



Micro Car & Scooter Club Inc.

Picture below shows some of what might be a record turnout for the MC & SC at Shannon's Sydney Classic held at Motorsport Park, Eastern Creek. Unfortunately many of the scooters are not visible. (hard to get them to sit still for a photo).

**No 95 September
Spring 2013**
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The Micro Car & Scooter Club's contingent consisted of Scooters..... Terry Collie's Vespa, the Lambrettas of Andy Jackson, Cosmo Azollini, Eugene Adoncella & Friends (x 3) and Julie Wall, Niko Satria's Motocompo, and Steve Diffey's Servetta. The Micro Cars..... Mark Robinson, Fred Diwell, and Phil Martin's Messerschmitts, Julie Wall and Ric Fantuzzi's Fiats, Don and Bob + Cathy's Goggo Darts, Scott Stevenson's Honda, Keith Wall's Lloyd, John Renshaw's NSU and Geoff Goodwin's Trojan.

Additionally featured in the 50 year old lineup of representatives of all clubs were Allen Wall's Heinkel and Lambretta scooters plus Keith Wall's Morgan (hardly a Micro, but we like to call it one of ours).

Past Events

Shannon's Sydney Classic 18th August



This picture shows the MC&SC group assembling at the 'Dummy Pit' ready to do a lap of the Motorsport Park racetrack (Scooters did sit still this time).



End of the lap showing the faster cars and scooters heading back to the display area.

'New to the group and renewals'

Rick Krassoi collection of Haflingers and scooter

Fred's Ramblings



Little machines that mete out injustice

Is it irrational to be paranoid about parking meters? I am.

I can't stand parking meters. I don't like the way they stake out public streets where anyone should be able to park. I don't like their smug little faces. I don't like the way they measure out beach and shopping time into anxiety-units. I don't like their extortionate approach.

Decades ago, parking meters used to be pleasant enough - simple clockwork devices that whirred happily when nourished with a few 20¢ coins and were happy for you to slope off to the shops for a bit.

On the Gold Coast in the 1960's local businesses had the brilliant idea of pitching in to pay Meter Maids, scantily-clad lasses who skated about in gold bikinis, feeding 5¢ coins into meters to ensure patrons remained ticket-free. Being the cynic I am, 'to remain spending more in the shops!'

Who could afford to be a Meter Maid these days? Gina Rinehart, that's who - apart from the consolation that her bikini would be made (large size) from actual gold.

The contemporary parking meter is a Death Star of civic pomposity. Its avarice is in most post codes, shocking; forget about your 20¢ coins. The amount of time it takes to fish out 20¢ from your pocket, cup holder, or inaccessible recess under the seat will cost about \$4.50 at parking meter rates, rendering the entire exercise deeply inefficient.

Your modern parking meter barks instructions, insofar as it is possible for a liquid crystal display to bark. Insert credit card! Enter bay number! Arrow up! Arrow down! Swipe now! Press the green button! And for the confused or rebellious, there is little recourse, parking meters being a rock-solid block in the brick wall of non-appealable administrative decision-making that is the specialty of most local councils these days.

While writing this I recall vividly the experience of driving a left hand drive car in England; Taking my mother to a shopping centre where she had to deal with collecting the parking ticket then, on leaving, her confusion dealing with the payment. No free time there!

If the parking meter is mad or vengeful or broken, it's no good leaving a sunny little note on your car. You can't argue with the machine. You can't argue with the parking inspector, who will issue the ticket anyway because the machines are run by a different agency. You can ring the parking complaints line, but they're run by a different agency, too, and while someone called Sonia (in India) will listen to your woes and issue you with a complaint number, neither you nor Sonia will be under any illusion that you are anything but entirely screwed. In this parking meter world, the machine always wins!

Question: What city was the first to use parking meters? Clue: built and used in USA

Answer: Oklahoma City, on July 16, 1935

Book Reviews

BOOK REVIEW:

BRITISH MOTOR SCOOTERS 1946-70 (ISBN 0-9573144-0-X)

By Robin Spalding

Once, when musing over the author's collection of splendidly restored, but not exactly beautiful and mostly obscure, collection of scooters, I asked him exactly why he bothered? "Well someone has to, and if I don't who else will?" was the reply.

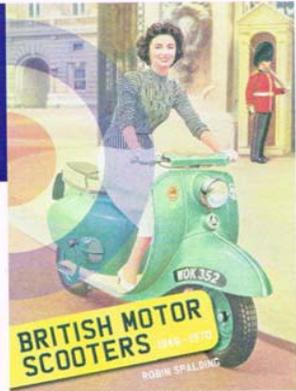
And therein lies the challenge of a book like this – how do you make it interesting to a public that thinks there were only ever two makes of scooter? The patriotic card is not easy to play in this instance either. Cars, motor cycles, bicycles, planes, ship building – even computers. All industries that have suffered sharp decline – or even elimination – in this country. But at least they had their great times. There were triumphs of design and massive production to reflect upon and you could glow in the reflected glory of the impact your countrymen had had on the lives of people around the world. But when it comes to British scooters there were no glory years, and who wants to bask in reflected embarrassment anyway?

But it's a challenge the author is up for meeting head on, the tactic being to arrange the book chronologically rather than by marque. This allows small sections on mopeds, magazines and micro cars to be inserted at appropriate times rather than being relegated to the back as appendices. This in turn broadens the scope of the book,

a sense heightened by every single possible British scooter connection being included – prototypes, re-badging of imports, everything – in the name of completeness. Douglas Vespa production – at 125000 probably more than everything else in the book combined – is not dealt with in detail, but at the end of the day this book is really about giving the spear-carriers their moment in the sun.

Having – for the first time – images all the makes together in one book allows one to gain some sort of understanding as to the thinking behind some of the designers. And, more to the point, some of the constraints they worked under. You have to feel for the designer of the DKR Capella who, having carefully produced a very modern angular headset top, had to suffer a proprietary round Smiths speedo being plonked in the middle of it. A lack of money for a bespoke item obviously being the cause, this accounting too for all those stock Villiers engines and motor cycle parts in so many British scooters.

If you were to write a book about the entire history of scootering, then by any measure of importance such as technical excellence, volume of sales or cultural influence the British scooters would just be part of the noise. But the success of this book is that by concentrating on a section of scootering history largely ignored by everybody



else, a great section of endeavour is recorded for posterity. For whatever we think of the finished products, they all represented someone's dreams and best efforts. In any story the failures are usually at least as interesting as the successes. And this is a book full of failures. The author by no means shies away from criticism, but, even so, you can't help feeling that he's pulling his punches on occasion.

The conclusion in the book is that had British scooters been on the market five years earlier then things would have been different. But this surely would only have been the case if they had also had a greater infusion of capital and a sounder technical basis. Not to mention better body styling!

This book added more to my scooter knowledge than anything in recent years, and Robin Spalding is to be commended for his efforts. It has just about the right level of information to make the subject interesting to a broad range of people. I don't actually want a Mercury Dolphin, but I'm glad I now know about it. Recommended.

A L

Book Reviews



- Der Katalog der deutschen Kleinwagen der Jahre 1945–1974
- Alle wichtigen Informationen auf einem Blick
- Ausführliche Datentabellen
- Mit aussagekräftigen Kurzbeschreibungen zu allen Modellen

- | | | |
|-----------------------|----------------------|--------------------|
| • Auto Union DKW 600 | • Ford F1000 | • Krollsch |
| • Auto Union Junior | • Ford Käfermodell | • Allwertmodell |
| • AWZ P 50 Trabant | • Messerschmitt | • Lloyd LP 600 |
| • BMW Isetta 250/300 | • Käfermodell | • Borgward |
| • BMW I5 | • Fuldarabi | • Anabella de Luxe |
| • Brätisch 400 Energi | • Goggomobil T 250 | • Mayra 200 |
| • Brätisch 200 Spatz | • Glas-Har T 700 | • NSU Prinz |
| • Brätisch Bussard | • Gize | • NSU 1050 |
| • Champion Ch-112 | • Gutbrod Superior | • Spatz |
| • Champion 400 | • Hainzang Partner | • Stausau R 400 |
| • Maza Mc 500 G | • Hockel Kabine | • Trippel SE 10 |
| • Mico 500 Sport | • Hündl 250 | • Werdax |
| • Dornier Delta | • Kersting | • Auro 25 700 |
| • Eronom Teddy | • Kleinwachter F 250 | • Zündapp Joma 250 |



ISBN 978-3-613-03463-1



This one is a bit harder for most of us to read. The text is in German. The photos make up for that, 127 pages covering nearly all the well known microcars. The vehicle list covered on the rear page is illustrated.

This copy was presented to Fred at Australia day by Neijmeijer Lubertus (Bert) who was on his return from Europe and stopped off in Sydney for the event. Bert is our prolific New Zealand magazine contributor. Thanks Bert.

Bert is an avid collector of car photos and would be happy to correspond with any members to exchange car photos. Read an extract of his request and comments made in an email sent and reprinted on page 7.

Scooter range

Austria 2009

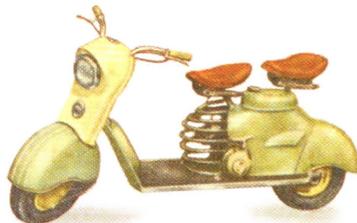
SCHATZTRUHE



Maya – Wer kennt diesen Motorroller? Konstruiert von der Firma Druschkowitz & Co in der Nähe von Graz. Ausgestattet mit einem 50 ccm HMW Motor. Gebaut ab dem Jahr 1955. Sammler sucht diesen österreichischen Roller zum Kauf und freut sich über jede Information, Fotos, etc.; e-Mail: mahringer@mokka.at oder Tel: (A) 0699/190 06 024.

Motorräder

Suche **BMW R90/6** und **BMW R80 G/S** erste Serie, jeweils in ausgezeichnetem Zustand. Tel: (A) 0664/28 31 570 (abends).



Bobby 98 – Wer kennt diesen Motorroller? Konstruiert von Otto Kauba (Wien), gebaut und modifiziert von Rudolf Ofner, und vertrieben von Dr. Ragnar Mathey. Mit einer Spitze von 65 km/h bei 75 kg Eigengewicht. Sammler sucht diesen österreichischen Roller zum Kauf und freut sich über jede Information, Fotos, etc.; e-Mail: mahringer@mokka.at oder Tel: (A) 0699/190 06 024.

Inspection day Homebush June 2013



Many of our vehicles which are 'registered' under the RMS (Roads and Maritime Services) conditional registration for Historic vehicles program have a common renew date. To cater for these, each year in June, Keith Wall (our Club Plate Inspector) invites all and sundry to a picnic lunch (BYO) near the tea house at Bicentennial park, Homebush bay. During this time, Keith and Allen process the paperwork etc needed for renewals, and the rest of us socialize and check out each other's vehicles. The above photo shows some of the vehicles that attended this year. From left NSU Prinz, then a member of the public (snuck in when we were not looking), the VW Dart Express with one Goggo in the back, then Goggo on trailer, then Fiat, then Lloyd (bonnet raised) and another Fiat in front. It seems that the scooters are hiding behind the cars.... John R

Overseas Correspondence

Hello. The name Homburg rings a bell, and that is because I vaguely remember the name Nigel, belonging to someone who is/was with the NZ Microcar Club. If that is you, then I have the right address. I do not own a micro or classic vehicle, but I correspond with Fred Diwell of the NSW MC&SC in Oz, and I exchange CDs with him on occasion. That brings me to the reason why I am writing in the first place, a possible CD exchange. What I am hoping to achieve is that you would send me a CD with as many images you could possibly put onto it (but larger than 300KB per image for quality reasons), featuring micros, smallish and not so small-sized vehicles of any make, preferably pre-1980. I am also partial to brands like Goliath, Hansa, Lloyd (which is where I got your address from - c/o Chris Butler), DKW-Auto Union-Audi, NSU, Saab and the like. If you would be willing/able to do so, you would get a CD from me, with about the same number of images. This would help both of us to know what is still around in NZ/AUS and beyond....I know that Tony Kloet used to have a Goliath 1100 Express and I would like to know if that vehicle still exists - and if so - what shape it is in. I exchanged some photos with Kevin Heyward in the 1990s, mostly of A35s, but have not heard from him for ages.

If you want to exchange CDs, please send it to: Lubertus Neijmeijer,
c/o P.O. Box 1687, Wellington 6140, New Zealand. Thank you, Lubertus.

[His reply](#)

[Hi Lubertus.](#)

I was the original founder and first President of the Micro-Car Club of New Zealand. I still hold some interest in Micro Cars and still have a Goggomobil. This one is my second Dart which I have restored for my aging Father. It's not quite completed yet as I am having problems getting it to run correctly, and as such have somewhat lost interest in it. I would however dearly love to complete it so I can give it to Dad before he is too old to drive it. I attach a photograph of it for you. I hope this helps.

More from Bert, 14.09.12

Hiya Fred.,

Many decades ago I was taking ballroom/latin classes at a school in Holland, but I have always like travelling, so I went to the USA for a couple of months. When I came back, my mates told me they had been invited to be extras in a WWII-era movie, posing as NAZIs having a ball at the local Kurhaus, a grand edifice which was used as a sanatorium/hotel (it is located by the beach, on the North Sea coast). They were immaculately dressed, danced the night away and - like you...- can be spotted only by using the pause button or repeated replay. I had missed my chance to be famous!

I just had a quiet moment, flicked through the newsletter and noticed a slight discrepancy in the Isetta article. The author reckons BMW's Isetta to have been the first micro for the masses blah blah etc. Only his own opinion, obviously, and without him having checked the facts, because the Isetta was not a German design at all, but an Italian one, courtesy of ISO. BMW merely signed an agreement to allow for production in Germany, made some alterations to the design and flogged the car as a BMW Isetta, just like Trojan did in the UK.

ISOs design was a success before BMW got wind of it and the little horror was even made Pick-up form in Argentina, sold as the Isocarro. BMW makes good cars, and deserves plenty of credit for that, but not for the Isetta.

Apropos BMW; some years ago, I was at the BMW Museum in Munich - a showcase of modern architecture and wasted space dotted with relatively few older cars. When I found that I could not enter through the barrier at the counter, I mentioned that to the young lady standing behind the counter, who then replied something like: "Obviously not made by us!" (which clearly demonstrates their attitude)

To be quite honest, I rather have an outstanding collection of interesting cars in a ramshackle building than a prima-donna snob-designer-built temple with oodles of empty space and few cars on displayBut, that is only my personal opinion, of course.

If you want to go to a great traditional type of museum, with a lot of rare cars and friendly staff, go to the Fitz B. Busch Museum at Wolfegg, in the deep south of Germany, not all that far from famous Neuschwanstein Castle. There are some micros there, e.g. a Zundapp Janus, Isetta, Lloyd 300s, mopeds etc. It truly is a fabulous place, located in a historic building in pleasant surroundings. It can be reached by rail.

Regards, Bert.

Car show from Scotland



This photo shows a recent club lineup at Strontian on the west coast of Scotland on the A861 . Current population of this hamlet is around 350. In the hills to the north of Strontian, lead was mined in the 18th century, and in these mines Strontianite was discovered, from which the element Strontium was developed.

Back to the Micros..

A good range of Micros all looking great.

The cars are, from left to right:-

Blue it appears to be a Trojan but there is a suggestion that it is a Zetta.

Yellow is a Trojan

Fiat 500

NSU (black)

Messerschmitt KR200

BMW 700 (yellow)

Heinkel

Goggo Royal T600/700

Fiat 126 (white)

Red rattletrap built against the odds

SMH August 8, 2013

WERNER LANG, 1922-2013

Werner Lang was the mechanical engineer behind the design of the Trabant - the rattletrap car that became a potent symbol of the failings of communist government, yet the story of its development also represented a triumph against the odds.

The Trabbie, as the little car was affectionately known, was launched in Zwickau, East Germany, in 1957, the same year as Sputnik (the name Trabant means satellite). But the car itself was anything but futuristic. Wheezing, sputtering and belching clouds of oily blue smoke, with a body made of fibre-reinforced plastic known as Duroplast, the car had more in common with a lawnmower than with a modern car. With its two-stroke engine, it could accelerate from zero to a top speed of around 100kph in a less-than-impressive 21 seconds.

The context of the development of the Trabant was the acute shortage of raw materials that plagued Eastern European manufacturing in the 1950s. After World War II huge quantities of steel and other valuable commodities, including whole factories, had been taken - from East Germany in particular - to the Soviet Union.

However, some of the VEB Sachsenring Automobilwerke Zwickau had survived. It had been the Audi factory before the war, and those of its designers still in place were determined not to be beaten by Soviet vandalism or shortages of materials.

The Trabant's Duroplast outer panels were developed using cotton which the Russians did not want, compressed with poly resin derived from brown coal - yet the result was body panels that crash-tested better than most European sedans of the era.

The engines were two-cylinder models because all that was available were motorcycle motors. There were no disc brakes, no radiator, no oil filter or oil pump and no fuel gauge; the flow of petrol was powered by gravity (the tank was above the engine), so there was no fuel pump. Because the engines had only five moving parts, they were relatively easy to maintain.

Lang was appointed chief engineer at the Zwickau plant in 1958, a year after the first model P50 Trabant rolled off the production line, and under his guidance the car became perhaps the greatest industrial success story of communism. Many models were made during the first 10 years of production, but the most famous was the 601, which first appeared in 1967 and continued to be sold until production of all Trabants ceased in late 1991, following German reunification. While similar to earlier models, the 601 featured window cranks instead of sliding panels, a shelf under the dashboard and wind deflectors for draught-free ventilation.

For all its shortcomings, the Trabant 601 became highly sought-after in Eastern Europe, and buying one (prospective owners did not order their new Trabant - they applied for it) involved joining a waiting list that could last up to 18 years. Ironically, it was the car's popularity (altogether some 3.2 million vehicles were produced) that deterred Lang from putting modernised versions into production - that and the East German government's reluctance to invest in further development of a car with a long waiting list.

When the Berlin Wall fell, Trabant were abandoned in their thousands as a hated reminder of communist rule. Yet Lang lived to see the car acquire cult status, with owners converging at Trabbie festivals at which he was an honoured guest. For many former Ossies, ownership of a Trabant came to be seen as a small gesture of defiance against the cold materialism of a reunified Germany.

Werner Lang was born at the village of Bermsgrun, Saxony, on March 23, 1922. He completed an engineering apprenticeship in the neighbouring town of Schwarzenberg, and in 1940 enrolled for an automotive engineering degree in Zwickau. His degree was interrupted by war service in the Wehrmacht, but in 1944 he deserted and joined German comrades fighting alongside Italian anti-fascist partisans.

After the war he elected to remain in East Germany working for the Auto Union, which had been founded in Zwickau in 1932. When Auto Union brands were unified as the VEB Sachsenring Automobilwerke Zwickau in 1958, Lang was appointed chief designer. From 1970 to 1983 he was director of science and technology at Sachsenring.

Werner Lang is survived by his wife, Renate.

Telegraph, London



Two story Trabant Limousine disguised as a London Bus.

Two door Trabant sedan with standard automotive two legged appearance improver



Curiosity Corner

Photo is of Twiggy (Lawson) taken riding this 'Janis or Jamis or Janes ?' (Motor Bike/Scooter/Moped/whatever) in a London park during a fashion photo shoot in 1976.

Twiggy found fame (and a little fortune) in the swinging 60's with Jean Shrimpton (the Shrimp), Veruschka von Lehndorff , and Penelope Tree (the Tree) by making skinny 'inny'. The Shrimp is well known in Australia by appearing at the Melbourne Cup in a mini skirt. The punters were shocked!

The architecture of this 'machine' looks quite sound, and it is road registered. I wonder what it would cost and how well it would sell if built to the same/similar design and sold today, 37 years down the track.

Selling Dreams is the title of a collection of 60 works by leading fashion photographers (this one by Ronald Traeger) over 100 years, currently on display (free) at the State Library Galleries Macquarie St Sydney until November 10th.

Now the big question...who can tell me the name/make/model and specifications and maybe a little history of this economical form of transport. Does it have pedals? No prizes, but your words of wisdom will be printed along with your name (& photo ?) in the Summer magazine.





My Goggomobil Esquire (K700) was, made in early 1962 and first registered in New Zealand in April of that year. It remained in use there until 1987.

A brief history of the Glas company

The Glas company can trace its roots back to 1860, when Maurus Glas started to make agricultural machinery. The business moved to Dingolfin in Bavaria in 1908. Hans Glas bought back his grandfather's old company in 1937, after the group, which it had become part of, failed. Following the war, Hans was joined by his son Andreas, and they set about modernising the works, and establishing a technical department.

After a short post-war boom in agricultural machinery the company was soon looking for new products. It introduced its scooter in 1951, which according to rumour was called the 'Goggo' because one of the small children in the family could not pronounce Glas!

In 1954 the Goggomobil microcar was launched, a production run of over 280,000 followed, before BMW stopped production in 1969. (The AWS Shopper, which used the same chassis components, continued until 1971).

In 1957 the prototype of a larger car was shown. This was a full four seater with the engine in the front, with front wheel drive. However, when production of the 'Large Goggomobil' began it had conventional rear wheel drive. While the Goggomobil name continued to be used for the new model in the UK

and other markets, Isar in many markets, and 'Isard' in other countries, because of the unfortunate connotations with the word Isar in some languages. The correct name is 'Isar' used in it's native Germany, after the river which flows past the factory.

The Glas Company reached its peak in 1957, when production reached around 1,000 cars a week. At that time the German politicians wanted Glas to take over the ailing BMW and DKW companies, but

they had insufficient cash resources to do so. After 1957 production went into decline, and there were reliability problems with the newly launched Isar.

Despite this setback, new cars continued to be developed. In 1962 the Glas 04 series was launched as its first 'normal' car. These saloons, coupes, hatchbacks and convertibles were powered by an overhead cam four cylinder engine, which was the first to use a rubber cambelt.

Larger cars followed before the final Glas model, a V8 Grand Tourer, was launched in 1966. None of the latter models reached production levels any where near that of the little Goggo, and with sales of little Goggo in decline, and reliability problems with the newer models, the company was in trouble, and needed a partner. Talks with Ford and Volkswagen came to nothing, and the Glas company was taken over by BMW in November 1966. Many of the designs were incorporated into the BMW range, but the Glas name was quickly dropped, and support for the Glas range of cars was rapidly withdrawn. This is why the Glas Club International only knows of 92 surviving 'Large Goggomobiles', out of a production run of over 86,000.

The future

In future articles I will cover Goggomobiles in use in the UK, the history of the Glas company in more detail, the various models and prototypes they produced, and if nothing of greater interest is available, details of my fleet.

I will try and help with any Goggomobil related enquiries. Please contacted me by email:- mike.o.ballance@btinternet.com Or by letter to :- Alverley Cottage, Grange Lane, Wadworth, Doncaster, DN11 9DR

Mike O'Ballance

FOR ECONOMY MOTORING
GO BUY GOGGO

GOGGOMOBIL

The Goggomobil range in October 1960

Mid week club run

PIE in the SKY Luncheon Run (August 14th)

We have had a number of suggestions for a late winter event, some of which are still in the possible pipeline, but when Graham Sims suggested this event, then suggested it again, it looked like something that would take a minimum of organising, and for a lot of people (who are lucky enough to not be working on the day) a comfortable distance to travel without over stretching our machinery. We could also arrange this one at short notice. Unfortunately those of you for whom I don't have an email address, you would have missed out on an invite. If you have a friend on email who might pass on messages, let me know their email address. Mine is pop.nan@optusnet.com.au We would like to do more short notice events in the future.

In bright sunshine, Mark Robinson (Messerschmitt from the mountains), Terry Colley (Vespa PX200 Scooter), Graham Sims (Isetta), Don Mould (Goggo Dart), David Nobbs (3 wheeled Piaggio Fuoco 500) and Tim Dalton (Mazda 360) actually drove/rode their 'club' vehicle to Cowan, while Boon Lim (Mercedes convertible), and John & Margaret Renshaw came in their MGB. Douglas Kennedy gets the hero award for pedalling his recumbent from Berowra Heights to Cowan & return. In addition we were delighted that Dieter Bartsch, Australia's father of (amongst other things) the Bartsch Bubble car, was able to join us. Dieter made the mistake of ordering his lunch with Graham, resulting in each eating the other's meal by mistake.

The word must have got around, as some Ulysses club members (they grow old disgracefully) and other bikers were out in force to welcome us and to share the lunch site with them. Food was pretty simple, a choice of about 30 different freshly baked main course pies plus salads and hot chips then an array of fruit pies or cake to finish off and whatever you like to drink, hot or cold. Looking around, a conservative estimate is that there would have been at least a million dollars of two wheelers, then a few 3 and 4 wheelers sitting neatly awaiting their owners.

With almost perfect spring weather (despite it still being winter) eating and chatting outside was the preferred option. The consensus is that we will do this again, but it may need also to be midweek, as the word is that it is pretty hectic on weekends.

Message to all the partners. Margaret was a little disappointed that she was the only lady there, (again) but happy she did not have to cook lunch. Might have to have a ladies day out.



Here's to the Beauter Scooter.

I know we are a club primarily interested in 'Vintage' micro cars and scooters, but the thought has occasionally occurred to me that we could give a bit more attention to those that aren't quite so vintage. In the case of micro cars, it's a trifle tricky, as by convention they 'have to be' of less than 600 cc to be "eligible" (sort of). Few, if any modern micro cars meet such a criterion. Neither of my Smart for Two's (previous one 700 cc and current one 1000 cc) would be eligible. We seem to have created our own micro-monster in this regard.



However in the case of motor-scooters, we appear to have no criterion based on engine capacity. A scooter is a scooter is a scooter, unless, of course, it is a motor cycle and even this distinction is becoming fuzzy around the edges. The motor cycle, has, of course been around as long as the motor car, technically longer. The humble Motor scooter, we should not forget, has been in virtually continual evolution, development and production since its inception over seventy years ago. It was, supposedly, different from a motor cycle in that it was smaller in size and engine capacity, had a body shell, rather than a 'pipe' frame, had smaller wheels and tyres, twist grips, rather than 'heel and toe' operated gears, a foot operated rear brake, and the rider stepped into the scooter rather than straddling the petrol tank., as on a motor cycle.

Furthermore, scooters were often two strokes ridden by people who couldn't or wouldn't ride a motor cycle, and were used for commuting rather than for touring. Some of these distinctions were nebulous or arbitrary, and some have changed significantly over the years. As far back as the 1950's scooters such as the Heinkel Tourist, (a four stroke), the Maicoletta, the Zundapp Bella and the Durkopp Diana, as well as the Vespa GTS, were ridden as long distance touring machines, not just as daily commuters. Scooters such as the Heinkel and Maicoletta successfully competed against motor cycles in endurance events.

It was the scooter, rather than the motor cycle, that pioneered the automatic gearbox for two wheelers. Indeed all modern scooters are automatics, whereas most motor cycles still persist with the old-fashioned , heel and toe, 'crash box' , manual gear change. 'Postie bikes' and many other small capacity machines, especially in South-East Asia, are of 'step thru' design, yet are happily called motor cycles, rather than scooters. On the other hand , machines such as the Yamaha Majesty, the T-Max, Suzuki Burgman, Honda and their numerous copy-cats, including a newly released BMW 650, are still called scooters, or mega-scooters, yet ride and handle like a motor bike, have the power of a motor bike and are often, I believe, ridden by experienced bikers who actually prefer them to a conventional motor bike. I, for example began riding motor cycles in 1958, my first being an ancient, monstrous brute of an AJS, which I could hardly kick-start. Over the past 50 years , I've owned and ridden a variety of motor bikes and scooters, my favourite, (or so I thought) being my Heinkel Tourist.

In the late 1990's, after a gap of some years, I returned to two wheels, via a Yamaha Majesty 250, and, most recently, via my now beloved Suzuki Burgmans. One day, perhaps feeling a bit guilty that they were scooters, and not 'proper' motor cycles, I went for a test ride on a Yamaha Virago, through the scenic hills of Kurrajong. My initial reaction was, 'aha, I am on a real bike again!'

To my surprise this euphoria did not last long. The ride and handling were no better than my Burgman, the brakes were inferior, I felt more 'exposed' and the constant 'heel and toe' gear changing was primitive and a bloody nuisance.' Even my mechanic said 'why on earth would you revert to yesterday's technology?'

Only recently, a friend and neighbour, also a long term biker yearning to be on two wheels again, has bought an ex police BMW motor bike, and rode it back to Sydney from Armidale, where he had purchased it. In his pre-geriatric excitement, he had forgotten that, like me, he has wonky knees a bad back, and no longer inhabits a 20 year old's body. To his surprise, the BMW, although a large capacity touring bike, demands a head down, bum-up riding position, with very bent knees, which can't be straightened, because of all the front fairing. He has discovered that he can ride only for about 50kms at a time before having to stop and 'stretch'. The first time he stopped to do so, he promptly fell off, with the heavy bike threatening to fall on top of him. Jumping out of the way, he cracked a rib. He loves the bike, but

Recently, the two of us went for a ride together, on our respective machines, from Thornleigh, up the old Pacific Highway to Gosford and back through Brooklyn, where we stopped for a coffee (and a 'stretch'). More recently, we've ridden to Moruya and back for a weekend. He asked if I'd like to try his bike, and he mine. I declined with thanks, but let him sit on my Burgman. His reaction? 'Oh, God! It's a lounge room on wheels!' Nonetheless, he can't help himself from demeaning the humble scooter, on increasingly irrelevant grounds. 'wheels are too small (16"!), 'no good for touring' (He's bugged after 50 k's ; I'm perfectly comfortable!) 'Doesn't handle like a bike!' (Oh yes it do!). He has however conceded my Burgman's comfort and its massive underseat storage capacity, so perhaps there is hope. Indeed, he's now considering a Burgman.

I know several 'mature' bikers who have traded their large and heavy bikes for mega-scooters. Dave Nobbs went from a Harley to a Suzuki Burgman. Then again he later swapped that for something else, a Piaggio / Fuoco three wheeler but that's Dave ! He concedes that the Burgman was beautiful to ride., Now owning a Burgman 650, I have to agree. At a scooter meet at Gosford, I met a couple in their 80's, who'd ridden (rider and pillion) their Suzuki Burgman from Gosford to Perth and back and loved it! And their feat could hardly be described as 'commuting', could it? It is hard, and sometimes pointless, to be objective about something you love. We love our micro cars and/or scooters despite, or even because of their oddities and limitations, just as do motor cycle aficionados. Let's face it, the entire automotive history is one of apparent demarcations being blurred, adapted and changed over time.

The humble motor scooter has nothing to be ashamed of. The kick starter, flywheel magneto/dynastarter, smelly, oily two strokes, tiny wheels and lop-sided imbalance (e.g. of the Vespa) all served their purposes as part of a dynamic continuum of development. One day, today's modern machines, bikes and scooters will be old fashioned, vintage collectables. Let me go out on a limb and say that the motor cycle is already more old fashioned than the modern generation of mega-scooters. At a bike and scooter show last year, for example, I heard 'the world's first motor cycle with fully automatic gears' being spruiked. (oh yeah? Ho! and Hum!) Some bikes now have front fairing, foot plates and windscreens, to improve weather protection. (more Ho and Hum). Of course, just as with cars, there's a market for a variety of styles, shapes and purposes, but the motor scooter, now more than ever, is not the poor relation of the mighty motor cycle, and nor are we who choose to ride, collect or care for them.

Miracle Worker

ON A RURAL PROPERTY just north of Nelson there are two massive shipping containers. Inside, depending on your perspective, you will find either miracles or evidence of one man's obsession.

Owner Mark Brown swings open the door of the first. The smell of petrol fumes is so overwhelming you have to step back, but your eyes stay locked on the gorgeous machines revealed inside. Shield badges glint in the long shafts of sunlight. Ducati, Triumph, Velocette – a dozen rare and beautiful creatures, all of them lovingly restored.

You could call Brown the ultimate backyard mechanic, but he's really a resurrectionist. He takes a rusty hulk from a rubbish dump or a gloopy farmland swamp and, over months, sometimes years, he breathes life back into it.

His second container is like the 'before' shot in that process, full of remains which, if you hadn't already seen what Brown's capable of, you'd have thought were beyond saving.

There are 18 scooters in various states of repair on Brown's property. A few years back, he had 44.

"I've come to realise that what was once a hobby has become a bit of an obsession. Other people tell me I'm a legend and that I'll get my own padded cell eventually."

He laughs, takes another swig of first-of-the-day coffee from a cup decorated with the Vespa insignia. Despite appearances, however, it's not only scooters that interest Brown. He's what you might call an equal opportunities vintage nut, with several Fiats and Citroens in his garage. And for years it was British motorbikes that had him hooked.

"But then one day I did a job for someone and, as part payment, he gave me this wreck of an old Triumph Tigress. Well, I hadn't known that Triumph made scooters. I bought a book on classic scooters and discovered there was this whole world I hadn't known about. It all started from there."



Brown says his mechanical knowledge was acquired the hard way. "I've had scooters catch on fire after I've restored them. I was living in a disused scout hall when one of them went up. I pushed the flaming scooter out the doors and left it in the grass in disgust. Any backyard mechanic will tell you about the disasters. We've all learned by trial and error."

As we pick our way through the containers, Brown explains the pedigree of each scooter.

Is it their rarity that has him hooked? Brown says it's not, that it's the combination of style, performance and reliability that gets him, but his

eyes light up when he talks about how he acquired some of his collection. His Ducati Cruiser, for instance, of which only a dozen are believed to exist.

"I was pretty certain none had ever come to New Zealand. Someone rang me and said 'I know where there's one for sale' ... I rang the number and my heart was beating so hard I could almost feel it coming through my chest. I couldn't believe it could be a Cruiser. But the lady said 'Yes, it was my dad's and it has the Cruiser badge'. I almost had a heart attack when she said that. The thing could have been run over by a roller and I would have restored it."

PHOTOGRAPHY: ELSPETH COLLIER

Is the Motocompo the smallest Scooter we have seen ?

My interest in the Honda Motocompo started back in the early 1980s. I came across an article about the newly released Honda City while flipping through a car magazine. Something that looked like a box with 2 wheels was in one of the Honda City photos. I couldn't read at the time, so I didn't find out what it was. A few years later my parents bought me a Matchbox sized model of the Honda City. It had an opening rear hatch, and when I looked inside the car I can see the familiar box with 2 wheels again. That's when I worked out the bike somehow came with the Honda City in real life. But I still couldn't work out how anyone could ride the little bike without handle bars.



Fast forward to late 2011, I was looking through online ads for scooters when I came across an ad for a Honda Motocompo for sale in WA. The bike was dismantled and stripped of its body panels. I did some research online, and that's when I realized that this folding bike was actually the same bike that came with the Honda City. Turned out that the Motocompo was an option for the Honda City. The car was designed by Honda around the Motocompo. The original concept was to park the car just outside of the city and then ride the Motocompo the rest of the way to avoid traffic congestion. The Motocompo was only produced from 1981 - 1983. Around 53,000 units were produced. I got interested again and decided to buy one.

Another Honda Motocompo came up for sale in Brisbane in early 2012. But somebody else had bought the bike while I was getting quotes on transporting it to Sydney. Shortly after, I came across the website for Raiders Motorsports in Coffs Harbour. There was another Honda Motocompo listed on their website. After speaking to them, it turned out that the Motocompo belonged to a bike collector in Sydney. The dealer was helping him sell the bike. Unfortunately, the owner wouldn't let me see the bike unless I committed to buy it first and it was priced out of my budget.

Motocompo continued ...

Finally I asked Maurice, the owner of Raiders Motorsports, if he could source a Honda Motocompo for me from Japan. At the time, he was actually planning on importing a few motorbikes from Japan himself. He agreed to find a Motocompo for me through his agent in Japan. Around the end of August, a Motocompo in good running condition was found at an auction. After reviewing the photos, I agreed to buy it. The Motocompo arrived in Botany Bay at the end of November. I picked it up from the shipping company after it had been released by customs and quarantine.

This particular bike is a 1982 model. It was in great working condition when I first picked it up. The battery was weak through lack of use, but it started right away. I only had to replace the tyres so far. I entered the Motocompo in the 2013 Australia Day motorcycle display at Martin Place. I also brought it to the 2013 National Scooter Rally in Bright, Victoria where it won best scooter overall award.

The following are the specs of the Honda Motocompo:

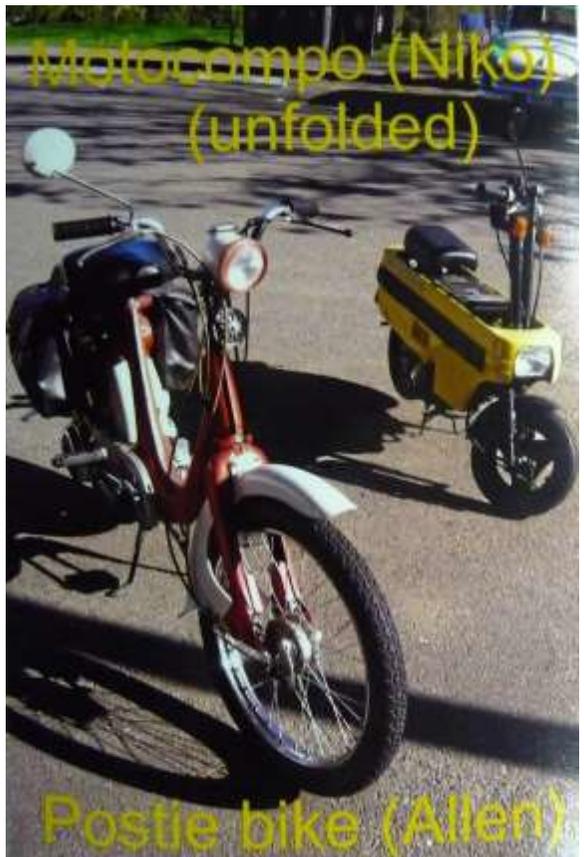
Engine: 49cc air cooled 2-stroke

Max Power: 2.5 hp @ 5000rpm

Weight: 42kg (dry)

Transmission: single speed, automatic clutch

Niko Satria



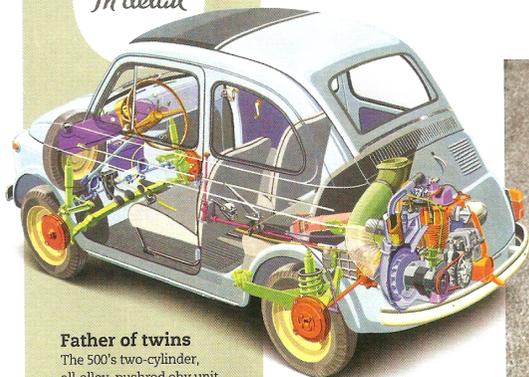
Next issue

Porsche 959

The original all-wheel-drive supercar



In detail



Father of twins

The 500's two-cylinder, all-alloy, pushrod ohv unit was designed by Giovanni Torazza, previously a protégé of Gianni Lancia. The initial 479cc unit's 9.7kW proved inadequate, and hasty tuning wrought 11kW for the Standard. The later 499.5cc, 16kW engine was rather more useful, though 0-100km/h takes half a minute or so. Giardimiera's 499.5cc unit is horizontal, beneath the load floor.

The 500's unitary body borrowed in principle from the 600, with a central, reinforcing tunnel. Smaller sunroofs added rigidity for the bigger-engined 500D, which introduced front-hinged doors to the sedan range. Fuel tank, battery and spare wheel occupied the front boot. Front suspension was by transverse leaf and wishbones, rear by coils and semi-trailing arms. Drum brakes weren't boosted, nor the worm-and-sector steering.



Basically brilliant

The major selling point of the 500's interior was that it had an interior. A Vespa doesn't. Basic, but brilliant, the bambino could accommodate two compact-sized adults adequately in front, leg and headroom were major issues in the rear. Clever features included floor heating and windscreen demist, ducted via the chassis backbone, and a rubber bulb for windscreen washers.



3 Long way round

Aussie adventurer Lang Kidby, wife Bev and a '69 500L made a 32,000km lap of the globe in 2007 to commemorate the 500's 50th birthday

4 Baby boomers

The fun 500 spawned many variants, including Abarth racers, Blanchina coupe (pictured), Ghia Jolly and bizarre Vignale Gamine roadster



5 All in the timing

Giovanni Torazza, designer of the 500's engine, later headed Fiat's advanced engineering; in 1970, he patented variable valve timing



Love to love you, baby

The original Fiat 500 mobilised a generation of Italians ... and inspired a remake

CALL it *bambino*, *cinquecento*, or the funny little Fiat that circus clowns climb out of, the Fiat 500 went beyond mere sales success to become a national symbol. Look at any picture of an Italian city in the 1960s – or into the 1990s – and 500s will be swarming like flies.

Dante Giacosa had already put Italy back on wheels at least twice, before masterminding the *nuova* (new) 500 of 1957. It was Giacosa who had designed the original front-engined, two-seater 500 Topolino that ran from 1936-'55 and produced the groundbreaking 600 in 1955.

The rear-engined Fiats had their roots in WWII and were indirectly the result of British-American input. Specifically, an allied bomb destroyed Fiat's design studio and the only prototype of Tipo 400, the Topolino's front-engined successor.

Giacosa started again, this time pursuing a rear-engine design. Secondary to the Fiat 600, the little-brother 'Project 110' was prompted by the unexpected post-war success of spartan 'cyclecars' like the Fuldamobil (1950) and the Iso Isetta and Reliant Regal (both 1953).

A two-seater was never out of the question; however, a 1953 sketch of a space-efficient four-seater by NSU-Fiat designer Hans Peter Bauhof inspired Giacosa to incorporate a squeeze rear bench, helped by the 500's

unitary construction and the vertical, two-cylinder all-alloy rear engine.

The 500's proportions disguise how ridiculously tiny it is, just 2970mm from bumper to bumper and 1325mm tall and wide. It weighed 470kg.

Too late for the 1957 Geneva show, Fiat instead launched the *nuova* 500 (500N) in summer by having dozens of them drive out of the Lingotto factory with fashion models standing tall through their sunroofs. But the 479cc engine was gutless and vibrated awfully; smaller-engined Goggomobils and Citroën 2CVs outperformed it.

In just three months, Giacosa developed a better-equipped, more powerful 479cc version, the Standard; the original became the Economy. In 1958 came the 500 Sport with a 499.5cc engine that would be adopted across the range in 1960.

Entertaining dynamics and an unburstable engine made the 500 a winner. Practicality joined the range with the longer-wheelbase Giardiniera wagon in 1960.

The swansong sedan was the 500R, introduced in 1972 alongside its successor, the 126. The last 500R was built in August, 1975; the last Giardiniera (by Autobianchi) two years later. In all, 3.9m *bambinos* had been born.

Fast & Factual
05

1 Star babes

Celebrity owners of the 500 have included Michael Schumacher, Flavio Briatore, Gordon Murray, Jude Law and – picture it – Jayne Mansfield



2 'Toon time

Most Americans were introduced to the original 500N in 2006 with Luigi, a yellow '59 model in the animated Pixar feature, *Cars*



(NOT) FOR SALE

Harley Davidson's only Scooter, the 165 cc Topper



According to Shannon's, the Topper was the only scooter ever produced by the Harley Davidson Motor Company. The 165 cc (10.1 cubic inch) Topper was introduced in 1961 and continued in production and sold through until 1965. The Single cylinder two stroke engine was horizontally mounted between the floorboards. The starter was a rope-recoil type similar to that of a lawnmower or a Lambretta E model. Unlike most scooters of the day with enclosed engines, it did not have a cooling fan. It was expected that the low horizontally mounted engine could be cooled by air flowing under the scooter. The engine used a reed valve in its induction system and powered a continuously variable transmission that included a safety device that did not allow the scooter to move from rest at engine speeds greater than 1800 rpm. Final drive was by an exposed roller chain.

Shannon's recently auctioned one of these (1963 ?) which was knocked down for \$4,700 plus buyers premium etc. Its condition is not known but by the appearance from the photos it looked OK. These are relatively rare in Australia.

For Sale & Wanted etc

John Agostini in Perth has a Messerschmitt Profile frame Part Number 1302. Price around \$1000 but open to sensible offers. May also have window frames? Email admin@bbqaustralia.com.au 08 9353 2866 mob 0412 924 676

Also available is a 1970 Suzuki 70cc step-through. Belongs to Gail & Michael Truter of Bawley Point, 2539 phone 02 4457 1190, price can be negotiated with the Truters

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Publicity officer: Allen Wall.

The objectives of membership are for the preservation, restoration and promotion of Microcars and Scooters, all kept to as original condition as practical. Monthly meetings take place at the Greyhound Club, Boardman Ave, Yagoona, on the third Friday of each month starting around 7.45 p.m. We hold rallies and social events on a regular basis for members and associate with similar clubs here and overseas. Localised personal information and advice can be acquired from our state delegates or web site:

- ⇒ Victoria: Paul Lucas at Mornington, 03 5975 7203.
- ⇒ Queensland: Terry White at Kelvin Grove 07 3356 5828.
- ⇒ Tasmania: John Barrass at Newstead 03 6333 0544.
- ⇒ Western Australia Zig Pasnicky has put his hand up 08 9397 6315.
- ⇒ South Australia: Ian Wilson at Clearview 08 8262 3033.
- ⇒ Queensland Ruth Farrar (BMW specialist) 0438 883 201.

Other independent associated registers and clubs that promote the same ideals are: British two stroke club in Victoria, Goggomobil register in NSW, Microcar Club of New Zealand, Siva in Perth WA, Velosolex Oz group in Vic, and Southwest Brisbane motoring club inc.

The club magazine is published four times a year around the beginning of March, June, September, and December. Items for inclusion should be submitted to the editor by the 20th of the month prior to publication; receiving information early gives us a better chance of getting the magazine out on time. Rates for half or full page advertisements are available at modest cost.

Membership joining and renewals can now be made by direct debit to Bendigo Bank BSB 633000.East Gosford, to MCSC Inc A/c 122802259. Make sure you put your name in the comments section so we know who it's from.

During compilation of this publication the MCSC editor believed all reports and information true and correct. However the editor makes no representations, either expressed or implied as to the accuracy of information and data contained herein, and accepts no liability for any use of the information and data or reliance placed upon it.

In other words if we got something wrong we are sorry and let us know. This particularly applies to phone numbers, dates and name spelling. We do try our best! All rights reserved © 2013 MCSC.