



*Micro Car &  
Scooter Club Inc.*

No 137  
Autumn 2024  
Price \$5.00

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

**Rare 1959 or 1960 Mazda T600 3 wheeler  
( currently living in a Northern suburb of Sydney )**



# CARS...COFFEE...AND KINDNESS

On 19 November, John R and I made one of our quite regular arrangements to take our respective Prinz and Topolino out for a Sunday morning drive, to meet up with similar, [but invariably much bigger machines and their owners at a Cars & Coffee morning, this time in the parking area outside Super Cheap at Rouse Hill. As per our usual practice, we arranged to meet in the entrance to the Cumberland Forest area on Castle Hill Road, but this time, things were destined not to go so smoothly for us.

I'd driven my little Topo only a couple of weeks before, and stupidly chose to ignore the fact that it did not instantly roar into life with the usual guttural roar of its mighty [mouse] 576 cc's. I'd deluded myself that 'the battery's ok...I just haven't run it for a while.'

On this bright Sunday morning, my yank on the 'dog-cog' starter was greeted by...silence. Even my modest mechanical knowledge allowed me to confidently conclude, 'Bugger! The battery is flat!' With our meeting-up-time barely 30 minutes away, I risked a 'quick start' battery charge and grudgingly got the Topo started, first having sent John an sms saying I had a flat battery but was 'on my way'. Having reached our Forestry commission rendezvous... actually five minutes earlier than our scheduled time of 7.45 am, the Topo and I waited...and waited...but, by 8am, there was nary a sign of the yellow Prinz.

For some geriatric reason, I suddenly decided that John's engineering brain had interpreted my 'on my way' message as meaning 'on my way to Rouse Hill', so the Topo [whose engine I'd wisely kept running] and I took off at full speed [Yeah! I know it's a relative term, but you know what I mean.] We not only reached Rouse Hill...we ignored it completely and had nearly reached Windsor before I belatedly realised I'd taken things 'a bit too far', as it were. Stopping to ring John, I discovered that he'd not had a perfect start either. He'd gone a different way...overshot our meeting point...found himself en route to Rouse Hill, but thought he'd find the Topo and me along the way. [Naturally, he didn't.]

John clearly explained to me where the 'Cars & Coffee Display' was located, next to ,but not in the driveway entrance to 'The Fiddler' Hotel [which I know perfectly well, since I often speak there.]

Nevertheless, when I turned into the driveway, the first thing I saw, right outside 'The Fiddler,' was a dazzling display of historic-looking cars. The penny ever so briefly dropped that they all seemed to be the same marque, but, hey! Who was I to know? They were 'historic'...and they were nearly where John said they should be, so the little Topo did a swinging turn and pulled up beside them. Several distinguished, tweedy-looking gentlemen sauntered quizzingly up to us, and, with a sudden, embarrassing confidence I found myself spluttering, 'I think I've come to the wrong car display.'

# CARS...COFFEE...AND KINDNESS

'Unless your little toy is an Austin Healey in brilliant disguise, you have indeed;' smiled one gent ever so kindly...and then pointed to the 'Cars & Coffee' display in the adjacent parking lot.

It would be an unforgiveable mis-use of my 'poetic licence' were I to say that the Topo and I tootled off with our respective dignities intact. The reality was that I'd switched the engine off, to talk to the Healey-men, and when I went to fire it up again, there was, you guessed it, total silence. Not only had the battery not recharged during the drive from Thornleigh, it had used up what minuscule energy it had left, and was dead...dead...dead!

Three grinning Healey-men gave us a good natured push-start, and we rolled around the corner and parked next to John's yellow Prinz, at which point I reluctantly switched the engine off, with the passing thought... 'Well, so far, so good...but what happens when I want to go home?' I'd barely switched the engine off when two delightful Italian gents gathered around the Topo, exclaiming that although their late father had raved about the Topolino, mine was the first one they'd ever seen 'in the flesh', as it were.

They joyfully peered into the tiny engine bay, instantly offered to 'jump-start' us, after I'd explained about our flat battery...and then one said loudly 'Hey; I can smell petrol! I could smell it just as you were parking here.' We did a rapid run-around, but could find no trace of a fuel leak. That is, until the chap with the keenest olfactory orientation remarked, 'Hang on...it's not you. It's your little yellow mate next to you.'

John had gone off to get a coffee, but, as a Prinz owner from way back in the early '70's, I opened the rear-engine lid, just as John came back, and there was petrol misting out around the carburettor. At the helpful suggestion of the Italian chap, John undid the fuel cap, thereby releasing some built-up pressure, and the gurgling leak gradually stopped. Among the pleasant folk we chatted to during the morning was a delightful Scottish lady with, I gathered, her two sons, one of whom, sadly, appeared to be a paraplegic, confined to a wheelchair. Despite his affliction, the young man was so interested in, and knowledgeable about cars, that, as a childhood polio sufferer, my heart went out to him.

Once the display began to wind up, I belatedly decided that, given that we were parked virtually outside Super Cheap, commonsense [not my most renowned characteristic], indicated that I'd have to bite the bullet, so to speak, and see if I could buy a new battery, to get me and the Topo home.

The pleasant young woman in the store barely batted an eyelid when I enquired whether they had a battery for a 1950 Fiat Topolino...of which, obviously, she'd never heard. She happily walked out to my Topo, took a picture of its battery, came back into the shop, and calmly asked a colleague if he knew how to 'look up' batteries for 'historic cars'...and, lo and behold, she found one.

# CARS...COFFEE...AND KINDNESS

Indeed, she found two... and smilingly announced 'It's your lucky day... they are each 25% off normal price.' I settled on the more powerful 'crank capacity' of the two, and before I could ask, she said, 'I'm sorry we can't install it for you today. We're short-staffed...but we'll lend you the tools to do so yourself.'

A small trolley and spanner were instantly provided and I wheeled the new battery outside, where I found John patiently waiting beside our little cars. To my suggestion that he 'Prinz off' home, he replied that he'd wait to see if the Topo and I were ok.

I should mention that I offered to pay for the new battery before wheeling it out, and/or to leave my Driver's Licence as surety. The young Super Cheap staff member smiled and said 'That won't be necessary, sir. Just check if it fits and works, first.'

This done, I returned to the store, paid for the battery, thanked them for their courtesy, and my re-charged Topo and John's now non-leaking Prinz made our way home, both arriving safely, although my little flashing-man [not that sort of flashing] in my fuel gauge kept warning me that although my battery might be 'full', my fuel tank certainly wasn't.

All in all, yet another delightful micro-morning. One that reminded me how lucky we are to be able to enjoy and share our little beasties... how well-disposed towards them most folk are...and how I wish that it had been possible for me to have taken a lovely young man, sadly confined to a wheelchair, for even a mere joy-ride in a little green car that he admired so much.



**C-3PO and Darth Vader standing guard over John Brooksmith's Messer**



**Annette Brooksmith trying out the Barbie Micro Chev Corvette**



## **ANIMALS on BIKES ....**

### **From DUBBO ZOO to YEOVAL to CUMNOCK to MOLONG**

After a great four days, catching up with family etc, we were about to head back to Sydney the traditional ( and fastest ) way, via Wellington, Orange, Bathurst, Lithgow, then a choice of two ways over the Blue Mountains, via Bells line of rd, or Katoomba and Penrith., when I picked up a copy of the Central NSW Discovery magazine.

Before consigning it to the Yellow bin, I thumbed quickly through it and a headline sparked a memory from about 5 years ago. That headline was,,

#### **“ I SPY ANIMALS ON BIKES ! “**

I remembered that on a previous trip, when farewelling cousin Bundi ( his mother always called him Ian ), he said .. “ John, you have plenty of time to get home, so I suggest that you leave town on the Newell Highway, turn left at the Zoo, and follow that road to Molong. On that road you will see, at regular intervals all manner of real bikes, decorated and with unusual ‘ sculptures ‘ riding them. We followed Bundi’s advice, and not only saw many interesting works of art, by the individual farmers, but seeing who would spot the next one kept us on our toes.

**Words from the magazine..” Animals on Bikes is a 120km ‘Paddock Art’ sculpture trail between Molong and Dubbo Zoo, via the towns of Cumnock and Yeoval.**

**This self drive tourist route is FREE, open all year ‘round and can be viewed from the comfort of your air conditioned car . ( or your uncomfortable non air conditioned but fun, Microcar or Scooter...ed ).**

**It started in 2009 as a series of 45 sculptures ( and smaller interesting letter boxes ..... (Vic eat your heart out...ed), created by farmers, farmers’ wives, men’s shed members, bus drivers, schoolkids, playgroup mums, basically anyone with an artistic flair and a sense of fun ( and an unwanted bicycle). Now there are 100 on display.**

**This unique creative project will capture any traveller’s imagination.**

**It showcases rural creativity, ingenuity, and encapsulates the spirit of rural NSW. It would be hard to spot them all especially as they are on both sides of the road..”**

We had 4 pairs of eyes, but will need to return one day to see those we missed, and any new ones as there will surely be. John R











## **We Once Owned a Leyland P76**

We had become a caravanning couple relatively early after our marriage. As caravans were quite heavy in those days, the need for a hefty V8 engined vehicle to tow it, was essential. So, in 1975 we bought a former tradies 1971 XY Ford Ute, with a 302 V8, and a column auto, which was the ideal tow vehicle for a recently married couple, as the bench seat allowed for "romantic" seating. Sadly, although the mechanicals may have been strong, the dreaded "tin worm" had already begun to take its toll, **extensively** !

Despite the "tin worm", regularly being cut out by me, and bogged up with fibreglass matting and much "bog", the ute gave us good service for a few years (apart from the time my wife Robyn, backed into our friends' septic pit on their 5 acre Oakville property, requiring a tow truck to extricate it). A sh.. of an experience !

In mid 1978, we planned, and conceived, our eldest daughter Amy. The penny slowly began to drop, a ute isn't an ideal family vehicle now, is it ?

Being a one vehicle couple at the time, the choice of what "car" to buy, which would fulfill our impending new family addition's needs, as well as be a capable V8 tow vehicle, was a bit limited. Yes, there was the 70's Holden Vs Ford options, (Chrysler was only an afterthought), but they were a bit pricey, even way back then.

Being brought up on British cars (Morris Minor, Wolseley, Austin, Mini Panel Van), the thought of getting one of those strange wedge shaped Leyland P76 V8 sedans kept popping into my head. They had been introduced in 1973, but lasted only a couple of years, as their build quality was atrocious, service and parts availability was woeful, and although the mechanicals were adequate, they were almost an instant "lemon" of a car, so their resale value was CHEAP !

After a backyard bodywork tidy up of the Ford ute, and a "cashie" professional spraypainter's touch up of my "mug" handiwork, it looked great, and I quickly sold it for a price that bought a very low mileage, immaculate condition, 1974 Leyland P76 Super V8 T-Bar Auto sedan !

We were now ready to become a family, and still be a caravanning trio, at that !

### **Disaster within a couple of months ...**

Being our only vehicle, and Robyn being more than 6 months pregnant with Amy, she needed a car. Living in Kellyville, and me working nearby in Blacktown, we came to the arrangement, of her dropping me off to work each morning about 7.30am, then about 4.30pm, picking me up again.

However, one evening, when she hadn't arrived at the usual pick up time, a "good Samaritan" drove into the carpark, and asked for me, informing me that Robyn had been in a "significant" accident on Sunnyside Road nearby, waiting to turn right, a car had not seen the HUGE P76 rear blinker going, and had ploughed into the back of her at 60kph.

The fellow was quick to assure me that Robyn seemed OK, but that "as a precaution", the ambulance had taken her to Blacktown Hospital for assessment. He also let me know that the P76 looked to be a write off, with the back bumper bar, now at the level of the rear window. My boss at the time was great, lending me a company vehicle "for as long as needed". Off to Blacktown Hospital Emergency, to find Robyn looking almost uninjured, apart from bruises at the back of her right elbow, and above both knees.

These injuries were the result of the force of the impact forcing her knees up into the base of the steering wheel (which had actually bent upwards), and her arm (resting on the door - a No No nowadays) had been forced back and snapped off the push down locking button. No other injuries to Robyn, but what about her "precious cargo" !!!

After what seemed like a couple of hours of Robyn being pushed, prodded, ultrasounds done, etc, etc, the all clear was given. Phew !!!

### **Now, the fun begins with the insurance company ...**

The P76 had been towed to the panelbeaters who had sprayed the Ford ute, so at least I knew them. The panelbeater called me, and explained that the damage was so extensive, that they had recommended to the insurance company (best not to name the company) that the car should be written off.

However, in those days, insurance companies were reluctant to write off a smashed vehicle under 5 years old, and as in the case of our poor P76, they "encouraged" panelbeaters to use a technique called "cut & shut".

In our case, our P76 was cut in half at the "B" pillar, and another P76 which had been in a front end collision, with a relatively undamaged rear end, was then cut in half at the same point, and the two vehicles were welded back together, in theory, making the "Franken-Vehicle" a supposedly stronger one, than ex factory.

Mmmmm !!!

Four months later (and our Amy had been safely delivered in the time), we pick up what appeared to be an immaculate, new looking P76. It looked beautiful, and we began driving, and thoroughly enjoying it again. You need to know, that the Leyland P76 Super's interior specifications were equivalent to a Ford Fairmont, or a Holden Premier i.e. plush faux leather seats, carpets, airconditioning, power steering, etc. A lovely vehicle in the 1970's.

### **Caravanning with a P76 ....**



## Caravanning with a P76 ....

Amy is now about six months old, so we decide it's time to introduce her to caravanning. We pack the caravan with all the essentials (nappy bucket, a hundred nappies, etc, etc) and head off north, on the inaugural towing adventure with our "resurrected" P76.

The P76 towed brilliantly. We had done quite a few trips with it before the accident, so we knew its capabilities well. However, intermittently, usually as we were turning corners, the slight noise of what sounded like vinyl stretching / rubbing together, could be heard from the rear seat of the car. As the car was performing marvellously, and we were in plush, airconditioned comfort, we tended to ignore minor odd noises.

On the return journey from our inaugural caravanning trip, the intermittent "stretching" noises became more constant, on corners particularly. As soon as we returned home, I organised a visit to the panelbeater, explaining the scenario. His response ... "What the hell are you doing, towing a caravan with that car ?" After inspection, he gave it the all clear, i.e. BUT to only be driven as a passenger vehicle, NEVER to be used as a tow vehicle for anything bigger than a box trailer, or a boat !

With genuine sadness, we sold what we both considered to be, the most comfortable, reliable, and capable vehicle we had owned, and replaced it with ...

A 1974 P6 Rover 3500 V8 !      Now that is another tale !!!      **Bob Nash**

#####

## Sometimes it pays to shop around .....

It was a Thursday morning in February, as I was about to go out in the 20 year old ever faithful Landcruiser ( 210,000 klms ), and on turning it on, there was only this clicking noise. The batteries were only 4 months old, so it had to be something else, and I decided that the Alternator was not alternating.

We were taking it on a family trip to Dubbo the following Monday, so not much time to get it sorted. Rang the closest Toyota dealer and they said labour would be about \$1000 and the alternator \$899. When I got off the floor I rang the next closest and this time around \$500 to \$600 for labour and, wait for it, \$1387 for the Alternator. Both said they would have to get the part in, so no guarantee to do the job in time for departure on Monday.

Next I picked the closest Auto electricians, first one's phone out of order, the next one had good reviews so called them, and when he said \$550, I double checked it was the whole job, and that the part would be there tomorrow ( Friday ) and job would be finished by 5.00 pm if I booked it in now. Yes, was my answer.

So on with the charger and at 7.00 am it started ok, so I delivered the car. On arrival I looked around and saw mainly exotic and concourse cars, so felt confident the job would be a good one. Shane said he would ring when ready, but I rang at 3.30pm when I had not had the 'call' Apologies, too busy to call, but it was ready, and I was able to collect it at 4.00 pm      All's well that ends well !      **John R**

# Across 'the Ditch' are two magnificent Lloyds



## That Farrar BMW ISETTA 600 LIMO was not lost after all.

Way back, maybe 20 years ago, one of our members had a couple of very nice Isettas, one a 300, and the other a 600. Howdie was in the RAAF and they decided to send him to Afghanistan for a tour of duty. The Eastern Creek event was fast approaching, and I had a phone call asking if I could be custodian of the 600 while he was away, and ensure that it was neat and tidy and was taken to the event. Of course I agreed as I could pretend it was mine, and drive a Micro that I had never driven before. The only problem was that Marg's car had to stand out in the weather for the period, as Micros must not be allowed outside without someone watching over them.

I drove it once around the block, well maybe a bit further than that, and started it every few days to make sure all was well. Of course Marg's garage has a carpeted floor, but we drew the line at that...no aircon.

On the big day, the covers were off and the feather duster put to good use then off on the 40 klm drive down Pennant Hills rd to the M4, and arrived at the 'Creek' without incident. The Beamer visited the club display, already half full, under the carports, then drove down to the concourse area in Pitt Lane, where it stayed for display and judging.

Well to cut a long story short, Howdie and Ruthies's pride and joy picked up second place in their category, and they still have the trophy.



## That Farrar BMW ISETTA 600 LIMO was not lost after all.

The Farrars' at that time were living in Sydney, but moved around a bit ( Canberra, Melbourne , I think ), taking the Limo with them, then when it was time to leave the RAAF and try a different career, they ended up running a battery franchise in Toowoomba Qld, and their involvement with our club became a distant affair. The decision as to the Limo's new life was soon decided and it became a permanent feature of their showroom, where it attracted much attention and comment.



In 2019 a family conference decided that it needed more activity, and that was not happening in Toowoomba, so it was sold.

Now, a few weeks back, One of our members, Terry, was driving in the Northern Suburbs of Sydney, had an important phone call to answer, so pulled over in front of a car dealership, and took the call. Looking around when he had finished the call, Terry saw a red BMW Isetta 600 Limo in the showroom. I heard about it and visited the dealership only to find that it had been removed the previous day for inspection and evaluation as to what work needs to be done to get it to top condition. I accepted an offer to go to where it was and see for myself if it was the Farrar's vehicle that had moved to here, or another extremely rare identical example ( at least in Australia ) which just happened to be a twin. Without the vin/engine/etc numbers there is no guarantee, but discussions with Ruthie suggest it was theirs. **John R**

# ANNUAL PICNIC AT SILVERWATER PARK JAN 20th

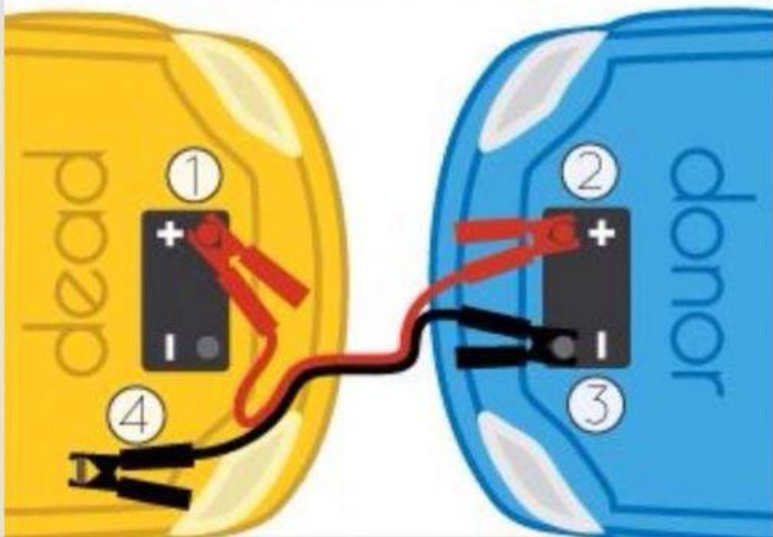




# How to Jump a Car

begin with both cars off

1. red on dead +
2. red on donor +
3. black on donor -
4. black on bare metal
5. start donor
6. start dead
7. remove 4-3-2-1



Note step 4, the bare metal has to be on the 'dead' car, and the engine block is a preferred location. Ensure that there is no 'touching' of the two cars.

**Lane Motor Museum ( USA )** does a lot of interactive stuff for their guests, and Micros are at the forefront of a lot of their displays and 'events' Below is one such event where a MotoCompo was the star.



#####

### A couple of very useful road signs



Chris T from Bundaberg in Qld was as surprised as anyone when he snapped up this Goggo Dart from Lloyds Auctions in Melbourne for a mere \$26,000 ( plus fees of \$2,000 ). I guess the seller might have also been surprised as he was asking \$45,000 just three weeks earlier. Chris has a big smile on his face.



# '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.
Club Communication	John Renshaw 94848666 <a href="mailto:pop.nan@optusnet.com.au">pop.nan@optusnet.com.au</a>
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 Carnarvon Golf Club, Nottingham Rd Lidcombe, 2141, on the third Thursday of each month starting at 7.00 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.

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 © 2024 MCSC.