



*Micro Car &  
Scooter Club Inc.*

No 133  
Autumn 2023  
Price \$5.00

**MICRO MOTORING MAGAZINE**  
( CARS & SCOOTERS )



**See page 13 to find out what Deke has been  
collecting and keeping in his sheds**

# Eastern Creek August 2022

Affected for the past few years by Covid and weather, the Sydney, Eastern Creek Classic, our major event each year, managed to be scheduled, and actually go ahead in 2022. A good rollup, of both scooters and cars, with most of the cars shown below.

From left, front line is Fred's ( Elvis ) Messerschmitt, Danny's Mighty Boy, Bob's Goggo sedan, Cathy's Dart. Partly obscured in the rear are Keith's Lloyd, Patrick & Linda's Messerschmitt, and John's Prinz.



Below are the Scooterists, Keith, Andy, Terry, Ric & Tina, Mark & Julie



Two Members also brought their 'other' cars, Alan Cherry, who drove his 1967 Bellett from the other side of the Blue Mountains. and Bob Billiards with his 1965 Renault R8, from Blaxland in the Blue Mountains. .... ed

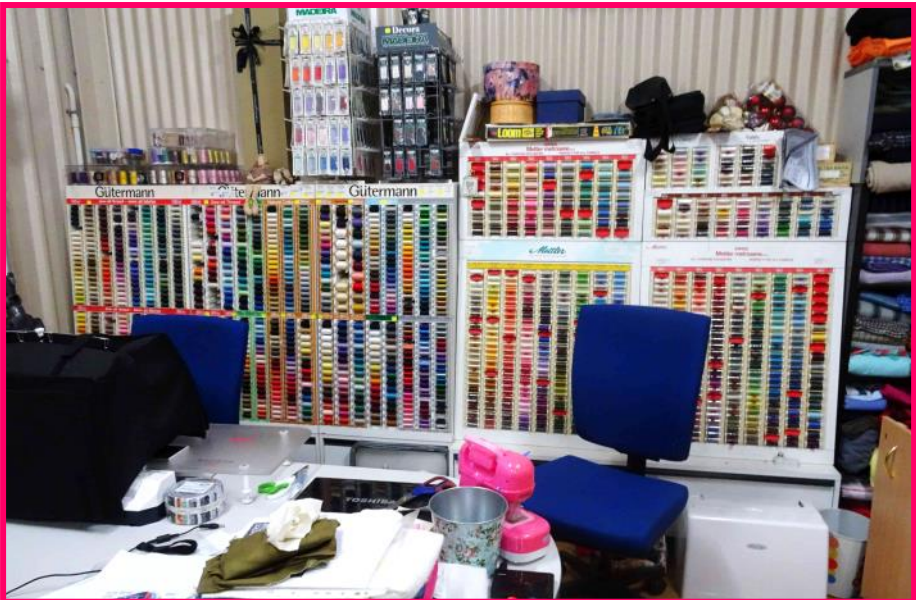






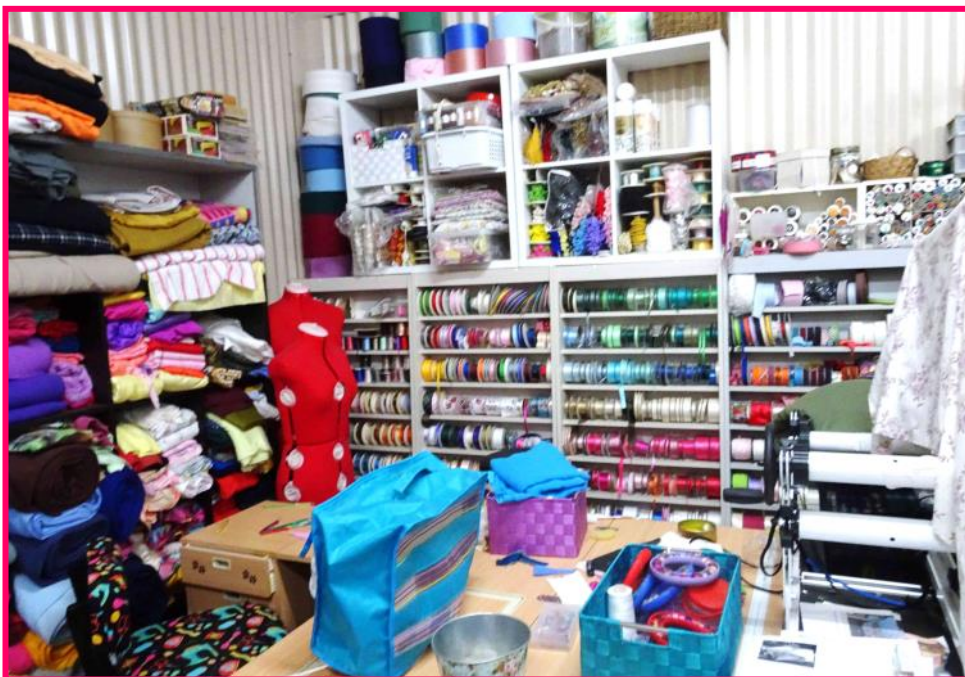
## David's Other ( than Micros ) Interests .... The Good Room

No doubt with his wife's encouragement, one of our members, David, built a large room, attached to their home and set it up for all things sewing. It has 4 'work stations' with multiple sewing machines, every colour cotton and ribbon known to man ( or woman ), and both a manual and an automatic ( very rare ) quilting machine. On the continuous shelving is an amazing range of materials, and binders full of patterns etc. When asked why the room is called the GOOD room, David replied, it's '**A Gathering of Old Ducks**' ... Does that suggest what might have been happening behind that door. Unfortunately Sandra has passed away, but his daughter keeps the lights on from time to time.



## David's Other ( than Micros ) Interests .... The Good Room

No, I did look around and under the benches, and on the shelves, and I could not find any evidence of Micro cars, or spare parts or manuals, and definitely no smell of engine oil or two stroke ! Oh, sorry a faint aroma of sewing machine oil. Looks like Sandra put her foot down, and the room is only for 'A Gathering of Old Ducks'





## David's Other ( than Micros ) Interests .... Trains & Models

A duplicate room to the GOOD room was also added to the house and in it David has built a fairly comprehensive ( still under construction ) model railroad which runs around the room. A small corner was given to David's son, and he has his own setup well under way. Glass cabinets on 3 walls are filled with probably thousands of model cars, trucks, and trains, plus a few other items.



Above, the view looking west, and below facing to the East



# David's Other ( than Micros ) Interests .... Trains & models



#####

## A little attempt at humour.....

If I had a Micro, I would drive it every chance I had, but if I had a Delorean, I could only drive it from time to time.

When bees move into a new hive do they have a house swarming party ?

If I go the extra mile, it is only because I missed my exit ?

Procaffeinating — The tendency to not do anything until you have your first cup of coffee for the day.

If you hate speeding fines, raise your right foot.

I shot a man at the Paintball game, just to watch him dye.



## Forbes Motor Show

Next year Cathy is organising a Goggomobil Muster on the October long weekend in Forbes, as it is reasonably central, for the Victorian, SA and Queensland Goggo owners. Each year we go to Cooley Rocks On festival at Coolangatta where we have a Goggomobil meeting and car display at the event. Several interstate members of the Goggo group travel without their cars and we all thought it would be good to have a meeting, somewhere more central and several owners thought of the Parkes/Forbes area. We had heard of a car show sponsored by McFeeter's Car Museum in Forbes on the October long weekend, and as part of the preparation we decided to get along after Cathy had spoken to the McFeeters at their museum. They were very supportive and offered trailer storage and display parking at the museum outside of the annual car show day in 2023.



### **Heading off !**

As a test run we decided to get along for this year's event and travelled to Parkes to stay with our eldest daughter, as Parkes is only a short run from her house and it saved on accommodation. We set off driving one of the Goggo's and trailering the other so we took the trans Australia pair, the Dart and the newly acquired Coupe. We started off with Cathy driving the Dart and we carried the Coupe on the trailer. Our first stop was to be Bathurst for a Coffee and cake, then to Orange via Mt Panorama to have lunch with Cathy's brother and wife. We parked the tow car and got into the Dart for a flying lap.



## Forbes Motor Show



### **Heading up through the cutting in 2nd gear then past Skyline and down the hill keeping to the 60KPH limit**

The Dart did the trip easily cruising at 80-90 KPH. The stop at the Bathurst Info Centre drew many lookers and once again comments on driving them on the highway and to Parkes. ( note from editor, we took the grandkids ( primary school age ) around the track about 12 years back towing the caravan...what a hoot ! ).

Had a nice visit in Orange and after lunch topped up the Dart with fuel and tried to head off to Parkes but the Dart decided to run on only one cylinder. The engine hadn't been touched since the big trip and Coolangatta so I thought it might have been the points, but, no, all was fine but cleaned them and reset the gap to no avail. At this stage we decided to put the Dart on the trailer and drive the Coupe.



**Leaving Orange**



**Stopped at Manildra**

Once in Parkes we had another look at why the Dart was running on one Cylinder and then none and after testing the circuit to the points there was no power between the coils and the points. Out of desperation we fiddled with the wiring and we were up and running again and as it was now operational we decided to leave it and we knew what to do for the Parkes to Forbes trip on Sunday Morning if it stopped. From here we had no further problems for the day.

## Forbes Motor Show

There were many cars at the show from the local area as well as a couple of interstate drivers. It was a typical country show with a lot of GM, Holdens and Fords and not many other brands. It is a comprehensive show with Cars, Trucks, Tractors and Motor bikes. Not one scooter but a few 70's trail bikes, and of course the mandatory HD and Indian bikes and a really nice Honda 750. The Goggos brought a lot of attention as usual and were a hit with the kids, we just needed Eric and Lynne's Tommy the Turtle Goggo sedan so hopefully next year it will be there.



**Goggos on display**



**Dubbo Grandkids**

The trip back to Parkes was fine with no Dart problems, and we then had to decide which car was being driven home. We decided to drive the Coupe and trailer the Dart, so we loaded the trailer ready to head off on Monday morning. We planned that we would drive to Bathurst for our lunch break and then next stop Blaxland, me driving the Coupe and Cathy in the Pug. The Coupe was much more comfortable on the rough roads than the Dart and some of the holes from Parkes to Orange were big enough to park the Goggo inside them. We managed to dodge most of the bad roads in both directions.

This is the first time we headed west in the Goggo's and the trip wasn't as bad as I expected as there are a lot of long hills between Lithgow and Orange but it all went well and performance wise both Goggo's handled the trip well.

We have now decided that after 30 years we need to do the upholstery on the Dart seats and repatch the fuel tank but using a different process. It also needs the Differential seals replaced and the wiring to the points sorted out, so it is in the Garage now without seats and a large cut out into the front of the fuel tank ready for the tank resealing then fibre glassing the patch back on the tank.

**from Bob & Cathy**



**Heading off from Parkes**





Een prachtige „studie“ op een Alfa Romeo van Michelotti.

Spanish-built Authi Victoria. The car was based on the BMC 1100/1300, restyled by Michelotti in the early Seventies (explaining the Triumph-like boot).

The car was produced in Pamplona by a BL subsidiary set up in the mid-Sixties by BMC to beat Spanish import taxes. The Authi factory was sold off in the mid-Seventies.

The Victoria was identical, save in detailing, to the South African built Austin Apache. The most likely reason for it not being sold in the UK was that it would have been in direct competition with the (Michelotti styled) Triumph 1300/1500. The British Leyland management of the time was not known for favouring BMC designs above Triumphs.

Gavin Fraser  
Hulme  
Manchester

## Michelotti dies with dignity

Michelotti's styling studio in Turin, Italy is to close after more than 40 years. Many classic car shapes have issued from its doors, as well as one or two horrors.

Edgardo Michelotti, son of founder Giovanni Michelotti, has decided to shut up shop because of the tough competition from other Italian, and emerging foreign, design companies.

"We have always been a small but honest company and I'd prefer it if it died today rather than enter the game of stabbing people in the back", he told our sister magazine *Autocar & Motor*. He claimed rivals had poached designers and clients.

Giovanni Michelotti was born in Turin in 1921 and landed his first job as a junior designer with Farina in 1937. By 1949 he had decided to become an independent stylist, working for most of the small and large coachbuilding companies in Turin. During the fifties he styled dozens of one-offs and small series, but he found fame as Triumph's styling consultant, eventually penning such all-time greats as the Herald, Spitfire and Stag.

But Michelotti was a private man who kept himself away from the glare of publicity, despite being responsible for establishing BMW's sixties and seventies styling themes and coming up with the superb shape of the Alpine A110.

His studio continued but he died in 1984, leaving the Reliant Scimitar SS1 as a disappointing finale. Edgardo continued the business but the studio has since produced little of note.

Now he hopes to concentrate on non-automotive design and building up the Registro Michelotti, the 'club' set up two years ago to record surviving Michelotti-bodied cars.

Roy Axe, current design chief of the Rover Group, named the Triumph Stag and Spitfire as two of Michelotti's best designs.

"Both were very well-styled cars indeed but what always intrigued me about Michelotti were his styling sketches", he said. "They were very distorted and I often wondered how he got the panelbeater to interpret them to get the results he did".



This Michelotti Ford Anglia Torino is another British car changed for a European market says Roderick Smith



Top: Edgardo Michelotti is abandoning car design but will continue to run the Registro Michelotti (above), a register for owners of cars penned by the studio

### Michelotti's five all-time greats

- Alpine Renault A110
- Triumph Spitfire
- Triumph Herald
- Triumph Stag
- BMW 1500



### ...and the ones that weren't so hot

- Meadows Frisky
- Austin Apache
- Leyland P76
- Triumph TR4
- Daf 44



## 1942 3 Wheeler Concept Car called <L'Oeuf> [the Egg]

This photo, as a 'postcard', was found among the memorabilia of a late, French-speaking friend of mine, and was given to me by her daughter.

< l'Oeuf > apparently began as a concept, electric vehicle in 1942, designed by Paul Arzens, a French artist, engineer and industrial designer of trains and cars.

In the midst of World War II, petrol and materials were in short supply, and Arzens apparently designed 'The Egg' for his personal transport use.

A 3 Wheeler, à la Isetta and Heinkel, it weighed just 65 kilos without motor, [which added 30 kilos]. Interestingly, it was to be fitted with an electric motor, of 60 volts and 100 amps capacity. Incredibly lightweight, it had a theoretical range of 96 kms and a top speed of 55 ks/per hour, with two passengers

The batteries, however weighed 200 kilos, and were a major functional impediment.[Where else have we heard this ???]

From 1958 it was planned to replace the electric drive with a single cylinder, 2 stroke motor of 125 cc, generating 5.5 hp at 5300 rpm, and driving the single rear wheel. The tubular chassis was of 'Duralinox' and the body shell was of aluminium and Plexiglas.

Vaguely reminiscent of my Heinkel Kabine, with its huge Plexiglas roof and windows, the 'Egg' gave great visibility [and potential heat-stroke on a hot day]...and, by the way, the much more successful BMW Isetta was destined to be called in German 'das Rollende Ei' [the Rolling Egg].

No doubt because of the war, the difficulty of getting materials, and problems with the heavy batteries of the day, only the one prototype of Arzens' <Oeuf> was ever made. He kept it in his private collection until his death in 1990. It is now in the French National Motor Museum in Mulhouse (along with some of his other car designs).



The 'postcard' photo was taken in 2019 by Michel Zumbrunn.

**Graham Sims Nov 2022.**



## Deke's Collection of Many Vehicles Unusual.

Marg & I had no idea of what to expect when Deke invited us to drop by and take a look at what he had been accumulating over the past years. We had nothing much to do the next day, so we jumped into the car, camera in hand in case I wanted to take a photo or two, and a book for Margaret to read while Deke showed me around. As I drove up to the house we noticed there were a few sheds around, so I figured one would be housing his 'unusuals' including Microcar vehicles.

We drove around for a few minutes before spotting Deke in a gopher, who directed us to park out of the sun in his carport. Marg settled in with her book, but, NO, NO, said Deke, put that book away, you are coming too, so off we went. The following pages show a small sample of what was in the sheds.



## Deke's Collection of Many Vehicles Unusual.

Seems that Deke has also collected anything military that survived WW11



Those below are some of the amphibious military vehicles...





## Deke's Collection of Many Vehicles Unusual.



Above a Sinclair C5 with Marg demonstrating the operation with feet on the pedals and hands on the controls behind the knees. Runs on 12 Volts with human assistance for the hills. A smiley badge for her efforts.

See it in action = [https://www.youtube.com/watch?v=0EQetm\\_qWDg](https://www.youtube.com/watch?v=0EQetm_qWDg).

I am not game to identify many of the Micros, as I am simply confused ..ed



**Deke's Collection of Many Vehicles Unusual.**  
**Below a another selection of our favourites.....YES MICROCARS**





## Deke's Collection of Many Vehicles Unusual.

Some Exotics, a couple of his Ferraris, one of his MB AMG GT's, latest model mid engine Corvette and a very very vintage Minerva. The Jaguar E types must have been hiding under covers somewhere.



# Deke's Collection of Many RED Vehicles Unusual.

and a smattering of Microcars and one of the two ampicars here too





## Deke's Collection of Many Things Unusual.

So many Microcars, even enthusiasts would have trouble with identification of some. I would love to take a few months from my retirement and catalog them !

I am happy to report that Deke's great personality and advice has turned Marg into an enthusiast not only for Micro's, but vehicles in general. Did I mention there are what appears to be a couple of mobile field hospitals in there somewhere.



# MCSC Christmas Celebration at the Major Oak Theatre Restaurant, St Marys.

We did not realise that the Royal oak was the last operating theatre restaurant in Sydney, and that we would be some of the last people in Sydney to experience the entertainment style this allows. Yes, the building has been sold and due for demolition to make way for a new hotel that will be servicing the new Badgery's Creek Airport. Luckily Vic was a friend of the owner/operator/performer ( Bobby Bradford ) and was able to get enough last minute tickets for us all.

The venue was great, the food was great, the entertainment was amazing, basically band music with 20 individual performances shared between only 3 entertainers, changing costume and sound to suit the act, and all were very familiar and good fun. Everything from Cher to Elvis.

Top left Rita and Vic, then Marg and Keith, Vic with the boss, then Allen, Pat, and Linda. John missed out as he was the photographer  
Next page shows part of the crowd, made up of party and work groups.





## MCSC Christmas Celebration at the Major Oak Theatre Restaurant, St Marys.

Bobby compered the show and had plenty of jokes and one liners guaranteed to get a rise from every nationality and group in the room. The highlight of the evening was Bobby dressed in drag, complete with a G string.

A bonus was parking right at the door or only a few metres away.



Andy sent in this 'old ' magazine ad



## Visit from a fellow Car club magazine editor ( from UK )

When I heard that Alison McCarthy, Editor of the Heinkel Trojan Club magazine ( Cruiser News ) was to visit downunda, I thought what a great opportunity to compare notes on what each of us do, amongst other things, in maximising communications amongst our members.

Alison allocated us a full day, to do what we thought would be interesting to her ( and her sister Marian ) , so we gave her advice on a train ride to Epping station. Unfortunately, that was stymied by a shutdown of the Metro train, so the old route via Strathfield meant a short delay. We picked them up there and drove straight to Graham Sims' home where he had a Heinkel, an Isetta, and a Topolino available for viewing and discussion of their sourcing etc, followed by a scrummy morning tea put on by Judy Sims in the front garden where Graham's 'pet' wild butcher bird ( no, not kept in a cage ) entertained then disgraced itself, causing Graham to go for a cleanup !

Next, off to Thompsons Corner with another three vehicles, NSU Prinz, Morris Cooper S, and MGB filled a little time till mini lunch at the hands of Margaret Renshaw, with our guests enjoying the Sydney city views.

The finale was a run up to Colo Heights to wander through Fred Diwell's extensive collection of vehicles that went, and those that will go sooner or later, plus a tour of Fred's Yurt, before the run down to Meadowbank wharf, where we delivered then onto the ferry that would take them about 15 to 20 klms on a scenic river cruise along the Parramatta river back to the city. Beats driving through the city streets.





## Visit from a fellow Car club magazine editor ( from UK)

Morning tea at Simsy's, from left Alison, Marian, Fred, Judy, and Graham.



In one small corner of Fred's main Shed



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

**ISSN 2206 8880 Web site, [www.microcarandscooterclub.org](http://www.microcarandscooterclub.org)**

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

President	Allen Wall, 0417 267 173, <a href="mailto:alscooters@bigpond.com">alscooters@bigpond.com</a>
Vice President	Vic Fenech, 0417 677 003, <a href="mailto:Victor@morrismailboxes.com.au">Victor@morrismailboxes.com.au</a>
Treasurer & M'ship	Andy Jackson, <a href="mailto:ozlambretta@gmail.com">ozlambretta@gmail.com</a> ph 0406 752 533
Secretary:	Douglas Kennedy, ph 02 9456 0341, < <a href="mailto:douglaskennedy@internode.on.net">douglaskennedy@internode.on.net</a> >
Magazine Editor	John Renshaw 94848666 <a href="mailto:pop.nan@optusnet.com.au">pop.nan@optusnet.com.au</a> Proofing Graham Sims
Webmaster:	Niko Satria with backup Andy Jackson ....
Events Registrar	Niko Satria 0422 922 031 with a request for input from all members
Events Facilitator:	Vic Fenech, 0417 677 003, along with committee/member collaboration.
Research officer:	Douglas Kennedy, contact as above.
Spare parts adviser:	Fred Diwell, 02 4565 0219, < <a href="mailto:microcarscooter@skymesh.com.au">microcarscooter@skymesh.com.au</a> >
Conditional Rego	Keith Wall, backup Allen Wall Ph 0417 267 173
Welfare	Linda Cefai <a href="mailto:patrickc@1300itshot.com.au">patrickc@1300itshot.com.au</a> .
Regalia	Linda Cefai, <a href="mailto:patrickc@1300itshot.com.au">patrickc@1300itshot.com.au</a> .
CMC delegates:	Allen Wall, Peter Luks, Vic Fenech, and Andy Jackson
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 Arena Sports Club ( was the Greyhound Club), Boardman Ave, Yagoona, on the third Thursday of each month starting at 7.30 p.m. We participate in vehicle 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, 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 No 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. The above applies equally to our website. In other words if we got something wrong we are sorry and let us know. This particularly applies to phone numbers, dates, technical details and name spelling. We do try our best! All rights reserved © 2023 MCSC.