



*Micro Car &
Scooter Club Inc.*

No 113
Autumn 2018
Price \$5.00

MICRO MOTORING MAGAZINE (CARS & SCOOTERS)



NSW Fire & Rescue marching team at Trinity .. see page 6

Distinguished Gentlemen's Ride ... September 2017

A lovely Spring morning on the Lambretta was the reward for heading along to the 2017 Distinguished Gentlemen's Ride, or 'The DGR' as it more commonly known (much easier!). The ride, which is in its 5th year, is an incredible success story.

In 2012 it was a relatively simple affair with around 2,500 participants across 60 or so cities, in the five short years since, it has morphed into a phenomenal worldwide event taking place on the same day in around 100 countries, it has 70,000 participants and has raised a staggering 10 million dollars for Prostate Cancer research and Mental Health awareness. Partnering with the Movember foundation, it is now sponsored by the likes of Triumph Motorcycles and Zenith Watches. One Sydney rider alone raised more than \$50,000 in donations!

As the name suggests, the theme is one of classic bikes and scooters, ridden by 'Gentlemen', decked out in their best suits and attire, as the DGR invite suggests, 'Think: Monocles, jaunty trimmed moustaches, silk vests, crisp shirts and tailored suits'.

Representing the MCSC and trying hard to look smart, were myself riding the Series1 Lambretta, Alan Wall on a Series 3 Lambretta, and Nick Whiting on his Vespa SS90. We met first at Corelli's Café on King Street in Newtown where we joined Morris Brioschi (who came to the Shannons Classic with us) on his SX Lambretta and his Royal Enfield riding friend, and then we headed up to the Sydney University Campus where the ride was to start from.

As we pulled in we could see that the entire front lawns area of the square was absolutely full with people and bikes of all sorts, bobbers, choppers, café racers, combinations - you name it and it was there! We found a spot and parked up for a wander round before the ride was due to depart.

Around 10 O'clock, after a few announcements and speeches from organisers, we were firing up engines and ready to go. Unfortunately, this is where the ride has become a victim of its own success and whilst the organisers and volunteers did an absolutely incredible job, we were restricted to leaving in groups of around a dozen and with an estimated 700 participants, it took a VERY long time for everyone to get away.

This resulted in a rather fractured ride of small bunches of riders, rather than the enormous travelling group that was most people's expectation. Despite this, we had an easy run through to the harbour Bridge, over and into Blues Point Road and turned round to head back to the Botanical Gardens, where everyone congregated for photo's and a re-gathering of riders.

All in all, it was a good morning out with the scooters getting plenty of attention, particularly Nicks bright red concourse Vespa, and a good opportunity to support some very worthwhile causes.

The 2018 event will be held on Sunday 30th September. ... Andy

Distinguished Gentlemen's Ride ... September 2017



Trinity College Annual Fiesta at Summer Hill

This is the 4th time we have supported the school's annual fundraiser, which was quite a success despite lower than normal numbers both in the car population and the spectators. For the previous couple of days, weather forecasts have been talking of strong winds and heavy rain, but this was watered down somewhat in the breakfast reports on the day. In fact the rain did not arrive till later in the afternoon, when many of the cars had headed home. I made the mistake of taking a 30 minute stopover on the way home, and got caught in a downpour, but fortunately no hail. Only the second time in 30 years of ownership that the Prinz has had to use the snorkel and flippers. I managed to stay dry inside, and no problems with wet ignition. Could use a defogger.

Not too long after we arrived, a large bus complete with instrument trailer arrived with the Fire & Rescue band and marching girls team (do they accept males? I don't think they would find any to meet their high standard.)

Cover photo shows two of the team on sentry duty to keep small children and belt buckles at bay, and photo below shows the rest of the team doing their 'thing'. MCSC vehicles were from right to left, Niko's Daihatsu Van (partly obscured), Graham's Heinkel, John's Prinz, Keith's Scooter, Allen's Lambretta, and Fred's Messerschmitt. I know it did not happen, but at one stage there was a mirage that looked like Fred driving with a passenger around the oval. When I blinked again, the Messerschmitt was in its place in our lineup, but Fred had a grin on his face.

As well as the marching from the girls, the band played great music and included a whole range of marching and non marching music. They showed their versatility by playing whilst seated under cover, and marching (with the girls team) in various formations, and mixed in well with the crowd.



Trinity College Annual Fiesta at Summer Hill

It almost seemed like Luna Park had moved to Summer Hill with the number of rides and other entertainment on hand. A couple of unusual features were a wildlife tent, demonstrating a range of reptiles, birds and animals, and for the first time for me, there was a sad Nikki 650 that was attacked by small boys with hammers (for a fee of course) One of the organisers offered the wreck free should we wish to restore it. The offer was declined. Pictured below were the ever popular early model electric micro cars otherwise known as ‘Super Dodgems’, and below that you can see the NSW Fire and Rescue band, doing a seated performance in their sheltered area. ... jr



Microcars Scene UK July, Aug 2017

Including Europe car museums plus.....

The planning for this sojourn started early in the year when air flights were on offer at (supposedly) discounted rates. However, I have learnt my lesson and won't book next year's German microcar rally as early!

Preparing several weeks before leaving, I found the cost of getting UK /Europe maps for my navigator to be more than buying a new one. Making online investigation I found a European map for \$68, and on receipt, it surprised me by having Australian maps as well!

Arrived LHR airport 27th July, used the shuttle bus to collect my first hire car, a Ford. This necessitated installing my new navigator. It worked well, taking me down to Hawkenbury Kent to attend Jean Hammond's farm-museum and open weekend.

The Motorways-Highways down to Kent I handled OK, but navigating the local country roads was a nightmare! These are only just wide enough for a car, anything coming the other way caused backup problems. I proceeded along at 30-40mph (48/64kmh) finding following cars flashing lights and bipping horns at me. Checking GPS, when I could, found the roads signed to 60mph (96kmh). Driving under these conditions took some time to adjust to. OK for locals who know the road.

Spent some of my first Friday afternoon reacquainting and spending time with Jean, then first night at Wheeled of Kent golf club. Leaving their drive way, next morning, got abused (again) by other drivers as I didn't pick up speed quickly enough!

The weekend saw the weather, as you would expect, overcast with threatening rain. Saturday morning, time spent greeting and getting to know other owners and their cars. A 29-mile run around the district for the day, covered firstly a local 70-year old's model train setup surrounding his huge garden and running under the house. He started building in 1957 at 10 years of age.

There, talk to Melvin Meadows recounting his time in Pt Macquarie and the Schmitt he sold to Darwin, that is now lost from my data-base.

From there to the lunch stop at The Pepper Pot Inn (photo page 9)with amazing views across the Wealden Downs, concluding the run at Staplehurst private museum covering everything from antique generating machinery, a weird shoe bath, a sewing machine 'bigger than a modern refrigerator'. Room after room of household items, radios, cameras, posters, baths, farm machinery and equipment. All in need of TLC, nice to see unrestored items like this, then shed after shed of cars, bikes, tractors, walls of enamel signs etc. one could spend two days there and not take it all in.

For this day's run, I was a passenger in Malcolm's Messerschmitt the return was with Mark Snowden in his KR200; his business is teaching learner car drivers so able to advise on road etiquette, prevailing conditions, advising information, hints and tips on local road rules etc. Much needed by me!

On return lots of time spent inspecting Jean's museum collection. Dinner provided by a catering Co their special is a delicious Lamb Curry along with vegetarian options.

A social evening continued with knowledge quiz, music, liquid refreshments including Messerschmitt Herbal Schnapps that I was told tastes a bit like Two Stroke mixture -smoke. I found it quite tasty. Sunday from 8am a fabulous Lamb Shank cooked breakfast to get the day off to a 'two stroke' flying start. From 10am Jean's museum was open to all; a people's choice voting slips and box were in the barn. Static displays of visiting Microcars on the house lawn with Classic cars displayed in the paddock, a marquee with second hand tools & 1950's retro memorabilia was operating.

Microcars scene UK July, Aug 2017 (Fred's trip)

I purchased a signed copy of Chris Rees, 'Three Wheelers A-Z' a definitive encyclopaedia, covering from 1940 to date. A book I can highly recommend. After chatting to Steve Vine, checked out his Messerschmitt parts for sale, shortly after, a short drive round in Nick's Bond. Then I pulled up stumps and got away late morning. Driving to Eastbourne, stayed overnight at a B&B, where the landlady gave me cuttings relating to Lincolnshire's Bubble Car museum. It appears a lot of people in England have a soft spot for Microcars.

Below is from 'The Hammond Microcar Collection Catalogue' Cover
(A guide to one family's obsession with Microcars)



Fred with Jean Hammond



Microcars scene UK July, Aug 2017 (Fred's trip)

Monday morning saw me on the door steps of Speedy Spares getting a speedo cable and water pump for my trusty Hillman fleet. Continuing on via a friend, then to my sister's overnight, getting to Uttoxeter Tuesday afternoon.

Before leaving Oz had booked; via Air B&B a room in a 1700's house. On arrival the husband said he "has a surprise for me" Knowing I was there for the Messerschmitt rally had seen in their local shop bottles of Messerschmitt herbal Schnapps, he presented me with a bottle. Later I went and got more...

That evening drove to the Uttoxeter shops prior to signing in at the racecourse. I was pleasantly surprised how well I was received and known to many there!

A good night sleep in a huge bed and room with sumptuous breakfast provided. Wednesday morning saw me bright and early at the racecourse checking out the Schmitts KR's TGs and micros as they arrived.

The owner of a TG replica, with Trabby engine, driven from Germany, spent most of the morning servicing/ repairing it by removing it's carburettor getting ready for the later morning run. See photo next page.

This was a well-planned 30 mile run following Roger Adams who supplied a run sheet showing full route to Masson Mill. I managed to score a lift, crammed in the back, of a 'large owner's' German TG Sir Richard Arkwright's Masson Mill, built in 1783 is a water-powered cotton spinning mill situated on the west bank of the River Derwent and graphically depicted the lives of the mill workers of the 1790's.

To give you give you an idea of the narrow roads I had to get used to on my arrival. Even a Messerschmitt takes up the whole width of the 60mph (96kmh) back roads. Returning to the Racecourse spent time talking to owners of other cars, Frisky, NSU, Heinkel, Isetta. Tuesday, started the day buying spare parts for my TG from Steve Vine and Yvonne Jacques.

Today's programme to Cromford Mill via Cassington Waters following Roger, again much the same but longer route, about 43 miles. The TG contingent were parked by the time we mere mortals in (Nick's 1959 NSU Prinz) arrived at the 'Waters', along with his father in their yellow Schmitt.

Parking at venues, like this, and others I visited, all have pay parking; I still feel we live in the lucky country! We all assembled in time for morning tea and cake.

An hour or so later we continued on to Cromford Textile Mill, here parking had been arranged for the Microcars, in sunshine, yes sunshine!

I took myself off looking around, doing the interactive ghostly hologram 'sound & light' show, as depicted being presented by Sir Richard Arkwright himself telling the history of the mill from its beginning of his time and building his empire by pioneering the world's first successful water powered cotton spinning machinery. As an aside he was, at his peak, the richest man in England.

A long run back to Uttoxeter in time to inspect newly arrived vehicles, checking out parts for sale, organising a lift for Friday's run etc. I then joined eleven others going to a restaurant where a 'Two for One' deal was on offer, seeing there were eleven of us guess who was the unlucky one! Fortunately the staff took pity and cancelled my food bill... (turned out lucky eh ? ed)

Friday's program to leave 10am was delayed for half-hour before the convoy headed off to Tissington then on to Bakewell. An old market town made famous for its desserts ... Bakewell Pudding/Cakes and as I was to find out, Tarts. This time I travelled in the luxury! of a KR200.

Microcars scene UK July, Aug 2017 (Fred's trip)

Pepper Pot Inn lunch stop



Messerschmitt with Trabby Engine, undergoing repairs.



Parking presented a problem in the town, too many of us! So taking 'life' (read £'s fines) in Rogers hands most parked along a street leading to pay parking area that had hosted the morning town fair. A short walk into Bakewell saw us trying the specialities of the town, the cakes are ok, and the puddings served with warmed clotted cream good but the Tarts.... I could eat them anytime, very more-ish, believe me! A short walk round town centre saw us entering local church hall checking out the Alternative Life & health style exposition.

Microcars scene UK July, Aug 2017 (Fred's trip)

A slow run back via long country 'B' class roads, detouring to miss Comford Town Centre bottleneck getting back around 6.30 pm as the evening, (pre booked, fish & chips plus mushy peas), dinner was being served. This would have to be the second worst chips I have ever tried, the first, also in England, many years ago at Stratford-on-Avon. A congenial gathering and social wrap-up finalised the day.

Saturday's program was to visit Crich National Tramway museum a 35 mile drive. Via Derby, this time. I scored another lift in a Messerschmitt KR, the organisers had made arrangements for Schmitt drivers to have free entry. The museum contains over 60 (mainly British) trams built between 1900 and 1930 and is set within the Crich Tramway Village. This is a retro village, with period buildings re-located there, including a pub, cafe, old-style sweetshop and tram depots, The museum's collection of trams run through the village setting with visitors transported one mile out into the local countryside and back.

Trams there mostly ran along streets and cities in United Kingdom before the 1960s, with trams rescued and restored (even from other countries like Portugal, USA and even a Melbourne tram!), as their systems closed. The village is also home to the Eagle Press, a small museum dedicated to letterpress printing including an 1859 Columbian printing press.

A late afternoon return to Uttoxeter racecourse. Here I got the promised ride in the sole working Carver of the three expected. One didn't make it due to mechanical problems; Another one's front suspension had collapsed. Not a good record! The drive, what an experience no slowing for corners, quite stable, not at all scary, mind you seeing over the driver is not easy.

The evening was rounded off in the racecourse Hoops Bay restaurant area. This was a three course dinner and raffle, with some speeches made to round off a great week.

Sunday: My last day in Sara's B&B, made an early start back to Uttoxeter racecourse to look through the spare parts for sale. I failed to attend the parts auction, while saying farewell to old and newly made friends including Peter Weinzetti of Melbourne. He was there with intention of buying a Schmitt. All the cars lined up for photo shoot, first row with 24 KR's and 10 TG's, in the second row, 10 KR's, 2 Heinkels one TG, the third row the Trojan, NSU Prinz 2 and BMW Isettas.

My afternoon was spent driving across the country to visit an aunt at Huntingdon, Cambridgeshire

That evening was dined and wined at a local seafood restaurant where I had Haggis spring rolls! Most unusual, very nice though.

Departing Monday, stop off at Duxford war museum spending many more hours than planned going in and around many hangers displaying planes

These covered, Air space, the story of British and Commonwealth aviation featuring over 30 aircraft including Concord and the Spitfire plus. Airborne assault was covered in another room.

Historic Duxford, its place in wartime and the present explained. Another section showed planes under restoration. Air and Sea, section, covered many historic airplanes boats, submarines and nautical aircraft. The American air museum followed the story of American air power and its effect on the modern world with the mighty B52 and Blackbird Spy plane.

Land Warfare showed how combat has changed over the 20th Century. The trail path; ended by walking through a 1940 Operation room covering Battle of Britain. Land Sea & Air all these aspects of war and aircraft fully covered,

Microcars scene UK July, Aug 2017 (Fred's trip)

Over the next few days Donna joined me. After exploring London Camden markets (recommended) we flew to Edinburgh, picking up another hire car. Then made our way to Blairgowrie to join the Scottish Microcar Club's weekend's events. That Friday's afternoons run was to Strathmore Vintage Vehicle club rooms which house a museum with well-equipped workshop. Their pride and joy is The Queen Elizabeth Canteen a 1943 Austin based K2 3Ton truck still fully equipped with, and as, a wartime canteen. Here the ladies made us all welcome.

Saturday morning, made our way to Five Roads Caravan Park where an inspection of member's cars was undertaken. Here 8564WE captured my eye. It was handmade, mostly from scratch, some Messer parts commandeered and heavily modified, powered by Yamaha Majesty 250cc scooter motor, amazing what can be registered...



See page 6, model train with 1k of track
It took 60 years to get to this stage of
its development



Staplehurst private museum featured
this shoe bath, amongst other unusual
items

Microcars scene UK July, Aug 2017 (Fred's trip)

Donna & I were transport all day by Garry Atkin and wife, in his 1959 Standard 8.

A well organised day included first a visit to the Caledonian Historic rail station, Brechin. Time didn't permit a ride in the historic train instead refreshments were enjoyed in the canteen.

The ladies left making their way to do shopping and partake of lunch. This left us, mere males, to spend most of the afternoon at the Montrose Heritage Air Station Centre

On 26 February 1913, it became the first operational military aerodrome to be established in the United Kingdom. The Heritage Centre is located on the former airfield.

Reception and wartime room layout done; the tour started with a 10 minute video, one then followed through many display rooms of war exhibitions including restoration projects. Children can shoulder a Home Guard rifle, try on tin hats, pretend to be Biggles and climb into the Red Baron (photo next page). Adults can try a state of the art Flight Simulator etc. There is also a replica Spitfire and a Gloster Meteor on display.

The ladies were rounded up for the drive back to Five Ways Van Park stopping on the way to walk up a hill to a view point which was the ruins of an iron age fort, thought to be the oldest highest fort ruin in the UK. Our walk disturbed Grouse shooters on the opposite hill! That evening the Scottish Club had organised an evening banquet meal in the adjoining Blackbird Inn. Their AGM was conducted after eating and was completed in about 10 minutes.

All committee members were re-elected as doing a great job. They spoil Donna and I completely by showering gifts on us, the most memorable being place mats with our names, a framed photo and many other similar small car window stickers, a can opener, etc. A very hospitable and friendly group, I would recommend their culture and way of life if ever you're lucky enough to be out that way.

The next morning saw us make an early drive to Edinburgh to book into our Uni Campus hotel room, When booked I was unaware this week encompassed the Edinburgh Festival period, everything very busy and involved with street entertainment, shows, displays and fun!

Edinburgh Castle, camera obscura and souvenir shops were visited, then by paying something like double the price; we were able to get seats to enjoy the Tattoo.

After three enjoyable days our flight to Copenhagen changed from 11am to 6.30am being the morning after the Tattoo, not much fun getting up at 4.30 for a shuttle bus to Edinburgh airport. At Copenhagen a train from the airport then a fair walk got us to our Air B&B hotel to recover.

Three days allocated for expensive Copenhagen, visiting the Tivoli Gardens, doing the Top Deck bus sightseeing plus other places. It was while seeing The Little Mermaid, I slipped on wet rocks falling and damaging my Canon camera. This was forgotten during a visit to Carlsberg Factory to taste unusually flavoured beers.

19th August an early morning bus ride that eventually crossed, the Baltic Sea using a 45 minute ferry, getting us to Hamburg late that afternoon. A lot of talk is made of 'Peoples Bucket Lists' I only had one! To visit Miniature Wonderland; look it up on Google to see what it is all about.....

One morning at the station we discovered a van selling the best Chips I have ever enjoyed, covered with sauce and mayonnaise. There also we found the local free bus service which would take us to the local sights instead of paying for the Top Deck sightseeing ones. A harbour cruise was done that took us alongside QE2 cruise liner, the one I had done dance cruises on a couple of years ago.

Microcars scene UK July, Aug 2017 (Fred's trip)

Two further places of interest were firstly, the Prototype Car Museum. Three floors encompassing vehicles and early household items; including very rare early examples of racing Porsche and VW.

Early race and sports cars in Germany were technically based on pre-war constructions for that reason the Prototype museum shows a special interest in these vehicles including modern formula ones. There is the opportunity to try a race car simulator. I crashed and was burnt!!

In the adjacent Hamburg area is located the Maritime museum, a day could be spent doing these two alone. Their souvenir shop selling most unusual sea animal (like lobster +) fridge magnets. Photo below is of Fred the Grey Baron !



Photo to the right is of Sheila & Jim Ellis attending farewell dinner. Sheila was composer and editor of the Microscopic magazine. Unfortunately she passed away a few weeks after this photo was taken



Microcars scene UK July, Aug 2017 (Fred's trip)

Our time in Hamburg again for longer than expected, (this is becoming a habit!) saw us on 23rd August by train to Berlin. The first problem was getting to our hotel as the Potsdam road bridge, closed for maintenance / repairs, presented transport difficulties, not only for us! And did so all the time! Rail, bus, trams and walking got us around to all the tourist sights, museums, river cruises, cathedrals etc.

I won't bore you with too much detail of places visited; you must do those yourselves.... but will briefly mention some musts; The Story of Berlin, a visit to Deutscher Bundestag for the view from the dome, St Michaels Cathedral, DDR museum, TV tower views, while there a street market promoting vegetarian way of life took over the whole square, you won't find that on your visit!

The interesting part for car lovers, I visited Classic Remise. This is a glorified, up market car sales building come museum housed in a refurbished former tram depot from the 1900's. It provides garaging, services and dealers for vintage cars and motorcycles. There are shops for spare parts, clothing accessories, model cars a restaurant and the obligatory beer garden.

Most of the cars, for sale, are in concourse or better than new condition. Almost any brand, UK, German, USA European, etc. were there for sale. I have often fancied getting a Citroen DS21, ID20 or a DS19, all these and more of the range were for sale, the 1970 ID20 56,000euro, a 1969 DS21 cabriolet 98.000euro, the top the list a 1963 DS19 135.000euro. My dream is now shattered.....

Visiting Motorrad bike museum brought me down to earth viewing common Vespas, Lambrettas, Heinkels then more exotic: a 1957 IWL Wesel model, Cezeta, Troll then a 1958 Pitty scooter. Not forgetting a Moto Rumi. A few upstairs in the shop sales area had high prices.

Again many more days spent in Berlin than expected, good job we were at liberty to reschedule our time to fit everything in. I pity those trying to do Berlin or any large European city on a group tour.

28th August, train to Prague this was straight forward, and on time. There, accommodation arranged through a booking service, two short train trips to Wenceslas Square. The hotel gave advice on things to see and do. Originally the plan was to spend just one day in Prague

Tuesday morning took a tram to Prague castle, ended up spending the complete day there. With all there is to see and do an additional two days spent sightseeing and a river cruise.

31st moving on to Vienna by train this time found our own accommodation, this time in a back-packers hostel finding it during rain as weather now starting to get cooler. This conveniently placed only a short walk from Bahnhof Central Station, three stops to city centre. There get bailed up by ticket scalpers for Viennese music and ballet type shows. Again so much to see and do, too much to bore you with though will mention the Sissi Museum.

Microcars scene UK July, Aug 2017 (Fred's trip)

This (Sissi Museum) is in the old palace depicting her amazing history as Empress of Austria, Queen of Hungary, (1837 – 1898), her lavish life style fully expressed by the grandeur of the cutlery; room after room of dining place settings ... a lot gold plating.

Enough to say we left Vienna fully impressed except for the air-fare to UK this for a 2.5 hours flight was exorbitant costing almost half the Australia to London 21 hour flight!

From 6th September I had the chance to spend time with my daughter with my two grandsons, other friends and family. The hire-car this time a two door hatch Fiat 500 quite impressive.

Trips were made around Surry to a Planetarium, full of children (school holiday time) to Portsmouth harbour with the dockyards where I did a tour of HMS Victory while the ladies visited the Spinnaker Tower and did shopping.

Next day saw me at Beaulieu Motor museum I spent a full afternoon taking photos, admiring the layout and vehicles on display. Of (I hope interest) will mention the “History of Motoring” tunnel depicting transport from air balloons, the invention of the wheel, up to the latest technology found in modern vehicles. Perplexingly very few microcars displayed except a Peel Trident, Sinclair C5, Enfield Electric, Reliant Regal a rather rough 1962 Isetta 3 wheeler.



Above Edinburgh Castle for the Tattoo (note seating L & R)

Left is Motorrad's bike museum's Troll 1 scooter

Right is a blue Pitty scooter, and yes the spelling is correct



Microcars scene UK July, Aug 2017 (Fred's trip)

Something I found amazing was a full size caravan built out of Lego, even down to flowers on the table a kitchen-sink with taps that work! There was a special display featuring Top Gear vehicles they had built and used on TV programs.

Another feature section, cars as used by actors in films, TV programs / series like Mr Bean, Jeana's BMW from Heartbeat, plus others! Only replicas? To end the day a tour round the Beaulieu home mansion. Could have spent more time there!

My final days spent with my daughter and grandchildren, went to Winchester, settled 2000 years ago, later becoming a Roman town. Full of history, dating from the Knights Of The Round Table 1155 setting the foundation of modern justice systems.

On return to London and my sister, get told her house had been broken into by thieves. During their searching my cases along with other things stored there had been ransacked, stolen was her jewellery and money including my excess Euro notes, due to be exchanged, all souvenirs and wine were still there. At least something to commiserate with.....

Later this year, events below for those with time to spare (you're a long time dead) and keen to experience some hospitality at microcar rallies and events in Europe. Do it!

31st May until 3rd June the Messerschmitt Club Deutschland are holding their rally at Irenensee, Uetze, near Hannover. www.kleinwagenstammtisch-hannover.de.tl Information is currently only in German language but there are details of local hotels. With excellent organisation and well over 100 KR200s attending, MCD events are always worth the trip

Aug 2nd-5th MOC Surrey Hills Rally, Old Reigatians Rugby Football Club, Reigate, Surrey.

Oct 12th-14th Veterama Mannheim possibly Europe's biggest autojumble held at Mannheim Maimarktgelände, Xaver-Fuhr-Str. 101, 68163 Mannheim see www.veterama.de/de/home

Nov 9th-11th NEC Classic Motor Show, National Exhibition Centre, Birmingham

5 - 8 April Scottish Microcar Rally at Invermill near Dunkeld

7 - 9 June MicroManiacs 28th Northern Rally Newton upon Rawcliffe, Nth Y'shire.

24- 27 August 10th Cheshire Microcar Rally

Fred.

German Auto Show Melbourne 2017

This year's show was again held at the grounds of 'Deaf Children Australia' in St Kilda Road Melbourne, a very central location, and near our home. The day started, and continued, a very cold wet and windy day, but the event managed to attract nearly 200 vehicle entrants.

There were prize categories for Volkswagen, BMW, Mercedes Benz, and other. I drove our Messerschmitt to the event, and as I was driving onto the grounds, I must have impressed. The organizers said I was to have a spot near the entrance with other "special Cars" – that was a good start! The car was admired by all and sundry all day, even the



rain didn't keep the crowds away. There was a good representation of all marques, from the "unrestored" to "concourse" and all those in-between.

Prizes were awarded by "people's choice", and when it came to prize giving we did well. We won a raffle, and were showered with "V W Club Regalia", and then we won the "Other German" class.....**John Brooksmith** (John showed his KR200 Messerschmitt and also owns a very nice Heinkel. To see Fletch's program and John's Interview (at 20 mins and 20 seconds) Go to <https://www.shannons.com.au/club/video/the-2017-german-auto-show-melbourne-classic-restos-series-35/>

Peter Thorogood, who is also well known to the MCSC, and who is an ardent NSU collector with several including a NSU sports and an NSU Spider, won the sponsor's choice with his NSU TTS. Peter is also the president of the Historic German Vehicle Register of Australia



1991 Nissan Figaro spotted by Don Mould in an inner Sydney Suburb.



This is a 1991 Nissan Figaro That was manufactured for one year only (1991 of course), as a two door 2 + 2 retro-styled vehicle. During that year just over 20,000 came off the line, all right hand drive, all for the Japanese market, but were not simply sent to the Nissan Cherry Store showrooms for sale to all and sundry, no, prospective purchasers entered a lottery to purchase their Figaro.

The Figaro was very well equipped with leather seats, air conditioning, CD player and a fixed-profile slide-back open roof. The Figaro was painted in four colours representing the four seasons: Lapis Grey (Winter), Emerald Green (Spring), Pale Aqua (Summer) and Topaz Mist (Autumn),

As a fixed-profile convertible, the upper side elements of the Figaro's bodywork remain fixed, to provide a less fully open experience than a typical convertible. The fixed-profile concept is seen on other convertibles, including the Citroën 2CV (1948–90), the Nash Rambler convertible "Landau" coupe (1950), and the 1957 Fiat 500. Although based on the Nissan Micra of the day, the Figaro came with a powerful 987cc turbo charged 4 cylinder engine, coupled to a 3 speed auto, capable of 106mph ed.



Exotic Super Cars vs Micro Cars..... and the Winner is....

Over the last few years there has been a growing fan base for the attending participants and spectators at what is known as **‘CARS & COFFEE’**

These weekend events are often organised by car clubs, or by groups of car owners with similar interests, and usually take place where there is plenty of parking, and access to breakfast or at least coffee. Participants spend a good deal of time to make their cars look as good as possible then meet up at the right time and place, park together, grab a coffee and admire each other’s pride and joy. Their arrival and departure is often a spectacle that makes it all worthwhile for the crowds of dedicated spectators, armed with enthusiasm and cameras.

Some actually make it a formal event by having categories and trophies for winners, but most are simply a social event to exchange stories of differences and performance, often demonstrated by the sounds they make upon exiting.

My introduction to this, at the highest level, was a call from my grandsons, both drivers with their own unique cars, who had gone to the Jones Bay Wharf with their father in his Maserati GT, to be part of an invitation only CARS & COFFEE for exotic supercars, hypercars, Classic Muscle Cars (no Mustangs) etc. They said I should come down and check out the Ferraris, Lotii, Lambos, Porsches Lotus, many rare models etc and probably averaging around \$500,000 each. I initially declined, as it had started and the parking nearby would be hard to find. Then I thought, why not use a day of my 60 log book days, and try my luck with the scary canary (aka NSU Prinz). So, without delay I set off and upon arriving at Jones Bay Wharf (next to the STAR Casino) thought,I would see if I could join in (wildcard entry). I drove onto the wharf through the hordes of spectator, and could see they were saying what the? (photo below shows from the left I think McLaren 650s (blue one \$465,000), Lamborghini Aventador (yellow one, \$790,000), Ferrari 488 (Red one \$526,000), but the 4th (small yellow one \$ 1.50 ?) has got me stumped.



Exotic Super Cars vs Micro Cars..... and the Winner is....

Then I saw my progress was blocked by a boom gate, with no one but an intercom guarding it. I pressed the button and shortly ..' yeah mate what do you want ?' My instant reply was that I was the editor of the Micro Car magazine here to do a story on the cars here compared to micros such as Goggos, Isettas, Heinkels, Trojans etc, (generally cars with 1/10th the engine capacity and maybe 1/50th the power of the cars here). He then said 'come in' and the gate opened. So I got free parking, surrounded by 150 of the wildest cars you might ever see in one place in Australia(plus 40 Classics and 2,000 enthusiasts).

I was not paying too much attention, as I was trying to look like I belonged, then my grandsons arrived to tell me that the exotics had been deserted and the crowd were trying to work out what that funny yellow car was that just came in. It was strange to look down the line of cars along the side of the pier, to see that the Prinz was taller than most, but certainly not longer, and certainly not wider.

Another observation was that I was looking at cars that would sprint from zero to 100km/hr in maybe 2.7 to 5 seconds, where I would, with a strong tailwind take about 1/2 a minute. But none of them would get near 58 MPG, except maybe the Tesla. (how many KWH's equals a Gallon ?).

It is interesting that a learner could be taught to drive in these super high powered cars, but then could not drive one on P plates.

Below is son-in-law's Maserati and a blue Porsche, which has been 'wrapped' in blue 'stuff' which cannot be distinguished from duco, even to the touch. Next year it might be re wrapped in red or whatever. That would be like a new car.

The cars began to leave, and each tried to make an impression with sound and movement (many have a 'button' that effectively turns off the muffler effect) for the hundreds of fans with cameras etc out on the roadway. When the Prinz emerged there was a silence, so I bipped the horn twice, and a roar broke out with 200 arms reaching for the sky. I was told later that it was the loudest cheer/roar of any exit. ed



White Ribbon Ride November 2017

The White Ribbon Foundation is a charity organisation that promotes awareness of Domestic Violence, it seeks to educate men on the subject and advocates an end to Violence against Women. Sandy Symeonides the proprietor of 'SS Scooter Engineering' in Alexandria, the local Vespa and Lambretta workshop, is an ambassador for the campaign and organises a short ride each year to raise some funds, and more importantly, awareness.

We met for coffee, as usual, at Corellis Café on King Street Newtown along with the Vespa Club of Sydney, and then headed off in a cloud of two stroke to La Perouse to soak up some sunshine, fresh air and get together for a group photo opportunity. Once everyone was back in the saddle, we headed back to Marrickville and the Vic on The Park Hotel for some lunch. After lunch we passed the hat, well crash helmet actually, and I'm pleased to report that we raised over \$300!

In bitter sweet news, it was the intention of Sandy to present, on behalf of the Lambretta Club of Australia, a lifetime membership and gift to a long-standing past member of the MCSC, Mr Pat Couch.

Pat wasn't able to attend due to ill health and I spoke to him that afternoon to wish him all the best – it was the last contact I had, and Pat sadly passed away a couple of weeks later. Pat dedicated a huge part of his life to scootering and Lambretta specifically – his presence will be sadly missed in the two-wheeled fraternity. Vale Pat Couch. Andy



Australia Day at Parramatta park



Fred's Messerschmitt, Keith's Lloyd, and Allen's Lambretta Innocenti, looking resplendent amongst the many hundreds of cars on display.



Close-up of the two cent coin decoration on this 1955 Ford Prefect 100E was an unusual feature of the Australia Day car display. I wonder where all the coins came from, as they were discontinued back in 1992 after being part of the introduction of decimal currency in 1966. From 1966 to 1990 there were something like 2000 million coins manufactured, so those on this car are a mere drop in the ocean (1966, 145 million manufactured). In 1990, the press release announcing the discontinuance included that

!.. 1c and 2c coins will continue to be legal tender: they can still be used to purchase goods and can be deposited with financial institutions in the normal manner.!.ed

Australia Day at Parramatta park

Fred left home 6.15 stopping for petrol found two servos next to each other, neither with 95 octane!! so go back to first one (2 cents cheaper) fill up half and half with 91 & 98.

Arriving at the church assembly grounds as the convoy assigned for me left. Stay talking to members of the Willies Overland Knight Register and a Rover owner. while consuming a mainly onion & sauce roll. Then assigned to the front of the next convoy following a (leader's) Trike to Parramatta Pk.

Here joined Keith and Allen Wall while the row still had space for a small car! As usual our cars got more than our fare share of attention, one Porsche or (was it a Ferrari) owner commented that the Schmitt was getting more attention than his!

I found it interesting to see the Dorling 1959 electric Ford on display. I remember seeing it driving around Rockdale, Arncliffe suburbs when I was living and working in that area.

As often happens a member of the public came telling me he had owned a Messerschmitt in UK during the 60's. Then with lots of questions from admirers, with the main ones being...can you drive it on the road and how come four reverse gears.

I was joined for lunch by one of my dancing partners and her cousin and taken for lunch to a Chinese restaurant.

After walking round, talking to Stan Bennett (Holden owner) and other owners -friends returned back to join Keith and Al, they were applying generous quantities of sunblock then sitting in the shadow - shade of the Lloyd as the afternoon sun made its presence felt.

We were able to depart around 4.30 getting home bit after 6pm having had a very enjoyable day..... Fred

the hand starter (right) is no longer available, but why not make one perhaps for your own vehicle.

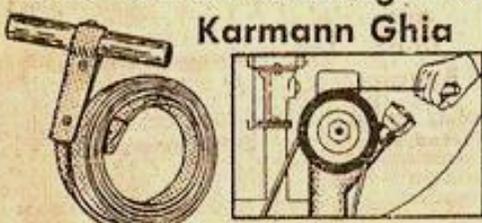
FOR SALE ...NONE

WANTED.....NONE

SWAPS.....NONE

These are all for **FREE** so ... Send them to the Editor at pop.nan@optusnet.com.au , and they can be sent to all MCSC people within 24 hours.

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'Microcar and Scooter Club Inc' No 987 6195.

ISSN 2206 8880 Web site, www.microcarandscooterclub.org

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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 Arena Sports Club (was the Greyhound Club), Boardman Ave, Yagoona, on the third Friday of each month starting at 8.00 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 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 10th 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 very modest cost.

Membership joining and renewals can 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.

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