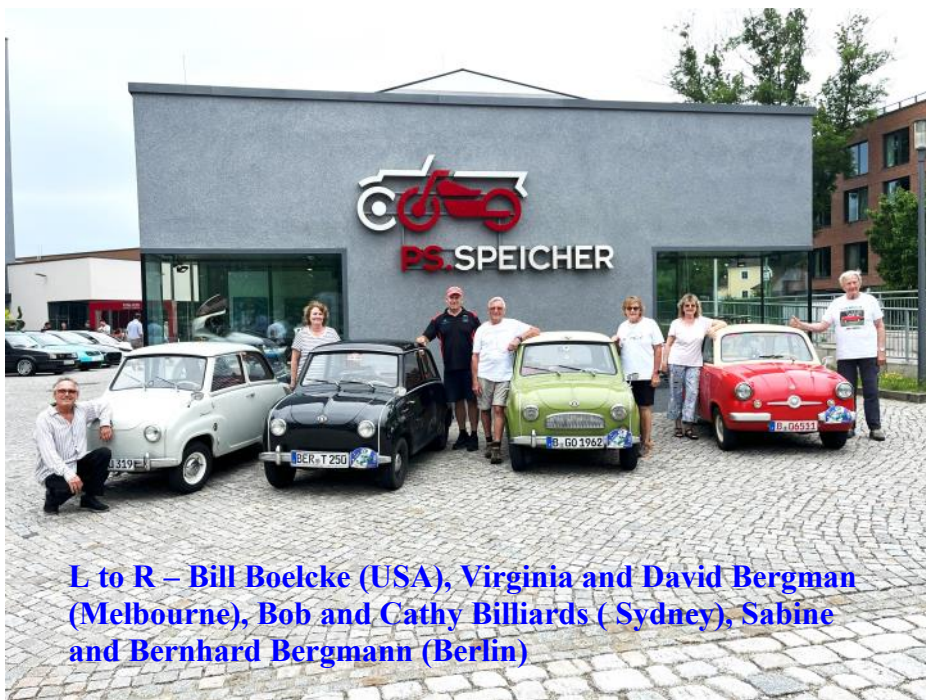




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L to R – Bill Boelcke (USA), Virginia and David Bergman (Melbourne), Bob and Cathy Billiards (Sydney), Sabine and Bernhard Bergmann (Berlin)

**Goggomobil 70th Anniversary.
Dingolfing, Germany 2025. (Page 1)**

Goggomobil 70th Anniversary. Dingolfing, Germany 2025.

Over the last few years Bob & I have been busy organising many anniversary drives in Australia for our Goggo's. However, this year 2025 we headed off to Germany to join our friends to celebrate 70 years of Goggomobil in Dingolfing Bavaria, Germany. Our target date to be in Dingolfing was the 6-9th June where the Glas Car Club had organised a spectacular 70th Anniversary. Goggomobil and other Glas cars were manufactured in Dingolfing from 1955-1967 when they were taken over by BMW.

To celebrate this anniversary our German friends Bernhard & Sabine Bergmann and Uwe & Antja Staufenberg organised a 3 week drive around Germany in a Goggo so we arrived in Berlin on the 24th May to prepare for the drive. We were joined by David & Virginia Bergman from Victoria. The group drove 2 Goggo sedans and a Polish Mikrus. Firstly Bob & I had to adjust to driving on the right-hand side of the road. Then we had to add the challenge of driving a Goggo with the gear stick on the right-hand side of the car. In the first few days we had the window going up and down when changing gears! We left Berlin and headed south towards Bavaria, not on the Autobahn's but on the "B" & "C" class roads and this proved to be a wonderful way to see the real Germany as we passed through many small villages and some beautiful countryside. We spent 3 fabulous days in Berchtesgaden visiting the Schloss, the Eagles Nest and Lake Konigssee, then headed back to Dingolfing.

There were 230 Goggo's at the celebration. Other Aussie Goggo owners came, and we had a group of 18 Australians at the celebrations. The four days of celebration in Dingolfing was highlighted by a visit to the BMW factory (the largest in Europe), tours of various historic sites around the town including the cellars under the city where in the 16th Century the beer was stored during the summer months, the Dingolfing Museum which has the history of the town since Roman times and including the Glas works and on the last day a drive to Pilsing where Hans Glas was born for a celebration of all things Bavarian.

Following the celebrations another 2 Goggo's, Uwe & Antja (Goggo Ute) and Bill (from California with another sedan) joined the tour and a total of 5 Goggos headed off on the 2nd part of the drive toward Heidelberg along with 3 other Australians. During the trip we visited 5 museums and saw many and varied different cars and other memorable 1950's & 60's of German life. Every museum was well presented and fantastic. A museum highlight was a visit to Uwe's private Goggo museum which was beyond belief. He had everything in the museum including a Goggo Dart and memorabilia of Bill Buckles visits.

Some of the highlights of the 2700km we travelled was the great company and the beautiful 16 century walled cities, fabulous museums, wineries and wonderful food. Some of the cities we visited were Barenstein, Mengkofen, Nordlingen, Heidelberg, Neuhoef, Einbeck, & Werngerode in the Has Mountains where we had a ride on a very old steam train that still operates on the German narrow gauge railway. We had no mechanical problems with our 'borrowed' 300cc Goggo sedan and only minor problems with the sedan of Davids. The 250cc Mikrus never missed a beat which was a credit to Bernhard's skills. Such a wonderful experience for Bob & I and we welcome you to look at the trip on the Go Go Goggo Perth to Sydney 2018 Facebook page.

Cathy Billiards

What do a red Irish Heinkel, the Green Family and a Translucent Jade Buddha have in common?

Our story begins in the pre war years of the 1930. The Green family who resided in the sleepy hamlet of Epsom, north of Bendigo in Australia, started a family business of oversize truck transport, house removals and general contracting. They called themselves simply, Green Bros of Epsom.

Business prospered and they poured their profits into purchasing land in the equally sleepy hamlet of Myers Flat to the west of Bendigo. It was barren scrubland, used for the growing of eucalyptus trees for the booming trade of distilling eucalyptus oil.

For information on distilling see www.eucymuseum.com.au

During the war years, in the period 1941/42 there was a huge surplus of wheat grown in Victoria, and faced with the problem of storage, the Victorian Wheat Board commissioned the building of a storage shed, now known as the “ matchstick shed “ see www.thestickshed.com.au . This was a giant of a building 265 metres long, 60 m wide and 19 m high, consisting of 560 wooden mountain ash poles and 150 tonnes of corrugated steel roofing and holding 92,500 tonnes of wheat. This monolith of a building was built in 4 months by the Green Bros of Epsom

After the war and in the early 1950's, there was a renewed interest in Australia in tourism and exploring the heritage of the colonial / gold rush era. The Green family eager to cash in on this, decided to utilise their land in Myers Flat to build a colonial / gold rush era town. This was eventually named Sandhurst Town Pioneer Village, and consisted of early gold rush era buildings purchased by the Greens, and trucked in from all over Australia. Sandhurst Town consisted of many streets, back alleys and all sorts of nooks and crannies as well as a plethora of old buildings. The town was a resounding success and drew tourists from the length and breadth of the land. To further delight the paying tourists a number of moving attractions were purchased, including a Ruston & Hornsby narrow gauge diesel locomotive, as well as many old cars, including a 1926 Cadillac, horse-drawn wagons, and a mini-moke to take paying tourist around the dusty roads of Sandhurst Town.

BUT there was something missing.

In 1962 the Greens purchased a 1960 Irish built, red Heinkel type 154, which earned its keep by taking tourists, mainly children, on a tour of the town and surrounds, on the harsh dusty roads of the Australian landscape. Alas, the dust took its toll and in about 1966 the Heinkel was retired due to severe dust inhalation. It was then parked under the verandah of a Green family home to spend its retirement occasionally in the company of the family pet pig, and as a playhouse for the Greens' children.

What do a red Irish Heinkel, the Green Family and a Translucent Jade Buddha have in common?

Towards the end of the 1960, it became apparent that the future of Sandhurst Town was in doubt. This was because of the increasing number of similar towns being developed. As a result the Green family decided to close Sandhurst Town and sell all the old buildings to their competitors. This meant that the site was cleared and only the roads, footpaths and power / water remained. Our little red Heinkel watched on in dismay as the site closed down.

After some consideration on what to do with the site, a young Ian Green, after having a religious epiphany, decided to become a Buddhist, as you do, and proceeded to build a Tibetan Buddhist retreat on the land. This became the Atisha Centre and was to enable many Buddhists to gather for religious and spiritual retreats, to chant their songs and sound their gongs, and our little red Heinkel looked on in utter amazement. See www.atishacentre.org.au

Once again, this became a resounding success,
BUT there was something missing.

Any religious retreat needs a place of worship and for the Buddhists this is known as a Stupa, so Ian Green decided to build the Great Stupa of Universal Compassion. See www.stupa.org.au

As per his forefathers, Ian built a monolith of a building. Construction began in 2003 and was completed in 2020. It is 50 m x 50 m at the base, and rises a majestic 48 metres into the sky. The cost was a mammoth \$20 million Australian dollars and it is the largest Buddhist Stupa in the western world. Our little red Heinkel was very impressed.

Again, this was a resounding success, with Buddhists coming from all over Australia and South East Asia for the religious retreats and prayer sessions,
BUT, something was missing.



What do a red Irish Heinkel, the Green Family and a Translucent Jade Buddha have in common?

Alas, the Stupa lacked a suitable statue of Buddha, and as Ian decided he needed a majestic display, he set out on a world wide hunt for a suitable giant Buddha, but of course this was not available in your average High St store, or ebay for that matter, so an appeal was launched world wide on the Buddhist grapevine.

About this time, year 2000, a mining company in the wilds of the Canadian mountains, unearthed an 18 tonne lump of extremely rare translucent green Jade, and immediately set out to find a buyer.

Imagine if you will in the strato Verse, trillions of messages going back and forth. Eventually the needs of Ian and the Canadians collided in 2003, and as a result Ian jetted off to Canada, inspected the 18 t monolith and agreed to purchase it. After a fund raising period lasting many years, the jade boulder was purchased and immediately shipped to Thailand, where the very best stone masons were employed to carve out the Buddha over a period of 2 years, the finished statue was 2.5 m high and weighed a total of 4.5 tonnes.

As donations to purchase the jade came from all over the world, Ian decided to take the Statue on a world tour from 2009 to 2018, visiting 120 cities in 20 countries and having 12 million visitors. Our little red Heinkel trembled at the news.

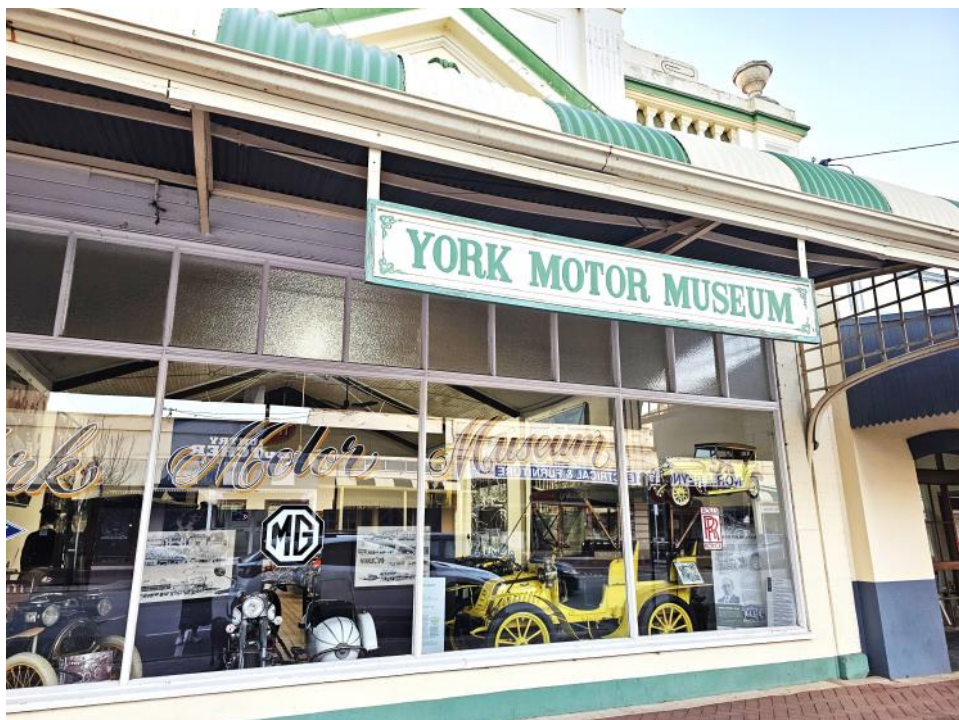
Eventually the statue returned to Bendigo in 2018, and as it was paraded up the main entrance to the Great Stupa, the many Buddhists, chanted in unison, played their gongs and danced happily in the streets of the Atisha Centre, and our little red Heinkel watched on in amazement.

And so after 57 years of quiet retirement, watching the amazing transformation of Sandhurst Town to the Buddhist retreat, construction of the Stupa, and the arrival of the giant Buddha. Our little Red Heinkel said goodbye to the Green family, and in 2023 was gently transported to its new home, to quietly await a complete restoration, and a new life of adventure.

Alan Campbell



From the York Motor Museum Western Australia



BMW Isetta 300

1959 Messerschmitt KR200



(photos by Linda R and Anne H)

From the York Motor Museum Western Australia

Heard my daughter was working for a couple of days in York W.A. so asked her to pop in to the museum and capture any Micros, which she did with help from Trish and Anne. Marg & I called in there about 35 years ago whilst on the 'BIG LAP' with caravan, and it was a great museum then. From what Linda told me, it is now on my bucket list to visit again.



Bedelia, 2 Cyl VEE—twin 8 HP
Built in France by Bourbeau and
Devaux, Belt driven Cyclecar,
Cheap to run and fairly fast (for
1910). Did a 220 klm at average
61 kph. First owned by Mark Foy.



Photos by Linda and Trish

Funnies page



TWO N.S.W. COUNTRY CAR COLLECTORS

HAYZE AND HARBE are a couple of enthusiasts (not their real names) They have only ever shared their vehicles with a small cohort, with whom they feel comfortable and their vehicles safe.

I had known for a few years that club member Hayze had 3 Micros, and several other classics, so when the opportunity came up, and I needed a drive in the country, We made a date !

I did not have an address (and I still don't). We arranged to meet at a landmark on the edge of town, and I followed for a few klms through the twists and turns of an outer suburb, finally arriving at what was the home, with shed. I thought, then that there has to be at least 10, maybe 12 vehicles inside that shed But we went firstly check out a modern shed (really a multicar garage).

There we found one Micro, a great example of a Reliant 3 wheeler, but in addition (of no interest to you, dear reader, who only wants to know about the Micros) there were excellent examples of a Peugeot 504, ex Rally car, which more recently was beautifully restored to better than factory.

Other cars that had me drooling included an MG Midget used for rallying/racing, a top of the range immaculate Isuzu Bellett, and a couple of Japanese executive saloons.



TWO N.S.W. COUNTRY CAR COLLECTORS

Even more remarkable was his Nissan Silvia coupe which was first released in 1965 as the Datsun Coupe 1600. Given the choice this might have been the one I would most want to take home, not an easy choice when you read on to hear of some of the remaining beauties.



I asked how come all the cars looked as though they had just been through the local car wash ? Hayze simply pointed to a pile in the corner and said “ when not in use, they have their covers on”.



TWO N.S.W. COUNTRY CAR COLLECTORS



The next shed was quite a big one, accommodating amongst other vehicles, a good Renault 16TS, but mainly floor to ceiling 'stuff' which of course only Hayze knows what that stuff is, and only he knows where to look for a particular piece of that 'stuff'.

Checking to see if we had missed coffee & cake that Mayze (not her real name) had under way.... No, not missed yet so we entered, and this is where the vehicles come to be made to work, or to be made to look more beautiful. Cars to the left and cars to the right, with the major restoration of a Citroen DS close to completion. Lots of eye candy here.

Now we moved on, Inside, using steel construction was a staircase, a mezzanine floor and a car hoist. Steel girders here and there will ensure that it will last long enough to be heritage classified.

TWO N.S.W. COUNTRY CAR COLLECTORS

Photo below left, shows one of the Zetas, with, beside it a Fiat X1.9, and in the background, a couple of Nissan/Datsun sports cars and in the glare on the right is the one car not scheduled for resto, a 1927 Buick.



To the right is a Micro with an interesting story. It was sought after for some time, the only connection was a phone number and despite phoning month after month, the phone would just ring out. Eventually the owner answered ... they travel with their caravan for long periods of time and you have to be lucky to catch them at home. One condition of purchase was to take all that belonged to the Mazda R360 and that included a spare rusty body (incomplete)



Next one had mainly 'stuff' in it but squeezed in is a Mk 1 Austin 1800, with a spare (same model, and same colour) at the rear of the shed , then the next is a very nice Citroen 2CV, which was advertised with lots of new parts, but did not say that the parts were not actually fitted, but still in their boxes. , and the serviceable parts in the boxes. These have since been fitted.

Now, Mayze is ready with refreshments, and the sun is going down behind the mountain....need another jumper !.

We are at the end of the tour, and this 'accommodation' is protecting the remainder of Hayze's collection. To complete the Citroen trifecta, the first car is a light 15, which in the interests of downsizing might not be a permanent resident.

TWO N.S.W. COUNTRY CAR COLLECTORS

At last, Mayze's very welcome coffee and cake.

I had met Harbe on the last tour of Dekesville (with Hayze), and found he lived a short distance away, and had invited me to call in on the way home. No Micros, but I am really pleased I accepted the invite to visit.

They have been great mates for many years, and are always available to help out with anything to do with either of their collections.

Harbe's pride and joys are a concourse 1970 Falcon 500, a 1971 Holden Commodore, and a 1971 Pacer. He has a couple more in progress, and are set in a garage with wall to wall memorabilia, and that I may need to return to take it all in.

Time to end what has been a memorable day, Harbe just has to turn off the lights and shut the door, but Hayze headed home to replace all those car covers, after he leads me back to the main road. A late night for both of us.



A Little Nostalgia

This photo was taken in his father's service station (Western Sydney), and chosen to be on the cover of the Harley Davidson magazine around 1929. It is of my next door neighbour (since passed), Bert Jones, of Bert Jones Camshafts Parramatta. Under the photo were the words.....

“ Working on a Harley engine is child's play !”

Bert went on to make a name for himself designing and installing camshafts in racecars of all types, also racing Motorbikes, and speedboats, plus being the tow boat for racing waterskiers. Under his care, Bert's son Wayne became a world beating single ski racer. Both Bert and his very talented wife Gwen participated for a number of years in the Australian Dragster scene, and in at least one year both held the (male and female) Australian championship..... ed



History of NSU Prinz Argentina

In 1949, with the establishment of Autoar, the first foreign investment in mass-produced cars arrived in the country. Initially, it produced only utility vehicles, but by the late 1950s, the expansion of the Argentine automotive market forced it to diversify its offerings to include small-displacement vehicles. The answer came from Germany when, under the Automotive Promotion Regime sanctioned in 1959,



Autoar obtained a licensing agreement from NSU Motorenwerke Aktiengesellschaft Neckarsulm of West Germany to manufacture the small Prinz.

By resolution 174 of November 9, 1959, the Secretariat of Industry and Mining approved the production plans for the new vehicle, which was registered in category "B", which included vehicles with a displacement of less than 750 cc.

Plans estimated an increasing production volume that would reach 4,000 units in 1962, 5,000 in 1963 and 6,000 in 1964. Manufacturing began in July 1960, with 255 of the 1,000 planned for that year being completed in the first month.

By then, Autoar's headquarters had moved to Viamonte in Buenos Aires.

The company had announced expansion plans with the acquisition of a 17-hectare plot of land on Route 202 in Don Torcuato, where the new industrial plant would be built.

The NSU Prinz had been presented in Germany at the 1957 Frankfurt Motor Show and quickly became a sales success both in its country and in other Western European countries.



History of NSU Prinz Argentina

Unlike the German model, the local NSU featured the word Autoar in cursive font on its front end. Its adaptation to our environment included a single-piece bumper reinforced by the typical fender claws. It was powered by a 583 cc, twin-cylinder, four-stroke engine. The engine was arranged transversely over the rear axle and air-cooled by a centrifugal turbine.

One of its innovative features was the overhead camshaft configuration, one of the few to use this solution at the time. The development of this powertrain was based on that of the Max motorcycle, a 250 cc single-cylinder engine that produced 20 hp. The NSU was offered in two versions: the Prinz and the Prinz 30. Both were equipped with the same engine but with different compression ratios (6.3:1 and 7.6:1), resulting in power outputs of 24 hp and 34 hp, respectively.

Other minor modifications were found in the bodywork; the 30 model featured a two-tone body and an optional sunroof. Like many cars in its category, the ignition was entrusted to a Dynastar starter dynamo that ran on a 12-volt battery. Transmission was via a four-speed gearbox on the rear axle, coupled with a mechanically actuated single-disc dry clutch. Only on the Prinz 30 were the gears fully synchronized. The engine, gearbox, and differential formed a single unit. The suspension was independent on all four wheels.

The front axle featured triangular wishbones and coaxial telescopic hydraulic shock absorbers. The rear axle featured double-crossover oscillating axle shafts with rubber universal joints, coaxial telescopic hydraulic shock absorbers, and long-travel coil springs.

Space and economy

The NSU Prinz was a small two-door sedan with seating for four. With its passenger compartment fully occupied, a full tank of fuel, and 9 kilograms of luggage, it achieved ideal load distribution, i.e., 50% on each axle. The excellent power-to-weight ratio made it the most agile vehicle in its class. Performance was modest.

The top speed was 120 km/h for the 30 model and 100 km/h for the base version. The NSU's greatest strength was its estimated fuel consumption of 6.2 liters per 100 kilometers in the Prinz 30 model. With a fuel tank of 24 liters, it achieved a range of 360 kilometres.

History of NSU Prinz Argentina

Due to the symmetry of its side, the NSU Prinz was nicknamed “La Galerita” (“the little gallery”). Its simple equipment consisted of a heating and cooling system. The dashboard contained a combined speedometer and odometer dial, ignition key, and windshield wiper control. Indicator lights for ignition, oil pressure, and fuel level completed the display. The centre of the dashboard featured a recess for optional radio installation. The levers for the combined horn, light, and turn signal controls were located above the steering wheel. The front seats were individual, adjustable longitudinally and with reclining backrests to provide access to the rear seats (and relaxing).



Graham Davey

Q. What’s the difference between ignorance and indifference ?

A. I don’t know and I don’t care !

I am reading a book on anti-gravity....it’s impossible to put it down

Yesterday I saw an ad that said “ Radio \$1, volume stuck on full”. I thought, “I can’t turn that down”.

Japan's EV 'MIBOT'

Japanese startup KG Motors is shaking up the EV scene with the "mibot," a stylish, single-seat electric car priced at just \$7,000 and already pre-sold 3,300 units to be delivered by March 2027, surpassing Toyota's total EV sales in Japan for **2024**. The mibot's compact design is built for Japan's narrow streets, offering a 62-mile range, 37 mph top speed, air conditioning, a small trunk, and five-hour charging on a regular household outlet without special equipment.

While Japan remains cautious about EVs, favoring hybrids and gas cars, KG Motors' affordable and tiny EV could carve out a new niche, contrasting with pricier small EVs in the US and Europe and responding to local demand for practical, space-saving vehicles.

Ratko Vataavuk



**This Ridiculously Small \$7,000
EV Just Outsold All Of Toyota's
Electric Cars in Japan!**

1952 Tilbrook Tricar

A Car for the Ages

Rex Patterson Tilbrook was well known for manufacturing sidecars and motorcycles in the Adelaide suburb of Kensington. Starting in 1947, Rex had learnt his trade working in the aircraft factories and racing garages of Brooklands in the UK prewar. Each year he came up with a new idea for his stand at the Adelaide Show trade exhibition to generate interest and in 1953, he decided to make a small car to be the 'star' exhibit.

The design of the body was sketched by Alan Wallis, who is alive and well in Adelaide. I have become good friends with Alan and he has been an invaluable help in restoring the car. A 3-wheel configuration was decided upon to help simplify the design.

Many of the components were sourced from other vehicles and modified to suit, such as the Morris steering rack and windscreen. A steel chassis is employed, with a hand beaten aluminium body stretched over a tubular steel frame.

In articles that appeared in the Adelaide papers, Rex announced that 'volume' production was imminent but alas only the one Tricar was built. I didn't have the sense to discuss this with Uncle Rex while he was still alive but I wonder why he didn't pursue the car further, and why his fellow manufacturer in Adelaide, Harold Lightburn, who he knew well, did pursue car manufacture 10 years later in what became a lost cause.

The car wasn't a great success, due mainly to the use of a Villiers 6E 197cc single cylinder 2 stroke motorcycle engine and 3 speed gearbox as the drivetrain. This was a logical choice as Rex used these in his motorcycles, but it led to all the shortcomings of using a motorcycle engine in a car: no engine cooling, no reverse gear and no electric start. Starting was (sometimes) achieved by jerking a lever on the floor of the car that was connected to the kick start lever on the gearbox by a cable. Due to the lack of cooling for the air-cooled engine, it continually overheated. In addition, the cockpit is crazy small, with little leg room. Anyone over 160 cm would feel cramped in it.



1952 Tilbrook Tricar

Restoration

When I got the car about 9 years ago it was disassembled and a poor attempt had been made to lengthen the body, making me question the sanity of proceeding with the restoration. Had I not been family I probably would have decided that it just wasn't worth the money and effort.

I did some research and learnt that Villiers made a version of the engine in the early 1960s which was used in the British microcar industry, and in Canadian snowmobiles and amphibious cars. Known as a 9E 4SFR (4 speed, Self-start, Fan, Reverse), by luck I managed to find one for sale in the Hunter Valley. This engine was fitted, thereby solving all the drivetrain issues inherent in the original design. When I discussed this with Alan, he commented that if this had been available in 1953, they would have used this engine.

The Siba 'Dynastart' reversing and electric start system is the most intriguing aspect of the 9E 4SFR engine. It employs a series of solenoids and relays to (when desired) reverse the polarity of the current applied to the combined dynamo / starter motor, thereby enabling the engine to be started in reverse and giving 4 speeds in both directions. Luckily the car came with most of the original brightwork and this all cleaned up ok and was rechromed to a brilliant shine. The stainless strips along the sills are from a Triumph TC sedan and are near exact replicas of the originals which were damaged beyond repair. The body was restored and repainted by Adam and Jack Best in Binalong NSW and their work is superb. It is hard to believe it is the same body. We were able to get the original colour correct by matching it to my factory Tilbrook race bike which has the original paint on its tank.



1952 Tilbrook Tricar

The wheels are 8" aluminium split rims which were badly corroded together after 60+ years of neglect and exposure. They are pretty well irreplaceable so after weeks of soaking in diesel, they were prised apart ever so gently and slowly without damage. Originally it was fitted with a canvas hood (folded on the rear of the car in the period photo below) but I have not attempted to reproduce this. Alan tells me it was cumbersome and ugly! Also, given I'm 188 cm tall and look over the top of the windscreen, I wouldn't be able to drive the car with the hood in place.

Driving the Beast

It is strange to think that Alan and I would be the only two people alive who have ever driven the Tilbrook Tricar. The car is difficult to drive, mainly due to the aforementioned severely restricted foot room for the driver, and also the placement of the throttle as the middle of the three pedals. I asked Alan why the throttle was in the middle and he replied that that was the pedal configuration used in the factory hack, an ancient Fiat buckboard (tray top modified from a tourer body). As few of the factory staff drove cars (they rode motorcycles), they saw this arrangement as quite normal. Brakes are only provided on the front wheels but this is adequate for a car which has a mass of only 260 kg.

Performance is not the car strongpoint. The extra gear helps, but with a top speed of only around 60 kph, I have no plans to drive it far. It seems under geared and I am investigating changing this which is reasonably straight forward given the chain drive to the rear wheel, but this may increase the top speed only a little, given I only have about 7 hp to play with. I'm yet to get it into 4th gear in reverse... Like all small slow vehicles, care needs to be taken in traffic, but I recently completed a 70 km run at a rally in SA and the car performed well.

I did look at changing the engine for a larger one. Villiers made a 300cc twin and Rex himself investigated fitting a similar 300 cc Anzani twin to the car. But both of these would have suffered the same cooling and no reverse gear issues of the original 6E engine, nor would they fit in the same location in the rear of the chassis without extensive modifications to the rear suspension and swinging arm. In the end it was simpler to remain with the single cylinder engine and accept that I was never going to go touring in the Tricar.

Registration

Getting the car registered in the ACT was a challenge which has ultimately been successful. The initial inspection by the Government inspectors didn't go well. As many will know, the car is classed as a LEP2 'Motor Tricycle' in accordance with the ADRs.

As its date of manufacture means it predates ADRs, the ACT Regulation requires it to comply with the national Road Transport (Vehicle Registration) Regulation 2000 which requires the Tricar to have twin headlights and a brake on the rear wheel. It isn't feasible to meet either of these requirements without destroying the original design of the vehicle.

1952 Tilbrook Tricar

It was also classed as an Individually Constructed Vehicle and therefore required an engineer's certification (at great expense), and needed a separate identification inspection as they did not recognise Tilbrook as a manufacturer nor could I prove that it had previously been registered. All this meant I could not get it registered ever as a Historic vehicle.

I spent a deal of time composing a letter and sent this through to the head of Vehicle Standards in the ACT Government. To their credit they contacted me pretty well straight away asking for further details. In the end they allowed me a form of Conditional Registration, with an exemption to the requirement for the rear brake and additional headlight on the condition that I don't drive at night, and given it is classed as a tricycle I need to have a motorcycle licence and to wear a helmet, lest I fall off the vehicle.

Drive, Show and Enjoy

It has been a long and at times frustrating restoration, but I am very pleased with the end result. The car looks fantastic and like all microcars, the Tricar brings smiles wherever it is shown and I enjoy the conversations it starts.

I am most looking forward to giving my friend Alan Wallis a ride in the car he designed, all those years ago.



Lyndon Tilbrook, Canberra ACT

Stop press.. Lyndon brought the Tilbrook to Sydney from the ACT for the Eastern Creek Shannons special, as did Peter Taylor with one of his beautiful Goggo Darts. ed



Goggomobil Carryall Restoration. Bob Billiards

I noticed an article in the last newsletter where a Microcar was owned for many many years. John suggested that I do a bit of the history for our Goggo Carryall as Cathy's brother, John, and I bought it way back in December 1968. At that stage I was still in the Army officially until 31st January 1969 so all we did was buy the car and planned to start work on getting it going in the new year.

Why a Goggo van? It was for sale, and it had a Goggo Sedan mechanical's with it as well which we had to take it as part of the deal, so we piled all the bits into the van and towed it home to Cabramatta. We both had Goggo's for several years, John a Coupe and me the Dart so we were familiar with the idiosyncrasies of Goggos and this was the first one to become available since we were involved with Goggo's and we had only ever seen one on the road. It was reasonably original with only a few mods to it as the owner had used it on his honeymoon, where he drove it from Sydney to Darwin. He had fitted it with a bed and added an opening rear side window to let a bit of air in it while camping, plus eye hooks in the roof that he used to strap down extra luggage. Mechanically it was standard apart from the passenger side windscreen wiper. When we got it home it did have a few rust holes in the floor as it was stored in the open since he bought it.

The work to get it roadworthy was commenced in February 1969, and it was registered in May that year. We fixed a couple of holes up around the front guards with bent steel and we pop riveted it then tried to hide it with underbody goo.

Mechanicals were no problem as Continental Cars (Bill Bunting) were still selling Goggo parts. It was all roadworthy except for the dodgy rust repairs which the bloke at the then RTA equivalent in Liverpool picked up. I pleaded not knowing it was a dodgy repair, and he then said, "Oh OK I guess it won't be driven far" and kindly passed it. So, I attached the number plates "AJN 870" and headed home to Cabramatta.



John and I used it for a couple of years to transport our Go Karts. We had an Australian "Taipan" and an American "Bug". The taipan was loaded first up against the wall opposite the door and the Bug on the door side. Tools and fuel were under the bench that the karts rested on. I have no photos of it at any of the tracks as it was just a means of transport and it was very ordinary. **To be continued in the Summer Magazine.**

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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 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.
- ⇒ Queensland: Terry White at Kelvin Grove 07 3356 5828.
- ⇒ Tasmania: John Barrass at Newstead 03 6333 0544.
- ⇒ Western Australia Zig Pasnicki 08 9397 6315.
- ⇒ South Australia: Ian Wilson at Clearview 08 8262 3033.
- ⇒ Queensland Ruth Farrar (BMW specialist) 0438 883 201.

Other independent associated registers and clubs that promote the same ideals are: British two stroke club in Victoria, Goggomobil register in NSW, Siva in Perth WA, Velosolex Oz group in Vic, and Southwest Brisbane motoring club inc.

The club magazine is published four times a year around the beginning of March, June, September, and December. Items for inclusion should be submitted to the editor by the 10th of the month prior to publication; receiving information early gives us a better chance of getting the magazine out on time. Rates for half or full page advertisements are available at very modest cost.

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

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