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( CARS & SCOOTERS )

**Vale William (Bill) Buckle ( Goggfather )**



**Bill Triumphant ( again ) with the DART**

# VALE WILLIAM ( BILL ) BUCKLE ( 1926 –2023 )

Sadly, we must record that following a short illness, Bill passed away on Tuesday 9th May 2023

Long Term Micro Car & Scooter Club member and legendary Australian car industry identity Bill Buckle was, in 2014, awarded the Medal of the Order of Australia (OAM) for service to the motor vehicle industry as a designer and retailer.

The founder and proprietor of the multi-franchise Bill Buckle Autos in Sydney, Bill's influence has been felt across various sectors of the industry, including sales, design and research & development, especially in the use of composite materials and fibreglass in the construction of vehicles.

He designed and built the race-winning fibreglass-bodied Buckle Coupe in 1955 – maybe 20 or so of which were produced – and also manufactured and assembled other fibreglass-bodied vehicles from imported mechanical parts, including the celebrated Goggomobil Dart, a two-seater roadster that was also designed by Bill to fit on the Goggomobil platform.

Under the Auto Sun and Air division of the company set up in 1971, Bill also penned the glass 'Sportsroof' that was licensed and patented in several markets overseas and for which he received an Australian Design Award in 1977.

Although Bill Buckle Autos was formed in 1961, the original Buckle Motors was founded by his father, Bill (WG) Buckle, in William Street, Sydney, starting with Triumph and Talbot franchises and subsequently taking on Armstrong Siddeley, DeSoto (part of Chrysler Corporation) and, in 1949, Citroen.

Just as his father was a keen motor racing driver, Bill (WF) was heavily involved in motorsport during the 1950s in Australia and the UK – picking up manufacturing experience along the way by working at the Citroen factory in England – and in 1954 began work on the lightweight, fibreglass-bodied Buckle Coupe using Ford Zephyr mechanical components.

According to the company, the Buckle Coupe went on to hold every hill-climb and lap record for the GT class at circuits along the east coast of Australia, including Bathurst, Orange, Catalina Park, Sandown and Lowood.

In 1958, Bill travelled to Dingolfing in Bavaria and convinced Hans Glas that he could produce fibreglass bodies for Goggomobil cars, and obtained the rights for Australia. Up to maybe 2000 cars ( some sources say as many as 5,000 ) were subsequently assembled in various body styles including about 750 Darts, which he designed himself.

During this time, the company also distributed Borgward, Goliath, Lloyd, Hillman and Humber vehicles. It was later bought by Hong Kong interests, leading him to establish Bill Buckle Autos trading in used cars on Parramatta Road.

Before long, the company established a right-hand-drive conversion division in Brookvale, on Sydney's northern beaches, and until about 1967 converted and sold a range of American cars including Buicks, Cadillacs, Lincolns, Mustangs, Thunderbirds, Corvettes, Firebirds and Camaros.

During that period, the company took on the Toyota franchise (1964), a move that made Bill one of the first dealers of Japanese cars in Australia, selling the Tiara, Crown and 700, initially with sales volume of between five and 10 vehicles a month.

By 1975 that had grown to about 150 a month, with the dealership expanding its facilities in Brookvale as the Japanese brand's popularity increased. Over the years, the Bill Buckle Group has added other franchises – Subaru (1994), Volkswagen (2004) and Jaguar and Land Rover (2013). The company was acquired by AP Eagers in 2008.

Bill was also prominent in the world of yachting, for which in 2015 he received a Lifetime Achievement Award through Sailing Australia. Working with Bob Oatley, he built a fifty foot wave piercing power catamaran which does 20 knots very economically with only 400 h.p. of grunt.

RIP Bill . Compiled by John Renshaw from a number of sources including at the Celebration of Bill's life held at the Royal Prince Alfred Yacht Club 18 May '23

**Below** Bill with his two Darts and Goggo Coupe at home in Church Point



**Below**, Bill & Alvia walking the Red carpet at the Royal Automobile Club of Australia, for an evening to celebrate his many and varied achievements



## **A Complicated Story ( briefly told by Bill Buckle) about a Goggo Coupe.**

In 1958 I went to Germany to try to convince Hans Glas, the builders of Goggomobil in Bavaria to sell me the CKD mechanical parts of their cars, and I would build fibreglass bodies in Australia. That way saving freight and duty payable on the fully imported version. I used the fact that starting in 1954, I had built a limited number of sports coupes called the 'Buckle' using a fibreglass body. The prototype of the car, which was used to 'prove' the chassis finished up in Germany.

I visited the present owner of that car in 2005 for the 50<sup>th</sup> anniversary of Goggomobil at the original factory, and of course he knew of my association with Goggomobil. In late 2008 he alerted me to an ad on Ebay for a Goggo coupe for sale in Tamworth.

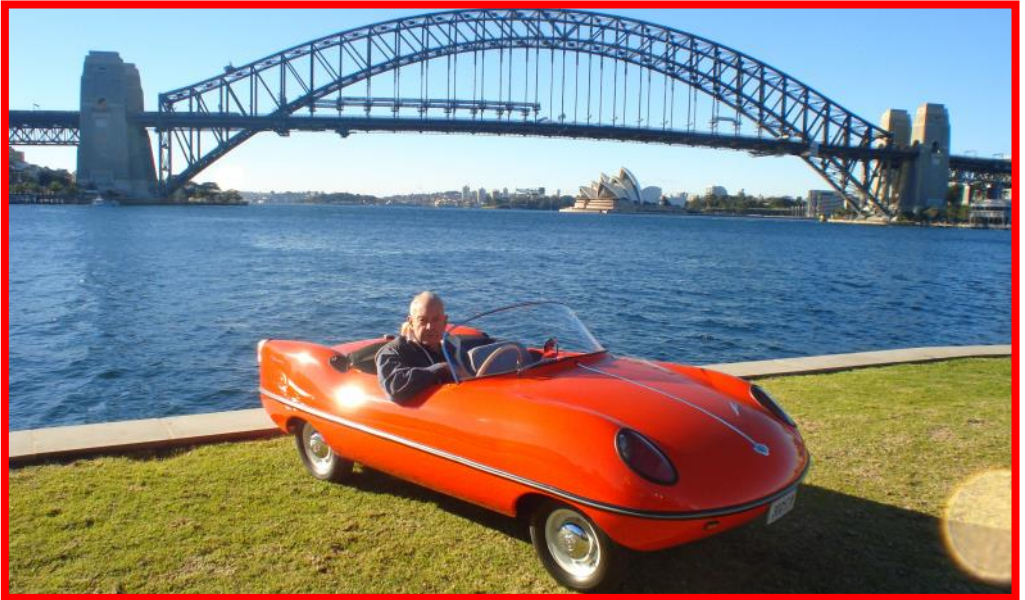
My wife Alvia and I drove up to see the car, but the old gentleman who had part restored it, wanted more money than I could afford at the time. I subsequently found that he had spent a lot of money with various restorers on the project including a nice red paint job.

His son phoned me in late 2010 to say that his father had passed away and he needed to sell the car. When I bought the car I got all the receipts and original photos from when he had purchased the car from Russell Hooke, who has had a lot of Goggos. I could not believe my eyes when I saw the colour of the car when he bought it ... purple with a yellow top!

There could not have been more than one with such a dreadful combination so it must be the same car that my sunroof company ( Auto Sun & Air ) had stored under our large factory in Chatswood in the mid seventies! In those days I was busy running a Toyota dealership and designing the Autosun Sportsroof and had no time for restoration of old cars.

How we came to get the car and where it went from there is a mystery but I am very pleased to have it looking and running better than new, now that I have time to play with a few toys. It joins my two Darts and a beautiful Subaru Maia in the downstairs bar/rumpus room and will soon be historically registered with the helpful assistance of the MC&SC Club. **Bill Buckle.**

# What can be more Aussie than the grand arch, the Sydney Opera House and Bill with his iconic Goggo Dart



Bill at Government House in 2014 where he was presented with the Order of Australia Medal (OAM) for service to the motor vehicle industry as a designer and retailer.



**My thanks go to the Contributors to this magazine's articles ....  
Bob Nash,  
Peter Limon,  
Bill Guthrie,  
John Brooksmith,  
Alan Campbell,  
Deke, and of course editor John Renshaw**

# Microlife Renewed by Bob Nash

I apologise in advance for the following waffling tale, but I am an inveterate storyteller, so ....

Two years ago, I divested the last of my previous Microcars (numerous Suzuki Mighty Boy Utes), thanks to the ravages of age, and poor health, thankfully after some treatment and despite the terrors of Covid, I am back to being as active, and fighting fit. During that two year hiatus, I continued to lust after a MODERN Microcar, but like when I wanted to join the MCSC many, many years ago, with my first Suzuki Mighty Boy, being a relatively modern "Microcar", I was uncertain of its eligibility for MCSC Membership. Like the Mighty Boys, I did clarify with both John Renshaw previously, and Allen Wall more recently, before I actually made the commitment to purchase my lusted after modern Microcar i.e. a Smart Fortwo (W450) Coupe, that it would be eligible for MCSC inclusion. YAY !!!!

It is considered to be a genuine modern Microcar !! Having found a "cheap" project Smart in Sydney just before Christmas, I made a "sight unseen" purchase (not usually a wise move !), drove down, inspected, paid for, and registered it (it did have a NSW Blue Slip), then undaunted, I drove it 30km across to my daughter's home, parked it for later car trailer pick up, returned to get my car, and drove back to Port Macquarie. Two days later, I returned to Sydney, loaded the Smart, and drove back here, backed it off the trailer and into our garage / carport area. Llooonngg days of driving for a decrepit nearing 74 year old. However, within days of Christmas, we were setting off for our first cruise in more than two years (thank you Covid) to NZ, to celebrate our 50th wedding anniversary, so the Smart was parked under our back carport (refer photo ) until mid January, when I was finally able to properly assess the "project" ahead!

Six weeks later, and so many cleaning / servicing / repair / replacement issues discovered, and solutions found, at what I was pleasantly surprised to find, relatively fair costs for parts (comparable to our two Toyotas). Mind you, that's if you are prepared to trust sellers from Serbia, Germany, the UK, the US, and yes, even here in OZ, to actually deliver the goods (admittedly only one UK supplier did renege on the sale, but they did refund the money. Also, having to wait up to 4 weeks in some cases, is a lesson in patience. The light at the end of the tunnel is approaching though, and although I have been out and about in the Smart a number of times (discovering yet more issues, or two, to rectify), the smiles and waves from people at my new "toy", is worth all the effort, and I am genuinely enjoying all the tinkering on a Microcar again. So much fun ! All the best Bob

# Microlife Renewed by Bob Nash



# 2023 Australian Vespa Days ... Wangaratta

People came from every state and territory in Australia with some travelling from as far as the UK and the Philippines, all to attend the 2023 Australian Vespa Days rally. Recently held (24th to the 26th of March) in Wangaratta, Victoria it was a fun event re-acquainting with old friends and making some new ones along the way.

Not since the 1980's have I seen anything like the numbers of scooters that recently attended this event. Even back then the most I could expect to see would be around the hundred plus mark, and they were not just on one marque of scooter. Vespa World Days is an international club event, which was put on by the Vespa Club of Australia. With over 280 Vespas in attendance ranging from the very old to the very new, there was something for everyone's interests.

President and Secretary of Vespa Club Melbourne, husband and wife duo, Julie and Greg Pond, together with a small army of helpers, worked tirelessly to put together the largest scooter rally I have seen in Australia. The history of World Vespa days has links going back to the early 1950's with the ever-growing popularity of this (then) new form of transportation (the Vespa), invented in 1946. Initially called Eurovespa, it was the largest event best known of its kind, worldwide. Taking place on and off from 1954 until 2006 when it changed to Vespa World Days, it was designed with the aim to promote, unite and coordinate all Vespa Clubs worldwide.

The display of this predominately Italian marque saw a large turnout, despite the menacing storm clouds that threatened more rain. It had been raining on and off for most of the preceding week and it did look uncertain for the 3 day event, but the inclement weather held off to the great joy for all those who attended.

Darren "Uncle Dozer" Atkinson a Bangerang Elder, kicked off the event with a traditional Indigenous 'Welcome to Country', which was culminated with him playing the didgeridoo. Some visiting attendees from the Vespa Club of Great Britain and Vespa Club of Bulacan, Philippines were fascinated by this, as they had not seen this type of introduction at a Vespa Club event. Councillor Dean Rees the Mayor of the Rural City of Wangaratta was delighted with the turnout as he declared the Australian Vespa Days officially open.

Vespa Club Sydney sponsored and ran the Show and Shine event which saw many different styles of people's tastes in how they present and personalise their Vespa. The vehicles ranged from the pristine to daily drivers/rides. With banners and Vespa Cogs a plenty, each person's steeds were displayed in their respective categories of make and model. From the rare to the unique almost all forms of Vespa vehicles were represented. A lovely and rare brightly coloured red right-hand drive Vespa car was on display with several Ape 3 wheelers 8 also in attendance.



# 2023 Australian Vespa Days ... Wangaratta

## Wangaratta Apex Park Display



## Wangaratta Cavalcade outside the Pinsent Hotel



## Outside Grain Corp Silos at Devenish Vic



# 2023 Australian Vespa Days ... Wangaratta

Not seen much these days were a number of 8 inch wheeled Douglas Vespa Rod model scooters with one Australian specification model included. The English manufactured Douglas is not commonly seen within the wider Vespa fraternity, here in Australia.

Thanks go to the organisers who arranged a specific 8 inch wheel ride for these slower machines. It brought a big smile to those riders normally left behind by their bigger and faster 10 inch wheeled brethren at these types of events.

## Show and shine Prizes, Sponsors and Winners

Best Auto under 200cc - Corazzo Design - Jeff Peck, ET4

Best Auto over 200cc - Advent Motorcycles - David Fitch, GTS Super

Best Geared 1975+ - GPS Imports - Stewart Clarke, Cosa

Best Vintage pre 1961 - Vespa House - Terry Page, VB1

Best Classic 1961 to 1975 - Scooter Meccanica - Con Hatzi, GS160

Best Custom - Scooter Meccanica - Leif Van Der Dungan, 45 RPM

Best Non 2 wheeled - GPS Imports - Dean Tonon, Ape

Best Small Frame - MotoEst - Jemahl Tonon, SS90

A special mention of note is an old stalwart to the Vespa name synonymously here in Australia, Frank Tonon of 'Vespa House' fame, was in attendance accompanied by his two sons. Frank, Dean and Jemahl displayed some of their fine scooter collection and shop wares. Seeing them again after so many years brought back fond memories. Many old stories from when I first got into this Italian form of transport were laughed at, and repeated with amusement. Sandy premier scooter repair and sales shop 'Scooter Meccanica' also had plenty to show, not least of which was his beautifully restored Vespa 400 car.

Australia's Vespa brand manager and head man Mr Gavin Moody even had on display among the latest Vespa range of scooters, his own personal Vespa. It being a 1952 Douglas Rod model added to the swelling numbers of this type on show. Another uniquely featured Vespa on display was Australia's only fully restored 1968 Vespa 150 Super with custom DJ Sound System Sidecar. Amply pumping out some fine tunes and a fantastic vibe during the Show and Shine event was 'Moto Bella'. This exceptional machine was right in place amongst the exhibited machines which happened to take out the Best Custom award for the event.

Wangaratta's small inland city is located in the north-east of Victoria, some 236 km from Melbourne. It is formed at the junction of the Ovens and King rivers, which drain the north-western slopes of the Victorian Alps. With plenty to see throughout this region several ride-outs encompassed, some of the pleasures this location has on offer. Two notable rides, in my opinion, were the Silo Art trail ride and the Glenrowan ride.

# 2023 Australian Vespa Days ... Wangaratta



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# 2023 Australian Vespa Days ... Wangaratta

The Silo Art trail is where you can experience art in a very large scale and not in any gallery. Painted on several grain silos and buildings are some fabulous works of art depicting all manner of Australian subjects. A truly ‘must see’ if you are planning on visiting the area.

Located outside the Glenrowan Post Office seen wearing his famous armour with rifle in hand stands a six-metre high “Big” Ned (Kelly) dressed as he was when captured in 1880 near the township of Glenrowan. One of two museums specialising in all things Kelly related and located near ‘Big Ned’ is Kate’s Cottage, an interesting museum that houses a Ned Kelly memorial come museum.

The second is the Glenrowan Cobb & Co museum located in a large underground cellar specialising in Kelly-nailer souvenirs. This Blacksmiths shop museum also houses farm machinery from the past and both museums are greatly dedicated to the feats of the Kelly Gang and those who pursued them.

What event like this wouldn’t be without an awards night and gala dinner to top it all off. Held at the Quality Hotel ‘Gateway Wangaratta’ guests were arranged in tables of 10 throughout the large function room. The food was top notch and the company great and throughout the evening a looped video played in the background showing some unique scooter footage of days of old.

Finally on Sunday, 100 plus Vespa’s rode the last ride out to Glenrowan for a viewing of ‘Big Ned’ before breakfast and departures home. I’d like to thank all the organisers and photo contributors who helped make this event what it was. With plans of another Australian Vespa Days rally to be held in Queensland in 2025 (being run by Vespa Club Brisbane), I look forward to seeing you all there again. A special personal note of thanks should also go to Rolf Graunke, Dean Tonon and John Keddie for their tireless help and contribution to getting my scooter prepared for this event.

## Bill Guthrie,

Spare Wheel Scooter Club and MicroCar & Scooter Club. To the right is Bill’s Australian Spec Douglas Rod Model Vespa below, badge, patch and sticker



## Oakville Fire Brigade's Family Day Car Show, 26th March 2023.

Inclement weather did not eventuate, so the 75km round trip plus 4 hours on display was warm & dry for both car and driver. The trip through Box Hill had some road sections under repair, so had to put the Prinz into tough mode. A great range of vehicles amongst the more than 100 that turned up ( just one Micro, so it got lots of attention ). Great music, food and coffee and very friendly owners.....John R



AUKUS were there flying the flag, and the mini covered both OZ and the UK



# North Rocks Cars and Coffee ... March 4, 2023

Patrick and Linda proudly showing the trophy for 'BEST OTHER'



Saw the promotion in the shopping centre, so the Cefai's and I decided to check it out. Short trip for the Prinz, but a long trip from the South of Sydney to the North for the Messerschmitt ( but it is used to that ). Runs from 8 am till 10.am so we had the bulk of Sunday for other things. Lots of food and coffee and amenities, so more than comfortable. Excellent roll up of 120 cars, unfortunately one muscle car missed a speed hump and left a 200 metre oil trail. John R





## A Watery Tale by Bob Nash

Almost 20 years ago, on Sunday 31/10/2004, I had been visiting the mate who is rebuilding my motor for the Ford and about 2.30pm, I said to him I was heading home to clean up the mess left from the awning construction day on the Saturday.

Well, almost as soon as I arrived home from his place, my back neighbour, Joe, rushed in and asked me what time the tip closes on a Sunday, as he had heaps of tree cuttings from his next door neighbour's tree that had blown down into his yard, crushing his fence, in the high winds last week. I guessed that on a Sunday afternoon, it would have to be a 4.00pm closure. It was 3.15pm. We'd just have enough time to load my van with it all and rush down to the tip with it. He said he'd pay for the tip and put \$20 worth of fuel in the van. A hard offer to knock back.

I jumped into the van and drove around to his place. He directed me to back up over the gutter, next to his box trailer, where he had a lattice fence section, which he could undo and give access to his yard, where the tree cuttings were. A little worried about backing the old van up over the gutter, I drove instead along his nature strip and commenced backing around up to the fence, with the full knowledge that his water meter was almost directly in the path of my backing manoeuvre. As I carefully backed up watching his water meter, I felt a little "bump", then the rear left wheel started to spin on the grass. I slipped the clutch and the van suddenly lurched backward over a "hump".

A rather bright light went on in my mind..... there are TWO water meters next to each other, one for the next door neighbour. Oops ! A sound of spurting water on the underside of my van is heard. In idiotic panic, I lurch forward with the van, off the gutter, and a fountain of water envelopes the van, reaching almost across to the other side of the street. I drive the van out of the way of the fountain, run back to assess the disaster I've created. Fortunately, it appears that although I've bent the meter over towards the street in my panic to get away, the pipe from the mains to the meter has simply broken the solder to the tap and meter, which have "popped" off the top of the pipe. I wrestle the meter and tap over the top of the mains pipe and stem the flow to a running torrent. Joe appears, and looks at me holding down a water meter over the rushing torrent of water, and bursts out laughing. At almost the same time, the "affected neighbour" walks out, commenting that she's lost all water pressure while hosing her garden, "Is there a problem ?" she asks before she takes in the scene of disaster outside her home ! She doesn't have quite the sense of humour that my back neighbour has.

Joe rings the Sydney Water Emergency line and they advise that they'll send a crew A.S.A.P. It's now about 3.35pm and I'm struggling to hold down the mains pressure of water.

## A Watery Tale by Bob Nash

Joe walks over and puts his foot on top of the meter and puts enough pressure on it for me to be able to stand up, soaked to the skin, and place my foot on top of the tap above the mains pipe. This seems to stem the flow down to a relatively small flow. Joe comments that we are doing our “civic duty” in preserving the precious resource of water on behalf of all Sydneysiders. What marvellous individuals we are. I feel proud of our abilities to stem the flow !!!!

However, after about 10 minutes of this foot pressure, both of us are getting sore feet, ankles, knees and backs. We decide to do a “swap around” of feet, to give each other’s legs a break. Unfortunately, as usual, this idiot lifts off at exactly the same time as Joe, creating a 20’ high fountain of water across to the other side of the street. Again I get down and struggle with the meter back onto the mains pipe and we both put our feet back in place. Pity my foot is the same tired foot that I had on the tap for the previous 10 minutes.

A number of more co-ordinated foot swap overs were conducted for almost an hour, until both of us are getting exceptionally tired and sore all over. Still no Sydney Water crew ! It’s reached the stage that Joe is talking of just walking away and letting the water explode all over the street. Stuff the water shortages in Sydney !!!!

However, as I’m feeling rather responsible for this situation, I have a great idea. If we can bend the mains pipe back up vertical again, the tap and meter should simply slip back over the pipe and this will minimize the flow and let only one person need to hold down the pressure. Joe is sceptical and suggests that we leave well enough alone. I persist, and Joe steps off the meter, gets a long bar, and tries to lever the pipe up straight. Oops.... The pipe kinks in at the top and the tap and meter now don’t even contain the flow as they did before. Naturally, Joe is less than happy with my suggestion and even less happy that the flow has increased.

Finally, the emergency truck arrives. Joe directs the guy to the opposite side of the road to the water mains pipe, and tells him exactly where to dig, to be able to turn off the flow to this meter. Joe was spot on with his directions and within 10 minutes everything is shut off. A second truck arrives, the repairs are effected, with many lies told about how the incident occurred to protect the guilty. A number of beers were had by the water saviours of Mawarra Crescent Kellyville, and the “affected neighbour”, who was now happy and joking about “the idiot” neighbour and his lack of driving skills. All’s well that ends well !!!!

( Sadly, Bob had his hands too full and his mind racing too quickly to seek out a solution to his dilemma, that he could not take any photos John R )

## Corowa Swim In ... March 18th, 2023

Each year a number of Ex Army Vehicles gather in Corowa NSW for an Annual “get together”

It is Called the “Corowa Swim in” as it was first a re-union of Ex Army amphibious Jeeps, but it has grown to be the biggest “get together” of Ex Military Vehicles in the Southern Hemisphere

The event is held annually on the first weekend after the Victorian Labour Day weekend and about 230 Ex Military vehicles take part.

Vehicles assemble over the week, and there is a Grand Parade in the main street of Corowa on the Saturday followed by a display at the showgrounds This year this worked out to be 18 March 2023

We have an Ex Army Moke and trailer (The car was built by Leyland in Sydney 1975, and the Trailer built by the Australian Army in Maribyrnong Vic. The car saw service in Keswick 1975 to 1979, and the trailer somewhere in Australia from 1974 to 1985 )

We have been attending for about 15 years...John Brooksmith



# Corowa Swim In ... March 18th, 2023



Some of the estimated 250 military vehicles attending this year's Swim In



## New Member's Messerschmitt project

Peter Limon has decided to take the grin off this Messer's face, and replace it with maybe just a grin or even Mona Lisa's smile. Be assured that the restoration is not a joke, but the result will be like magic. Watch this space as we watch his efforts over the next months rather than years. John R



# The Three Amigos.

It was about mid July, 2018 the three amigos, Alan Trounson 86, John Mace 70 and Alan Campbell 70, decided that after 40 years of riding as a group and with others, it was time for the last great ride before hanging up our boots. Hang on said Alan T, my health is not good at present, likewise chimed in John, wimps thought I, so we decided to plan for when we were all fit enough for the epic ride.

The choice of destination was our main topic of conversation for several months, as a severe bout of procrastination overcame us. Eventually we settled on either the Stockmans Hall of Fame in Longreach, or northern South Australia. As I was the designated organiser, I set out to research the best area for us to travel to when the stars aligned, that of course required all three of us to be in good health, the weather perfect and bikes ready to go.

Eventually we settled on South Australia, now all we needed was to get ourselves organised, as luck would have it, Alan T made a quick trip to hospital in January that year for a quadruple bypass and heart valve repair, and about the same time John M went into hospital to have a disc in his back repaired and straightened, I made the supreme effort, and mended a puncture on the rear wheel of my bike.

And so it was that on Friday August 23rd, we set out on our epic ride, Alan T on his 535 Virago, John M on his Honda ST1100 and myself on my Kawasaki 1500 v twin. I have had a sidecar fitted to this bike for the last 5 years, but decided to remove it for this trip, a bad mistake, as I will explain later. We decided to meet at the Marong shop, for a 9.00 am departure.

The weather was crisp, the sun shining and no sign of John M at the agreed departure time, eventually he arrived, it seems that he got underway ok, but halfway to Marong, realised he had left his false teeth home, so a quick trip back home to collect them was required. Eventually we set off on our much anticipated ride about 9.30 am, next stop Mildura.

It was a long and boring ride to Mildura in quite cool crisp weather, but eventually we arrived at our overnight stop at the local cabin park, when checking in we asked about the best place for a feed, and it was suggested that the Vietnamese restaurant next door was quite good. We decided to walk over the road to the shopping complex and get some coffee, tea and milk, and a shoulder strap bag for my dirty laundry, and as we passed the restaurant we were advised that it was booked out for the night, takeaway only. John M decided to have a look inside at the menu, an old dear sitting in the corner hobbled over to us, and after a bit of small talk, said it was her restaurant, we were welcome, and that a table would be made available for us at 6.30 pm. And so it was, and we proceeded to eat a very nice meal, thanking mama profusely as we left.

Saturday morning dawned clear and warm, so the thermals were ditched, and we set off for Quorn. After a very enjoyable days riding we arrived at the Quorn cabin park, stopped at reception, booked in, had a chat and then rode off to our cabin. At this point disaster struck.

Alan T's Yamaha decided to stall as soon as we arrived at our cabin, and no amount of prodding, poking, kicking and cursing could get it started again. It appeared terminal, so we parked the bikes, unpacked, and had a nice cup of tea. We had intended having a counter meal, but as the Quorn Cup was on that day, the main street was full of drunken race patrons, the pubs overflowing with all sorts of human

## The Three Amigos

detritus and the general flotsam and jetsam of life lying around in the gutters, floating on a sea of beer, vomit and a curious yellow looking, foul smelling liquid. We settled on some quite enormous hamburgers with the lot from the only takeaway open, consumed in the safety of our cabin.

We awoke Sunday morning to a beautiful sunny day, after breakfast we had a quick look at the Yamaha, there was no fuel, no spark and a couple of blown fuses, after replacing the fuses, we had spark, but no fuel, the fuel pump had burned itself out. What to do?

Our reason to visit Quorn was to ride the Pitchi Ritchi Railway, and old steam train that travels on a 3 hour round trip from Quorn once a month, and as we were booked on the 11.00 am departure, the bike was forgotten and we walked over the road to the train station. At this point I should point out that both Alan T and John M, required a walking stick each to get about on foot. After an enjoyable day on the steam train, we returned to the cabin and the terminal Yamaha. More poking and prodding could not elicit a response.

So Monday morning we rang Port Augusta Yamaha, and the owner, Phil, drove the 60 km to Quorn to pick us up, Alan T travelled with him to Port Augusta, while John and I followed on our bikes. It was decided to leave the Yamaha with Phil, while we continued our journey.

Most of Alan Ts luggage was stacked on Johns bike, with the rest packed into the shoulder strap bag that I purchased in Mildura, with Alan riding pillion on my Kwaka. At this point I was cursing myself for removing the sidecar. We then set out for Woomera and the rocket test range, arriving late Monday afternoon at the Woomera cabin park, we stayed for two nights, spending all day Tuesday sightseeing and leaving Wednesday morning for the return trip to Port Augusta.

At this point I must ask a question, which country in the world has had 7 nuclear bombs exploded on it? What's that you say, you do not know, it is Australia, we were the testing ground for the British atomic bomb development programme, and the tests were all carried out at Maralinga, part of the Woomera area, in the 1956 to 1963 era. See wikipedia.

On our return to PA, we called in to see Phil, no news as he was still scratching his head on this one, so we set off for Port Lincoln, with an overnight stop in Kimba. The motel we stayed in was attached to the Kimba roadhouse, very basic but ok, and run by Indians, our evening meal was of course Indian, Masala Chicken Curry, and very nice it was too. ( No problems with mosquitos that night) Thursday morning we departed Kimba for Port Lincoln, where we stayed for 3 nights in the local cabin park. After checking in and unpacking, we walked over the road to a boutique brewery, where you could purchase any of the 10 beers they brewed, and could have the meal of the day that was being served, believe it or not, but it was Indian Curry, again.

The beer was also good, I had a couple of pints of Port Lincoln Light Lager, John had some black crap that looked and smelt like liquid vegemite, and Alan T got pissed as usual on lemon squash. The next two days was spent sightseeing and checking out the pub meals, we enjoyed ourselves except for one nasty little incident. Alan T was running out of cash, and as he had never before in his life used an ATM, ( he only had his plastic card for a year, mobile phone for 3 months) we decided to

## The Three Amigos

show this technical virgin how to get money from an ATM. We duly found a Bendigo Bank, ATM out the front, so all three of us crowded around the terminal to show Alan T what to do, alas it was crowded, so Alan T placed his walking stick up against the bank wall, so he could operate the ATM with both hands, it was exciting times as Al lost his techno virginity, and in the euphoria following this we all walked off triumphantly, Al counting his cash, in case the ATM ripped him off, when he remembered his walking stick, we turned to get it, but shock horror, it was gone.

After a quick check around we went into the bank, in case it had been handed in, the manager was very helpful, and even looked at the security video for us, only to let us know that as we were crowded around the ATM, someone walked past, grabbed the walking stick and kept going. At this point John M decided to get a haircut, we asked an old dear the best place to go, Beaurepaires she said, normally you get tyres there, but sure enough, a portable barber was set up in a caravan in their forecourt.

Sunday morning dawned, and we set out for PA, stopping at Whyalla for a look around and arriving at our motel late afternoon, after check in, we wandered over the road for a meal at the truckstop. Indians again, but genuine aussie egg and bacon rolls available.

Monday morning we arrived at the Yamaha shop to see Phil still scratching his head, so we decided to press on, and come back later with the car and trailer and pick up the bike. We had planned to come home via Mount Gambier, but as the weather forecast was cold and wet, and Broken Hill forecast 30 degrees and sunny, we decided to come via the warm weather.

We have in the past had a trip to Broken Hill, and stayed at a B&B called the Duke of Cornwall, an old double storey building dating back to about 1890, so we decided to go there again for 3 nights. At this point I must confess the D of C is Gay friendly, and the hosts are a very lovely lesbian and her tranvestite lover, however as we are not biased in any way, we settled in for a quite interesting couple of days. It was rather amusing to see the looks on the neighbours, as we emerged each day.

Our evening meals were at the Socialist Workers Club, where it is rumoured that if you wear a red neck scarf, and call everyone comrade, you get free beer.

After a relaxing couple of days we set of for Mildura, then on to home, a total of 3500 km. We have since returned to Port Augusta, met Phil still scratching his head and trailered the Yamaha back home.

**Alan Campbell.** ( No pensioners were harmed during this epic ride.)

## Deke's Latest additions to his army of vehicles

Aussi army inflatables, used for whatever. Photos taken with a hidden camera. Don't tell Deke they are in the magazine !



Hey Grandad can I take one to school for 'show and tell' ?



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

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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 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 122802259. Make sure you put your name in the comments section so we know who it's from.

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