



*Micro Car &
Scooter Club Inc.*

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(CARS & SCOOTERS)



**Peter took the challenge and bought this NZ Lloyd,
then successfully got it to Canberra see P 21**

Micros clean up at Harry's Cafe de Wheels



Best Convertible

Best European

Pat and I braved the rain on Saturday afternoon 30/11/24 and met at my factory where we picked up our Fiat and travelled together to Harry's Café de Wheels at Liverpool.

It was raining on and off but we were directed into the underground car park area under the shopping centre, where we parked up side by side right opposite the main administrator's table.

There were perhaps 40 cars and a dozen motorcycles on display. No doubt the numbers were down due to the weather.

Streams of people were attracted to Pat's Messerschmitt and he had lots of questions about it from the public and photos were taken with children.

We went outside, had dinner at Harry's Diner while the rain absolutely poured.

After the rain subsided, we went back to the cars and sat on our fold up chairs, on guard behind the cars.

Many of the other vehicles on display were heavily modified, obviously ours weren't. When the trophies were announced, first off the rack was "**Best convertible**" which Pat happily accepted.

I ended up with the "**Best European**" trophy.

The drive home was dry and we spent a few minutes back at my factory looking at the collection and checking the progress on my Goggo painting project.

Altogether a very pleasant evening done virtually on the spur of the moment.

Vic Fenech



VALE DAVID [DAVE] NOBBS

John Renshaw and I were recently having a pre-Christmas coffee, and, as usual found ourselves reminiscing about friends and colleagues from our past. One name that cropped up was that of Dave Nobbs, well known to both of us, and to many of our Club members. For more than a few years, Dave was widely known and respected as 'The Goggo Man'. A very successful businessman and entrepreneur, (apart from being an accredited helicopter pilot and world traveller), Dave had a workshop and display area at Castle Hill, where he loved to display his vehicles and regale visitors with his talks about the history and appeal of the little Goggomobils, of which he owned and drove several, including the iconic Dart. At one stage, Dave was the only Australian collector to own one of each of the five Goggo models.

For many years, Dave edited, produced and distributed a magazine devoted to the Goggo, not only in Australia, but in its country of origin, Germany, and O/S.

Dave was well-known to the late Bill Buckle, of Goggo manufacturing and sales fame, and for many years was a member of our Micro Car and Scooter Club.

He claimed he'd wanted a Goggo ever since he was 18, but his father had refused to let him get one as they were 'impractical.' From 1979-1985, Dave was the NSW agent for Morgan sports cars, and long retained his first classic car, a 1927 Chevrolet.

Several of us, myself included, had reason to be very grateful to Dave and his genius mechanic, Rob Walters, for their help and support with our own micros and scooters. Indeed, my Isetta owes its continuing existence to Dave and Rob, and my adorable red Heinkel Kabine was once one of Dave's proud possessions, fully restored, 'ground-up', by the two of them. I recall telling Dave that if ever he wished to sell his Heinkel, I would buy it. His reply was 'Simsie, I'll never sell it. It was one of the first and major restorations we ever did'.

It was therefore a great surprise to have Dave ring me one day, saying, 'There are three blokes standing outside my workshop, waiting to outbid each other for my Heinkel. You have first call on it, as I promised, (he had never actually 'promised'.) You have 40 minutes to get here.' I did...and Dave's Heinkel became mine.

To the surprise of some of us who knew them, Dave and Rob decided to go their separate ways, Rob venturing into the far north of Oz, and Dave going into business with his brother, importing a range of auto products.

Unexpectedly, he sold off his collection of micros, and embarked on new ventures, including writing his quite amazing life story, which he asked me to proof and edit. Our magazine is not lengthy enough to do justice to the incredible variety of ventures and adventures Dave Nobbs packed into his full life.

In more recent years, I and others noticed a decline in Dave's physical and overall health, when I would meet up with him and a few of his mates, for a ridiculously early breakfast at Castle Hill.

It was 'on my list' to catch up with him soon, when John and I mentioned him during our coffee morning. The news of his passing, more than a year ago, in September 2023, has come as a shock to me, not least of all as we were unaware of it. His was a life full of achievements and success. Vale 'The Goggo Man.'

Graham Sims December 2024.

VALE DAVID [DAVE] NOBBS

Pictured below a photo taken a few years back of Dave with two of the Goggos he and Rob restored at the time. His Dart on the left and his carryall on the right.

It was reported at the time that Dave's unique 'set' of the Goggo '5' might have gone to an anonymous collector.



National Automobile Museum of Tasmania

On our recent trip around Tasmania, Marie and I visited the National Automobile Museum of Tasmania at Launceston. This small museum houses a variety of motoring collections and to my delight some rare individual cars.

This rare 1967 Honda T500 is powered by a 531cc inline four cylinder engine mated to a four-speed manual transmission with power transmitted to the rear wheels.



This 1956 Lotus Eleven is of 'Club' specification sporting a solid-axle rear end and a Coventry Climax engine.

Note there is a rather schmikko looking blue Messerschmitt also on display

National Automobile Museum of Tasmania

This 1936 Topolino “little mouse”, was one of the smallest cars in the world at the time of its production. This rare Fiat has a 569cc four-cylinder engine mounted in front of the front axle. The radiator was located behind the engine. With 13bhp, its top speed was about 53mph.



This 1928 A Model Ford, owned by Fred Smithies, known as “Lizzie” throughout Tasmanian communities, was the first two-wheel drive vehicle to journey from the Derwent Bridge to Queenstown (85kms). This led to the opening of the West Coast road. People rallied to have additional roads built to join up with isolated towns and it was Fred and Lizzie at the wheel who featured in many improbable journeys into the heart of Tasmania’s wilderness.



Graham Davey (Coffs harbour micro/other enthusiast)

BOLT STYLES & THEIR NAMES



Anchor Bolt



Carriage Bolt



Lag Bolt



Socket Bolt



Flange Bolt



Hex Bolt



Soulder Bolt



Square Bolt



Plow Bolt



J Bolt



Hanger Bolt



Eye Bolt

Kids & Cars Model Car Display at the RACA (Royal Automobile Club of Australia)

Boxing day, on the way home from dropping off daughter No 2 at the airport, and driving down Macquarie st to the entry to the Cahill Expressway, I thought of the model display at the RACA only a short distance further on.

I remembered that the RACA was open 24/7 and fantasised that I could park close by and visit the display..

100 metres past the RACA was a P5 (5 minutes parking,) so jumped in and walked smartly to the locked front door at no 89, and pressed the doorbell which clicked open and the concierge asked what I wanted and then he said that the display is closed today, being a holiday. After a short discussion, he agreed to allow me to walk slowly (under his supervision) around the display, which we did without the lights on. Very impressed, thanked my guide, and got back to the P5 with an elapsed time of 7 minutes, and not booked.



Carter, nephew of an RACA member, was very impressed with all those tiny cars, many not seen on our roads (unless you get lucky), and at the end of his inspection, announced his fav was a Ferrari. Better start saving your pocket money Carter, cos they ain't cheap.... ed

Some of the many models on display, Photos and models thanks to Vic Fenech, Alan Hunt, David Berthon and Danny Draper



Brake fluid bung up – one DOT too many.

For many parts of our cherished cars using the latest version of the product is just fine, pedants for originality excepted. An AGM battery, asbestos free brake components, unleaded petrol (with or without a lead additive), polyurethane suspension bushes, even radial ply tyres in many cases.

But for brake fluid an unexpected trap awaits those who gaily pour DOT 4 fluid into a system clearly marked “USE DOT 3 BRAKE FLUID ONLY”. Many will assume, correctly, that these mean “don’t use DOT 2 brake fluid”. But it may also mean “don’t use DOT 4 brake fluid”.

Which is puzzling because, as some will know, the later DOT 4 standard fluid is technically superior to DOT 3, most principally having much better resistance to water absorption induced boiling point deterioration. As many will know, brake fluid absorbs water and water has a much lower boiling point than brake fluid. The boiling water becomes a gas when the brake system is hot enough, and gasses are compressible whereas hydraulic brake systems rely on the fluid not being compressible. A sinking brake pedal causes a sinking feeling in the driver and quite possibly causes the entire car to become compressed somewhat.

But, if DOT 4 can absorb more water and retain its normal boiling point, what’s the problem? The problem lies on how DOT 4 achieves that higher boiling point rating, and how that can manifest itself in a quite perplexing, and possibly dangerous, brake problem. I should point out, before going any further, that if the fluid is changed every 2 years as is generally recommended and the car is infrequently used, this problem may not eventuate.

On the other hand, if you do as I did, and leave the fluid in for about 8 years (well, it hardly ever goes out so) you may find yourself scratching your head, as I did until I remembered a safety investigation I ran when working for the Federal Department of Transport.

The problem I suffered from, started as a mild pull to the left under moderate to hard braking which gradually worsened until I could quite easily lock the left front wheel and the right front wheel was nowhere near locking up.

My first suspicion was a seized calliper so I had both front callipers stripped, cleaned, re-sealed and rebuilt with no change in braking behaviour. The workshop which did this work confidently diagnosed a faulty master cylinder on the basis that it had a left/right split circuit design.

Except it has a front/rear split, so that could not be the issue.

The penny dropped about two days later when a chance remark the technician gelled in my memory (you’ll get that joke in a minute). He had chided me for not changing the fluid regularly as “some of it was turning to jelly”. And that provided the solution.

DOT 4 brake fluid is, in essence, DOT 3 brake fluid with borate ester added. And this reacts with any water that gets into the fluid creating, basically, more DOT 3 fluid and some boric acid.

Brake fluid bung up – one DOT too many.

Boric acid can permeate through the inner lining of some brake hoses designed for DOT 3 fluid but not the outer, so it builds up in a jelly like form, in between the liners, pooling at the lowest point in the hose's curve, causing a bulge in the inner liner which restricts fluid flow and fluid pressure. Oddly, this seems to occur on one side and not, or much less so, on the other and nearly always only at the front.

Initially this just causes a very small delay in brake actuation. But, as more and more jelly builds up it starts to cause a bigger delay or even largely block the fluid flow completely as the bulge is pushed more firmly into the hose aperture. The frustrating thing is that a hard brake application can smooth the bulge out after having caused a massive brake pull to one side. Subsequent brake applications appear normal, yet a few days later the issue will return, defying diagnosis.

Having remembered this effect from over a decade earlier I replaced the right hand front brake hose and was pleased to find all was now well. Obviously I have changed the others as a precaution and cutting open the right hand hose did release some slightly milky jelly like substance entirely consistent with boric acid contamination.

Brake hoses made after about 2010 will almost certainly be DOT 4 compatible, but otherwise, if it says use only DOT 3, do just that.

Lawrence Glynn



Paul Tonitto spotted these Goggos whilst recently visiting the Nabc National Motorcycle Museum. (At Nabc NSW of course)



Have you, too, had the same car for 56 years ?

Well, up until late in 2024, Gordon and Lucille Sandes had a Mk3 Scootacar, Deluxe and with heating, very handy when driving in the UK winters, (and, yes even some UK summers) initially as a family car, then in Australia and also then watched as it became a collectable.

It was a 1964 model which they bought in 1969 from the owner who had taken it on a grand tour of Europe. No, Gordon & Lucille did not do the big lap of OZ in it, that would have been pushing their luck. With maybe only one or two other Scootacars here downunder, both technical support and spares would not be readily available in places like Pt Headland or Alice Springs. Probably not even the right tyres would be sourced.

The Sandes paid 30 pounds for it when living in the small English village of Steventon near Oxford, using it as regular transport for Gordon's work transportation, while Lucille had a more sensible vehicle (a Kombi) for family transport. Then they payed 10 pounds each for a ticket to Australia, and probably much more to bring the Scootacar with them. (or maybe it was hidden in their luggage !).

On arrival in Australia, getting it registered was not easy, is it a car or a motorbike etc? After a couple of years on the road, it went into storage for a loooong loooong time, then back on the road for a couple of years, till in 2015 a decision was taken to do a nut and bolt restoration to better than new. This job was undertaken by Woods and Woods of Woy Woy, who did a magnificent job (but it did take some 3 years).

On completion, again for the third time getting the RMS to register it was a real challenge despite having rego papers from previous.

Gordon is quite delighted that the original UK No plates BXD 41B were available in OZ and even the format was able to be copied.

Photo on the right shows Gordon seated in the middle with two seats behind the driver, showing handlebars (Motorbike) but controls on the floor (Motorcar). There was also a problem with the headlights too low for NSW regulations. A total



of about 1000 Scootacars were made but only 20 –30 had the big motor.

Have you, too, had the same car for 56 years ?

After selling their E type Jag a couple of years earlier, 2024 was the year for someone else to be the Scootacar's owner, and the photo below shows it on arrival at Tyler Williams auto museum in Mustang Oklahoma USA. Tyler advised it had a smooth journey with no issues. 'A little fuel was added and it started right up. Overall it is a fantastic car, and I am extremely pleased with it. They did some great work restoring it. Thanks very much for selling it to me. It will be enjoyed for many years to come regards, Tyler



Well what's next to go? as we go to print, their home of more than 20 years is on the market.

From the Real Estate section of the Sunday Telegraph Feb 16th 2025
HANG A BID ON A MASTERPIECE

Bouddi Farm, the former 4.6ha estate of artist Sir Russell Drysdale and his second wife Maisie, has been listed for sale. The 1966 Guildford Bell mid-century modern masterpiece of a home was designed as three separate pavilions-for working, living and sleeping-connected by a 50m-long hallway with views to Brisbane Waters. The Sandes family bought the Scenic Rd property back in 2001 for \$1.525 million.

You can see it all via this link...(Marg & I have been there..it is great ! ed).
<https://raywhitekillcare.com.au/properties/residential-for-sale/nsw/killcare-heights-2257/house/3241951>

A Tale of Two ZetasTony Moyle (no, not Charles Dickens)

I received this note mid Feb and thought it really showed the Micro Car Community in its true colours. Tony is a former member of the MC&SC and Peter is a current member....ed.

G'Day John,

Firstly a thanks for sending the "For Sale" message out to your members! Last Monday about 9am (SA time) I received a call from Kevin, informing me that Peter and Nelan, had just left the Yamba Fruit Fly check point on the SA Border. This was all part of our (Peter and my) plan. Kevin passed on that information to me. Kevin was driving his 600cc Toyota – (he had purchased it from Bill Buckle just prior to Bill passing away) and Peter was in the Toyota with Kevin.. I'm told that car was the first Toyota to be bought into Australia. Kevin is a VERY WELL respected retired mechanic and has restored and owned a long list of micro vehicles. Kevin rebuilt the motor in my Zeta and gave me lots of advice. Twenty minutes later Peter's van and trailer turned up at my gate. I jumped into the van and guided Nelan down the hill to my sheds. My neighbour, Ian was there with his forklift! Now Ian is the scrutineer of the local car club and he has restored a couple of cars, but his bent is old trucks and tractors. He also gave me a lot of help restoring my Zeta, especially when things needed another pair of hands. So we had a 5 man team, everybody contributing to loading the two Zeta bodies and all the bits and Zeta pieces into the van and onto the trailer! Julie, my partner, had coffee and cakes on the table just after 10am. Peter and I followed the van and trailer up to my entrance in my remaining Zeta (it's unregistered at the moment but it goes well) . We shook hands, but did not say goodbye! I have two new friends! I think Peter and Nelan will keep in touch. At 7.07pm, NSW time, I received a text from Peter telling me they had made Wagga. I passed that info onto Kevin and Ian! I'm confident that Peter will restore at least one of the Zetas. Once again, Thank You John Regards Tony Moyle



THE BMW ISETTA: A LITTLE WONDER IT IS 70 YEARS OLD

The 'Rolling Egg' ['das Rollende Ei'] as it was called in German, cannot lay claim to being the first 3 wheeler. That claim is still hotly disputed and may never be resolved. Nor was an Isetta even **my** first consideration, when way back in 1960, I decided to go 'upmarket', from my Vespa and Heinkel motor scooters, to something 'safer' and more 'weatherproof'. As a starving uni student, a conventional car was out of the question for me, so I invested in my first Messerschmitt Kabinenroller, although I recall seeing an Isetta for the first time, in a mechanic's shop at Top Ryde, where it seemed to rest for a long time, while the mechanic tried to work out what was wrong with it, or, for all I know, what on earth it actually was.

Smitten though I was with the Messerschmitt, my brief inspection of the little yellow Isetta revealed it certainly had its own appeal. It was 'bigger' than my Messer, [although that didn't say much], and the driver and passenger could sit side by side, on a proper seat, rather than one behind the other. [My soon to be father in law was decidedly unenthusiastic about his number one daughter sitting behind me, with her attractive legs necessarily straddling the minuscule seat on which sat lusting young Sims, whose intentions he understandably doubted.]

I recall noticing that the Isetta, unlike my Messerschmitt, had a steering wheel, not handlebars, and actually had a **door**. The fact that the door was at the **front**...indeed **was** the front, of the little Egg, did not diminish the fact that it **was** a door; unlike the 'Schmitt, whose roof you had to open up, like stepping into a sardine can. Notwithstanding these car-like features, owning an Isetta disappeared from my consideration. In 1963 I began my teaching career and bought the first of my 'proper' cars, a VW Beetle, necessitating the sale of my Messerschmitt.

Over the next 50 years, and despite my subsequently living overseas, and spending time in Europe, I don't actually recall seeing [or noticing] any Isettas, except for the red one driven by the gorgeous Gina in 'Heartbeat'...and, if I'm honest, I took more notice of Gina than of her Isetta. Then, at the Sydney Motor Show, in 2003, my eyes fell upon a little yellow Isetta, sitting alone and forlorn among all the 'proper' cars on display. My heart [and wallet] went out to it, as I watched people laughing at it, poking around in it, making fun of it and, to me, ignorantly disrespecting it and its [unknown] history.

At the ripe old age of 62, and well past my 'microcar' days, [or so I'd thought], I simply had to have it, noticing that it was soon to be auctioned by Shannons, at their then auction-house at St Leonards. As I've written previously, I duly attended the auction, somehow terrified that I would be outbid by someone, or, perhaps worse, that I would let heart overrule head and pay much more than commonsense [and my wife] indicated.

To this day, I believe that the auctioneer, Chris Boribon, whom I'd pestered for days, took pity on me, made the Isetta the first item to be auctioned, and the little yellow beastie was knocked down to me for the modest sum of \$11500. [approx. £5700]. To Chris's dismay, I then naively proposed driving my Isetta [whose engine we hadn't even started], home from St Leonards to Thornleigh, a distance of at least 20 k's, through Sydney's mad traffic.

Isetta

Only by driving an Isetta you'll be able to appreciate its outstanding features!



THE BMW ISETTA: A LITTLE WONDER IT IS 70 YEARS OLD

Whether Chris's demonstrable lack of faith was in the Isetta or in my capacity to drive it, remains a mystery, but he kindly arranged for it to be delivered to my home...a story in itself, as it appeared one day, diminutively perched, alone, on the tray of the longest low-loader semi-trailer I have ever seen. The disgruntled driver said he was bloody glad to be rid of the damned thing, as he'd been horn-tooted and ridiculed all the way from St Leonards

There then followed many months [years?] of trying to understand how it worked...where the gears were [I could find only first and reverse], getting the neglected little Isetta into roadworthy condition...and keeping it there. [Many fellow aficionados will acknowledge that this battle is never completely won.] In the ensuing years, my little 'rolling egg' has been fiddled with [endlessly], repainted, re-upholstered, had its sunroof and mysterious rubber 'doughnuts', and countless batteries replaced, along with various other bits and pieces. It has also brought great joy to many children [including grownup ones], been used as a bridesmaids' car, and featured in an advertisement, filmed on the shores of Botany Bay.

As a 1957 British model, built in the old locomotive works at Brighton, my Isetta, amazingly, seems to have had only three owners, including me, in its long lifetime. The original British MoT papers and ownership details were with it when I bought it. What exactly is the story of the 'BMW Isetta'? In fact, the 'BMW' link was not there at the beginning. In the very early 1950's, an Italian refrigerator manufacturer called Renzo Rivolta designed a tiny, three-wheeled vehicle he called the Isetta Motorcycle -Coupé...nicknamed the 'Iso'. While it bore a clear resemblance to the Isetta as we came to know it, Rivolta's little vehicle had non-opening, 'bubble' perspex windows and a tiny two stroke motor. Perhaps because other small cars such as the Fiat Topolino were already on the Italian market, [and had been so since 1936], his 'Iso' was not popular with Italian drivers. At the Geneva Motor Show in 1954, a BMW development engineer named Eberhard Wolff had his attention drawn to Rivolta's little 'Iso', which, he learnt, was available for manufacture under licence. We need perhaps to be reminded that, after its defeat in WWII, Germany was forbidden to manufacture any vehicles which could be used or easily adapted for military purposes. With a shortage of manpower and resources, and the restrictions imposed by the Allies, and with its citizens desperate for economical vehicles which gave some protection from the winter cold and rain, odd-ball German vehicles such as the Messerschmitt 'Cabin-Scooter' began to appear. By the end of 1953, BMW had produced some 10,000 motor-cycles, but this market had begun to decline, for the reason stated above.

THE BMW ISETTA: A LITTLE WONDER IT IS 70 YEARS OLD

Having studied the Italian 'Iso', Wolff decided that this odd little vehicle, which was innovative, dry and 'enclosed', could be an ideal stop-gap vehicle for BMW, until it could design and produce [and, hopefully, sell] its own range of small, economical cars. The proposal was even more attractive, as Rivolta agreed to sell all its body-presses to BMW. He saw the Iso displayed again at the Frankfurt Auto Show in 1956, by then beginning to be called the Isetta. This Italian version, like subsequent German and American versions, had **four** wheels, the rear two being close together and requiring no differential. BMW bought the licence and began to produce the Isetta, initially with a 250 cc four-stroke motor, but soon with the R25 BMW motor-cycle motor, 'boosted' to 300cc. In 1956, BMW sold some 22500 Isettats. In 1957, BMW sold a licence for the Isetta to be produced in Britain. In 1957 alone, some 25000 British Isettats were produced and sold. [Mine was one of them.] Between 1957 and 1962, BMW of Great Britain produced and sold the quite remarkable total of 161,728 Isettats. British Isettats tended to be 3, rather than 4 wheelers, as 3 wheelers were classed as 'tricycles' [see my Isetta's original MoT certificate], and thereby attracted lower road tax [registration and insurance]. They could be driven on a motor-bike licence. Urban folklore [perpetuated by Jeremy Clarkson in 'Top Gear', had it that the British Isetta had no reverse gear [as it was a 'tricycle']. This was not so, as the BMW R25 motor had had a reverse gear incorporated for the Isetta.

However, in England, on a technicality, motor-cycles [and the 3 wheeler Isetta] were not 'supposed' to have a reverse gear, so it was 'accidentally' blocked off, for 'registration' purposes, and the offending bolt removed afterwards. Between 1957 and 1964, British-built Isettats encompassed a variety of forms...3 and 4 wheelers, a convertible, and mini-trucks and pick-ups. Production rates were as high as 175 vehicles per week. Inevitably, as with the other micro-cars, growing affluence, competition from more conventional, safer, and often no more expensive vehicles, [such as the Mini-Minor, the Fiat 500 & 600, the Hillman Imp, and even the ubiquitous VW Beetle], saw the end of the true Micros, including the celebrated and rugged little Isetta, and it took quite a while, [perhaps a tad too long], for them to join the ranks of other 'classics,' as collectables in their own right. Oddly enough, although BMW was well-established in Australia via both its motor-cycles and cars, the Isetta never seemed to be officially marketed or sold through any dealerships, meaning that all the Isettats in the Land of Oz were private imports. I well recall my naïveté in first trying to access parts for my Isetta through both BMW motor-bike and car dealerships, only to be told that a) neither could help me, and b) they had separate computer systems, each of which 'locked out' the other, making it virtually impossible to track down Isetta parts. Even my attempts [through a sympathetic BMW motor-bike dealer] to track down gaskets for the R25 engine in my Isetta, which was, after all, a motor-cycle engine, failed dismally, and expensively. After a complex, computer witch hunt, we discovered that **none** of the \$100's worth of gaskets I obtained, actually fitted the Isetta engine, which had been 'modified' away from its motor-cycle format. As 2025 represents the 70th anniversary of the Isetta as we knew it, I'm chuffed that my little old 'Rolling Egg', with all its foibles and idiosyncrasies, stands...and occasionally 'runs,' as an example of one of the most endearing of the microcars of yesteryear. Graham Sims Sydney 2024

Christmas Luncheon at the Mooney Mooney Club

Christmas People, top photo, from the left around the table...

Terry, Steve, Jenny, Vic, Marie, Margaret, John & Fred

bottom photo around the table from the left

Allen, Denis, Fred, Donna, Danny, Doug, Linda, Keith, with Pat off getting a coffee.



Note from Graeme Branch (Pt Macquarie)

Below is a picture of my Goggo Mini. This car I purchased from an Inverell swap meet about 15 years ago it is only in the last 18 months that I have spent time restoring it. It has an early 1960 mini floor pan running gear with a Goggo coupe body attached , I have tried to find some history on the car only thing I came across was a similar car that was used for racing. G B (Looks like a Dart body on the left ed)



Fred attended the 'Messerschmitt Owners' Club's Cheddar Rally near Glastonbury. Most overseas attendees were from Germany but the Award for 'Longest Distance to the Rally from Overseas' went to Fred Diwell, who travelled all the way from Australia. In presenting the award, David Garner said if there had been an award for the most colourful hat, he would have won that easily as well (hat not shown)

note, Cheddar ia a village in the county of Somerset .. ed



1937 Lloyd 350 Ultra Light two seater for sale, oops sold

Jim Stark from the North Island of New Zealand sent me a photo and description of his 1937 Lloyd 350, so I could make our members aware of its availability (for sale). I have abbreviated his note as below....

Hello John

Please find info and picture on my Lloyd 350. My car was acquired in 1990, and professionally restored at a cost of some \$44,000 NZ. I do have historical info on the Lloyd Motor Car Company as well as a full pictorial account of the restoration, along with invoices for same.

When I decided to offer the Lloyd for sale, my first thoughts were to have it returned to England, as it is a part of British motoring heritage. After further reflection and considering shipping costs, etc, I concluded that any purchaser or car museum would preserve this car for future generations, and that is important for me. As to the sales price, I will accept any reasonable offer. Any assistance or advice you can offer to help place my car would be greatly appreciated.

The Lloyd is garaged at my home in the Waikato Region of the North Island.

Regards,

Jim .

Well I sent the details to our membership, and Peter T was the first to contact Jim, and before too long it was on its way to Canberra

Specs...Single Cylinder two stroke 11.5 hp Villiers engine mounted at the rear. Roller chain transmission from engine through a 3 speed plus reverse gearbox



Citroën's Ugly Duckling, the 2CV6

IT'S THE crudest, ugliest, thriftiest, four-wheeled production car in the world, as French as champagne and as popular too. You need a sense of humour to drive it and if the humour is latent it will drag it out of you in the first few miles. It is the Citroën 2CV6, the latest version of the remarkable Deux Cheveux, an anachronism in the world of motoring, the Gallic "peasant" car which has become a European cult.

Citroën considered the 2CV too crude and unsophisticated for the British market, which didn't stop several firms doing a roaring trade in imported, secondhand, left-hand-drive examples. When we were all hit by the soaring cost of motoring last year Citroën decided that perhaps the British might at last forget their inhibitions; after all, the rest of the EEC was saturated with these little corrugated hen coops so why shouldn't Britain be too. How right they were. Sales have taken off like those of Eiffel Tower postcards, this new-found market straddling the spectrum of inconspicuous to chic well-to-do.

As a concession to British palates "our" version is fitted with the 602 c.c. derivative of the long-running, air-cooled flat-twin in place of the more common 435 c.c. unit of the 2CV4. The engine is already familiar to this market in the Dyane 6, the somewhat smoother-bodied, better-equipped, up-market and more expensive extension of the Deux Cheveux theme. This "big" engine (74 mm. bore, 70 mm. stroke) has power indeed, offering 4.5 b.h.p. more than the small one, a total of no less than 28.5 b.h.p. would you believe? Oh, and no less than 30.5 lb. ft. torque. Remarkably, maximum power needs the encouragement of no less than 6,750 r.p.m., yet maximum torque occurs at 3,500 r.p.m.

Bright colours, a startling green on the test car, and rectangular headlamps have rejuvenated this amazing machine. Gone are most of the strength-giving corrugations, apart from a few flutes in the bonnet, but prop yourself on the bonnet compartment sides and you'll soon realise that the Deux Cheveux is still made of practically the same stuff Heinz put their soup in.

Since I tested the car the price has risen to £1,069, £115 cheaper than an 850 c.c. Mini. For a 602 c.c. car (and the capacity alone makes it sound like a cyclecar rather than a "proper" saloon) it sounds a great deal to pay, even in this day and age. Don't

believe it! Apart from its unique charm and personality, this little beast is supremely practical and brilliantly contrived. For a start it has four doors. They may be narrow, but they make this car feel always "usable". Perhaps its biggest attraction is that it is a convertible too: the vinyl roof can be rolled back half-way to the "sedanca de ville" position or right back to the top of the rear window. The world's *cheapest* convertible Citroën claim.

So it's a four-door saloon and it's a convertible, what else could you wish for? An estate car perhaps? Lift out the bench rear seat (use it for picnicking along with the detachable front seats too, if you like) and you've got an estate car. And not just an estate, a *convertible* estate car, big enough to swallow, laid flat, four new Mk. I Jaguar doors I had to collect from Oldham and Crowther in Peterborough. Perhaps a pick-up type vehicle might be called for. Then you can remove the boot lid and somewhere I remember reading (though I can't find it now, so perhaps that was in France) that there's a special carrying tray to fit in the rear. Really, the versatility is incredible.

The driving of Deux Cheveux is just as much an acquired taste as its looks. The driving position, with its big, near-horizontal single-spoke wheel, is lorry-like—or perhaps combine-harvester like, if the threshing from under the bonnet is taken into account. The seats are properly upholstered in place of the hammock type of earlier Deux Cheveux and soft and comfortable to sit in. If you're not going to sit in them for any length of time, that is, for the back-rests are too upright. The flat-twin needs plenty of choke before it will chug into life from cold and warms up less quickly than you'd expect of an air-cooled engine. Once the umbrella-type handbrake has been released, awkwardly placed under the fascia (where the ratchet managed to sever the feed to the test car's radio), the next problem is mastery of the push-pull gear-lever. Positions are illogical, but once they've been learned it's a simple, efficient system. First is engaged by twisting the knob of the horizontal lever to the left and pulling backwards. Reverse is directly opposite. Shove the lever out of first into neutral, let it centralise itself, push forward and second should engage. Pulling directly backwards from second engages third, while fourth needs a right twist and a



shove forward. Synchronesh, on the top three gears only, is crunchy, the ratios wide and the transmission of this front-wheel-drive *bolide* extremely noisy.

There's only one position for that big steel pedal on the right: flat on the floor! The Deux Cheveux doesn't really have abundant power and performance, but so long as that right foot is pressed hard and that gear-lever push-pulled vigorously it will keep up with most traffic and delight the driver with the looks of disbelief from users of faster cars. Maximum speeds in the gears are shown on the speedometer as 19 m.p.h. 38 m.p.h. and 56 m.p.h., though the flat-twin can be taken well beyond those figures to advantage. On motorways its level-road maximum coincides with the legal limit (what a farce!). Downhill gradients can stretch this to nearly 80 m.p.h., but, conversely, uphill bits will drag it down to 55-60 m.p.h. All these figures are "flat-out" ones, for, as no tourist in France can fail to appreciate, these Citroën engines are virtually unburnstorable, designed, and protected by high-gearing, to run indefinitely at maximum speed.

The Deux Cheveux is unparalleled in the world of economy cars for roadholding and ride. This supple interconnected independent suspension gives exceptionally long wheel travel which simply soaks up ruts, potholes, mountains and deserts. Except for the pothole hidden in a puddle which bursts one of the tubeless Michelin X tyres and bent one of the 15 in. steel rims on the test car. . . In true French style the door handles try to meet the road surface on every corner, though the occupants soon become used to this roll. The way this car grips the road is unbelievable; it really is quite impossible to break it

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2CV's having fun, left. 2CV Cross has swept the Continent and an International Championship has qualifying rounds in eight countries. England was to host a 2CV Cross for the first time at Camberley on June 28th/29th. The Deux Cheveux has grown up, right, with rectangular headlamps and less corrugation. Four doors and a convertible roof are among its many attributes.



Alive and actively living, mostly hidden in Sydney

Spotted in Balmain the other day by an observant Simon Hatfield. There's a chap in the rear tray with a large bull mask / hood. We got chatting and he was promoting some sort of art exhibition. He had some interest in the MC&SC so I gave him my card. His name was Daniel (spoken with a Spanish [??] accent) and lives in the Blue Mountains. The vehicle (a rare in Australia Diahatsu Midget) was in very good condition.



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The objectives of membership are for the preservation, restoration and promotion of Micro cars 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.
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- ⇒ 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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