



*Micro Car &
Scooter Club Inc.*

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(Wonderful Wittle)

WHACKY WHEELS



I wanted them to have Goggos, Isettas, Messerschmitts, or even a couple of Vespas, but no, it had to be a Jag and a Roller. How can I face you all now this has happened.(see page 8)

Sydney Classic Bicycle Show Canterbury Velodrome March 28th 2015

(**From a Scooter writer**)

It was great weather for a day out on the scooter. I don't get a chance to ride my Vespa too often lately, and the event was a short ride away from my home in Petersham. I arrived at the Canterbury Velodrome around 9:30am. There were already a few cyclists unloading bikes from their cars. After a few minutes, I noticed Allen on his Vespa and Keith on his Heinkel coming down the street. We couldn't work out how to get into the inner area of the Velodrome. Allen and I walked up the hill behind the Velodrome and noticed a tunnel of some sort coming out to the inner area. So all three of us rode down to the tunnel entrance. It was a bit hard to spot since it appeared like a small water spillway. We eventually worked it out. But Keith's Heinkel needed a bit of manual handling to get it over a small hump at the tunnel entrance.

We found Marc, the event coordinator who invited our club. Then we took our spot in the inner area. We sat down in a small sitting area under a tent away from the sun. Tim arrived a short time later in his Mazda R360, followed by another Heinkel scooter. After Keith spoke to him, we eventually worked out it was Rick.

We All spent a few hours looking at the stands selling bicycle parts, and watched the various bicycle races. The penny farthing races were the most interesting. They seemed to be hard work to balance. There were also a couple of mopeds on display. The Heinkels and Tim's Mazda attracted a few interested spectators. Overall, it was a good enjoyable outing. I spoke to Marc and Lindsay, another event organiser, before I left. They thanked us for our participation. I indicated to them that we enjoyed attending & would be happy to participate if invited again to future events." [Niko Satria](#)

Below Tim's R360, Keith's Heinkel, Niko's then Allen's Vespas, Rick's Heinkel



SYDNEY CLASSIC BICYCLE SHOW

Canterbury Velodrome, Sat 28 March 2015 (from a Micro writer)

This was the third year that this event has been held and the first year that we have been invited to the show. On arriving at the velodrome at about 10:30 am, I could not see any sign of any microcars or scooters. The car park was full, so I decided to drive out and find a temporary parking place, so I could walk back and find out what was happening. Just then, I heard Allen calling to me. He had recognised my car's engine note from where he was, in the area inside the bicycle track- nothing wrong with Allen's hearing.

Allen directed me to the entrance to the track around the outside of the velodrome and across the bike track, to the display area inside. Here I found the scooters of Allen and Niko and Keith's Heinkel outfit. They had accessed the area through the pedestrian tunnel under the bike track. Later, Rick arrived on his very good original condition Heinkel Tourist. My Mazda R360 was the only car.

This was a relatively small show, but there was a very good range of classic bikes, plus a few custom made special two wheel vehicles. A few electric bikes were also on display. There were several stalls selling bike parts and at least one food stall and a jumping castle for the kids.

There was a good program of races. For outsiders like us, the most interesting were probably the penny-farthing races. I had only seen track racing on TV, so this day gave me a better understanding of the different types of races.

Overall, it was a very good day except for the traffic on the way home - about 1¼ hours from Tempe to Ermington.....[Tim Dalton](#)



Victorian Classic Scooter Rally 2015 aka Sums of Anakie Run

The Hume highway is a very boring road! Thankfully, the riding that was promised at the end of it was going to more than make up for it, and so, when we should really have been attending the March MCSC Monthly meeting!, myself and fellow Microcar & Scooter club member James Grygiel were heading south across the border with two Lambrettas to attend the Victorian Classic Scooter Rally 2015.

Dubbed the 'Sums of Anakie' run, owing to our intended route making its way through the little township that shares the name, it was a beautiful sunny Saturday morning when around 20 or so scooters from VIC, the ACT, NSW and SA set out from Melbourne's Science Museum and made our way North East towards the Brisbane Ranges National park. After an initial run that was mostly freeways we found ourselves wending our way through the beautiful countryside around Melton Reserve and the Bacchus Marsh region. By this time of course we'd had a number of breakdowns and the support vehicles were full by lunchtime!

It was equal pegging between Vespa and Lambretta, with both proving their reliability or un-reliability, depending on whether you have a glass half full or glass half empty perspective. Or even 'gearbox half empty' as it transpired in one case! A lunch-stop and re-fuel near Meredith saw us ready to tackle the second half of the day and the ride down into Winchelsea and the camp ground where we would stay overnight. With tents pitched, some modern and some not so.. James' tent having last seen action in the 80's we think!, we retired to the bar of the Winchelsea Hotel and had a couple of quiet ales while we ordered.



Below...a Lambretta being prepared emotionally for the struggle ahead



Victorian Classic Scooter Rally 2015 aka Sums of Anakie Run

Great food was served by the tireless owner and bar staff and then we were ready to settle into the evening's entertainment. With a rally patch only given out to those who 'sang for their supper', it could mean only one thing.... KARAOKE!!

To be honest, it could have gone either way, there were definitely no contenders for 'Australia's got talent' but it turned into one of the best night's fun most had ever had on a run, and when the howling and wailing had finally finished, everybody had tears of laughter streaming down their faces.

Sunday morning brought another fantastic sunny day and after a late breakfast we headed off south through Deans Marsh and into Lorne, before following the Great Ocean Road through Anglesea, Torquay and then to Queenscliff where we had lunch before boarding the Ferry across the bay to Sorrento. From here we followed the Mornington peninsular road along the coast to St Kilda and finally back into the City.

A great weekend riding some amazing roads with the company of some great scootering friends. Huge thanks to the Wild Dog Scooter Club for organising such a fun filled rally, see you next year! ... Andy



Above is the compere Derek (also the organiser of the rally), with Andy doing his best to string a few notes together.

Left are two intrepid riders, Andy in front on the blue and white striped Lambretta and Billy from Melbourne on the series 2 (is it more a green and white) also a Lambretta.



For Sale Vic Fenech advises that his spare Mazda R360 is something he could part with. It can be seen at the following web site: (P.O.A) www.403humehighway.com phone 0417 677 003 or email victor@alarmbatteriesrus.com

The 38th Annual VVCMCC ACT Rally 7-8 March

This was our third time at this rally and the second time for the Australian Adler Owners. This year the rally was based in Sutton, just north of Canberra. Arriving Friday afternoon we met up with the others from the Adler group with some from Victoria, South Australia and Qld. After unloading the trailer we headed across to the camp kitchen for the registration and to pick up our rally packs.

Already I was looking around and searching out the more unusual bikes before getting ready for the Friday night welcome barbecue and general catch-up with the rest of the crew. Saturday morning came around cool and clear and with the sounds of old bikes and even older riders being coaxed into life. I kept looking out the cabin window every time I heard an interesting sound.

By 9.30 we were assembled for the riders briefing and trying to decide whether to take the short (40k) or longer (80K) Ride. When we finally got on our way we decided on the longer run as that's where everyone else was going.

Upon arrival at Gundaroo we all assembled on the oval into our classes for the judging,

which you had to go on the ride to be in. the judging was participants choice. So while scoffing down sandwiches and cake and coffee I wandered around to look at all the bikes . As usual there were so many good ones, it took a while to settle on the best one in each class. Dad was lazy and he just copied what I put down.



After the ride back and lunch the Adler guys got together for a group photo, a chat and a beer or two.

The presentation dinner that evening was entertaining especially for one club who had all come dressed as smurfs.

.....Allen Wall

The 38th Annual VVCMCC ACT Rally 7-8 March

They did pretty well as Pappa Smurf took out not only best Japanese bike but at least 4 of the raffle prizes as well. Hans from the Adler group took out the trophy for best Adler. His effort at nearly 80, to come up from Adelaide with a great bike that never seems to have trouble and riding like a guy half his age, made him a fitting recipient. Col from our group picked up a bottle of rum in the raffle and seemed quite happy too.

The next day started a bit earlier as it was to be a 160km round trip before lunch with a morning tea stop at Tarago railway station. Some different bikes had come along today and I was not worried too much about staying behind slow bikes to be polite. Although I fear that some may not have been too happy about being overtaken by a Lambretta.



But variety is what it's all about so it wasn't just Triumphs, BSAs and Harleys at this event with BMWs a large group of 70s Japanese bikes, the Adlers, an MZ, a Russian Jupiter and many others, including a very rare 4 cylinder Zundapp military bike.

After Lunch back at rally HQ the bikes were being

packed up and we were saying our goodbyes. As I watched the different bikes going home I was noting the ones I would like to own, but how big a garage would I need?
....Allen Wall



What's a couple of 'large' cars doing on the cover of the Micro Car & Scooter Magazine?

Well, if your father is the club president and the editor of the club magazine, then that's what happens.

Just an excuse to show off my beautiful daughter and her handsome new husband. You might even find that your better half might pick up the magazine for the very first time.

For the record the cars are a 1950 Mark V Jaguar and a 1955 Rolls Royce, and in pretty good shape.

While I am taking advantage of my position, the photo on the right is of Linda Renshaw and Hunter Leeder along with Linda's Mum and Dad (me), Margaret and John. Below are Mr & Mrs Hunter Leeder, now married, at the Shore School Chapel Nth Sydney



Front cover and these two photos by Bernd Fichtner



Bond Mk C lhd 1953

It all started when I was recalling some of the cars I had owned since getting my licence (and before !) with my two boys one Saturday evening over a couple of drinks.

When I said that my first actual car was a Bond three wheeler they had not heard of one, so I looked through my photos and could not find anything so went on to the trusty net to show them a picture. This started me thinking that it would be good to find one and restore it. This was not an easy job. I contacted the Bond club and found out about the rule for not exporting vehicles. I then tried other places to no avail, I then left my details with various clubs and dealers and heard nothing for a year or more. In our local car museum at Birdwood South Australia there was a Mk G on display but I could not contact the owner for privacy reasons. Then a breakthrough, my youngest son was at work looking through a magazine and spotted a Mk C lhd for sale and rang me. I was away for work and he sent the details and contacted the advertiser and it was still for sale. He sent me photos and details and I arranged a trailer and drove to Melbourne to have a look over it. Needless to say we purchased it and returned home with it.



As received

I then set about getting details of the vehicle from the Bond club and superb support from Stan Cornock who gave me details and advice on all things about the Mk C . I found a corner in my garage and put it up on stands to begin the restoration. Unfortunately work got very busy and it sat in the corner untouched for a couple of months. Then one weekend I started stripping it down to repair each panel one at a time, every panel was badly damaged but being Aluminium you have to be careful not to stretch the skin. So I started with the rear guards which are steel and had them sand blasted to reveal one small rust hole which I welded up. I had a friend who was a panelbeater who said he would help with the panel work but seemed never to be available to help. It was then that another friend of mine who is also a panelbeater and restores Beetles and Vespas said he would help. Without George's skill and application I think it would have taken me a long long time to get the body straight, as the constant tapping with hammer and dolly was playing up my rheumatism in the hands and elbows but we slowly achieved our goal.

Whilst we were working on the body and getting it in primer, I repaired the rear brakes, and replaced the “ Flexitor “ rear suspension units and hub bearings so the rear end was at its correct height and replaced the rims and tyres. We took a holiday to the UK for our daughter’s wedding and whilst there I went to meet Mike and Renate Hele from the Bond spares club and again with his expertise I managed to get most of the spares I needed, such as ignition and light switches, a side screen frame as pattern and a genuine rear tail lamp and have since been ordering bits and pieces that you tend to forget until you require them. The next job was the front end and engine . I fitted an electronic ignition system that I had got from Mike and most of the other parts like cables , bearings , drive chain all obtained locally.



I stripped and cleaned the carb so then it came to fire-up time. I had put a couple of litres of fuel in the tank but put five in to fire it up and found a small hole in the petrol tank. After removing the tank I found that there were a few more areas that looked dubious so had a copy of the tank made which proved a little more expensive than I had anticipated. Still I had come this far, so it had to be done. It fired up on the fourth kick so I was pleased, to say the least. I then set about checking all the electrics and wiring, new connectors etc. I had bought new headlamps from a place in Melbourne and these were almost original apart from bulbs which I got from a friend luckily. As this car was supplied to the USA in '53 I found that the original headlamps (what was left of them) were sealed beam 12 volt. The tail lamp bulb was also 12 volt. The horn was the original 6 volt which did not work and the wiper motor marked 6 volt will only work on 12volt and as I cannot get a replacement I have put a step-up transformer until one becomes available.

With all the panels in primer I did a trial fit up run just to make sure everything fitted and looked right. I had to make a few little adjustments but overall I was happy with fit and position. Then it was stripped down to paint all the edges and joins before re-assembly with the “tadpole “ rubber moulding that fits between all the panel joins. At this time we also decided to start trimming out the inside of the vehicle which took quite some time. I had asked a motor trimmer who was a friend of a friend to quote on re-upholstering the seat and as the price he quoted was reasonable told him to go ahead. He eventually finished it some ten weeks later ! (after numerous phone calls).

The car was now ready to be masked up and painted and as we were painting it in the garage I had to clear out everything, clean and wait for the right weather. The day came 25 degrees and a Saturday perfect. I demasked it and left it to harden for two weeks then fitted it up with the lights , grill, mirrors etc.

The next step was to get the hood made. I was recommended to a motor trimmer by a friend who had his seats done so I took in photos to ask for a quote. The owner of the trimmers looked at the pictures and said “that’s a job for my father who has been an upholsterer all his life”. I rang him and he came round a few days later and said yes he would make the hood at a reasonable cost and enjoy doing it. Thus another friendship started. It took Phil some eight weeks but what a lovely job he did, covering the side screens, the hood and even made a valance to cover the folded hood



It now just needs to be inspected by my local club inspector and the historic registration issued and I can drive it.

Special thanks to

- | | |
|---------------------------|------------------------|
| Stan Cornock | Bond club HQ |
| Mike & Renate Hele | Bond spares club |
| George De Lorenzo | Paint & panel |
| Phil Spencer | Motor trimmer |
| Georgie (my other half) | Help and encouragement |

.....Tony Methofer

Jenolan Caves Limo. More from the Autumn Magazine.

Last magazine's request for information re the Limo used in 1951 to take tourists from Blackheath to the Jenolan caves unearthed the unexpected. As well as Fred Diwell's friend Stewart Grey identifying the vehicle as a 1937 Dodge Humpback, Tim Dalton came up with a photo (see next page) which upon close scrutiny was taken in the exactly the same place, but 28 years earlier in 1923. In the centre middle seat (open tourer, and 'what car is that') was Tim's mum !! We have 85 or so members in the MCSC and two of them have photos of family doing the same thing at the same place. That has to be some coincidence.

It was not obvious in my 1951 photo, but very clearly in Tim's 1923 version, the building in the background is the old Courthouse at Hartley, which was built of fine cut sandstone and cedar timber in 1837 at a cost of 1,476 pounds (= \$2952). Like the Jenolan Tours my family have stopped at the courthouse many times for morning tea and cake whenever we travelled westwards over the blue mountains. In the mid 1800's the Population of Hartley was between 60 and 80. Today I think it is one household. Prior to the building of a place (or places) of worship, permission

was given to hold religious services in the courthouse.

Firstly there was the Presbyterian minister Rev Colin Stewart in 1839 and shortly thereafter the C of E Rev Thomas Hassall conducted services. The authorities deemed that any sect could use the courthouse with priority given to the largest congregation which was Catholic. 1850 saw the Rev Michael Cavanagh move across the road to the new St Bernards church.

Above is a 1937 Dodge Sedan similar to the Humpback.



On previous page is the 1951 photo as shown in the Autumn Magazine, and below you see Mrs Dalton in the white dress , centre of centre seat in 1923



Stop Press.....they keep popping up !!!

A friend has just sent me a 1955 photo of the same scenario, this time with a later model and longer stretch Limo. (1937-38 International D-20 ...thanks again, Stewart Grey) The good looking young newlyweds on the right (back seat ?) have recently celebrated their 60th wedding anniversary (Pat & Ken Turvey from Sydney). This photo has a sign 'Old Court House Hartley'



The following 4 pages appeared as a feature in the March/April edition of 'Restored Cars'. It documents One of our member's (David Nobbs) Micro Collection of Goggomobils. (you might need a magnifying glass)

HISTORY OF GOGGOMOBIL

G. O. G. G. O. No, Not The Dart! By David Nobbs

You may remember the Yellow Pages TV advertisement where a Scotsman was phoning around for a part for his Goggomobil. That was back in 1991 and if you drive a Goggomobil you will still hear that line "G O G G O, No, not the Dart!" constantly directed at you and your car. It really made the little car famous.

The Goggomobil originated in the town of Dingolfing, Bavaria, Germany. The company, Hans Glas was founded in 1890 and manufactured agricultural machinery. In 1951 with the demand for motor scooters, Hans Glas designed and marketed a 125cc 2 stroke model that had plenty of buyers in a war-ravaged country hungry for motorised personal transport.

By 1954 Germany was still recovering from WWII and the population now wanted a vehicle that would keep them warm in winter and transport a small family.

PROTOTYPE

The prototype Goggomobil had a front opening door, similar to the BMW Isetta and Heinkel Kabine. However it was realised that people wanted a vehicle that really did look like a normal car, and so the shape was changed to what the buyers wanted.

The Goggo was the most successful of all the micro-cars and 284,491 were built between 1954 and 1969, comprising sedans, coupes and commercial vans. These had engines ranging between 250cc, 300cc and 400cc, all twin cylinder 2 strokes.

One of the keys to their marketing success was you only needed a motorcycle or tractor licence to be able to drive one on the road,



A Goggomobil Convertible, not to be confused with the Dart sports car.

however they were not permitted on the autobahns.

In 1958 three larger cars became available. These were badged as the Isar 600, Isar 700 and Isar 700 station wagon. They were entirely different to the Goggo, larger and powered by twin cylinder 4 stroke boxer engines of which 86,943 were produced with production ending in 1965.

The Hans Glas Company by now wanted to get in with the large manufacturers and commenced designing and building a large V8 powered car. This was to be the downfall of the company, as demand for the small-engined Goggos was declining as well, with only 3,126 cars being built in 1969. The Hans Glas Company was forced to sell out to BMW. The V8 engine was taken up by them and powered a car with the BMW spinning propeller badge.

BILL BUCKLE

In 1958 Bill Buckle, of Buckle Motors, based in Sydney, had agencies for Citroen, Goliath, De Soto, Armstrong Siddeley, Lloyd-Hartnett and

Buckle Sports.

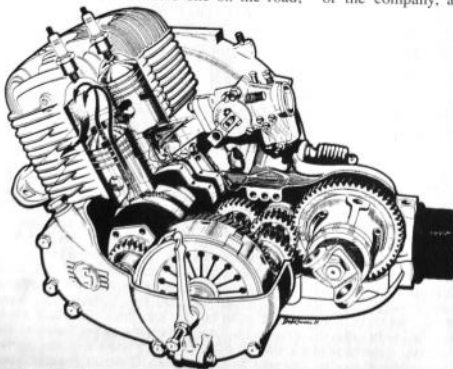
During a business trip to Europe he was searching for a small economy car he could sell in Australia. Previously, Bill had built the Buckle Sports, based on Zephyr running gear with a 2.6 litre engine bored out to 3 litres then highly tuned. A fibreglass two-seater body made it a very modern and sleek car (see RC #227). It was very successful and won many prizes for hill climbing and racing. Only 24 of these cars were made and sold.

In 1957, when in Europe, Bill purchased two metal-bodied Goggomobil sedans for evaluation in Australia. Although speaking only a little German, and Hans Glas only a little English, Bill still managed to get the Goggomobil rights for Australia.

At that period of time the Australian Government was very protective of its infant automotive industry, mainly Holden and Ford. To protect the industry it placed import restrictions and high import duty on fully assembled cars.

To overcome this and become price competitive, Bill decided to import the Goggo chassis, engines and running gear and manufacture the bodies at their factory in Bonds Road Punchbowl, a suburb of Sydney.

Making the bodies out of fibreglass only needed moulds. These were taken from the two imported cars. If they were to be made in metal, huge, almost unbelievable costs, would be encountered just making the metal dies for pressing the parts out. Fibreglass had other



The 250cc 2 stroke engine used in the Goggomobil.

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advantages. It did not rust, was easy to make with unskilled staff and did not dent easily.

Buckle's had an advertisement on TV (black and white in those days), of a man with a rubber mallet striking the roof and bonnet and speaking into the camera about how 'Only the Goggomobil would not dent or rust'.

AUSSIE MODELS

Five different models of Goggomobils were manufactured in Australia.

The Goggomobil Sedan. Powered by a 300cc engine, it could hold two adults with two children on the back seat.

The Goggomobil Dart. A small two-seater sports car. Early models were powered by a 300cc engine and later 400cc when they became available from Germany. This was a completely Australian design and only made in Australia. Today it is most sought after by collectors and restorers.

The Goggomobil Coupe. Powered by a 400cc engine, this was a beautiful looking car with a huge curved rear window giving exceptional rear vision. It was released in 1957 in Germany and was one of the most elegant looking cars of this period.

The Goggomobil Coupe Convertible. Only six prototypes were made in Germany and never entered production. Only 15 examples were made in Australia varying slightly from the German model. A full convertible for two adults and two children (or small adults) in the rear seat, this was powered by a 400cc engine.

The Goggomobil Carryall Van. Perhaps the most sought after Goggomobil, as only 15 to 18 were ever made, of which seven remain. Powered by a 400cc engine.



Rebuilding the chassis floor.

When the Goggo sedan became available to the public it sold for \$1,244 (£622). It was the cheapest car on the Australian market. The sedan was powered by a 300cc twin cylinder 2 stroke, mounted in the rear with 13kw of power. It would happily rev up to 5000rpm giving a top speed of 85 to 90 kilometres per hour along a flat road. This engine was designed and built in the Goggo factory.

Next came the very attractive coupe with the more powerful 400cc engine (jokingly referred to as 'the big block engine'). This increased the speed from 90 to 100 kilometres per hour and was priced at \$1,440 (£720).

Buckle realised there was an opportunity for a small and inexpensive sports car. Bill drew up drawings and a prototype was made by Stan Brown, formerly of the famous Lotus car company. The prototype was made in aluminium, and from this was taken the moulds to make the fibreglass body. Fortunately the running gear, chassis and engine are common to the five different models made in Australia and this commonality made production a lot simpler and easier.

THE DART

The Dart body has no doors, which gives additional strength overall to the vehicle.

To gain access into the car the seats must be lifted and moved backwards in one movement, due to the parallelogram fixture under both seats. The driver or passenger can then step over the side of the car, be seated and lower the seat.

The body consists of only two major parts, an upper part of the bodyshell and a lower part. These were fibreglassed together and a black rubber decorative strip 50mm wide

hides the join.

The windscreen is from a Renault Dauphine and there is a folding hood made of waterproof material that can be totally removed from the car. Removable side curtains come as a standard fitting.

The little car has only two bad points. Firstly, ladies in tight skirts have difficulty climbing into the vehicle over the sides, wearing jeans is much easier. Secondly, if you are inside the vehicle and it is raining and you wish to get out, the side window has to be removed, the hood unclipped from the windscreen and rolled back, step over the side, lean back in to refasten the hood to the windscreen and refit the side window. By this time you are thoroughly drenched and wet through, unless you are wearing waterproofs.

The Dart was an instant best seller at \$1,370 (£685). Initially it was fitted with a 300cc engine, but soon the 400cc engine became available from Germany. Top speed was 101 to 105 kilometres per hour with economy of 4.9 litres per 100 kilometres.

NOT FOR EUROPE

A Dart was air-freighted to the German factory to be considered for the European market, but the powers to be in the Dingolfing

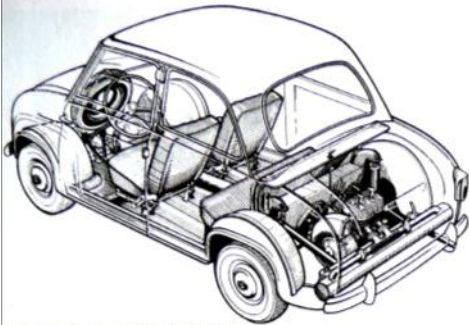


NSW personal plate and Buckle body plate.



The cover of *Wheels* magazine of July 1959, 'We test this £685 Goggo Sportster'.

(sorry about the font size, you might need to get your magnifying glass out again)

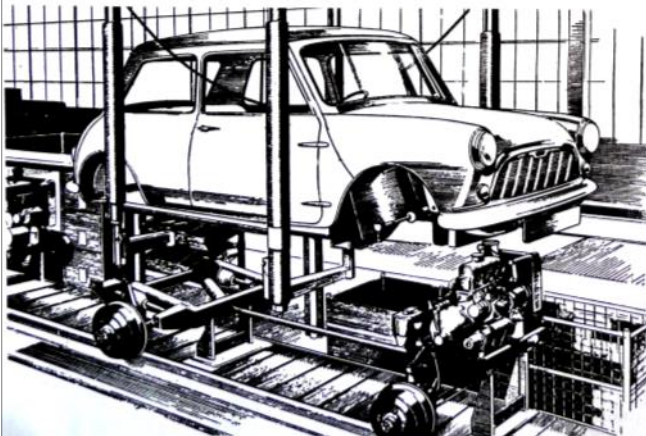


An X-ray view of the Goggomobil Sedan.

factory decided not to put it into production, due to the difficulty with the hood when entering and exiting, which was certainly not conducive to the severity of the European winters, plus the fact the body would be difficult to press into shape in metal and they did not wish to commence manufacturing in fibreglass.

A few Darts have doors, either two or one and some owners have claimed they were factory fitted, however, at the time there were quite a few fibreglass companies who did this aftermarket as there are many variations in size, positioning, hinges and lock types and also the quality of the work.

On discussing this point with Bill Buckle, he had no recall of the factory fitting doors, and in his words, "We were too busy fulfilling orders for Darts to be worrying about putting doors in." During the two and a half years' production run, 700 Darts were manufactured out of a total 1,750 Goggomobils.



This is the car that saw the end of the Goggomobil, the Morris Mini or 850 as it was called in 1960. It was priced a few dollars above the Goggomobil.

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GOGGOMOBIL CARRYALL VAN

This is perhaps the most sought after Goggomobil as only 15 to 18 were made, of which only seven remain. Like the Dart, the Carryall was entirely designed and made in Australia. A van, the Transporter, was made in Germany with an all-metal body, but its shape and design is entirely different to

the Carryall.

The roof of the Carryall was taken from a mould of a Holden FC station wagon and the windscreen was also from an FC. The bottom of the vehicle is that of a Dart and once again, where the body panels join, is hidden by the same black rubber strip as on the Dart. The cargo roller door on the kerb side is also flexible fibreglass. There are no passenger doors, entrance would be through the roller door. The floor is waterproof marine grade plywood. The passenger's seat folds forward to give additional cargo space.

The engine is contained in its own box-shaped compartment at the very rear and when driven is very noisy due to the reverberations from the non-soundproofed engine compartment.

The Carryall in the photographs is sign-written in the style of a 1960 Goggomobil service and spare parts delivery van with the old address and phone number of Buckle

Motors' William Street showroom.

The van was found in the Hunter Valley, NSW, where it had been stored unused for 15 years. The Carryall floor had severe rust due to moisture in the dirt floor where it had been stored. Heavy articles had been stored on its roof and being a large fibreglass area, had distorted badly. The sides of the vehicle were also distorted, needing considerable time and effort to restore back to the original shape. The most common remark heard when the Carryall is exhibited is, "I did not know there was such a thing as a Goggomobil van."

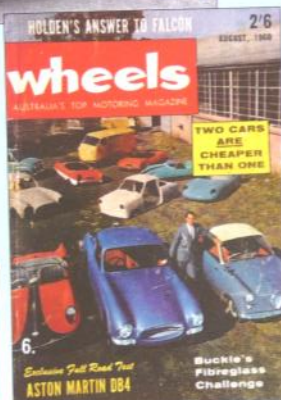
DEMISE DUE TO THE MINI

The demise of the Goggomobil in Australia started with the advent of the Morris Mini. Here was a car that held four adults comfortably, a small luggage compartment, a 4 stroke engine, quite powerful, with better performance when compared to the Goggomobil. It was a 'proper' car and was not much dearer than the Goggo. Other micro-cars also suffered. Sales of the Messerschmitt and the South Australian Zeta sedan/station wagon died overnight.

Goggomobils are still actively collected and displayed by enthusiasts. There are two sources, the Goggomobil Register of Australia, not a club, but a register for Goggomobils with four great information-packed color magazines per year (Phone Eric and Lynne Carswell 02 17424362, ericlynnee@hotmail.com) or the Microcar and Scooter Club Inc (John Renshaw pop.nan@optusnet.com.au). This club also has a quarterly newsletter and club meetings once a month in Sydney. 📄

COLOR PAGE CAPTIONS

1. A Goggomobil sedan that could carry two adults and two children. It was made of fibreglass.
2. A Goggomobil Coupe Convertible, one of 15 built by Buckle. A NSW restored example.
3. A Goggo scooter. Produced from July 1951 with a 125cc motor, then upped to 200cc. Built up to 1956, 46,181 were built. Production ceased when the company began building cars.
4. A German Goggomobil Coupe (steel body) with a 400cc motor and showing a folding sunroof.
5. The Goggomobil bonnet badge.
6. The cover of August 1960 Wheels magazine devoted to Bill Buckle's company producing fibreglass bodies for the Goggo. The four page feature showed Bill's manufacturing process on the Goggo and his Buckle Sports Car.
7. Looking through our reader Alan Smith's photographs, we noted a Goggomobil in this photograph from the 1950s taken in Tasmania. We note a more elaborate grille and side flashers behind the door near the roofline, which may indicate it is a German all-steel model. Note the background cars which include a 1936 Holden-bodied Chevrolet van.
8. The Goggomobil Carryall fibreglass van. Some 15 to 18 were built, only in Australia. The roof was moulded from a Holden FC station wagon and the windscreen used also from a FC Holden.
- 9 & 10. The Goggo Dart. A small, cheap, one-piece body sports car built by Buckle using a 300cc engine and later upped to 400cc.



Steve & Natasha's test run

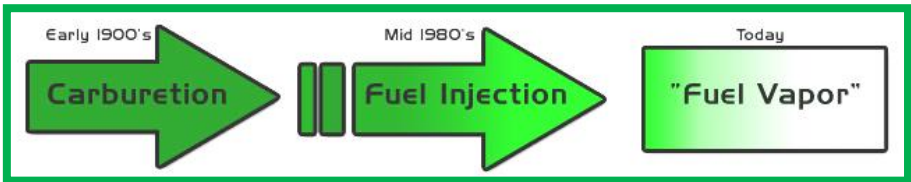
Took the Series 2 for it's maiden voyage to Berry, with an overnight stay in Kiama using the national park and coast route for both legs. Both scooters ran well, took a couple of pictures, just thought you might like to see one of them. I built the series 2 in 5 days from empty frame up, paint and some previous pre assembly was done on forks, hubs, and headset. The 5 day thing was the Wife's idea for people to follow it's progress on the facebook page she runs. (not a recommended way of doing it).Steve Diffey
What a great pair of ScootersJR



Lost in the 50's Cameron Park via Newcastle 22nd February 2015



This privately owned and run Museum is open only once per month and you must book in advance to attend. Numbers are limited to ensure no overcrowding and security is adequate. When I visited in Feb, the owner invited the MCSC to come up and offered the forecourt to park in and be part of the display. There are around 80 or more predominantly limited edition US cars from the 50's and 60's on show. Above left the traditional Goggo Dart, and to the right a '63 Harley TopperJR



Built by George Parker from Surrey, BC, Canada - FUEL VAPOR ale gets 92 mpg car with a 5 second nought-to-sixty...He lost everything in a fire and started again. After 15 years of research and labour, George Parker, the President of Fuel Vapor Technologies is closer now than ever to seeing his dream come to fruition. With patents pending on his engine technology, Parker is sharing a first glimpse of the "Fuel Vapor ale" to the public. More astonishing than the design of the 3-wheeled vehicle is the output of the ultra-light car.

With a high mileage, turbo charged 1500cc Honda engine the Fuel Vapor ale puts out 180-hp and achieves a zero-to-sixty time of 5 seconds and a quarter mile time of 12.9 seconds. Oh, did I mention that those results are acquired while still getting 92 miles-per-gallon? This is achieved by increasing the air/fuel ratio in the cylinders to around 20:1 rather than the usual 14:1 of normal engines and because the fuel is fed in in a vapour form. This results in 75% less emissions.

At present the car is not in production as the company is awaiting patents, as you can tell by the fact that they cannot spell the word "Vapour" correctly. This is an American company. It makes a change to have a small car built over there – they are learning!

MotoCompo's Best friend has been found !!

One of the advantages of mini scooter ownership is that they can squeeze into narrow doors & hallways of a tiny apartment. My Honda Motocompo already lives in my living area. It was recently joined by a similarly sized Honda Squash.

The Honda Squash was available in the Japanese domestic market only. It was produced starting from 1981. I could not find any information of when production ended or how many were made. The Squash has a 49cc 2 stroke air cooled engine. It has an automatic choke. Unlike the Motocompo, the Squash's rear wheel is belt driven instead of chain driven.

I first became aware of the Squash while researching another Honda scooter model online. It got my attention because of its size and foldable handlebar feature. However, I came to realise later on that the folding handlebar is not a standard feature across all versions.

I bought this particular Honda Squash from eBay. The scooter was originally owned by a museum in Brisbane. The previous owner bought it from the museum and moved it to Wodonga, Vic. The scooter's plastic body panels are in fair condition with a few small trim pieces missing. But all the mechanicals and electrics work.

There were 3 versions of Honda Squash made. My scooter is the (II) version without the folding handlebars. According to the original import approval my Squash is a 1985 model. The import approval was issued in 2002.



One interesting feature of this scooter is the lack of latch and locking mechanism for the seat. It is secured by a pair of rubber suction cups. Then again there isn't much storage area under the seat anyway to store anything of value.

The VIN starts with AB11. According to my research on Honda's 11 digit VIN, "A" denotes cc (A=up to 50, D=up to 70, H=up to 80, J=up to 125, K=up to 150, M=up to 250, N=up to 400, P=up to 600, R=up to 800, S=up to 800). "B" denotes type of motorcycle (B=kids bike/ATC, C=Street, D=Enduro, E=OHV/Offroad bike - not street legal, F=Scooter). "11" is the internal production number.

For comparison, Honda Motocompo's VIN starts with AB12.

I plan to restore this Honda Squash and respray the body panels with a new colour at some point. But that will most likely start towards the later part of this year at the earliest. My first task is to find a copy of the repair manual which is already a collector's item by itself. I'll also research some possible (non pink) bright colour options before restoration. If anyone has any information on the Squash I'd like to hear from you.... [Niko Satria](#)

Specifications

Model Code:	SC50B	Engine:	2 stroke air cooled
Displacement:	49cc	Power:	3.0hp @ 6,000rpm
Fuel Consumption:	75km/l (30km/h)		
Fuel Capacity:	2.4l		
Dimensions (m):	1.280(L) X 0.610 (W) X 0.930 (H)		
Dry Weight:	46kg / 48kg (depending on version)		
Curb Weight:	49kg / 51kg (depending on version)		
Tire Size:	3.00-8-2PR		



Once upon a time, John Brooksmith bought a Heinkel

We have a few cars in our garage, and we decided to add a Heinkel. I was born in England and had an Isetta in my youth. My wife, Annette, was born in Germany and she remembered Messerschmitts when she was young. We bought a concourse Messerschmitt about two years ago, and that is another story when it was broken on the way home, so it was about time we added to the garage. I had been looking for a Heinkel for about a year, but as none were sold in Australia, there are only a few private imports. Nothing appealed (on a cost/ value point of view) so EBay UK was the place to look. I tried a few, but they got away, and eventually purchased a “Heinkel Ireland”.

(Heinkel made the cars after World War 2, Production was transferred to Ireland later, and then later again production was transferred to England as “Trojan” – They are all basically the same car)

We were staying at a relative’s house in Stuttgart, Germany when I finally “won” the car, so we made a quick flight from Stuttgart, Germany to London, hired a van and went down to Devon to see it. The description was “nearly finished, just refit a few parts” - Sounded good



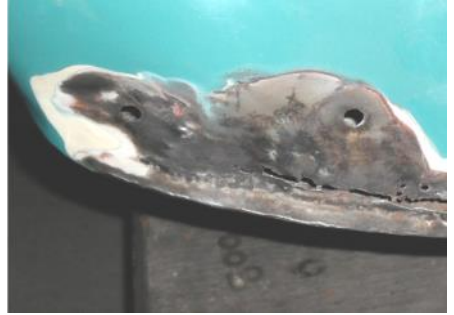
When we saw the car, it wasn’t hard to see, EBay had a very kind description. It had been hand painted with house paint, and it wasn’t hard to make a full page list of “missing parts required”. Annette said “let’s still go ahead, we can make a concourse car”. We paid for the car, put it in the back of a Long Wheel base Ford Transit, dropped it off at a friend in London, and flew back to Stuttgart.



To import a car to Australia you need an import permit, so an application was made. Seeing as we were in Stuttgart and travelling north, we thought we “must” visit the German Heinkel Club (just north of Stuttgart) as we would need a lot of parts – a worthwhile meeting with the guys

The permit came through, the car was containerised and eventually got to Melbourne. When we got it from the container yard it was exactly as we saw it in UK, (that was lucky), and everyone in the yard was talking about our car!

A long closer inspection at home shows rust having been bogged over without welding before the rough paint job, but that is normal pre sale isn't it!



Currently the car is being stripped back for body repairs and a full paint job. We then need to buy a lot of parts, and we can then put it back together for display as “a pair of German Mice”

Incidentally, the car was first registered in Bournemouth UK, the town where I was born![John Brooksmith](#)

'Microcar and Scooter Club Inc' No 987 6195.

Web site, www.microcarandscooterclub.org

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

President:	John Renshaw, ph 02 9484 8666, <pop.nan@optusnet.com.au>
Scooter President	Andy Jackson, <ozlambretta@gmail.com> ph 0406 752 533
Secretary:	Douglas Kennedy, ph 02 9456 0341, <douglaskennedy@internode.on.net>
Treasurer:	Allen Wall, 02 9708 0347 or 0417 267 173, <alscooters@bigpond.com>
Magazine Editor:	John Renshaw, (with Graham Sims as proof reader)
Webmaster:	Andy Jackson see above
Library:	Fred Diwell see below for contact info
Mag prodn/distn	John Renshaw and Allen Wall
Events Co-ordinator:	Niko Satria
Events Management	Allen Wall, along with committee and member collaboration.
Research officer:	Douglas Kennedy, contact as above.
Spare parts adviser:	Fred Diwell, 02 4565 0219, e-mail microcarscooter@skymesh.com.au
Club plate management	Keith Wall, and movement day book Ph 02 9790 3803 or 02 9708 0347
Catering:	Monica Wall as above for Keith
CMC delegates:	Allen Wall, Peter Luks, Vic Fenech
Publicity officer:	Allen Wall.

The objectives of membership are for the preservation, restoration and promotion of Microcars and Scooters, all kept to as original condition as practical. Monthly meetings take place at the Greyhound Club, Boardman Ave, Yagoona, on the third Friday of each month starting 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 modest cost.

Membership joining and renewals can now be made by direct debit to Bendigo Bank BSB 633000. East Gosford, to MCSC Inc A/c 122802259. Make sure you put your name in the comments section so we know who it's from.

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