romeo 155 (Type 167) is a compact executive car produced between 1992 and 1998.

Developed to replace the 75 and based on the parent company Fiat Group's Type Three platform, the 155 was somewhat larger in dimension than the 75 and had evolved styling from that of its predecessor. An exceptional drag coefficient of 0.29 was achieved with the body design.



The most significant technical change from the 75 was the switch to a front-wheel drive layout. A four-wheel-drive model called the 155 Q4 was also available, which had a 2.0-litre turbocharged engine and a permanent four-wheel drive powertrain, both derived from the Lancia Delta Integrale; it was essentially a Lancia Delta Integrale with a different body.

The new model came in "Sport" and "Super" trims. The Sport had a slightly lowered ride height and more aggressive dampers while the Super had the option of wooden trim and electronically controlled dampers and seat controls.

Reception of the 155 was generally lukewarm. The 75 had been conceived prior to Fiat's acquisition of the Alfa brand, so as the last independent Alfa Romeo automobile made it cast a shadow over the 155; the loss of rear-wheel drive was frequently cited as the main cause of disappointment. Nevertheless, the 155 was entered in Touring Car racing and was very successful in every major championship it entered, which gradually improved its image.

## Bentley Brooklands

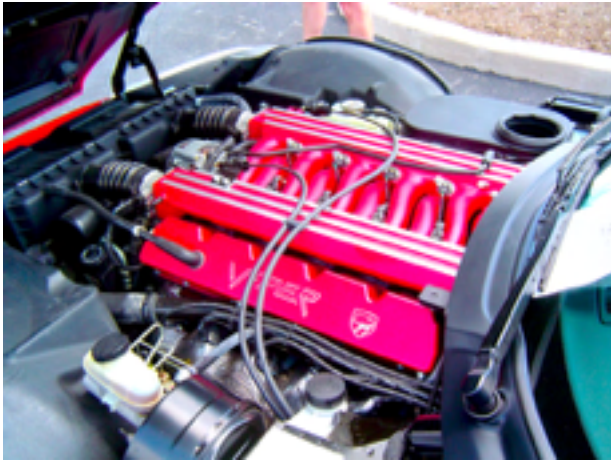
The Bentley Brooklands was introduced in 1992. It was intended as a slightly less expensive alternative to the Bentley Turbo R, featuring the same styling, underpinnings and the Rolls-Royce 6.75-litre V8 engine, but initially without the more powerful model's turbocharger.

0 to 100 km/h: 10.4 seconds

0 to 1/4 mile 17.3 seconds



## Dodge Viper



The first prototype was tested in January 1989. Carroll Shelby piloted a pre-production car as the pace vehicle in the Indianapolis 500 race., and went on sale in January 1992 as the RT/10 Roadster.

Lamborghini (then owned by Chrysler Corporation) helped with the design of the V10 engine for the Viper, which was based on the Chrysler's LA V8 engine.

Originally engineered to be a performance car, the Viper had no exterior-mounted door handles or key cylinders and no air conditioning.

The roof was made from canvas, and the windows were made from vinyl using zippers to open and close, much like the Jeep Wrangler.

Aluminium alloy wheels were larger in diameter due to the larger brakes. A lightweight fibreglass hard roof option on later models was also available to cover the canvas soft roof, and was shipped with each new car. There were also no airbags, in the interest of weight reduction. Adjustable performance suspension was also an available option for most Vipers.

The engine weighs 323 kg and is rated at 298 kW at 4,600 rpm and 630 Nm of torque at 3,600 rpm. Due to the long-gearing allowed by the engine, it provides fuel economy at a United States Environmental Protection Agency-rated 20 L/100 km; 14 mpg in the city and 12 L/100 km; 24 mpg on the highway.

The SR I can accelerate from 0–100 km/h in 4.2 seconds, can complete the quarter mile in 12.6 seconds at the speed of 183.1 km/h and has a maximum speed of approximately 266 km/h. However, the car proves tricky to drive at high speeds, particularly for the unskilled driver.

## Ferrari 456

The Ferrari 456 and 456M (Type F116) are front-engine grand tourers which were produced by Ferrari from 1992 to 2003. The 456 was a replacement for the front-engine 412 as the company's V12-powered four seater. It was available in GT and (from 1996) GTA models. The former has a six-speed manual, and the latter has a four-speed automatic.

The 5.5 L (5,473.91 cc) 65° V12 engine was derived from the Dino V6 rather than the more conventional 60° V12s used in the 412 and Daytona. The name 456 is derived from the fact that each cylinder displaces 456 cubic centimetres.

It is rated at 325 kW. Acceleration from 0–60 mph takes 4.8 seconds, with a 13.3 second quarter-mile time.



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## Ford Falcon GT



To commemorate the 25th Anniversary of the first XR GT in 1967, Ford revived the GT with the help of performance partner Tickford Vehicle Engineering. The 265 cars (15 were sent to New Zealand) were snapped up within days of the announcement. They are now recognized as an important chapter in the GT story and played a key role in keeping the legend alive.

Because this new GT went beyond the Fairmont Ghia in interior appointments with lashings of leather and woodgrain, it was as much a luxury grand tourer as a purpose-built performance model and was therefore a worthy tribute to the very first XR GT. It certainly looked the part with the large air scoop flanked by twin extractor scoops on the bonnet, all of which were functional.

It marked many firsts including the first GT with ABS brakes, rack and pinion steering, Watts linkage rear axle, 4 speed auto or 5 speed manual, front and rear spoilers, Momo leather-wrapped steering wheel and the first with body details significantly different from the standard Falcon. The face of performance cars had changed radically since 1976 and the EBII GT had to fast forward the GT legend by 16 years in one model.

Although engine capacity had shrunk from the XB GT's Cleveland 5.76-litres to 4.94, the EBII GT marked a return to the original and ultimately more efficient Windsor V8, an engine that powers today's V8 Supercars, restoring a direct link between the road and track cars.

0-100 km/h in 6.1 sec, 0-200 km/h in 27.3 sec and  
Quarter mile time is 14.4 sec



# Ford Mondeo



## Ford Mondeo MK1 (1992 - 1996) review

Six billion dollars! That's what Ford paid to design, develop and build CDW27, its 1992 world car called Mondeo (a derivation of the French 'mondial', meaning world).

The Mondeo was a ground-breaking car, not only for Ford but the rest of the industry. Its arrival marked the beginning of the end of an era when British Fords looked a lot better than they really were. Suddenly, Fords were flaunting mechanical sophistication, and to a level that served notice on the rest of an industry that had to raise its game.

Trouble is, 'average' is how this car is seen today because it looks so utterly humdrum now, its featureless, committee-crushed styling condemning it as a wallpaper car that you never really see. Once as common as smoke in pubs, it won't be long before they're a rarer sight than a street without an Audi in it. Which is why I'd like one for the fantasy car collection, and really would buy a Mondeo if I needed a decent set of (very) cheap wheels.



by Richard Bremner

<https://www.autocar.co.uk/slideshow/ford-mondeo-25-years>

Take a seat behind the wheel and you instantly feel comfortable. The instruments are clear, the stalks logical and sweet in action and the other controls generally well placed. Whichever model you've chosen, the seat is supportive, adding to an overall driving position which is excellent thanks to a steering wheel which is adjustable both for rake and for reach. The cabin is spacious, too, unless you're well over six-foot and seated in the rear. So far, few surprises perhaps - Fords have always been well packaged. The real strengths of the design emerge once you venture out on the road. These are some of the most enjoyable driver's cars the company has ever made.

Nowadays, Ford Mondeo represents the byword for family saloon excellence, but it's taken us a while to get 'on message'. That makes the earlier cars criminally undervalued assets which the canny used buyer would do well to take advantage of. For around £4,000, a well-looked after 1995 V6 Ghia represents a lot of car with a good deal of life left on the clock. Recommended.

by Jonathan Crouch

[https://www.money4yourmotors.com/car-reviews/207985/ford/ford-mondeo-mk1-\(1993-1996\)](https://www.money4yourmotors.com/car-reviews/207985/ford/ford-mondeo-mk1-(1993-1996))

## HSV VP GTS, Senator



With the VP Commodore in 1992, HSV reintroduced the GTS brand for the first time into their model range since 1977 and Ford reinvigorated the GT model with the EB GT Falcon, a hiatus of nearly 20 years. So two of the most famous street/racing breeds in Australian motoring were back on the roads.

Basically the son of the VN Group A, only 130 VP HSV GTS's were ever built. This time a much more executive cruiser than a car built to fulfill Group A racing requirements. The VP GTS was available in three colours - charcoal, red and white. Of these, only 27 examples were built in Alaskan White. Visually, the VP GTS body kit closely resembled the VN Commodore SS Group A with the same front and rear bumpers and side skirts, but gained the HSV Senator 5000i's front grill and boot spoiler.

Under the bonnet, the VP GTS' engine block was shared with the VN and VL Group As, with specific pistons, roller rockers, larger lifter bores, as well as D port heads and various Group A derived parts among others. Rated at 200kW, the VP GTS saw triple digits on the speedo in 7.45 seconds from a standstill. The Manual gearbox option was gone and in its place the trusty 4 speed T-700 automatic gearbox mated to the higher 3.27 ratio rear end. This car was designed specifically as a Grand Tourer, for the executive target audience along the lines of the previous and successful SV5000 model.

## Hummer H1

It wasn't meant for a civilian life, but it was coming to America's streets anyway and would become the most awe-inspiring—and the most controversial—SUV ever made. Its ecological sins would ultimately lead to its demise.

By the late 1970s, the U.S. military needed to replace its traditional jeeps and its other light tactical vehicles with a new breed of machine that could do it all. And in 1979, the Army came up with specs for something bigger—much bigger—than Willys Overland's original machine.

Called the High Mobility Multi-Purpose Wheeled Vehicle (HMMWV or simply Humvee), the proposal would kickstart a competition for the military's next do-anything workhorse.



AM General would be the eventual winner with the Pentagon selecting its prototype in March 1983. Playing with the HMMWV moniker, AM General called its muscle-y beast a "Hummer." The Pentagon was so impressed, they decided to snatch up 55,000 of them immediately.

Arnold Schwarzenegger wanted a Hummer. He wanted one *badly*.

The action movie megastar petitioned AM General to build a civilian version, and by July 1992, Schwarzenegger had one in his own garage with "Terminator" emblazoned on its flanks. Soon, the world would soon get its hands on the overpowered, overspec'd, overwhelming Hummer.

In the June 1992 issue, *Popular Mechanics* spent a day pounding the truck through AM General's test facilities and proclaimed: "For dirty work, this warlike roughneck has no peer."

Jeeps and other off-road vehicles at the time could only travel so far before getting stuck, and many owners of traditional 4X4s spent thousands of dollars to make them more capable. But the Hummer's off-road ability right off the showroom floor was better than any other factory 4WD vehicle. Its huge 37-inch tall tires could conquer almost any terrain, and unlike any other 4X4 at the time, an incredible 16-inches of ground clearance due to its four-wheel independent suspension made the Hummer an off-roader's dream come true.

The 2008 Great Recession became the last twist of the knife. A struggling GM needed to shed brands, especially ones that didn't produce fuel-efficient vehicles for a newly cash-strapped world. After trying and failing to find a buyer for the brand, the company finally called it quits on the Hummer in 2010.

# Jaguar XJ220



The Jaguar XJ220 is a mid-engined supercar produced by in collaboration with Tom Walkinshaw Racing as Jaguar Sport between 1992 and 1994. It held the record for the highest top speed of a production car (350 km/h, 217 mph) until the arrival of the McLaren F1 in 1994. The XJ220 is unrelated with the other XJ models, although shares the same name 'XJ'.

In the early days of the company, certain Jaguar employees had created an informal group they called "The Saturday Club" (so-named because they would meet after-hours and on weekends to work on unofficial pet-projects). In the 1980s, Jaguar's chief-engineer Jim Randle, as part of that group, began work on what he saw as competition for cars like the Ferrari F40 and Porsche 959. He envisioned what was essentially an updated XJ13 - a lightweight two-seater with a powerful mid-mounted V12 engine. Randle expanded on the idea by settling on all wheel drive for increased traction and better handling and an integral safety-cage so the car could be safely raced at extremely high speeds. From the outset, the intention was to create a vehicle capable of exceeding 320 km/h (200 mph).

Jaguar executives who saw the concept were sufficiently impressed to formally commit company resources to producing a car for the 1988 British Motor Show. Tom Walkinshaw Racing was tapped to produce a 6.2 L version of Jaguar's legendary V12 engine with four valves per cylinder, quad camshafts and a target output of 500 hp (370 kW). The all wheel drive system was produced by FF Developments who had experience with such systems going back to the 1960s and the Jensen FF. The styling of the car was done by Keith Helfet and included scissor-style doors similar to those in use by Lamborghini in several of their cars. The name XJ220 was assigned as a reference to the targeted top-speed of 220 mph.

The production version of the car was first shown to the public in October 1991 after undergoing significant changes. The most obvious of which was a completely different drivetrain and the elimination of the scissor doors. The 6.2 L V12 had been judged too difficult to get past increasingly strict emission regulations, and there were also reportedly some design problems caused by the size of the power plant. It was replaced with a Tom Walkinshaw-developed 3.5 L V6 based on the engine used in the Austin Metro 6R4 rally car and fitted with twin Garrett T3 turbochargers, generating 404 kW at 7000 rpm and 645 N·m of torque at 4500 rpm. This engine was the first V6 in Jaguar's history, and was the first to use forced induction. In spite of the smaller displacement and half the number of cylinders, the engine produced more power than the V12 would have. However, potential customers judged the exhaust note to be harsh and the lag from the turbos to be an annoyance. Also missing from the production version of the car was the Ferguson all wheel drive - the production car had only rear driven wheels, through a conventional transaxle - and the ABS.

The car entered production in 1992. Original customers included Elton John and the Sultan of Brunei. Many of the initial customers were dissatisfied with the change away from the V12 and AWD, and a significant increase in price. Another blow to potential sales was a global recession which took hold between the car's original announcement and its eventual release. Further complicating the issue was Tom Walkinshaw's offer of the faster (by acceleration, not top speed), more expensive and more exclusive XJR-15 which was based on the Le Mans champion XJR-9. Some customers reportedly either sued Jaguar or threatened to sue; in any case, Jaguar gave the customers the option to buy themselves out of the delivery contract. As a result, many of the owners challenged Jaguar in court where the Judge eventually sided with Jaguar. To reduce costs the use of parts from mass production cars had been extensive; for example the rear view mirrors came from the Citroën CX 2 Series.

## Jeep Grand Cherokee



The all-new, Jeep Grand Cherokee went on sale in April 1992 in Base, Laredo, and Limited trims. At launch all Grand Cherokees were powered by the 4.0 L Power Tech Inline Six-Cylinder engine, and were all four-wheel drive. Starting in early 1993, the Grand Cherokee became available with the 5.2 L Magnum V8 engine.

Models featured a standard front driver's-side SRS airbag in the steering wheel. The Limited model offered a digital climate control system. All models offered a digital Electronic Vehicle Information Center (EVIC) that monitored critical vehicle systems and provided audible and visual feedback when a fault was detected (doors, hood, tailgate, engine coolant level, engine oil level, and front and rear lighting systems were some of the systems monitored by the EVIC).

A fully mechanical full-time four wheel drive system could split torque when a wheel was losing traction, and send all available power to the wheels that had not lost traction. In addition, the system, called Quadra-Trac, could automatically detect when four wheel drive was needed, and automatically switch from rear wheel drive without input from the driver.

## McLaren F1

The McLaren F1 stands among the greatest sports cars of all time, a revolutionary vehicle that still sets the bar for supercars. The brainchild of Gordon Murray, the renowned designer and technical director of the McLaren Formula One team, the F1 was produced from 1994-1998 by McLaren Automotive, a spin-off of the racing team. With a top-speed of 240.1 miles-per-hour, the F1 became the fastest production car in history, a record it would hold until 2005.

A radical three-seat cockpit and butterfly doors made the F1 look every bit as exotic as its carbon-fiber monocoque body, the first such application in a road car. This wasn't the only unconventional material employed by Murray, as the F1's engine compartment was lined with gold foil to insulate the carbon body from potential heat-induced deformation. Powered by a 6.1-liter BMW-sourced V12



McLaren's in-house team was more familiar with composites, and a three-seater carbonfibre tub was key to Murray's aim of bringing the F1 to the road at less than 1000kg. It placed the driver centrally between two passengers, with the powertrain mounted behind.

In the end, McLaren couldn't get carbon brakes to work properly at road speeds, so with iron discs the car arrived weighing more than originally had been hoped: Autocar & Motor weighed the F1 at 1138kg for the car's 1994 road test, including half a tank of fuel.

The astonishing BMW engine made 468kw at 7400rpm, and 650 N.m of torque from 4000-7000rpm.



# Subaru WRX



The first generation WRX was the symbol of Subaru as well as one of the iconic cars in the 1990s. On the one hand, it won World Rally Championship 3 times in a row from 1995 to 1997. On the other hand, it delighted road car drivers with equal measure as it was one of the fastest and most entertaining cars to drive in the real world regardless of price.

The WRX was available in many forms, including sedan and wagon body, manual and automatic transmission and of course different levels of performance and price. As a result, the WRX series covered a wide range of audience thus its sales volume exceeded any other rivals by far.

The WRX inherited some unusual features from the cooking Impreza. It had four frameless windows and hidden B-pillars to achieve a simple and uncluttered form. Its 4-cylinder boxer engine enabled low center of gravity and an unmistakable soundtrack. Moreover, the compact yet stiff body shell and all-strut suspensions provided an ideal basis for rally car. On the top of these, the WRX added an aluminum bonnet with vents and a central air scoop, the latter was used to feed the intercooler sitting atop the 2.0-liter 16-valve turbo engine. The original version offered 240 horsepower (Wagon had 220 hp), transferred to the permanent 4WD system which utilized viscous-coupling LSD for both center and rear differential. As the little car weighed only 1200 kg and had a relatively slippery shape, its performance was startling.

0-100km/h in 5.2 seconds

Standing 1/4 mile in 13.5 seconds

Top speed 249 km/h



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Merv Roberts is passionate about early model Holdens – see story page 10

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Volume 11 No. 2 Published bi-monthly March/April 2012

Stuart Kendall's MG TC is the result of a 5 1/2 year labour of love – on page 10

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Volume 11 No. 3 Published bi-monthly May/June 2012

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Volume 11 No. 4 Published bi-monthly July/August 2012

Ariel's marvellous square four engine was conceived in 1928

Watson Historic race meeting Page 12

VW is the biggest worldwide Page 8

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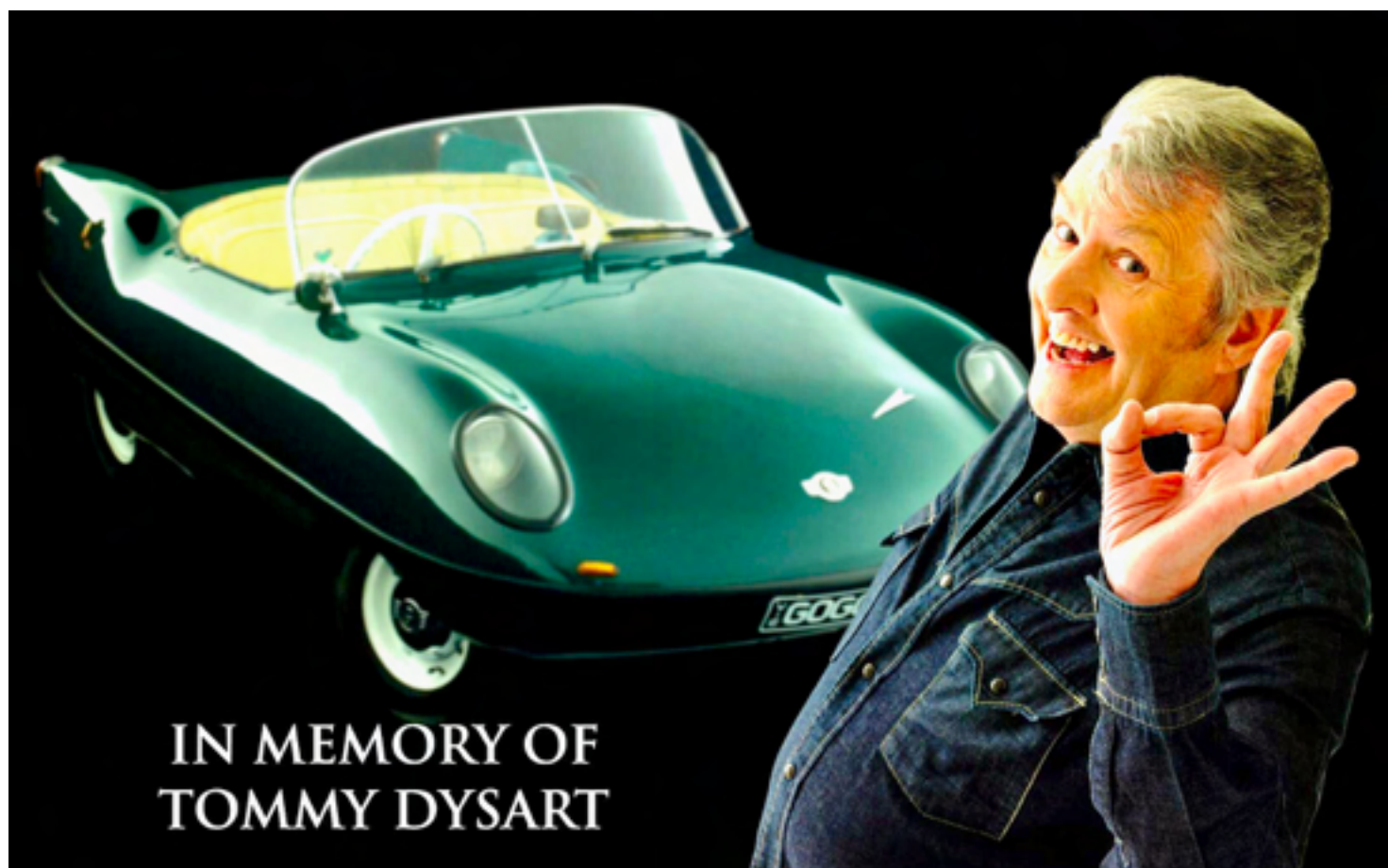
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