



Back staggered row, left to right:

Colin Mc Farland, James Grygiel, Steve Diffey, Dave Mc Donald, Peter Luks, Bill Buckle, Fred Diwell, Niko Satria, Tom Edwards, Terry Colley, Angelo Labos, Con Kavvalos, John Renshaw, Cosmo Azzolini, Douglas Kennedy, Keith Wall.

Middle row: Natasha Diffey, Alvia Buckle.

Front row: Allen Wall , Ric Fantuzzi , Som Luks, and Monica Wall not visible in photo

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Fred's Ramblings

During our Australia day vehicle presentation, Robert Vargas, brother of Eric, the driving force, who founded our club, came and introduced himself. We have met in the past. This time he told me a box of Eric's paper-work had been located and he offered it to me.

They relate almost entirely to Messerschmitt's and include working diagrams relating to the super (replica) he commissioned to be built. Other papers of interest in this our 30th anniversary year relate to early outings, a draft copy of Micro Car Club of NSW Constitution, early newsletters, one from Channel 10 and one of the first T shirts we commissioned.



I will comment on the Constitution first; initially Eric used the Messerschmitt name while founding the club. Messerschmitt and university was his life. After his death towing a midget to a race meeting, it was thought the name too restrictive. Several name updates have taken place since then to cater for changing times, conditions and membership!

April 1987 newsletter comments on my imminent departure to UK. Earlier that month 25 members attended Dirty Dicks social evening (see photo page 7) meal and show; apparently I was the 'Village Idiot' for the evening. Promotion of our club was at the invitation of the 'Motor Club Show' (1988-9) relocated from its previous venue to the Sydney Wool Stores.

The AGM is reported; Vice President and Treasurer Paul & Judy Waddington respectively, for a long time. They also helped with the production of the magazine. Membership fees for the year set at \$5.00 and a list of members, who in those days hosted the monthly meetings.

Who of you remember Simon Townsend's Wonder World on channel 10? Eric and others provided vehicles that were featured on that program aired 4pm Thursday 6th October 1983. Since then our cars have featured on other TV programs, such as Kerry Ann Kennelly. Ross Frater's BMW 8/03. R Hooke Great Outdoors. Aust Day 06 - channel 7. Hobby Fest 1993. Top Gear 2011. 2GB car show 26.8.89. From Brisbane a program called Brisbane Extra, plus many others I've forgotten!

Over the years our vehicles have featured in magazines such as Wheels, Modern Motor, Unique cars etc. I've also been told one of our Victorian members, B Sandeman, has been invited to show his Messerschmitt at Motorclassica in October this year. Still existing are a couple of photo albums with many photos of early events and outings, also the original minutes book that has full records of all meetings dating from April 1983 till the AGM, April 1987

Past Events

Riverstone Festival & Street Parade, Saturday May 11th

The “Rivo” festival and parade is a signature event for the club and has been well attended for the past 10 or 12 years. The weather is always fine and this year was no exception. The Club line up featured Keith and Allan Wall in the Lloyd and on the Lambretta respectively, John’s NSU Prinz, Tim’s Mazda 360 (pre Zoom Zoom!) and the Messerschmitts of Fred and Phil. Always near the front end of the parade and a crowd favourite, the Club cars survived the torturous slightly uphill at walking pace drive, despite at least one well-oiled up plug and a dodgy neutral selector. We failed to score the famous Rivo Rock (River-Stone) for the best display, this year losing out to the Holden Owners’ Club. Other notable appearances were the Mustang Club with a half a dozen vehicles from a club of a reputed total of some 600 members, the spectacular (and loud) Vintage Tractors, military jeeps, fire engines and a static display of an 1100 hp vintage drag car. It was a pleasant event as always with a good turn-out of people to see the parade.

After returning to the assembly point in the Mill St park, we were free to enjoy the festival with the choice of a sausage sandwich from 9 different fund raising organisations, and a myriad of stalls, many of which focused on Mother's day goodies. On stage there was entertainment galore, highlighting the talents of younger people from the areaPhil & John



'New to the group and renewals'

Gino Callopietro. Vespa VBC 1974.

Niko Satria Honda Motocompo (folding scooter)

Victor Fenech Mazda 360 and a Fiat 500

Past Events Continued - 23 March 2013

German Auto Show, Gough Whitlam Park Tempe

A bright sunny day, for the time of year, greeted us as we arrived at the venue. As with typical German efficiency, everything was organised and most people were already there and the ice cream van was soon doing a roaring trade.

Luckily only having the Lloyd and Heinkel there, we were able to take one of the last spots. The usual suspects were well represented BMW, Volkswagen, Porsche and Mercedes, but it was only Borgward, Lloyd and Heinkel representing the rare marques this year.

A couple of cars that stood out were The NSW Police Porsche Panamera on loan to the Harbourside LAC and a Replica Porsche Spyder similar looking to the type made famous by James Dean.

Keith Wall managed to scoop up a trophy, presented by the German ambassador who related memories of family holidays travelling in his father's 'Lloyd'Al



And more...

April 7th 2013...Oakville Volunteer Fire Brigade's Car Show.

First day out of daylight saving, and even with an extra hour's sleep, I managed to arrive at the Pitt Town and District Sports Club with about 15 minutes to spare. It was a 22 mile (35kms?) run in near perfect weather on near perfect roads in the near perfect rural areas of Sydney's Hills and Hawkesbury districts.

This is the major annual fund raising event for the area's Rural Fire Service and attracted around 100 or so vehicles ranging from 1912 to 2012 (100 years of motoring), and right through from Vintage, Veteran, Muscle cars, Hot Rods, restored, original and unmolested unusual, Off Roaders and Trucks. Most were locals, but a few were blow-ins such as yours truly.

Making a grand and thunderous entrance after most had arrived was a contingent of some 28 motor cycles in tight formation, all riders dressed in black leathers. 3 Ducati's, 3 Japanese, one trike and the rest were Harleys. Interesting that the Trike was a Harley derivative with a VW engine and, wait for it, a permanent Disabled sticker. I did not see the driver or passenger.

A surprise for us entrants was that the \$10 entry fee gave us a complimentary breakfast and lunch. The smallest (engine size) had to be my NSU, closely followed by a 1938/1939 composite DKW 694cc two door tourer/convertible which attracted a lot of interest.

The RFS had on display around 20 vehicles, including two aquatic machines on trailers, plus SES, and Ambos.. These provided demonstrations of their skills and advice on health and safety, and places to purchase raffle tickets. To round it off, there were jumping castles, climbing walls, merry go rounds, stalls and food and drink, both on the oval and in the rather neat club.

I did not wait, but fireworks were scheduled for 6.00 pm. In all, a rather pleasant way to spend a Sunday.... might try to get a contingent of micros together for 2014..John R



In the Beginning - 30 years on

First there were the Messerschmitts, then the Micro Cars and finally came the Scooters. Messerschmitt Owners Club of Australia in 1983 and Micro Car and Scooter Club Inc in 2001

IN THE BEGINNING there was a group of dedicated owners of Messerschmitts who met with the aim of formalising their association with the brand. This took place at 7.30 pm on April 13, 1983 at premises in Carlow St Crows Nest (bordering North Sydney). It was here and then that an agreement was reached to form and operate a club that was to be known as the Messerschmitt Owners' Club of Australia, modelled on the existing MOC (UK). Correspondence with UK began and the MOC (A) was born.

Attendees and founding members at the April 13 meeting were...

Eric Vargas, Paul Waddington, George Pedrisat, Pat Marshall-Cormack, George Horodyski, Helen Horodyski, Cleve Graham, Graham Curren, Robyn Willis, Peter Willis, Steven Fry, Jack Carter, with apologies from Fred Diwell

These dozen members voted Eric Vargas as President and Pat Marshall-Cormack as Secretary and Treasurer. In Feb 1984 the Secretary/Treasurer role was split and Fred Diwell took to looking after the money. Unfortunately on 8th June 1985 just 2 years after its inception, the president Eric Vargas died following a road accident where he was towing a 'midget'. A new election took place and Fred Diwell was voted as president and Paul Waddington took his place as treasurer.

November 1985, and at his own suggestion, Jordon Princie set up a library function, which Fred looks after to this day. At the same meeting, moves took place that resulted 2 years later in the club expanding to include all Micro cars (generally under 600 cc engine capacity). The 1986 AGM saw Helen Horodyski as Treasurer and Peter Willis in the new role of committee member. Other positions remained as was. By the end of the year, membership reached 20.

Then in 1987, Fred added Secretary to the President's position, Paul Waddington became V.P. Judy Waddington the new Treasurer, and Robyn Willis became Social Secretary.

Towards the end of 1988, Micro cars were welcomed to the Micro Car Club of NSW and Russell Hooke was appointed to the new position of Publicity officer. The third major change came in 2001 when the name was changed for a second time to allow the inclusion of Motor Scooters (perhaps seen as Micro Motorbikes)

The club now has around 80 members and a total of some 48 cars and scooters enjoying concessional registration with backing from their club. There are of course a number of vehicles on normal registration and used often on a daily basis. Additional positions now include Magazine publishing and distribution, Events coordinator, Research Officer, Parts advisor, Club Plate Registrar and Inspector, CMC Delegates and Public Officer. We also have state delegates in all states of Australia.

In the early part of the club's history, Eric Vargas produced newsletters, but around 1988 Fred commenced a more formal newsletter that morphed into a magazine and after 25 years of being the lone ranger, Fred is now consultant to a team of three editors and a proof reader.



Dirty Dick's 9th April 1987

There is a little controversy as to the identities of those in this restaurant photo, but it seems that Judy & Paul Waddington, Peter Willis & partner Robin, Jim Pearson, and possibly Bill Guthrie or his brother are amongst the revellers.

Handling the Prinz extract 1 of more to come

(from the instruction book for NSU Prinz owners, June 1960)

Without Tears. Most of us are today reasonably well versed in motoring matters and we may assume that many who drive a Prinz for the first time have already handled some other car, or perhaps something on two wheels. Nevertheless we strongly advise you not to lay aside this instruction book, but to study it thoroughly. Repair bills are an unpleasant means of discovering the importance of proper care and maintenance.

Oil. You may without hesitation mix different viscosities of the same oil type and maker. For example if you have been using SAE 30, you may top up with SAE 20

Illustrations. Much of the instruction in this manual applies to the Prinz 30, the Sport Prinz, and the Prinz 1 and 11. They differ in a few small details such as placing the battery, but we are sure that you will not be vexed with us for not changing the pictures.

Specification Plate. Is fixed at the top of the trunk under the hood and is the Prinz's Identity Card. It is of interest primarily to the police and anyone subsequently purchasing the car from you.

Driving. We are not nearly ready to start yet. You don't have to worry about the door handles on a Prinz. They work like ordinary door handles : press them down and the doors open. But you must firstly place the key in the right hand door handle and unlatch the left hand door handle. If you want to open or close the windows, note that you have to turn the handles in the same direction as you wish the windows to go.

The Front Boot Lid.. how to get under it and why. There is a wire inside the vehicle which starts at the front of the Prinz and ends in a knob under the dashboard. When you pull it, the boot lid lifts sufficiently for you to insert a finger. In order to raise the lid, move a wire hook to the left with your finger. Lift it until its spring support moves from its socket and holds up the lid. Now you can fill the tank and load the luggage. Check the wheel is pumped up and the security of the fuel tank cover. (it works like a screw top cocktail shaker). Now close the lid (pull the support lightly towards you)

The Tyres. You can't be too particular about these, and not only at the start. If you want your tyres to last a long time, you must adhere to the pressures indicated below. Too little pressure is particularly harmful – even if only by a small amount. To carry your own pressure gauge does not necessarily mean that you mistrust filling station gauges – but it is a good check.

Now sit down. To adjust the seat is best done by sitting on it and pushing with your feet rather than by trying to adjust it by hand from the outside. After all your hands will not tell you how long your feet are. Press down the lever on the right of the seat, move the seat in its runners to a position in which you can reach the pedals easily. Release the lever and rock the seat to and fro until it slips into position.

We can now proceed but wait there's the position of the pedals to consider. The clutch pedal is on the left. This should be pressed right home, but do not let it slip for an unnecessarily long period when starting since this may ruin the clutch lining and cost money. Further you should never keep the clutch pedal down and a gear engaged; for example when waiting for traffic lights to change. Disengage the gear and only re-engage when you get the amber light. If you don't a workshop bill will remind you of the folly of impatient driving. The brake pedal is alongside the clutch pedal and it's a good brake, so take it gently ... treat it carefully. Next comes the accelerator pedal. How to treat it is shown on page 10 (*of the manual*), but remember not to fiddle with it when in neutral so that the engine and the neighbours shriek in protest.

Yes, there might be more of this riveting information in the spring MagJohn R



NOSTALGIA



Anybody for a Scooter Roll
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These Cushmans or should they be called Cushmen motor scooters were parachuted into the war zones during WW11. Did any survive, to work on farms etc.



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Trojan 200, built 1962 in Croydon, UK.

Restored by Walter Goodwin and now owned by Geoff Goodwin. This car was purchased as a non-runner by Wally in 1967 in very poor condition, but being only 5 years old there was no serious rust, and Wally thought everything else was fixable. It was bought with a substantial dent in the door, sadly worn interior and other minor body damage. The engine was badly broken, with a

large hole in the crankcase where the middle section of the connecting rod had escaped. It had already had several owners and was looking sadly neglected. It was bought for £10 in Leyton, East London, and Geoff towed it back to the Goodwin home in Walthamstow. First registered in November 1962, KWC29, it still has its original documentation

Wally bought it “for cheap transport to work” and started work on its repairs. It turned out to be in far poorer mechanical condition than was obvious, and virtually every part dismantled had evidence of very amateur maintenance. Every major component had to be replaced or stripped and refurbished, despite the reasonably low mileage, under 25,000 miles. Eventually the body was stripped to a shell, cleaned up and repainted, and a replacement engine was bought for £8. The project proceeded in fits and starts, and was far from completion when Wally retired in 1981. From then on it was relegated to a hobby project, as the need for cheap transport to work had passed! Because it was always a “repair for use” project, not a “restoration”, many details, such as upholstery and some interior fittings, are not original, and some mechanical items have been modified because replacements were unavailable or to function better. The car was completely rewired, with some additions to meet the MoT (roadworthiness) Test of the time. Rear-mounted flashing indicators, automatic reversing light and screen washer are among the non-standard items.

The project was near completion when Wally and his wife Gladys moved to Melbourne in October 2000, to be near son Geoff and his family. Wally nearly got rid of the car then, but Geoff persuaded him to bring it along, and being so small, it fitted in the container with the furniture. In early 2002, the carburetor was taken apart and rebuilt, and the gear selection mechanism (a known weakness of the type) was improved, the engine now ran and all the gears could be selected. Finally a few small outstanding jobs were completed, and at the end of 2005 the car was ready for its safety inspection by the Western Vehicle Restorers’ Club. A Club Permit was issued by Vic Roads, labeling it CH9843. On Australia Day 2006, it had its first outing under its own power since 1967. Wally passed away in 2010. Geoff has since moved to Lake Macquarie, NSW and the car is now registered there, as BT43NR.

Autobiography: The Trojan 200 was designed by Heinkel, Stuttgart, when the building of bomber aircraft was no longer acceptable, and cars were in very short supply in post-war Germany. Companies turned their aircraft and aero-engine factories over to car manufacture, and with the chronic fuel shortages, three firms, Heinkel, Messerschmidt and BMW (Isetta), produced significant numbers of tiny economical “Bubble Cars”. Heinkel built the Kabine in Germany until 1958, when production was transferred to Ireland. Trojan bought the licence in 1961 to produce the car for the UK & European market. Production was moved to Croydon, London, but the Mini had appeared, redefining the small car. When the Minivan arrived, without Purchase Tax, it was about £30 cheaper than the Trojan. The fate of the bubble cars was sealed, and Trojan ceased production in 1964. About 26,000 Heinkel and Trojan variants were built, with 3 or 4 wheels and a 175cc (9hp) or 200cc (10hp) engine. Claimed top speed was 56mph (90km/hr) and fuel consumption over 90mpg (3 l/100km). Records indicate that only 10 were ever registered new in Australia.

2nd buy vintage on line auction site,
check it out at <http://buyvintage1.wordpress.com>



I've fancied one of these for years. Having sold the 1914 Warrick Motor Carrier at Beaulieu Autojumble, I decided that it was time to become a Mochet owner. Hey, I know it would have been more sensible to pay off a credit card. But you only live once, as they say. (Though Buddhists say otherwise). I found this lovely original example in deepest France, and my good friend Alain spent 11 hours on the road driving down there to pick it up for me. These are his photos.



I like shiny restored vintage vehicles as much as the next fellow. And I've restored plenty in my 30 years dedicated to the vintage vehicle hobby. But nothing fires up my heart quite as much as an unrestored 'oily rag' in good running order. This Mochet, with its electric starter, is just that

Miss France 1957 tests the Mochet

IWL Lastenroller 3-Wheel Scooter Truck.

'A mystery machine' I bought it hoping to identify and do something with it. The seller told me it had a Sachs engine, as fitted to the Messerschmitt. I meant to send photos and details to magazines, but was too busy with other projects. So it has remained in my shed ever since. I put it on eBay in 2008, as an unknown machine. Nobody was brave enough to have a go at it, but at least it was identified, as an IWL.

Its engine is the same as the Messerschmitt, a 191cc Sachs. And as far as I can see, the only scooters originally fitted with these engines were:

1. PROGRESS 200
2. HERCULES R200 which was sold in Britain as
3. PRIOR VISCOUNT

However, I've not found any info that these companies made a lastenroller.

It came out of an old orchard in Bournemouth. The consensus of opinion, among the old wags gathered round when I collected it, is that it was constructed as a carrier to use at Hurn Airport, or



maybe one of the smaller airports that used to be dotted around the area.

What a lastenroller looked like in its hey day.

.Geelong Revival Show 2012.

We hadn't taken the Messerschmitt to a show since we got it, so now it is repaired we entered it in the GEELONG REVIVAL, a show and time trial race meet.

Forget the time trials - we are not into that, we put the Messerschmitt on display.

At the end of the day we went to see the prize giving -and won. Well that was its first show, and it passed with distinction.



Fred, you asked for a report on this show. We won the "Best in Show" - (We fixed the roof, but Terry had done a good job on the car) I also have a story about how we bought the car if you are interested Geelong Revival

The show was a two day event, based on the "Goodwood Revival" in UK, a time trial for old Motorbikes and cars, and a car display. Both events were over the two days, and you could enter either day or both. We went on Sunday only, and the weather was kind, fine and 22 degrees

We bought our Messerschmitt (KR200) earlier this year from Brisbane, but we destroyed the dome roof on the way back to Melbourne. The car is repaired now and back to concourse so it was its first show in Victoria

Apart from "Shannons" Goggomobil "Dart" and our "Messerschmitt" there were no Micro-cars.

Minis, older racing cars, older motorbikes raced, MGs, Fords. Prinz dominated the display The story goes that Bill Buckle's son (His father was the builder of Goggomobil in Sydney in the 1960's) bought our car new. Small world, but I don't know if it is true

Well, the Messerschmitt drew a large crowd all day - many remembered them from the past and reminisced, many had never seen a Messerschmitt, but thought it "cute" and asked if it was road registerable (Funny how you can tell a person's age from what they say !)

At the end of the day there was prize giving and "BEST CAR IN SHOW" went to our Messerschmitt

<http://aq62uumrcool.blogspot.com/> John John Brooksmith (Victoria)

Electric Vehicles



With the EV craze now sweeping the world, and alternative fuels being touted as the solutions to a better future, we tend to forget that petrol and diesel are still viable, cheap and relatively clean (if burnt properly) sources of energy.

Let's look at the problem from a different angle. There's still oil in the ground of our planet, we have the technology to exploit it, and we've reached a level of technological sophistication which allows us to extract it from the most inaccessible places (sea bed, for instance). Why not use the fuel we've got left more efficiently and simply prepare, without panicking, for the day it runs out.

It's vehicles like the Dutch-built WMZ3, a vehicle designed and built by a guy called Wijnand Black, for his own personal needs. The WMZ3 is a tricycle, a spiritual successor to the Messerschmitt KR200 of the 1950s, and it has a very simple philosophy behind it: to carry two people around while using as little (conventional) fuel as possible. Thanks to a 15hp single-cylinder motor fed by a carburettor, the bike has a top speed of 140km/h (87mph). It also uses very little fuel, at around 2 l/100km (117 US mpg / 141 UK mpg) in mixed driving conditions, making it extremely fuel efficient.

Its creator says he does not exclude the possibility of swapping the petrol motor and replacing it with an electric drivetrain system. We'd suggest, if the cost of transportation would be his main focus, to keep the petrol engine and just modify it to run on the various gasoline replacements which have become available over the years.

Story via groen7.nl and wmzprojecten.nl by Brian Gordon



Nostalgia Corner

Last December the restoration of a remarkable car was finished in the Bordeaux region of France. The project had been made possible by the Fondation du Patrimoine, a French foundation which tries to protect and restore all kinds of heritage: churches, mills, bridges etc.

In case of the restoration of vehicles, the foundation gets financial support from Motul, the well-known maker of motor oil. Motul had already sponsored the restoration of e.g. a 1923 Renault fire engine, a Porsche 917 and a 1935 Lanz tractor.

This strange looking vehicle was built by Fernand Maratuech in 1922. M. Maratuech was an amateur inventor who also constructed a steam-driven sewing machine, a motorcycle running on gas and many more. He realized that his budget would not allow him to build one of his biggest dreams: his own plane. Therefore, he looked for a compromise: a plane without wings, combining the best features of cars and planes in one vehicle. The car is like a fuselage on three wheels, the two front ones being quite far apart to make it stable.

Fernand used a BSA engine of only about 0,3 litre. It is not known why he didn't try propulsion by a propeller, like on the vehicles built by Leyat (see *Rétromobile* 2013). Maybe he foresaw problems with the Leyat patents. During the 1920s Maratuech drove more than 5000 kilometres in his non-flying plane, reaching maximum speeds of 80 km per hour. Somewhere in the 1930s the car was stored and it seems that it was not used for the next fifty years. In 1990 Fernand's widow offered the car to the Automobile Club du Sud-Ouest in whose Bordeaux office the Maratuech can now be admired. More Maratuech at [Fondation du Patrimoine](#). photo by © Patrick Loubet



MEMBER'S MOTORING MOMENTS

Shannons (Tamworth) Country Classic Motor Show

John, may be of interest to members.....

Alvia and I were asked by Tamworth West Rotary Club to display one of my Buckle Coupes and a Goggomobil Dart at the 2013 Shannons Country Classic Motor Show over the last weekend of April.

The venue was the spectacular Tamworth Regional Entertainment & Convention Centre and very professionally run by the Rotary Club. They had about 100 vehicles of all categories, including military, veteran, vintage , modern and motor bikes. We went with a Goggo in the " Dart Express" towing the Buckle on a trailer, and they looked after us very well including being picked up from the Motel in a 1938 V12 Packard and shown the sights of Tamworth!

The Show is an annual event, and they try to show different vehicles each year. Only one microcar this year, but it attracted a lot of interest- well recommended.

Bill Buckle

[note from John](#).....please let me know if you would be interested to attend in April 2014.



NOSTALGIA



Looks like the Messerschmitts recreation vehicle takes two passengers plus camping gear

Not sure how this Goggo would go climbing Mt Ousley or Bulli Pass, but looking good in Europe



Bill Buckle's Dart Express
Top lifts to convert to a campervan when not transporting darts

Note: Keith Wall's convertible Landcruiser on the left

More from the Goggomobil archives

Pietermaritzburg Dash

- Goggo battery saves the day

A few of us (far too few) got together and drove to the wonderful city of Pietermaritzburg for their cars in the park. Lothar took his Goggo Limo and Pedro took his Dart, Piet Kleingeld and Wulf partook as spectators.

The trip went well except for a few little incidences such as losing a fan belt, running a battery down and the GPS telling us that Pietermaritzburg does not exist! The show was, as to be expected from a small town, well attended and everyone in town knew of the show and made an appearance from 8:00 AM to 3:00PM. Everyone visited our stand which was graced by Bruce's Messerschmitt and another local one.

The main attraction however remained the Dart and even the printed story that Pedro had on display was verbally repeated to various audiences. The town really makes an effort and a huge contingent of the show are Joburgers making the long trek in their Morgans, Triumphs, Morris's, Lotus Sevens, etc.

The trip down on Saturday morning 19 May was especially memorable because of the almost bizarre incidents that happened. The Goggo limo and Dart was towed by Lothar's Honda SUV and the Dart by Wulf's Subaru SUV. All went well till around Mooi River when a call came through from Wulf - Subaru's fan belt broke due to a bearing seizure on one of the pulleys. Well, being daylight it seemed not too big a problem as Pietermaritzburg was less than 100 km away and the battery would probably make it till there, was the thought.

Just before Wulf phoned, Lothar and Pedro were busy trying to figure out why the GPS kept on stating "no matches found" when Pietermaritzburg was punched in. Therefore they stopped next to the road (as Wulf and Piet were still approaching after the breakdown) and were fiddling around, even trying "places of interest". Al Pedro could come up with was his birth place: the St George's Hospital!

So when Wulf and Piet's Subaru appeared in the distance, Lothar started the Honda - sorry, tried to start the Honda. "Click". Flat battery as the lights were on for about five minutes without the engine running. Old problem. muttered Lothar. But with the Honda battery flat and Wulf's giving the ghost, things looked as grey as the weather.

But as Goggo's never die, we looked for help on the trailers. Out came the limo's battery and with the help of jumper cables the Honda was started and the injured egos could continue the trip.

With the GPS still on the blink, a traffic cop was asked in town where our B&B could be found? Instead of indicating right, he indicated go left and of course a wild goose chase with a discharging Subaru battery but an over- charging Wulf ensued.

A clued up Pmb citizen then explained how to get to the other side of town and we turned back the way we came. Only to find the excellent Smithgrove B&B less than a kilometre away from Pedro's place of interest: the St. George's hospital.

Well, meanwhile the Subaru died about the same distance from the B&B and out came the Goggo minute battery again. Precariously balanced between Piet's legs on the passenger seat, battery and jumpers were connected to the tired battery and the Subaru made it, almost killing the Goggo battery over that short distance as it had to be charged the whole of Saturday night for the next day's REAL drive to the show.

Next morning at the show Subaru brought Wulf a brand new fan belt but no pulley in stock. No problem as Piet and Wulf sorted the bearing out at Bearing Man the Monday morning and fitted all again.

But what a day at the Park and the event was smoothly organised by the Vintage Sports Car Club (VSCC) with the Natal Witness newspaper as a major sponsor. We were warmly welcomed by Bruce and Pat Baker, but missed the other Natalians Gerald and Riekie who were in Jo'burg.

The variety of cars was amazing and what was interesting was that not all marks and makes bunched together. The South African Darts were the exception as the three of them there sat next to each other like they would never part.

The atmosphere and cars and eats and drinks and trees and grass and tractors and water pumps and engines and people and candy floss and rubbish bins and sound systems and Scottish pipers and toilets...even a Honda 800 for Piet to scrutinise ... were super and closer to a Festival rather than a Car show. Hopefully next year more men will be interested to go with as this is planned as a men's only visit to drive together and e.g. share costs. All who went came back safely and the trip seemed shorter because of the good company we kept.

I went to “kuier” with Herr Meisegeier in Ladysmith and this is what happened. What do two Micro nuts do when they get together? They work on Micro’s and work on Micro’s we certainly did.

We first started on the clutch of the Tiger which had not worked

properly for some time. Having taken it apart on my last visit we decided that a new part was necessary which was ordered from Germany. The

new part had arrived some months ago, so we fitted it and laboriously adjusted nine springs to within 0.1mm and fitted two new oil seals.

The Tiger would not start and on closer inspection we found that the plugs were wet. Fit new plugs and Hey Presto it starts first time. The clutch worked but not satisfactorily. Take it all apart again and carefully grind away some of the friction pads so that they would move more freely in the basket. An improvement but still not 100%. Strip again and effect a few adjustments and reassemble. Time to do this job? ±2hours.

We’re getting good at it by this time. I told Gerald that he could now fix a sign on his gate. “Messerschmitt Tiger Clutch Expert for all repairs”.



Anyway, for the test drive Gerald disappears to the horizon and when he eventually comes back he goes round the circle at the top of his road and with h a “Royal “ wave screams off again. That high pitched whistle of a Tiger at full bore will give anyone goose bumps. When he eventually returned he said “jump in”, and without hesitation I did. I was in the back before Gerald could open the door. (We had removed the dome as it had not been properly fitted yet and of course the rear engine cover was still off for easy access.) Off we went and my initial thought was that it went rather well for two big guys, better than any other micro.

Then all hell broke loose. Gerald had put his foot down. We were offfffff like a bat out of

hell and there was me gripping the front seat and my first thought was whether it was ever going to stop accelerating through the gears and my second thought was whether it would stop knowing that the braking power of a Messerschmitt was not good at the best of times)! As we eventually ran out of road and slowed down rapidly I remembered that the Tiger had hydraulic brakes. Whew!!!! After a fairly long drive I was getting used to being kicked in the pants every time Gerald put his foot down and by then I was only holding on with one hand whilst the other was holding my hat on. All too soon was the drive over and we were back home.

As I was just about to go and check my underpants Gerald asked me whether I would like to take it for a spin. No second invitation was required irrespective of the status of my underpants. I gingerly set off to impress Gerald, managed the gears and when I thought that I was out of sight and sound and an open road ahead with no traffic I could not resist putting my foot down. With the throaty roar from the twin exhausts of the twin cylinder engine and superimposed on this the whine of the cooling fan travelling at twice the speed of the engine I got what I had asked the car to do. Pure exhilarating acceleration and the high of an adrenalin rush. What speed did I get up to? Don't ask. I was too scared to take my eyes off the road to look at the speedometer in case I crashed it. If I had, it would have made a serious dent in my savings and meant eating dog food for quite a while. Taking into account that you are close to the ground and that you are in a very confined space I still think that this car would give most modern cars a run for their money, maybe not in top speed, but in pure acceleration. To drive a Tiger is a unique experience, fun to drive and completely and totally different to any other micro car. Eternal thanks to Gerald Meisegeier for allowing me to thoroughly enjoy this superb experience that very few people have.



Pat Baker , Micro Car Club of South Africa writing in Die Kleinwagen magazine.

Restoration help, info & advice

John Gee with his 1958 Messerschmitt three wheeler at Antique Motorcycles Australia.
<http://www.wherelive.com.au>

Cheltenham champ's big hopes for little car
9 OCT 12 @ 03:34PM BY JON ANDREWS.

CHELTENHAM motoring enthusiast John Gee has big plans for his tiny car. Mr Gee is the reigning champ of the Motor Classica show and has entered his fully restored 1958 Messerschmitt three-wheeler convertible into this month's competition.

A motorbike enthusiast - who runs Antique Motorcycles in Grange Rd - Mr Gee has always had a soft spot for the three-wheeler.

Despite being around 200cm tall, he still finds the little M easy to drive.

"I used to have one when I was younger and take my son to school in it," Mr Gee said. "I sold that, but always missed it. "I kept my eyes open for another and bought this about a year ago as a project, and I've done it up from there."



Mar 19, 2013 - 1:18AM This was sent to me from the Austin Seven chat room by Tony Press. Another of my contacts who supply tit-bits and links of interest for the mag. This is from UK and Europe the towing rules here are more lenient.

Re: Speeds when towing - cautionary tale/advice...

My now wife and I set off one Sunday to pick up a Goggomobil coupe that I had just bought. The drive home was taking a bit long so I had the bright idea of her towing the goggo to go a wee bit faster. Part of our route involved going on the autobahn. As soon as she was on it she put her foot down (I think she forgot I was there) we were hurtling down the autobahn at about 130 clicks feeling like 230 and my braking in the goggo not slowing down the 4.2 jag she was driving when to my relieve she was stopped by the police. The policeman wanted to charge both of us for towing on the autobahn but he confided in me that if I was married or engaged only she would be charged. So I proposed promptly to her because I wanted to save paying a fine. She started crying and I don't know if it was because everything was too much for her or because I proposed! Anyway the policeman was touched and gave us a verbal warning, telling us to go off at the next exit. I have to agree towing, can be dangerous!!

Mar 1, 2013 - 10:26AM

Email Quote Reply

Speeds when towing - cautionary tale/advice...

A very good friend of mine was recently done for driving at 56 mph on a 60 limit whilst towing a trailer. in a 60 zone the limit is 50mph when towing.

I share as this was (ashamedly) news to me, hopefully anyone in the same uneducated position and reading this will benefit from it as well.

Sandy Croall

Mar 1, 2013 - 11:06AM

Quote Reply

Re: Speeds when towing - cautionary tale/advice...

I admit I was aware of this, as I'm a fairly new trailer hauler, but other cars appeared not to be as they tooted their horns and gave a singular finger sign as they passed me, eventually...

Best one is HGV's should only be doing 40mph on a national 60mph speed limit road (e.g. not a dual carriageway). I've often wondered just how much frustration there would be if all HGV's kept to a max of 40mph.

Location: On the very edge of Europe (West).

ABOUT THE RALLY

For the first time ever in Sydney you can experience the largest gathering of original and custom classic and vintage scooters from the past 40+ years in Australia.

This exciting event runs across the **first long weekend in spring**; where you can immerse yourself in the classic scooterists way of life, from all the well known traditional aspects to some interesting modern interpretations of the re-emerging scene here and around the globe.

- **Live music gigs from local and national headline acts**
- **Group rides around the most scenic locations Sydney has to offer**
- **Fashion shows featuring some of your favourite brands**
- **Show and shine competition**
- **Alternative markets**
- **Rare parts and vinyl exchange**
- **Dyno machine shoot out**
- **Expo stalls**
- **Art installations**
- **Food and wine fair**

Four-Day Full Access Rally Tickets \$49.00

Four Day full access rally packs will be available for pick up on Friday 4 October at the meet and greet drinks. ID required for collection. It includes:

- **Access to ride in all 3 rides**
- **Access to enter classic scooter into show and shine competition**
- **Eligible for a show and shine categories prize**
- **Access to expo day**
- **Access to all 4 gig nights**
- **Rally pack containing maps and event information**
- **Sponsor merchandise**
- **ACSR gift**
- **Membership to ACSR attendees club**

More details go to www.classicscooterrally.com.au or contact Andy Jackson at ozlambretta@gmail.com

For Sale.

Ace Mowtell (acemarine@bigpond.com or phone 0419273000) has 6 rabbits, 3 of which are complete plus lots of parts. he can send you photos via email.

'Microcar and Scooter Club Inc' No 987 6195.

Web site, drive.to/mcsc email microcar@drive.to

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

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CMC delegates: Allen Wall, Peter Luks
Public 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 Pasnicki 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 its from.

During correlation 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.