



*Micro Car &  
Scooter Club Inc.*

## Bumper Christmas Issue !

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### Willoughby Street Fair Saturday 7th September 2013

The Micro Car & Scooter Club Inc has been an active and enthusiastic participant for many years, in both the Parade along Victoria Avenue plus the later static display in Endeavour street. This year, our club was the only car club in the parade, although there were other vehicles supporting community and other organisations. The photo below shows our team, and our guest 'Holden Lion' who felt more at home with one of our scooters than the Holden cars he was promoting. Allen, Terry, and Keith came on scooters, and they were escorted by the cars of Tim, Boon and John. It was strange to hear the commentary as we drove in the parade, as the 2012 list must have been recycled which had him announcing Honda S800, Lloyd Alexander, and Gogo Dart, rather than those you see in the photos.



## Renault Twizy

With its ultra-compact dimensions (2.34m long, 1.24m wide and 1.45m tall), Renault Twizy was born for urban driving. Homologated as a quadricycle (light or heavy depending on the engine), it ships with a choice of three trim levels and two engines, with or without a driving licence.

Presented in its definitive form at the Paris Motor Show in 2010, Renault Twizy was designed from the outset as an ultramobile all-electric two-seater vehicle (TWIN and EASY). Renault Twizy will appeal to busy, car-owning city dwellers seeking a second vehicle, as well as to younger drivers looking for a safe way to start driving with a vehicle that does not require a licence. Although its compact dimensions are likely to prompt comparisons with the world of scooters, Renault Twizy possesses all the fundamentals of a car: a chassis with four wheels, a steering wheel, pedals, and an enveloping body for two occupants sitting in tandem, one behind the other. ( like a Messerschmitt ?) Renault Twizy is a car of character with a resolutely modern design; open bodywork with sweeping lines, original (optional) gull wing doors, a windscreen and roof forming a large glazed area, as well as lights creating an original lighting signature. A sporty, elegant and compact urban vehicle.

Renault Twizy has a range of 100 km over a standard urban cycle and can be fully recharged in 3 ½ hours from a domestic socket, using a spiral cable located under the flap at the front of the car. Renault Twizy ships with a 13 kW (17 hp) electric motor delivering 57 Nm and with a top speed of 80 kph for the version requiring a driving licence. Renault Twizy 45 – the version requiring no licence – is driven by a 4 kW (5 hp) motor with maximum torque of 33 Nm available from start-up and a top speed limited to 45 kph. Renault Twizy is equipped with 6.1 kwh lithium-ion batteries located under the front seats. The Renault Sport departments were commissioned to develop Renault Twizy. For chassis development, the ideal candidate was quickly identified. In view of the central rear location of the motor (as on the Clio V6), it was natural to give the project to Renault Sport Technologies, which conducted 80% of global studies (100% for the running gear). Also, only Renault Sport F1 had the expertise acquired through KERS / SREC (kinetic energy recovery system) as well as the available test facilities. Renault Twizy is an original and appealing concept, made for driving in the open air without a helmet. Enjoy the new driving sensations offered by a lightweight vehicle (450 kg with the batteries) and the surprising acceleration capacities of the electric motor (13 kW, 57 Nm),. Helping to make the city a cleaner and safer place to drive.100% fun, 100% customisable. Available in three levels of trim, four colours and two engines, Renault Twizy can be shaped in your image. Options include gullwing doors, a glass roof and a wide array of accessories. It can even become a company car with your house-designed decals. Renault Twizy is built at the Valladolid plant (Spain), an ISO 14001 certified site. [This information from the Renault website .....](#) John Renshaw



Photos  
( on location in Barcelona)

..... Phil Martin



# Fred's Ramblings

## Let auld acquaintance be forgot

Ask anyone who knows me and they will tell you I am a party animal. I will go to the opening of an envelope - which is just as well because those are the only openings I ever get invited to. Birthday party, Christmas party, work party, farewell drinks, welcome - home party, house - warmings, weddings, engagements, christenings, bar mitzvahs (actually never been to one of those, but if invited I would turn up), wrap parties, dinner parties, win-the-pitch parties, lose-the -pitch parties - if it's a party, I'll be there. I am even prepared to be the life and soul of a wake!

Once there, I get into it. I am the first to the bar; I gobble the party pies, with sauce of course, launch into whatever discussion is going. If it's politics, religion or gossip, I'm willing to offer my two cents' worth. If it's sports, I quickly make my way to another group.

Due to the fact I am tall and others around are sadly decreasing in stature, I am often passionately gesticulating to cleavages, quite enjoyable unless my lady friend is around. Chest hair or unshaved arm-pits do however put me off.

When the music starts to the amusement and entertainment of those around I am up on the floor, Jiving, bumping, grinding and boogying, in best 1970s style (it was my heyday, OK?).

If there is a karaoke, just try to keep me away from the microphone. After a few chardies, I'll sing anything, though more because of my squeaky voice invites to these are now few and far between. I remember attending an opening night party at a conference ages ago where everyone had to nominate someone else to sing a particular song for the karaoke. There was a panel of judges who gave feedback. Someone who hates me put my name down for (*I Can't Get No*) *Satisfaction*. I gave it my best shot, but was quickly gonged. The judge's comment was as follows:

**"Can dance a little. Cannot sing at all"**

There is one party night I have always attended; that is New Years Eve. I can only remember one NYE that I didn't enjoy.

One memorable year, while I was young and determined to have a good time, a group of us went to a restaurant (mercifully close) a few streets away from the harbour. We booked early so we could eat, pay and leave with plenty of time to get down to the harbour. All went to plan until we asked for the bill. After a while, we realised getting said bill was taking an inordinate amount of time. We asked again. And again. Eventually, we upped stumps and stood by the exit in the hope we would stir the proprietor into action. Finally, with time ticking away, we lost our tempers and threatened to leave without paying. This did the trick as we attempted leaving, with our money I kid you not - a drunken chef burst from the kitchen swinging a meat cleaver and hurling insults. We fled without our change. Then with only minutes to spare we ran to the harbour and caught the tail end of the fireworks.

**Enjoy your new year, I will, cheers, Fred.**

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**For Sale.....** Messerschmitt horn button, produced by Glynn Jones (UK) Selling at my cost \$50. Collect from Hornsby, or post (package is the size of a CD jewel case) at buyer's cost

# Past Events

## Geoff Goodwin's Trojan wins prizes at recent shows

I have taken my yellow Trojan bubble car to four shows in August and September. The big meeting at Eastern Creek was the only one that seemed to yield any other microcars. There may have been something smaller than a Mini at the All-British Day at King's School Parramatta, but if so I missed it among the huge number there. I was with the Twin Lakes Classic Auto Club that day, my local club. A group of us travelled down together, and for both Sydney events I used the trailer rather than tackle the F3 Freeway (just renamed the M1 Pacific Motorway) in the Trojan. I'm sure others will have reported on the Eastern Creek event on 18 August, which was a lot of fun. It was great to meet a number of MCSC members I had not met before, and to do a lap with some nice little cars and scooters. It turned out to be quite a brisk lap, and I was surprised at having to hit the brakes quite hard a few times... Just because of the corners, not to avoid other vehicles, the driving seemed pretty good to me. I hope no-one had any complaints about my bolide... At the All British Day, 25 August at Parramatta, they had a different approach to prizes – they sent several pairs of young judges around the display, and told them to “pick the car you'd most like to take home” and there were prizes for those of a pack of Meguiars products. I won one of those. The best part of the day was discovering a 1925 Trojan, which turns out to live not very far from me, at Kurri Kurri. So we parked the two Trojans together for a while, see photo.



Old and 'new' Trojans at the All British Day, King's School, Parramatta, 25 August 2013

## Past Event Cont.....

The young men in the top hats brought it along. Here we had one of the first products from Trojan cars, and one of the last. The 1925 car was a model that appeared in 1919 I think and apparently ran substantially unchanged until the 1930s. The bubble car was the last vehicle to appear with Trojan's name on it, though I gather they went on producing it until finally closing their doors earlier this year. The proud owners of the early Trojan left at lunchtime as they were driving it back to Kurri, and expected to take about three and a half hours, so their machine is slower than mine... They were keen to get home before dark. We hope to catch up again at the next All-British Day in Newcastle. On 7 September, a charity event was held at the Toronto Workers Club, which combined a classic-and-custom car show with a dance party, organised by Dance Teal U Drop (you were supposed to wear a teal colour), in aid of Ovarian Cancer Awareness. The only teal I could find in my wardrobe was the badge on my Car Club T-shirt, so that was convenient. The turnout for the car event was fairly small; being election day may not have helped. But the dance party was well attended, and a lot of the people came out to look at the 16 cars on show. I won the Top Car Award, with a nice little trophy and a bucket of Turtle Wax products. I hasten to add this was not the Best In Show Award (anyone who has examined my little car will know it is far from being in Concours condition) which went to a magnificent and rare Adelaide-built 1939 Oldsmobile, but the Top Car Award was for the car that attracted the most interest and questions. Anyone who has turned up with the only bubblecar in such a show will probably have experienced the way these little machines attract attention. So two prizes in two successive shows, and in two of the four shows attended within a month. The fourth show was the Avondale School Family Fun Day at Cooranbong, which produced a remarkable turnout for a local school fundraiser. No prizes this time – I was almost coming to expect it, so needed putting back in my place... A great day, perfect weather, and once again a great deal of interest.



With the Top Car Award trophy from Dance Teal U Drop show, Toronto, Election Day 2013

## and more...

Both Toronto and Cooranbong are relatively close to home for me, so I drove the Trojan to these events. On the latter, I learnt that I have to watch the petrol level. I have a very steep hill from my street up to the main road. I had checked the tank with a dipstick and found an inch or so of petrol, plenty to get to Cooranbong and back I thought. But not enough to get up the hill. And switching to reserve didn't help, I guess the fuel ran to the back of the tank, leaving the entire pick up valve high and dry.

Fortunately, there is another way out involving a less steep climb, but as I had my neighbour Clive in the car with me this was a little embarrassing! He has allowed me to drive his E-type Jaguar, and has had a go in the Trojan. Can't help feeling he got a raw deal. I stopped and bought a whole 5 litres at the local servo, so we are probably OK for another few months.

If you ignore my carelessness over fuel, the little Trojan has been completely reliable. In the first couple of years after getting it back together, a couple of things vibrated loose, causing a few problems, but I have never had to have help to get home, and since fixing those little issues, it just starts every time and never seems to miss a beat.

It's now done nearly 1500 miles in the 7 or 8 years it has been on the road, so it is not exactly a high-mileage effort, but I never worry about whether it will let me down any more. I can leave it a month without using it, and it still just starts up as though it was working every day. And buying fuel 5 litres at a time, a couple of times a year, is not going to break the bank!



Clive acting as "tour guide" for me at the Avondale School Family Fun Day  
Geoff Goodwin Yarrowonga Park, NSW 1962 Trojan 200

## Overseas Correspondence

Herewith a letter from Richard Axelrod in Los Angeles as he sent it ( i.e. we have not changed even the spelling.)

I was in LA for when the car would supposedly reach Richard but there were delays with the Customs Dept. and he collected it the day after I departed for New York. I found this car in Brisbane. It was the best, registered on Queensland club plates and going. However, it went through a huge makeover.....David Nobbs.

I finally received my Dart the other day and am sending you a couple of pictures of the before and after. David Nobbs helped me get in contact with Rob Walters who I must say is a fantastic Mechanic and brought this little car to as new mechanically, it runs like a brand new car. I had a new top and bows re created by Rob as well, he used David's top as a Template. When Choosing a paint scheme, I looked on You Tube as well as Google images to pick the colours which I thought would best accentuate the fabulous lines of the car and went for the yellow / black design. Of my entire experience of having this car brought back to its original glory, I mistakenly chose a painter near Windsor, unfortunately, the paint was applied very thin, did poor preparation and the painter neglected to clean the car prior to painting leaving debris "pollution" under the paint, not to mention the poor orange peel finish, such a shame for the money spent.

I took the car to my first Car Show were it was the focal point, I was offered a space at next years Concours D' Elegance in the Micro car division as well as an article in a car magazine from another Show attendee who was smitten with my little Dart. Driving is loads of fun, as I get a lot of smiles and thumbs up, not to mention the jaw dropping stares. I live in Los Angeles, this is a Car Town like no other, so a novel little car like this is truly appreciated. Just the other day, I noticed a car following me for several miles, when I pulled over, he stopped as well, he was so taken by the car that he wanted to know what it was. In the two weeks since I have had possession, it has been a blast. Apart from the disappointing paint, owning this car is a truly fun experience. The last page of the March issue asked for some "stories". I am happy to be a member of the Goggomobil Register of Australia as well as the Micro Car Club here in the US. You are more than welcome to include my little story in your next issue, I hope you print it as written to include both my positive experiences as well as the negative.

Wishing you all the best, Richard Axelrod, Proud Goggomobil Dart Owner



As purchased in Brisbane



As exported to Los Angeles

(it may not be quite 100% 'Pebble Beach' material, but from the letter, it is quite a 'standout'.jr)

**Riders claim entrapment**  
**NSW SMH October 6, 2013**      **Bellinda Kontominas**  
**Bikers beat fine after 'reckless' police operation**

Police encouraged a group of motorcyclists to break the law, by forcing them to cross double lines, then fined them for it.

Police who deliberately baited motorcyclists to break the law then fined them have been exposed in a recent court case, leading to a magistrate describing the police as "reckless".

The finding could pave the way for scores of other riders caught using similar tactics to reclaim demerit points and fines. The operation featured in the case took place on September 16 and 23 last year in a section of the Old Pacific Highway between Mount White and Brooklyn. The Ku-ring-gai highway patrol issued 68 tickets, all to motorbike riders.

Brothers Rod and James Ward were booked for crossing the road's double dividing lines. They were each fined \$298 and lost three points. James said they had been on a casual ride when, "in a flurry of dust and gravel", a grey SUV pulled out in front of them, then sped up and slowed down several times. "People were moving around inside the vehicle and there was a commotion going on in there and we didn't really know what was going on," he said. "I thought initially it was some tourists who had been lost."

He said the vehicle moved to the left "as if to beckon us past" so they overtook the SUV - an unmarked police car - by crossing to the wrong side of the road.

From inside the SUV, officers filmed the riders then radioed a patrol car down the road with their licence plate details.

The brothers described the incident as a case of police "entrapment" and challenged the fines in court, along with three other riders booked for the same offence.

While the defence of "entrapment" does not exist in Australia, their barrister argued the police acted improperly and that any evidence against the riders was inadmissible. The riders told the court they felt safer overtaking the undercover vehicle than following it as it veered across the lane. The officers involved denied the undercover vehicle was driven unsafely.

Magistrate Eve Wynhausen disagreed, describing their driving as "erratic" and said it had caused each of the riders to break the law. "I am satisfied on the evidence that the driving had some influence on the actions of the defendants and that ... they would not have committed the offences were it not for the way the covert vehicle was being driven on both those days."

The case against the riders was dismissed. Ms Wynhausen criticised senior officers involved, saying their behaviour fell "far short" of the NSW Police Code of Conduct and Ethics. A police statement said a standard review would be conducted into the failed court case and police would continue to target dangerous driver behaviour. The brothers said they had been contacted by dozens of riders who had also been booked.

Read more: <http://www.smh.com.au/nsw/riders-claim-entrapment-20131005-2v0v4.html#ixzz2gtcaqBwU>

## Doug's Favourite Micro. (or is it ?)

We all have our favourite micro cars and scooters, you know- the ones you'd sell your grandmother for. I have mine but I now have an addition to a select club. I can't say it's pretty but I can imagine talking to it for hours, discussing life's most important topics and it looks as if it could give as much as it takes.



Apparently it's a Taylor-Dunn Trident three-wheeler, made in 1961 as a farm/ industry utilitarian carrier. It came complete with headlights, tail lights and turn indicators. Electric powered giving it a top speed of 25km/h. It's a tad over 2100mm long and less than 1100mm wide but it exudes personality! Ok, the red example from Weiner's museum looks perfect but I still like the honest 'face' of the blue one.



Doug Kennedy

## TRABANT TALES

We've had earlier debates about what **is**, and **isn't** a microcar. An Isetta **is**; a Goggo **is**; a Smart For Two **isn't**, and a Morris Mini **isn't** . . . or so the story goes.

Convention seems to have it that a microcar must be tiny (micro) in size of both body and engine. (Could there be a **large** microcar? Perhaps a Borgward Isabella with a 500cc motor?). Before we descend too far into the realms of fantasy (as did Cpl Jones in "Dad's Army,") there is, or was one little car which at least some motoring aficionados acknowledge as a microcar, even if only in terms of engine and cabin size, temperament, primitiveness, reliability (?) and noise levels.

This was the Trabant, the Eastern Bloc's unique contribution to 20<sup>th</sup> (or was it 19<sup>th</sup>) century motoring. Throughout the 1960's, '70's and even '80's, East Germans had the same love-hate relationship with the strange little "Trabi," as West Germans had with their VW Beetles, and the French with their Citroën "Deux Chevaux."

Yes, folks, I know I'm drawing a long bow in comparing the decidedly primitive Trabant with the not-quite so primitive Beetle and Deux Chevaux. There were significant, some would say, spectacular differences.

The Trabant had no export market, although no doubt many owners would willingly have exported theirs, if given half a chance. The Beetle was exported (and even built) world-wide and established the now giant VW empire. The Trabant was (under) powered by a 594cc, air-cooled, rear mounted, 2 stroke engine. The Beetle was powered by an air-cooled, rear mounted, "boxer", 4 stroke engine, initially of modest capacity but increasing through 1100, 1200, 1300, 1500 and eventually 1600 cc's.

The Citroën "Deux Chevaux", sat somewhere between the two, with its chief claim to fame being that a farmer could drive one across a ploughed field, with a carton of eggs on the front seat, without breaking any. (Quite how many farmers felt the urge to do this, je ne sais pas!) East Germans, I'm sure, would gladly have swapped their noisy, smelly, underpowered and unreliable Trabants for the slightly **less** noisy, **less** underpowered and **much** more reliable Beetle, but were rarely able to do so. No West German, indeed no-one in their right mind, would ever rationally want to swap a VW for a Trabant.

Nevertheless, despite these significant differences, each of the Trabant and the Beetle (and, indeed, the "deux chevaux") had their fans, and, amazingly, still do. Somehow they had that indefinable thing called "character". Now I've never owned, or even driven, a Trabant. I'm not even sure if any ever came to the Land of Oz. I doubt I'd have been a fan. With the possible exception of the Fichtel-Sachs in my Messerschmitts of long ago, I've never been a fan of 2-Stroke. Even my mowers and outboard are 4-Stroke!

I have, over the years, owned some eleven Volkswagens, including a 1956 split rear-window Beetle. This very September, at a German Auto Fest in Canberra, I found myself looking lustfully upon the range of vintage VWs on display. Would I like to own one again? Bestimmt! (You bet!!!). Let's face it, however. Many people hated the VW ("Hitler's Revenge!", "The Pregnant Rollerskate!" etc).

By contrast, the "Trabi" was almost exclusively an East German phenomenon. Virtually all its fans and detractors came from behind the Iron Curtain. Oddly enough, just like the Beetle, the Trabi was actually the subject of a couple of films, (the East German answer to "Herbie.") Unlike the car itself, the "Trabi" films were actually seen in the West, and even in Australia. And, just like Herbie, the **film** Trabi could perform amazing and exaggerated stunts. (Cynics might claim its most exaggerated stunt was that it actually "worked" at all.)

## TRABANT TALES Cont...

Not long ago, at a book fair, I bought, out of curiosity, a book called **Trabant Trek** : (Crossing the World in a Plastic Car), by Dan Murdoch.

It seems that, in 2007, a group of bored (or stark, raving mad) young folk, five males and three females, decided to make the trek from East Germany to Cambodia, across some of the world's highest mountains, most inhospitable deserts and least friendly, unwelcoming countries. Although they were all, in essence, backpackers, they decided to make this odyssey by car . . . not just **any** car, but the world's **worst** car, the infamous and much ridiculed Trabant, or, to be more precise, in **three** Trabants.

It was to be a 15,000 mile expedition, through 21 countries, supposedly taking four months and, although youthful zeal and whimsy played their part, the trip did have a more noble purpose : to raise money for the poor and orphaned children some of the group had earlier encountered in Cambodia. Perhaps predictably, the book is as madcap and zany as the Trabant itself. **My** copy, I soon discovered, was a printer's and reader's nightmare, with some pages, indeed one entire chapter, printed twice, but with others missing completely!

Each chapter begins with a Trabi joke, although some might argue that **any** Trabi joke is a tautology. (In this article, I don't propose recounting the whole book, but I **will** recount the jokes. At least some of them will strike a familiar chord for us!) They began the expedition with three Trabants, which they named Ziggy, Fez and Dante. One was a "Kombi" model from 1987, with a "station wagon" type luggage area. The other two were "limousine" models, from 1986 and 1986.

Although the little cars, made partly of plastic and "duraglas", were by then 20 years old, their design and parts differed little, if at all, from the original 1963 model, and everything about them seemed so simple that only simple things, if anything, could go wrong with them.

To this naïve assumption was added the even more naïve proposal that the expedition **start** in East Germany, where knowledge, parts and service for the Trabants would be most readily available. I found myself wondering why no-one thought that this would also be when the vehicles were (supposedly) at their best, and **least** in need of repairs, service or parts.

The logic of this was belatedly proven as the trip progressed. As the Trabants deteriorated, (disintegrated would be a better term), they found themselves further and further away from their origin, and with locals in countries such as Turkmenistan, Siberia, Mongolia, China, Laos and eventually Cambodia itself, knowing absolutely nothing about them.

Now, in this article, I don't propose recounting the story of the Trabant Trek. Buy the book, if you're that interested. Indeed, borrow my copy, as long as you're prepared to put up with the duplicated and missing pages. (You'll feel like you're in a Trabant itself!). Suffice it to say that lots of "simple" things **did** go wrong with Dante, Fez and Ziggy, along the way.

For example

- Batteries had a habit of discharging overnight.
- Rear wheels had a habit of "locking up" overnight.
- On one Trabbi, its right front wheel kept falling off.
- On one Trabbi, the front door swung open so often it had to be sealed shut.
- Roof racks, with their luggage, kept falling off.

- Spark plugs kept oiling up.
- Gear boxes and clutch plates frequently broke.
- Transaxles, leaf springs and control arms snapped, were welded, lasted a day or so, snapped and were welded again.
- Often, after welding was done, toxic fumes, combined with the exhaust, permeated the cabins, almost asphyxiating the occupants.
- Brakes constantly failed.

Now, folks, our intrepid Trabbi-ists **did** seem to have some foreboding of the Trabant's idiosyncrasies and limitations, and decided to take with them, as support vehicle, a huge 1979 Mercedes Station wagon, (over) loaded to the gunwales with such spares as an entire engine, gearboxes, clutch plates, transaxles, engine mounts, carburettors, spark plugs, fan belts, globes, tyres, tubes, bearings, and, critically, cans of 2-Stroke oil. As you'll note from the above, **all** of these, and more, were needed, but, with supreme irony, the Mercedes proved more troublesome and even less reliable than the humble little Trabbis themselves, and was eventually abandoned by the roadside, in the mountains of Tajikistan.

By the time the group reached China, they were down from three Trabbis to two, and with no support vehicle. Then, the Great Wall did its anti-invasion thing, and stopped Dante in its tracks. The last functional Trabant, Ziggy, had to tow Dante into Beijing. Worse was to come, and all three defunct Trabbis had to be loaded into crates and shipped to Laos, with the group, (now down from eight to five), hoping to track down some more spares, to get at least one of the vehicles working again, so they could complete their journey. Their actual entry into Laos could not have been more embarrassing. **None** of the three Trabants was functional, so they had to get the help of a local "tuk-tuk" driver to tow them across the China-Laos border.

The absolute ignominy was demonstrated when, far from having to tow the Trabants one by one, the humble "tuk-tuk", with its tiny motorcycle engine, managed to tow all three Trabants behind it, in a spluttering, pattering convoy. Inside Laos, the group valiantly tried to get all three battered Trabbis, or at least two, or at the **very** least, one, working again . . . but with only limited success. Dante and Fez could be "persuaded" to function, albeit grudgingly and unreliably. Ziggy stubbornly refused. Then there followed a hilarious debate about which of the three was to be sacrificed, cannibalised and dumped . . . the best of the worst, the worst of the best, or the worst of the worst. Dante, on a split vote, was the sacrificial Trabbi. Eventually, the five remaining Trekkers crammed into Fez and Ziggy (each bearing Ziggy bits and pieces) reached Bangkok, and finally limped over the border into Cambodia. They had, somehow, traversed twenty-one countries, eight time zones, 15500 miles and taken over six months to do so. And the gallant, misbegotten little Trabants themselves? Well, they never made it home with "the famous five."

Dante's fate, after he was dumped in northern Laos, is unknown. Fez was dumped by some Americans near the Cambodian border. Ziggy, minus two blown tyres, was left near Sihanoukville, and had his engine stolen. (Buddha alone knows why!) Of course, as with all such adventures, **Trabant Trek** is as much about the people as the cars, but, as **we** risk life and limb by daring to drive our beloved micros "around the block", as it were, I take my hat off to those gallantly mad, or madly gallant, young folk who defied all logic and commonsense by choosing to undertake such an adventure in their little plastic and papier-mâché cars.

With humility and reverence, I present the following Trabant jokes:

- Q) Why is the Trabant the quietest car in the world to drive  
A) Because your knees cover your ears.
- Q) How many workers does it take to build a Trabant?  
A) Two. One to fold and one to paste.
- Q) How do you double the value of a Trabant?  
A) Fill up the tank.
- Q) Why do all Trabant drivers go to heaven?  
A) Because they've already experienced hell on earth.
- Q) What do you call a Trabant that's been driven to the top of a steep hill?  
A) A bloody miracle!
- Q) Why do Trabants have heated rear windows?  
A) To keep your hands warm while you're pushing them.
- Q) When does a Trabant reach its top speed?  
A) When it's hauled away by a tow-truck.
- Q) What do you use to measure the speed of a Trabant?  
A) A calendar.

And finally: A man pulls up at a garage and says "I'd like two wiper blades for a Trabant, please." After a short pause, the garage owner replies, "Ok, it's a deal!" .....Graham Sims

### **LUGARNO FAIR**

On Sunday 22 September, Emma and I headed for Gannons Park, Lugarno for the Lions Club Spring Festival and 18th Annual Classic Vehicle Show.

It was a beautiful Spring Day and there was a good crowd.

There were all sorts of Stalls, even including Show Bags. Kids (and big kids) were well catered for, with a full range of rides and all of the attractions that would be expected at a Country Show. There were claimed to be over 200 stalls and I would not dispute this.

I estimated that there were about 200 cars on show including many modern and customised vehicles. The Nissan Club and Buick Club were well represented, There was also more emphasis on motor bikes this year.

We managed to pick up second prize in the VIP Choice Car category which was a bit of a comedown after taking out first place when we last attended in 2011. I still don't know what "VIP Choice" means.

Despite all of the warnings that no cars would be allowed to move before 2:30 pm, this ultimatum was disregarded and cars were leaving from about 1 pm with full cooperation from the marshalls.....Tim Dalton

## The Scooter Mille...A participant's view by Eugene Adoncello

Well this was my very first rally of this distance, it was a fresh spring morning with 38 riders at Windsor for a staggered start at around 8am. First leg was from Windsor to Singleton then on to Bathurst. During the ride we had challenges & tasks. This was a handicapped event (not a race), the roads were great, winds were strong & the scenery was second to none. The weather changed & we had rain & hail. I got into Bathurst at 4.22pm. it was cold & I was wrecked. Steve Diffy was helping every broken down scooter in the car park. Andy lost his exhaust on Mount Panorama & Bill got a round of applause when he arrived. The pub was buzzing with stories by all, of their first day's ride. Day 2 we were all up early & started with a lap of the Bathurst track. That was amazing. The leg was from Bathurst to Goulburn, then Moss Vale, Nowra, then on to Sydney. It was a cold first 3 hours of the ride. The roads were tough & bumpy. One of the riders had a collision with an oncoming car. Half of the group were behind when this happened. He was air lifted to Canberra hospital suffering a broken leg. Approx. 15 riders including Steve & Andy were there to help out. A big thank you to Mark for being there for Lars during his ordeal. We lost almost 2.5 hours so the group decided to get to Goulburn & head back to Sydney on the Hume Hwy where most headed to the finish line at the Harbour View hotel under the bridge. I went straight home.

**A big thank you.....**To Natasha Diffy for her support & help during the event, as she drove the backup vehicle. To Steve & Andy for great support to me & everyone in the event. To Bill for being Bill. He is one of the great ambassadors of scootering this country has to offer, and also to Allen & MCSC for their support. Looking forward to the next rally...Eugene.

There is talk that Lars had broken both his legs, that the car he collided with had two doctors in it, and two cars later there was a GP, and coming about 6 cars behind were two paramedics. Mobile phone reception was not good, and Lars had a longish wait till the chopper arrived.....JR

**Note from Andy....**can I ask that you " please include a very big thank you in the magazine from myself and the National Rally organising team to Allen, Keith, Cos, Terry and Geoff for assisting us in Marshalling duties and doing an absolutely fantastic job of it, we really, really appreciate it and sincerely hope that you enjoyed the event and playing a part in it"



## National Scooter Rally 2013 Sydney

Well my part of the National Scooter Rally started as a Marshall for the Saturday ride out. I was positioned at the end of Mc Kell avenue in the Royal National Park whilst Dad and Bill (fresh , or not so fresh from the scooter mille) were stationed at the turn off to Bundeena 10kms or so further up the road. A couple of mates from work turned up and asked me how many scooters I was expecting on the ride out and I said “probably about 50 odd”. However, I was proven wrong for not long after, the first group of 30 scooters turned up at the intersection and were guided on to the Bald Head lookout or Bundeena, then the next group of 30 or so then the next and so on, each group leaving the familiar blue haze that just had time to clear before the next group arrived.

A rough count of 150 including marshalls eventually descended on the Bundeena RSL for lunch and drinks. Vespas and Lambrettas were everywhere with even three Heinkels appearing. The opportunity to have some professional photographs taken was not passed up by many. They were still being taken as people were riding off back to Sydney for the evening get together at the Pumphouse Tavern..

A beautiful Sunday morning and the ride out was around the icons of Sydney incl Bondi and Centennial park. The ride finishing at the show and shine in the forecourt at Darling harbour near the Pumphouse Tavern. This was considered by many to be an ideal location with sunny weather, some shade and cold beer close at hand. The tally for the show I was told, was around the 300 mark and I don't doubt it.

All entrants were given voting slips and it was just so hard to pick a favourite in any of the classes. Just about all model variants of Lambrettas and Vespas were represented and a couple of German scooters, an Austrian one and Spanish Servettas too. Acquaintances were made and re-established as scooterists from all over the country (and a couple from overseas) met and chatted and generally caught up on news, gossip and scooter related stuff. By 5 most were heading off to rest and refresh for the Do that night in the Oxford Art Gallery on Oxford St. Monday morning was slightly overcast but turned out brilliant for the soul of the North Ride via Galston with Lunch at the Berowra Village Tavern.

The presentation night and Do was back at the Pumphouse where there were some items auctioned off for charity including a restored and run in Lambretta. Eugene ran the auction as he was deemed to have the vocal characteristics to suit the occasion. Everyone that had helped in the event, organisers, marshalls etc were thanked along with everyone who attended and made it such a great event especially those who had travelled from interstate and further. Then the trophies and prizes were awarded. Some members from our club did ok too with Andy Jackson , Steve Diffey, Eugene Adoncello and Bill Guthrie carrying off some trophies. Then the Do started and those that didn't have to get up early for work the next day stayed on to chat and socialise the night away. That had to be one of the best scooter rallies to date and one of the best ways to spend a long weekend and I expect a few will be making plans to head to Adelaide next year and do it all over again. .... Al



## **Bathurst 'BARN FIND'....Mazda 360, 38 years down the track**

( You never know what treasures are just around the corner ). In 2011, I was on the hunt for a particular model of Valve radio, which I wanted to give to my parents for their 50<sup>th</sup> wedding anniversary. I had placed an ad in the Historic Radio Magazine and received just one call. A fellow in Bathurst had one with a good case. I already had a working chassis.

I made arrangements to drive up to see him on Anzac day, I attended the dawn service and made my way to meet John and his wife, who met me with a typical country handshake in the driveway. We quickly completed the deal. Then he invited me in to view his collection. John is a collector and restorer of gramophones, but he also had a few very interesting radios. We got along like a house on fire and after looking at his extensive collection in his converted double garage, we went into the house for a cuppa. His house was a museum of collectables, mostly clocks.

Naturally, when you meet a collector, one must ask the inevitable question, "What else have you got?" he replied, "I have a couple of old cars." We got into John's ute and drove into the "Long Paddock." As we waded through the long grass, John chose this moment to mention something about snakes so I was relieved to step into the cool stillness of an old shed. Inside there was a 1930's Dodge coupe that he had restored some years ago. It had wooden spoke wheels and a canvas top.

Next to it, on four flat tyres was a 1963 Mazda R360. I had never seen one before. It struck me that it was in very good original condition. John told me his uncle had purchased it new. He was a school teacher and he and his wife drove it between work and home in Bathurst up until 1974. I could see the 1974 rego label on the passenger side window vent. He bought a new car after the oil crisis ended and put the Mazda in the garage. 25 years later, he gave it to John before he passed away. John had no use for it so he pushed it into his shed and forgot about it. He told me how the car was complete in every detail when he got it, except for one hub cap, which he managed to purchase years later in a chance meeting at an auction he had attended.....Here I was standing beside a car that had been stored away for 38 years.

I couldn't believe just how well kept it was. The sun visors still had the plastic on them and the odometer showed 15,800 miles. I asked him what it was worth. He mentioned a number. I had no idea what its value was so I said that I would get back to him. I left for home an hour later and tried to forget about what had just happened.

As I drove into my driveway I rang John and told him that although I was not in the market for another project, the car was made in the year I was born and I asked if I could become the next owner. Two weeks later, my wife and I drove up again, this time with a trailer, to pick it up. I took a tyre pump with me and pumped up the tyres. The rear brakes were jammed on so we had to tow it out of the shed with John's ute. After loading the car and paying John, I gave him a portable gramophone I had in my collection to thank him for letting me buy it.

Back in my workshop, I removed the Mazda's rear brake shoes so I could push it around on my own. I washed the dust off of it and found a corner of the shop for it to live. 18 months later, I decided to find out just what I had let myself in for and began Googling the model. To my surprise I discovered that the car is very rare in Australia. The next job was to see if it would run, so I fitted a battery and arranged a fresh fuel supply. With very little cranking the motor came to life. The belt which drives the generator immediately delaminated and broke, but the engine ran beautifully. I found the Micro Car and Scooter Club online and contacted Fred. It took a few months for me to get into the groove and attend the meetings, where I met Tim Dalton and his "Emma" and invited them over to see the car. We discovered Tim's car and mine were only 8 cars apart on the production line and mine was the first other R360 he had seen with the same rear mounted indicators. We agreed that the vehicle was in too good a condition to restore, so the decision was made to just give it a road worthy overhaul and clean it up. When I began work on the car a few weeks ago, it struck me that John's description that the Mazda was in complete condition was an understatement. The car contained an unused can of brake fluid as well as two used oil filters and the manual. You can practically see its original owner driving it off the shop floor. I have had the car sitting on two wooden carpenter's horses so that I can dismantle the brakes and clean up the underside. Tim has been a wealth of knowledge. They say that everyone gets lucky just once in their life. I have been lucky twice but that is a story for another newsletter.....Victor Fenech



**Above, as found.**



**To the right, as cleaned up a bit**

## Barcelona's GoCar for self driving tours

### **Q: What is a GoCar?**

A: GoCar is the world's first computer-guided storytelling car. The clever talking car navigates for you, but that's not all. As you drive, it points out the sights and tells you the stories that bring Barcelona to life.

### **Q: How long does the tour take?**

A: The tour can take as long as you like – that's the whole point. You go at your own pace, not the pace set by a tour bus operator. As you go, you're choosing the attractions you want to stop and see. You can take the tour in as little as one hour if your time is limited. You can also make it a leisurely day trip if you'd rather, stopping to explore attractions or museums along the way. It's totally your choice. If you're having the time of your life, keep exploring! It's a fantastic city and there is plenty to see. The average tour duration is 2 hrs 30 min.

### **Q: Can I stop along the way?**

A: Of course. Like we've said, you set your own pace. The car always knows where you are and you can park anywhere you want (motorcycle parking or car parking, following the normal parking rules) for as long as you want, and as soon as you start to drive again, the car will begin to talk!

### **Q: Do you have to stay on the tour?**

A: Absolutely not! If there is a Barcelona sight you wish to see but is not yet included on the tour, just use the map we provide to navigate your own way through the city streets.

### **Q: Can I access the litorals or go to the airport?**

A: No, the GoCar is only 49cc and classified as a Cyclo-motor so cannot go on any highways or motorways. The tour is designed to get you all over Barcelona and to all the key sights without the need to go on the highways.

### **Q: Can the GoCar climb all of Barcelona's hills?**

A: GoCar can climb all hills with one person, but with a passenger onboard there are some hills that it cannot climb. The GoCar still manages to get to some of the highest summits of the city like Montjuïc and Tibidabo. The GPS guides you to the best approaches that the car can tackle.

### **Q: How much is the GoCar Tour?**

A: Our pricing policy is designed to give you the freedom you need to balance your time and budget. GoCar tours start from a minimum of one hour and then get progressively cheaper each hour. After the first tour we charge in 5 minute intervals which means you are only charged for the actual time that you are out on the road enjoying the tour. [GoCars can be taken out from 9 till 9 Mar-Oct and from 9 till 7 Nov-Feb.](#)

### **Q: How fast does the car go?**

A: The GoCar will do 60 kmph (35 mph). Note that drivers in Barcelona do not typically drive fast; therefore an average speed of 40 kmph (25 mph) or less can be expected while driving.

**Q: Is the GoCar electric or gasoline-powered?**

A: GoCar is powered by a 2 stroke 49 cc petrol engine that achieves 25+ KPL. A full tank of gas will usually give a 100 km range. We are currently developing an electric version and hope to have it operational in the near future.

**Q: How many people can fit in a GoCar?**

A: A maximum of 2 people are able to ride in the vehicle. There is additional space in the trunk for your bags, shopping or even a picnic.

**Q: How old do you have to be to rent a GoCar?**

A: Because of the restrictions of our insurance policy you must be over 21 years of age to rent a GoCar.

**Q: Is vehicle insurance available and how much does it cost?**

A: Yes, the daily Collision Damage Waiver (CDW) for the rental is similar to a car rental and costs €9,90/day for the GoCar if elected and covers all drivers.

**Q: What clothing is appropriate for the convertible in Barcelona?**

A: The weather in Barcelona is pleasant most of the year round. The average summer temperature is about 22-38°C (72-82°F) and the winter months average around 12-18°C (54-64°F). Barcelona is consistently sunny and so sunscreen is recommended year round (available in our store if you forget your own). We also sell GoCar t-shirts and hats in-store. [This information extracted from the GoCar Hire website plus photos taken & supplied by Phil Martin .... John R](#)





Way back in July 2012, in issue 114, I relayed the story of a FriskySport that had turned up in the USA, after being stored for over 20 years. The car was Mark Green's father's, and they wanted to restore it. Since then Mark has done an incredible amount of work on the car, and also used his skills along the way to help other Frisky owners worldwide obtain items that had been previously unobtainable. Mark was invited to display his car at the "invite only" Barrington Concours. I asked him to write about it, this is his story.

**John Meadows**

### **A Frisky at Barrington**

Well it has been a year since John Meadows announced another FriskySport had come to light in the USA, and this past July it was invited to the Barrington Concours D'Elegance, in Barrington Illinois,

## **FRISKY REPORT**



Mark and Sandra arriving at Barrington Concours D'Elegance, Illinois

Here are some of the events that happened over the last year. The Villiers 3t arrived back to us in mid-November and was reunited with the car in mid-December. After reinstalling the motor we realized that the choke and throttle cables needed replacing, so with the generosity of Ray and Jenny Dilks, this problem was solved. There were many more times that I needed help in finding "bits"

that I had no idea where to find. With the knowledge of John, Ray and Grant Kearney (who helped me with the headlamps and trim) the Frisky was ready in late April for its first road test.

We drove the Frisky around our housing addition, and only needed to make some minor adjustments. The real test came on the 19 May, when I was asked by the Northern



The FriskySport parked in the "Think Small" section.

Indiana Lakes British Motor Club, to bring the Frisky to our local car show. This would be the first car show that we have ever attended. It was a lot of fun, and one person actually knew what it was, and wanted to buy the car.

But this was the day we found out that the brakes needed some major work. So back online I went to John and Ray for their help in finding the right bits. Luckily Ray had replaced his brakes and had kept a list of everything that he had replaced.

In May I received an email saying that the Frisky was nominated for the Barrington Concours. After some research, I found that when I joined the Microcar Club here in the States, I had listed that we own a 1958 FriskySport, and another member saw it listed and was the one who nominated us for the show. The first thing I did was email Jim Janeeck (involved with both RUMCars and Microcars) about the show, to see what it was all about. He said it was a very nice show at a very nice golf course. I decided to fill out all the nomination paperwork to see if we would get an invitation, and we did! So on the 13 July we took off for the 3 hour

drive, to spend the night near where the show was to be held. Needless to say, I could not sleep well that night thinking does our Frisky belong with these cars that were going to be at the show? There were five different Avions Voisin's, one was even a 1953 C31 Biscooter, Duesenbergs, Vauxhall D-Type, Jugs, Porsche and a lot of other very expensive cars. When it was time to leave for the short drive to the show I was very nervous, and did not know what to expect.

We arrived at the parking area, and my wife Sandra helped me unload the car, and we set off for the 1.5 mile drive to the golf course. When you are driving a FriskySport down a four lane highway you draw a lot of attention. As we pulled up to the check-in station, Fabi Ramirez (Show Organizer) and others were there to greet us. They all had smiles on their faces with a few laughs and I knew right then that the Frisky belonged at the show.

The class we were in was called "Think Small", which consisted of a 1937 Austin EB Nippy, 1957 Messerschmitt KR201, 1958 BMW Isotta 300, the 1963 Double Bubble Goggomobil TL250 from Bruce

Weiner auction, and a couple of other cars.

Just as the show was opening Jim Janeeck arrived with his camera and did he put it to a lot of use. He spent some time with some of the other owners, but he spent most of his time with our Frisky. He was telling the onlookers that they will most likely never see another FriskySport ever! I had to agree with him, as the last I knew this is the only road worthy Sport of the four that are in the USA. Jim and I talked for a good length of time, and I have made a new friend. It most likely will be a long time before I will see another show like this one, very elegant and well done. They estimated 3,500 people attended the event with a very pricy charge for the spectators (proceeds went to charity).

The Barrington Concours has been one of the best experiences that we have had with the Frisky but I am sure that there are more to come. We did not win an award at the show, but we will be on the Cover of the next issue of MICROCAR NEWS. To me that is an award for all of the FriskySport Owners!!

**Mark Green**  
Warsaw Indiana



Mark alongside Tara his daughter, and his little FriskySport.

## German Autofest Canberra September 22, 2013

This is the odd year.....the off year for the appearance of Rare German marques at Shannons German Auto Display ( aka Autofest). Despite this, some of us are always keen to take the challenge of the 600 kms round trip to Canberra and back each year. We did have a possible half a dozen travellers, but at the last minute, illness and roadworthiness problems reduced our numbers to just three, and one of these actually lives in Canberra, so just two of us rise before dawn and head off down the M2/M7/Hume H'Way. Graham Sims made the right decision to trailer his glorious Heinkel down, thus ensuring his arrival before it would be time to return. His tow vehicle was his Fiat Trakka Camper, so he was totally self sufficient with bathroom, bedroom, and kitchen available should the need arise. We decided that I would lead the way in my Prinz, and he would be right behind to pick up any bits that might fall off. But none did, and we arrived right on schedule to join Don McDougall in his Dart representing the MCSC. There we found other members, Graham Albon and Raelene Woods from Dickson who had bought their blue Kombi along.



The original plan was to display the cars on the lawns in front of old Parliament house, and there were comprehensive plans, layouts, direction and instructions to byo drip tray ( aka old folded cardboard box). Recent heavy rains meant the grassed area would become a bog, so we were redirected to 'old faithful' the Treasury carpark. With the help of Graham's 'roadie' Ken who came along for the ride, the Heinkel was unloaded and we prepared to greet those interested in our small display.



At one stage, the wife of a Canberran who was showing his 1934 Wanderer moped at the display, came by with her two magnificent English Setters and offered their services as guards while I went as another wanderer around the display in search of whatever was good amongst the Porsches, Mercedes, Volkswagens, BMW's, Audis, Karmen Ghia's etc



They must be great guard dogs, as, when I returned, the Prinz was still there and unmolested. The Wanderer moped was in fine condition, but when time came to leave, the 98 cc engine decided it was not quite ready.

Wanderer was one of Germany's oldest industrial companies. They built automobiles, rather conservative affairs, bicycles, motor-bicycles and motorcycles until their demise in 1945. In 1932, a time of severe financial difficulties for many a company in the disastrous Weimar Republic, damaged by labor strikes and massive political upheavals they joined with Horch, Audi and DKW to form the Auto Union whose symbol was the 4 interlocking rings found on the Audi of today. In the late 1890's Wanderer came to market with the by far most advanced bicycle constructed up to that time; in fact even today, it would be up to date, 120 years later. Fitted with the 98-cc Fichtel & Sachs engine in the very early 1930's – it was absolutely indestructible and had survived service in WW-2 as a last resort courier machine on the western front.



## Two Yellow Micros set for Centenary of Canberra Rally

Veteran marine photographer and club member, Ace Mowtell is pictured with his Isetta two seater micro-car, and Fiat 500 sedan.

The Italian designed Isetta caused a sensation when it was launched in 1953, when a frugal small car was needed in fuel rationed Europe. They were built under a licence in many countries. This one was built by BMW who produced 100,000 of them over 7 years.

The whole front of the distinctive egg shaped car hinges outward and includes the steering wheel, instrument cluster to allow access to the front bench seat. The escape hatch is the large canvas sun roof if someone parks too close to the front to swing the door open.

The Isetta is powered by a single cylinder BMW engine of 300cc, making hill climbing a 'leisurely' affair. It has a top speed of 75km/hr and achieves 4.5 litres per 100 kilometres in normal driving. Final drive is by chain between the closely spaced rear wheels.

Aces brother will take part driving his matching (bright yellow) Fiat 500 ( which was an 80<sup>th</sup> birthday present from Ace).



## Orange Blossom Festival Bulkhams Hills September 29<sup>th</sup> 2013

Now run by local real estate agent Trevor Leslie, this car display retains the interesting range of classic cars as before when local MP Wayne Merton was the driving force. With a number of other events competing for attendees, the MCSC was still able to show the Mazda 360 and NSU Prinz of Tim and John. A tradition of this display is an attractive attendee plaque presented to all participants .....John R



## WHAT WAS TWIGGY RIDING?

In the last edition of this magazine in Curiosity Corner, there was a photo of a model known as Twiggy riding a unknown moped and the question was asked, "What brand, and model is it, and does anyone know anything about it?". The answer, it's a 49.5cc Raleigh Wisp that was first available in 1967. Raleigh Industries Ltd of Nottingham England was a company known for its history of manufacturing bicycles, mopeds, motorcycles, motor scooters and three wheel cars. The Wisp moped initially as a small wheel bicycle with 12 inch wheels, three speed Sturmey Archer gears and a "shopping basket" on the rear carrier. It was designated as the RSW16 (presumably standing for Raleigh small wheel size 16 tyres). It looked so good that in 1972 I purchased one from a bike shop in North Parramatta, it was tremendous fun and I still have it tucked away in my workshop. This was a period in my life when I was collecting motor scooters and motorbikes and in a book Motorcycles and Scooters from 1945 there was a picture of the RSW16 with a motor. I was immediately besotted and knew I would have to have one. The Wisp was never exported to Australia so in 1975 I commenced advertising in English motor scooter and motorcycle magazines and was fortunate enough to receive a reply from an English gentleman who had one and would be pleased for it to go to a good home as it had belonged to his wife who had since passed on.

It arrived in Australia and was a complete unit, nothing missing including the shopping basket. The paint was faded and there was considerable surface rust on the frame, spokes, wheel rims and chrome work.

On two separate occasions when visiting England on business I visited a small company, Applins Motorscooter, Motorcycle and Moped Parts at 375 Bath Road, Bristol who had purchased the entire stock of Wisp parts when Raleigh closed down. There I purchased new wheel rims, stainless steel spokes, white covered brake, throttle, choke and other cables, engine gasket sets, main drive belt and many other parts.

In 1995 our master restorer, Rob Walters commenced the task of bringing it back to new commencing with disassembling the entire moped into small parts including the engine and infinitely variable automatic transmission then bead blasting most of the components and respraying in the original Raleigh blue and re-chroming parts. All transfers were remanufactured exactly as originals and a new shopping basket made and the seat recovered, both of these are white in colour as per original. The engine on the Wisp together with all engines on other mopeds Raleigh manufactured, (and there was a very wide range over the years), were manufactured by Motobecane a famous French maker of mopeds. In fact all Raleigh mopeds except the Wisp were Motobecane models made under licence. The Wisp can be started in two ways, the first is to lift the Wisp onto the centre stand, sit on the seat, pedal like hell with the decompression valve on the head open so it is easy to pedal and when you are pedalling fast enough release the decompression valve by way of a small trigger connected by Bowden cable to the valve and the engine would start. The second method was to sit on the seat to move forward, once again pedal like hell with the decompression valve out and when sufficient speed was obtained release the decompression lever and the motor would start. There is no gearbox, instead a stepless V belt drive which is a gearless drive to the rear sprocket. Fortunately when the original owner sent the Wisp to me he also passed on the original receipt from the dealer, it sounds cheap by today's prices but brand new it cost Forty four pounds, four shillings and four pence when converted into Australian dollars was only \$74 and 24cents. He also sent a workshop manual, original English registration papers (MOT), an advertising brochure and a road test report.

Many Wisps were sold in the U.K. but in 1967, Honda, Yamaha and Suzuki were selling their 50cc mopeds that boasted electric start, superior, faster and more powerful engines, turn indicators and better weatherproofing in the form of protective leg shields and no pedals so it is doubtful if Raleigh ever attained the number of sales they had anticipated. On the internet there are still Wisps for sale in the U.K., a good one mostly or all complete vary between 250 and 300 English pounds (Aus \$385 to \$515). Top speed of the Wisp is approximately 50 kilometres per hour and fuel consumption of 150 miles to a gallon of petrol. Fuel tank holds four and a half pints of two stroke 'petrol'. (2.5 litres). The photograph of the Wisp is after restoration by Rob Walters. If you would like to see it or any of our cars at our Castle Hill workshop please phone 0417 139 911 to ensure I will be there. David Nobbs.



## MICROCARS TAKE POLE POSITION IN ORMSKIRK, LANCASHIRE

Microcars took pole position leading a field of performance and classic cars on the first lap of a one-mile town-centre circuit of the market town of Ormskirk, Lancashire on Sunday 25 August. They set off to the sound of The Playmates 1958 bubble car hit “Beep Beep”. ( This was the Nash Rambler song ‘beep beep, beep beep, his horn went beep beep beep, hardly a micro ’ .... ed. )

Thousands of people lined the pavements cheering the sight of the self-styled “Squadron” of ten bubble cars driving in two-abreast formation around the streets which were closed to normal traffic for the two-hour parade. The micronauts were led by five Messerschmitts with pace-maker Alan Town (TG 500 “Tiger”) and KR200 owners David Garner, chair of the Messerschmitt Owners’ Club, Ian Leonard, Richard Harker and Arthur Fish. Following alongside were Isetta owners Jeff Cummins and Mike Wood, plus Roy Butterworth, Tim O’Neil (Heinkel) and Paul Wren (Trojan).

A wide range of more than 100 vintage and classic cars, motor sport machines, super cars and classic and competition motor bikes took part, plus what the pre-event publicity called “cute bubble cars.”

“It was a great day for all of us micronauts,” said Alan Town, who organised the bubble car team with other owners from Ormskirk, Southport, Formby, Bamber Bridge and Bolton. “The reception from the public was tremendous. The sight of our tiny cars in racing format on our three laps was such fun and all the way round people were cheering.”

“Just a year or two ago, we thought there were just a handful of owners of our small cars in our part of the world. We now know of owners of more than 25 vehicles in Lancashire, Cheshire and Greater Manchester. Coming to events like this often leads us to people who know of other local owners of microcars. Next year we aim to be back with a record number.”

It provides a huge commercial boost for the traditional market town of Ormskirk. This year’s event – helped by the sunny weather - attracted an estimated 25,000 people, smashing last year’s record when shops and businesses enjoyed their busiest-ever trading day.

26 August 2013. From: David Tattersall, Messerschmitt Owners Club, Northern England Representative, 3 Beresford Drive, Southport PR9 7JY. 01704 225877 or 07970 197290



# Public Liability Insurance Policy for year ended October 1<sup>st</sup> 2014

You should carry this magazine or a copy of this page in your car whenever you are involved in MCSC club activities. ( but don't forget that you need your own motor vehicle insurance for what happens on route )

 **TCIS**  
INSURANCE BROKERS

PO Box 425  
BLACKWOOD  
South Australia 5051  
Ph: (08) 8278 7600  
Fax: (08) 8278 8555  
Toll Free 1800 633 745  
Email - [101@tcis.com.au](mailto:101@tcis.com.au)  
Web Site - [www.101.com.au](http://www.101.com.au)

The Secretary/Public Officer  
MICRO CAR AND SCOOTER CLUB INC  
PO BOX 42  
BEROWRA NSW 2081

**CERTIFICATE OF INSURANCE  
& TAX INVOICE  
PUBLIC & PRODUCTS LIABILITY**

**INSURED :** Federation of Historic Motoring Clubs Inc  
and associated state bodies and clubs as listed on the  
master policy.

**CLUB INSURED :** MICRO CAR AND SCOOTER CLUB INC

**NO. OF MEMBERS  
DECLARED :** 78

**PERIOD :** 01/10/2013 to 1/10/2014

**SUM INSURED :** 1. Public Liability \$ 20,000,000  
2. Products Liability \$ 20,000,000

**TOTAL PREMIUM :** \$492.30 **GST COMPONENT :** \$41.25

**POLICY NO :** SUA/004675

**EXCESS :** \$ 500

**INSURER :** Calliden Insurance Limited ABN 47 004 125 268

**WORDING :** Full policy wordings are available from  
TCIS Insurance Brokers Pty Ltd.

**BROKER :** TCIS Insurance Brokers. ABN 94 071 275 306  
ATP TCIS Unit Trust ABN 43 338 679 821

**Signed :**  **Dated:** 9/10/13

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PO Box 425  
Blackwood S.A. 5051  
Ph: (08) 8278 7600  
Fax: (08) 8278 8555

**BRISBANE**  
P.O. Box 65  
Cannon Beach QLD 4819  
Ph: (07) 3283 3356  
Fax: (07) 3283 3332

**MELBOURNE**  
PO Box 345  
Heavenly Plains VIC 3079  
Ph: (03) 9372 9966  
Fax: (03) 9372 9966

**SYDNEY**  
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Newport NSW 2157  
Ph: (02) 9547 7722  
Fax: (02) 9547 9422

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# **'Microcar and Scooter Club Inc' No 987 6195.**

**Web site, [drive.to/mcsc](http://drive.to/mcsc) email [microcar@drive.to](mailto:microcar@drive.to)**

**Correspondence C/o MCSC. Post Office Box 42, Berowra, NSW, 2081.**

President: John Renshaw, ph 02 9484 8666, <[pop.nan@optusnet.com.au](mailto:pop.nan@optusnet.com.au)>  
Secretary: Douglas Kennedy, ph 02 9456 2833, <[dougaskennedy@optusnet.com.au](mailto:dougaskennedy@optusnet.com.au)>  
Treasurer: Allen Wall, 02 9708 0347 or 0417 267 173, <[alscooters@bigpond.com](mailto:alscooters@bigpond.com)>  
Editors: Fred Diwell & John Renshaw, and Graham Sims as proof reader  
Webmaster: Boon Lim, [boonlim@lei.com.au](mailto:boonlim@lei.com.au)  
Magazine Production: Julie Wall  
Mag Printing & John Renshaw  
Distribution: Allen Wall  
Events Co-ordinator: Scott Stevenson with a request for assistance from all members  
Events: Allen Wall, along with committee collaboration.  
Research officer: Douglas Kennedy, contact as above.  
Spare parts adviser: Fred Diwell, 02 4565 0219, e-mail [microcarscooter@skymesh.com.au](mailto:microcarscooter@skymesh.com.au)  
Club plate register  
& inspector: Keith Wall, and movement day book Ph 02 9790 3803 or 02 9708 0347  
CMC delegates: Allen Wall, Peter Luks  
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.