

Cruise Control



MOTAFRENZ
Driving the Gay
and Lesbian Community

www.motafrenz.org.au

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THIS ISSUE

Cruise Control is the magazine of the MotaFrenz Car Club Inc.

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Cover by Editor. Main picture by Luigi G.

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/motafrenz



@motafrenz

MEMBERSHIP

Annual membership for 2018/2019 (expires on June 30)

Single \$45.00

Joint \$60.00

MINUTES

The minutes of the committee meetings, the Annual General Meeting and any other sub-committee or special meeting of the Club are available to all members upon request from the secretary. Contact: secretary@motafrenz.org.au or 04 0788 2696

MEETINGS

The Committee invites you to attend and participate in the monthly committee meetings which are held on the second Wednesday of each month at 7 pm. If you have an event idea or any other suggestions concerning the running of the Club, this is the perfect opportunity to have your say. After the meeting, we enjoy a good old-fashioned pub meal and a few light refreshments. See the Events pages for more details or email secretary@motafrenz.org.au

PAYMENTS

MotaFrenz' preferred method of payment is PayPal (go to www.paypal.com and make payment to treasurer@motafrenz.org.au). Cheques may be made payable to MotaFrenz Car Club or Electronic Bank Transfer to our bank account BSB 033 063, Account 124490, Reference: Include your name and the event/item you are paying for. Please email bank transfer details to treasurer@motafrenz.org.au



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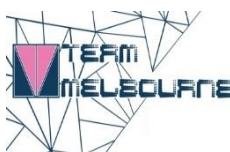
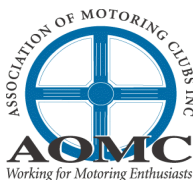
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Motaafrenz Car Club is a member of the Association of Motoring Clubs [AOMC], Federation of Veteran, Vintage & Classic Vehicle Clubs Victoria and Team Melbourne. Motaafrenz Car Club is authorised by VicRoads to operate under the Club Permit scheme for veteran, classic, historic and street rod vehicles.

The views expressed in this publication are not necessarily those of Motaafrenz, its Members, nor its Committee. Whilst all due care is taken, neither Motaafrenz, its Members, nor its Committee can accept any responsibility for the accuracy of any item, service or advice printed in, or adopted from this publication. The Editor reserves the right to edit or omit any material submitted for inclusion in this publication.

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CONTENTS

CONTENTS.....	4
ED SEZ.....	5
PREZ SEZ.....	6
GAY-TRACTIONS	10
MOTAFRENZ GOES TO THE MOVIES!.....	24
DARLING NIKI.....	26
AUTOMOBILE HISTORY- FUEL SYSTEM.....	34





ED SEZ

H

ello dear
reader,

We more laid
back August

after the busy July period.

There is the write up for the
Third Sunday drive to the
movies.

There is also a write up about

Fiat 126/FSM Niki and on my Niki that had been brought back to a roadworthy
condition.

If you don't want to see my face on the cover I suggest you send me your
pictures!

I am happy to be back again in the editor role and look forward to the coming
year. As always, if you have anything interesting that you think our readers
may enjoy, or any suggestions please send it to editor@motaafrenz.org.au

Mat



G

reetings Everyone!

Welcome to Spring and
the possibilities the nicer weather will bring!



After wrapping up the winter activities, Jeff and the rest of the Committee are ramping up our events to include more outdoor activities.

After the cinema trip to see Mama Mia (Here we go again) we are heading northwest to Castlemaine for the Steam Train Trip on 16.09 – here's hoping the weather Gods are good to us!

Our regular committee meeting is to be held at the Retreat Hotel on 12.09 – we meet for a drink from 6.30 for the meeting to start at 7.00... If you have any questions for the committee, please come along. We're also looking for suggested events for 2019 – this is the perfect forum to present your ideas to Jeff and the committee.

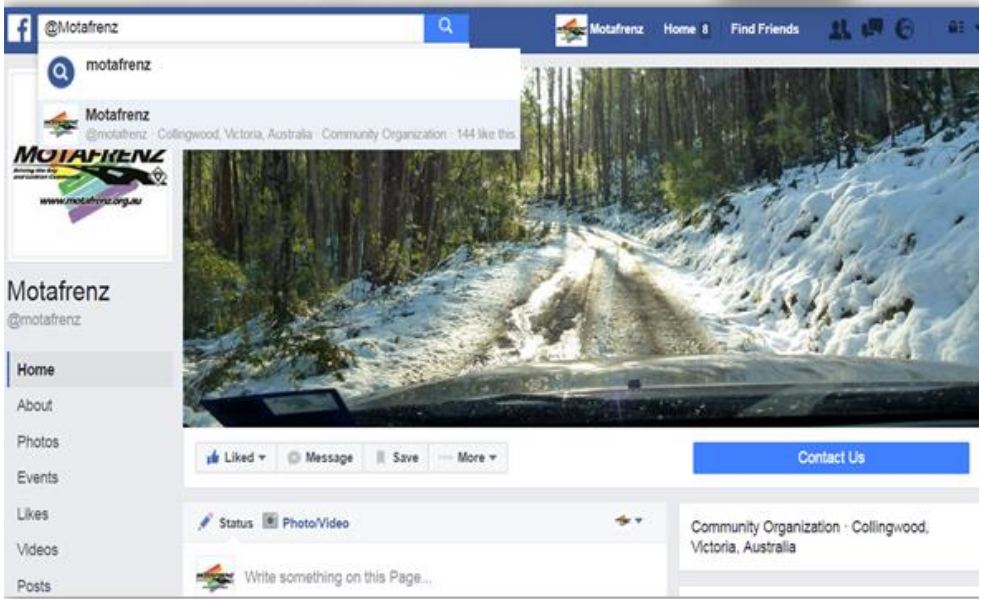
For those wanting to try Slot Car Racing (it's more addictive than you think!), our slot car night is coming up on 19.09 – please see the events section of Cruise Control for details.

Don't forget about the club Show and Shine coming up in October – it's a great day for socialising and checking out the diverse range of cars owned and displayed by club members.

See you soon and Safe Motoring!

Alan

Find us on



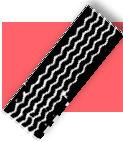
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Search @motafrenz



Follow us on
Instagram
@motafrenz



And hashtag your club pictures
with **#motafrenz**



GAY-TRACTIONS

MONTHLY EVENTS

CLUB & COMMITTEE MEETING FOLLOWED BY DINNER (second Wednesday of every month)

The Committee invites you to come along and participate in the monthly Club & Committee Meeting. If you have an event idea or any other suggestions, this is the perfect opportunity to have your say. After the meeting, we enjoy a good pub meal and a few light refreshments.

DATES:

Wednesday 12 th September 2018	
Wednesday 10 th October 2018	
Wednesday 14 th November 2018	...

TIME: Arrive by 6:45pmish and meet us upstairs in our meeting room. Committee starts at 7pm. After the meeting we will move to our pre-booked table downstairs in the Dining Room. We will then order our dinner (service is quick here).

WHERE: Retreat Hotel, 226 Nicholson St, Abbotsford VIC 3067. Just off Johnston St.
Street parking available

COST (only if dining at the hotel): Main course \$17 - \$25

BOOKING: Preferred

CONTACT: Joseph S - secretary@motaafrenz.org.au



SLOT CAR RACING (Third Wednesday of the month)

A Light-hearted, fun evening at Chris' slot car raceway on the third Wednesday of each month. Loan cars available for newcomers. Experience levels vary and the main thing is to enjoy the camaraderie, have a laugh and a social chat. BYO snacks. Soft drinks, tea and coffee are provided. Please arrive between 7:30 - 8:00 PM. RSVP to Chris at chrispics30@hotmail.com

DATES:

Wednesday 19 th September 2018	...
Wednesday 17 th October 2018	
Wednesday 21 th November 2018	

SUNDAY DRIVE & LUNCH (3rd Sunday of Every Month)

For details see events listing which follows here.

4WD DAY TRIPS

Motafrenz has in the past run successful 4WD events. Previously these were scheduled with fixed dates and locations with varying difficulty levels 1 to 3 out of five. Some members have taken up the offer to complete a 4WD courses. Motafrenz holds an EPIRB emergency beacon device for such use where telephony and radio communications are compromised, which is often the case on 4WD events. Past events have been family and community friendly with picnics in amazingly beautiful locations. This year Motafrenz is looking to get back to having 4WD events and needs a club member who is willing to do some planning and organising.

With the full support of the committee, this willing member will coordinate dates, times, places and participants. The Motaafrenz committee looks forward to getting 4WD events rolling again and it does need time commitment. Please consider becoming active in this role and taking on 4WD events.

Contact: Email Jeff W at events@motaafrenz.org.au or come along to a committee meeting and get involved.

FYI EVENTS

Note: With regard to events not organised by Motaafrenz: the nature of events and the entertainment provided is outside the control of Motaafrenz. Members may care to view the event's website where they can assess for themselves, from their point of view, the suitability of the event and the entertainment provided by the organisers.

SEPTEMBER



CASTLEMAINE AND TRAIN TRIP TO MALDON FOR LUNCH

WHEN: Sunday 16th September 2018

TIME: 9:30am for a 10am departure from the meeting place

MEET: [BP service station, Holden Road, 937 Calder Fwy](#), Calder Park (outbound)

DESTINATION: By vehicle or V-Line to [Castlemaine Station](#). The steam trains operate from Platform 3 at the V-Line station, Kennedy Street, Castlemaine.

DETAILS: The steam train leaves Castlemaine station at midday. 12 noon!

There is ample car parking available off Gingell Street on the north side of Camp Reserve which is on the west side of the station.

From there, it's a 45 minute steam train ride to Maldon. In Maldon we will have lunch and a look around this historic town and then catch the steam train at 2:45pm and arriving back at Castlemaine station at 3:30pm.

We can get 15% off for 10-19 group booking, and a further 25% off for 20+. Therefore the sooner you can RSVP, the sooner we can tell members what the ticket price is likely to be.

As we have just under two hours in Maldon, we'll have time to have lunch and there's plenty to see. We're likely to find a pub or bakery or even fish and chips for lunch but feel free to bring your own cut lunch.

BOOKING: Please RSVP as soon as possible as once we have 10+ we can then tell our members that we have a discount.

BRING: Yourself, your friends, family, and your vehicle if driving to Castlemaine

SUITS CARS: All types

ROAD CONDITIONS: Sealed – Freeway & main roads

PETS: Not advisable unless you're not catching the steam train.

COST:

Return Excursion Adult \$50.00 per person, child 4-16 - \$20

Return Excursion Adult 10-19 people - \$42.50 per person

Return Excursion Adult 20+ people - \$37.50 per person

Return Excursion Concession - \$45.00 per person

Return Excursion Concession 10-19 people - \$38.25 per person

Return Excursion Concession 20+ people - \$33.75 per person

CONTACT: Jeff W. Email events@motaafrenz.org.au 0429311737

LINKS:

Details on the Victorian Goldfields Railway <http://www.vgr.com.au/homepage.php>

Maldon tourist information: <https://www.visitvictoria.com/regions/Goldfields/Travel-information/Visitor-information-centres/Maldon-Visitor-Information-Centre.aspx>

Meeting place: <https://goo.gl/maps/t9nsYLxkTb22>

Castlemaine Station map: <https://goo.gl/maps/K17EtExSRbv>

Details on ticketing visit: <http://www.vgr.com.au/fares.php>

CLUB & COMMITTEE MEETING FOLLOWED BY DINNER

2nd Wednesday of every month!

DATE: Wednesday 9 August DETAILS – See first page.

SLOT CAR RACING

3rd Wednesday of every month!

DATE: Wednesday 16 August DETAILS – See first page of this Event List

EVENT: Nomads/Motaafrenz joint venture - Vehicle based travel to Western NSW and Southern Queensland

WHEN: Thursday 6th to Sunday 22nd September (16 days)

DETAILS: Nomads Outdoors Walking Group has invited Motaafrenz Car Club to participate in a road trip to Western NSW and Southern Queensland.

This is a fantastic opportunity to enjoy a long journey and many stunning destinations including national parks and the Broken Hill Broken Heel festival.

Come along and enjoy good accompany with a club of keen bush walkers taking road trip to beautiful may outback places. There will be camping in national parks and motel stays, and no doubt frivolity at the Broken Heel festival.

There will be Q&A sessions with the Nomads prior to this event to discuss interests and ask questions, so please contact Nomads event leader: Roger H rmarsh@gmail.com

BROKEN HILL ACCOMMODATION: Early booking for the Broken Heel Festival accommodation on the 7th and 9th in Broken Hill is a good idea. The Broken Heel Festival is a national phenomenon and already programmed so accommodation will disappear fast.

CAR POOLING: It is up to each car owner to individually decide with their passengers what to do should they offer to car pool. See carpooling costs using RACV figures below should you choose or offer to car pool

ROAD CONDITIONS: Long highway distances, unsealed roads and some rough tracks

SUITS CARS: Not all types. 4WD is not essential, however a vehicle with reasonable ground clearance is advisable since there will be some rough tracks

DESTINATION: Western NSW and Southern Queensland

COST: \$5.00 registration fee with Nomads. Also consider your own running costs, accommodation and meals plus extras

BOOKING: Essential with the Nomads.

BRING: Camping gear and everything else you require for a long road trip

PETS: No pets. Pets are not allowed in national parks

RSVP: Nomads event leader Roger H by 1 September on 0400 283 623 or rmearsh@gmail.com

LINKS:

<http://www.thenomadsinc.org.au/>

<https://www.bhfestival.com/>

FROM THE NOMADS SUMMER NEWS LETTER:

Many expressions of interest were received, resulting in selection of the dates above. The first weekend coincides with the Broken Heel Festival in Broken Hill. Those that don't want to attend that could join the following Tuesday 11th September in Broken Hill.

- Even if you have already expressed interest, please re-confirm your interest if you can join us in this lovely part of Australia.

Grade | Length | Type: Easy – car based camping in the National Parks and station camps along the Darling River, and possibly into Southern Queensland (final locations TBA).

Distance: It takes a long day to drive to Broken Hill (850km) from Melbourne, from where we would drop the pace.

Transport : We will share vehicles to minimise costs and make the sometimes long drives more interesting. 4WD is not essential, but a vehicle with reasonable clearance is prudent since we will drive on some rough roads. You do not need your own suitable vehicle. Once we know who is interested, we can decide which vehicles to take.

Activity Description: There are many picturesque and tranquil camping places, stays at outback stations that open for travellers and stunning National Parks. The trip would include attending the Broken Heel Festival (LGBTI) in Broken Hill. This is a peculiar and most unlikely event not to be missed. See www.bhfestival.com. Highlights would be camping in remote places, experiencing the tranquillity and beauty of the Great Australian Outback, sunsets, sitting around the campfire,

birdwatching, strolls, stargazing, visiting historic towns and more. We would not have a rigid program, but would take advantage of nice places we find, and move at the pace that suits us. Two weeks is a minimum to slow down to the pace of the Outback. However you are free to join and leave the group when you wish. Here are some links to some of the national parks to inspire you.

See what there is to do:

www.nationalparks.nsw.gov.au/visit-a-park/parks/mutawintji-national-park

www.nationalparks.nsw.gov.au/visit-a-park/parks/kinchega-national-park

www.nationalparks.nsw.gov.au/visit-a-park/parks/willandra-national-park

www.nationalparks.nsw.gov.au/visit-a-park/parks/paroodarling-national-park

Further Information : Contact Roger H. RSVP : by 1st September to Roger H. on 0400 283 623 or rmearsh@gmail.com

Car Pooling

It makes sense to carpool to the start of an activity rather than have cars travelling with just one driver. Leaders will try to link up participants on common routes. This might not always mean door-to-door pickup though! Using RACV figures for running costs of fuel, tyres and service (as distinct from standing costs which occur irrespective of use), the recommended basis of reimbursement falls into three bands:

- Petrol cars up to 2 litres capacity, diesels, hybrids and LPG vehicles: 16 cents/km.
- Petrol cars above 2 litres, people movers and compact SUVs: 20 cents/km.
- Medium and large SUVs: 30 cents/km.

Rainbow Tour 2018



After a long and hard work, the programme of the rainbow tour 2018 is ready.

You can discover the complete programme and booking form on the ledorga website www.ledorga.fr

For this year, start and 1st part will be in Nevers (Nièvre department), and 2nd part will be in St Nectaire (Puy de dome department).

Are you ready to visit castles, cars museum, Michelin museum, travel in old train, taste and drink wines, boat cruise and others activities?

Bookings are open for the next rainbow tour 8 - 15 September 2018.

Kinds regards

Dominique Rainbow Tour 2018

CLUB & COMMITTEE MEETING FOLLOWED BY DINNER

2nd Wednesday of every month!

DATE: Wednesday 12 September DETAILS – See first page.

SLOT CAR RACING

3rd Wednesday of every month!

DATE: Wednesday 19 September DETAILS – See first page of this Event List

FYI- VACC Centennial Rally - Melbourne to Bendigo

Saturday 22nd September

As you would know we have been asked to find suitable significant vehicles to take part in this rally travelling to Bendigo from Melbourne.

Starting at 1918 the year of establishment of the VACC in Bendigo the rally will feature one vehicle from each year 1918 to present day.

At the present time we need significant or interesting vehicles to take part manufactured in the following years:

1919,1920, 1922, 1924, 1927,
1930, 1931, 1932, 1934, 1936, 1938,
1940,1941,1942,1943,1944,1945,1948,
1950, 1954
1960, 1966,
1972,1977,1978,1979,
1981, 1982, 1983,1985,1986,1988
1991, 1993,1995,1996,1997, 1998,1999,
2000,2001,2002,2003,2005,2006,2007,2008,2009,2010,2011,2012,2013,2015,2017,2018.

The Expression of Interest Form can be downloaded from the VACC's website
www.vacc.com.au/news/events and follow prompts to VACC Centennial Celebrations.

Please note one photo of the vehicle will suffice

Please address all enquiries regarding entry to the rally to Iain Ross t 9890 0467 m 0409 027 392
imgross@bigpond.com

Note at the same time at the commencement of the rally from Melbourne there will be a Show and Shine held in Bendigo in the centre of the city to celebrate the centennial of the VACC.

Please advise your members and help me to get a vehicle for the years required

Website: www.aomc.asn.au

Email: secretary@aomc.asn.au Phone: (03) 9558 4829

OCTOBER



MOTAFRENZ SHOW N SHINE

WHEN: Sunday 21 October 2018

TIME: From 12 noon

MEET: Macleay Oval no. 5, 101 Belmore Road, Balwyn North

DESTINATION: no destination

DETAILS: The Motafrenz Show and Shine is for all and always serves up a spectacular collection and variety of marques and styles of many from old to new. Visitors are always welcome to display and enjoy this day. A free barbecue lunch is provided and feel free to bring along all your picnic gear and extras. This is a great day for meeting people, sharing motoring knowledge, catching up with friends and making new friends. All present are eligible to vote in all categories. As per the year categories; the first row will be made up of the pre 1950 vehicles. Post 1979 vehicles will be the third row. When driving on to the oval, please follow the parking advice from your Motafrenz marshals and enjoy the day.

AWARD CATEGORIES:

Best Pre 1950

Best 1950 – 1979

Best Post 1979

Best Bike & Best in Show

CLUB ENDORSED SHOW & SHINE EVENT: The Club's constitution requires members with vehicles registered on this Club's Club Permit Scheme to have their vehicle sighted at one event per year. This is a perfect opportunity to exhibit your vehicle and join in the vast and wide variety of vehicles on display.

BOOKING: RSVP is helpful for barbecue catering purposes

BRING: Friends, family and any vehicle to display

SUITS CARS: All types

ROAD CONDITIONS: Sealed – Freeway & main roads

PETS: This is a dog friendly event

COST: \$5 per vehicle owner

CONTACT: Jeff W: Email: events@motaafrenz.org.au Mobile: 0429311737

LINKS:

Calendar <https://motaafrenz.org.au/events/>

Map location: <https://goo.gl/maps/ke323Xzmqz22>

CLUB & COMMITTEE MEETING FOLLOWED BY DINNER

2nd Wednesday of every month!

DATE: Wednesday 10 October DETAILS – See first page.

SLOT CAR RACING

3rd Wednesday of every month!

DATE: Wednesday 17 October DETAILS – See first page of this Event List

NOVEMBER



UPPER YARRA DRIVE AND PICNIC

WHEN: Sunday 18 November 2018

TIME: 10:00 am to ~5.00 pm

MEET: 10:00 am meet for a 10:30 departure at Nando's Ringwood
(Opposite Ringwood lake)

DESTINATION: Upper Yarra dam Picnic spot

DETAILS: A relaxing day again with members and friends complete with a very lovely drive through the

forests and a gorgeous destination for a gorgeous picnic at the Upper Yarra Reservoir Park

BOOKING: Nice to know if you coming

BRING: Picnic gear and picnic lunch, sunscreen and walking shoes

SUITS CARS: All types

ROAD CONDITIONS: Sealed – Freeway & main roads

PETS: Okay. This is not a national park

COST: No cost

CONTACT: treasurer@motaafrenz.org.au to let Russell know you're coming

LINKS:

Destination details: <http://parkweb.vic.gov.au/explore/parks/upper-yarra-reservoir-park>

Meeting map: <https://goo.gl/maps/9FwzVw5rRSH2>

CLUB & COMMITTEE MEETING FOLLOWED BY DINNER

2nd Wednesday of every month!

DATE: Wednesday 14 November DETAILS – See first page.

SLOT CAR RACING

3rd Wednesday of every month!

DATE: Wednesday 21 November DETAILS – See first page of this Event List



Welcome to Motorclassica, Australasia's premier event for vintage, classic and exotic motoring enthusiasts. As host of the Australian International Concours d'Elegance, this year Motorclassica will feature more than 160 pristine, rare and desirable machines representing the best from collections around Australia and beyond. This year's eclectic collection represents the very best of art deco cars, Cadillac, Australian Grand Prix winners, micro cars, pre-OPEC oil crisis American supercars, Harley-Davidson Panhead and Triumph Bonneville, supported by corporate displays from Mercedes-Benz, McLaren, Porsche and more.

Australia's most elegant and stylish day out, where over 20,000 fellow enthusiasts indulged and enjoy fine food and wine either under the dome of the iconic, World Heritage-listed Royal Exhibition Building and under Melbourne's Spring skies at Club Sandwich on Museum Plaza.

Motorclassica 11 - 14 October 2018

Tour Classica: Thu 11 Oct: From 10am

**Show Days: Fri 12 Oct: 9am - 9pm Sat 13 Oct: 9am - 9pm Sun 14 Oct:
9am - 5pm**



RALLYING FOR A CURE

To Car Club
Presidents and Members

June 2019



Dear Car Club Presidents and Members,

2019 EastLink Great Australian Rally

The Great Australian Rally Committee is pleased to announce that EastLink has been appointed as naming rights sponsor for the 2019 EastLink Great Australian Rally (EGAR).

EastLink will provide substantial promotional opportunities through extensive advertising by the display of four billboards (below) along EastLink and in social media outlets prior to the rally.

We would like to thank those members of your club who attended previous Great Australian Rallies and contributed funds to Peter McCallum Cancer Foundation, for cancer research. A total of nearly \$800,000.00 has been raised so far, a magnificent effort.

We now write to you to invite your club members to participate in the EastLink Great Australian Rally to be held at Cruden Farm, Langwarrin, the former residence of Dame Elisabeth Murdoch, on Sunday 20th January 2019, and to help us raise further funds for Peter McCallum Cancer Foundation, for cancer research.

A new starting venue at EastLink, Ringwood, Head Office has been established and with other starting points at Melbourne, Rowville and Hastings which include a free sausage sizzle, all journeying to Cruden Farm. This event, organised and conducted by the All British Classics Car Club and sponsored by EastLink, has become the premier annual showcase for motor bikes, army and commercial vehicles, veteran, vintage and classic cars over the last 25 years.

Your club members are encouraged to enter the 2019 rally by either:

A. Showcasing six of club's best vehicles to compete for a special trophy;

The All British Classics Car Club Vic Inc.
Associations Incorporation Registered No. 0035462V

EastLink Great Australian Rally,

PO Box 2521, Ringwood North, VIC 3134

Website: www.greataustralianrally.com.au

Facebook: www.facebook.com/greataustralianrally





MOTAFRENZ GOES TO THE MOVIES!

By Jeff W

For what was probably the worst day in winter weather wise, the moving outing August Sunday drive in Elsternwick hit the spot with a light, fluffy, warm and fun movie 'Mama Mia-Here we go again'. For the few of us that turned up, we were somewhat glad this was not a long drive out bush.

We had Swraj, Ross J and John H with his partner in their delightful CPS Mercedes-Benz 230e. I took my rust proof CPS EH Holden for a good old braking test drive on these wet icy roads and can say that I now have the brakes working nicely.

The Classic cinema was not what I expected. It use be a single large massive classic cinema but now, with about a dozen flights of stairs to get to cinema 10, it is a modern multiplex theatres but it is still a great cinema with a particularly lovely charm.

Alas we discovered a lift after we climbed all these flights of stairs. Great! Special note to anyone organising a movie outing weeks in advance: Don't do it! Times and movies are only set a week or so before hand but we were lucky and had lunch first. There were no

photographs because my phone got picked up by an Antarctic blast sadly smashing my phone on to the asphalt rendering it unusable.

However the movie and the company were wonderful and turned this day of miserable and nasty weather in to a warm and relaxing day. And this movie is lots and lots of good fun if you haven't seen it. Just be prepared for all the ABBA earworms days later. "When I kissed the teacher.... la la la"





DARLING NIKI

By Mat G. Pics by Luigi G and Mat G,

Of course there would be another article about something Fiat related from me. This time of a vehicle you may have had the pleasure (or displeasure, if you are a heartless person) to see and even be inside. Yes, the little white FSM Niki, 1989 Australian released model. A little background on these bouncy cars. The ever popular Nuova Fiat 500 time was up; the direct replacement was the Fiat 126, produced in Italy from 1972 until 1980.



Production in Poland commenced in 1973 and the final example was produced in 2000. It was an incredibly popular car with the Polish, taking on the same meaning as the 500 did for the Italians.

Initially produced under license by FSM (Fabryka Samochodów Małolitrażowych – Pronounced something like Fabrika Samohoduv Mawolitrazhovik, apologies to any Poles if that has been butchered!), and eventually being absorbed by Fiat, where almost all of the current 500 models are produced. The Fiat 126 was also produced in smaller quantities in Austria by Steyr Puch and in Yugoslavia by Zastava.

The Polish made Fiat was by far the most produced example, replacing the Italian production and being sold in many markets worldwide. Mainly known as the 126p and nicknamed the Maluch in Polish. There were also variants of the model, the 126 Bis, a water cooled version and even some one-off wagon and cabriolet versions. It was under the FSM name where the car made it to Australia. It was only sold here from 1989 until 1992, at the time it was Australia's cheapest car at \$7,990. Some promotional scans can be found below.



Lou Renato with one of the newest midget cheapies on the market, the Niki.

Compact, budget motoring

Budget motoring has come to Shepparton in the shape of the latest midget cheapie, the FSM 650 Niki.

Niki is on the floor at Renisson Motors in Shepparton and retails for \$7990, almost \$3000 cheaper than the most expensive of the offerings from the land of the mighty yen.

Lou Renato of manufacturer Renisson Motors said, "consumption figures of the Niki mark the re-4.7 litres per 100 kilometres to beetle-type mo-



Inside the Niki is compact, but it has enough regular features for comfort driving.

CHANGEOVER ENGINES

Holden from \$169
Falcon from \$215
Holden, Ford V8 from \$195
Engine fitting service
Exchange bolts and engines
SEPARATION ENGINE AND
COLUMBER HEAD EXCHANGES
FULLY FIC COMPLETED
Car Vaughan & Campbell St,
Shepparton, Phone 31 2119

Sensation... NEW... **Niki** priced new 4 seater car! **\$7990**

Plus govt. statutory charges and dealer delivery fee!



Renisson Motors

When you buy a Niki you get a car that's compact, four seater, easy to drive and easy to park. You can fit a new car for thousands of dollars less than its nearest market equivalent.

Niki runs the compact but it's great fun to drive!

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GEELONG ADVERTISER, Monday, March 13, 1989

The Niki is a 650cc two cylinder, rear engine, air cooled, two door, four seater (yes, many Polish families could fit inside them). We acquired ours through a client of my dad whom no longer wanted it repaired or kept. Dad made a low offer and it was his, we had it registered for a couple of years then it lay dormant from 2003.

It was finally re-awoken earlier this year after an overhaul to get it into roadworthy condition of wearable components, damaged items, some additions and a good clean. A new head unit with Bluetooth was installed to help drown out the noise and bring some modernity to the car. LED interior lights were fitted so one can actually see when inside. Brakes, new tyres, repaired wheels were the largest of the jobs. Some

pictures of the progress are shown below. Despite its slow acceleration and top speed of apparently 120 km/h, it has sharp and responsive handling; it is pleasant to drive once it is going. Good luck going up hills mind you! Obviously it is very small and thus cramped inside, it is not something I would like to drive too long a distance. Your feet are on a slight angle to reach the pedals which is not very comfortable and the noise and vibration can get tedious. Its place is in city driving; after all it is a city car.

It was then registered on club plates with MotaFrenz and attended the European showcase, where I had many problems driving it home! After those issues had been sorted, namely gear linkages and dirt in the carburettor, it has since smoothly made its way to the AGM. Most of the credit goes to my dad for getting it up and running. Thanks Dad!



Figure 1: carpets removed to gain access to floor



Figure 2: Repainted rims. <Insert your own innuendo here.>

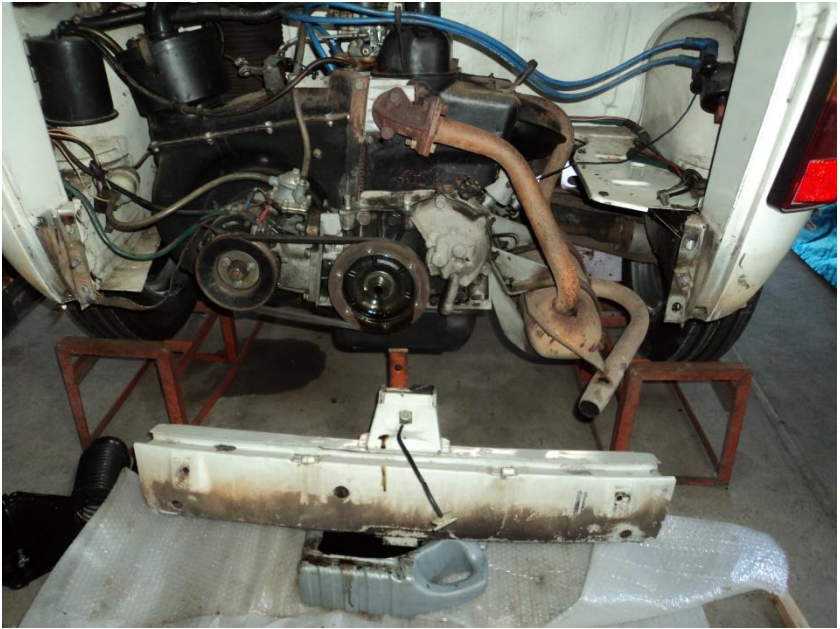


Figure 3: engine cover removed

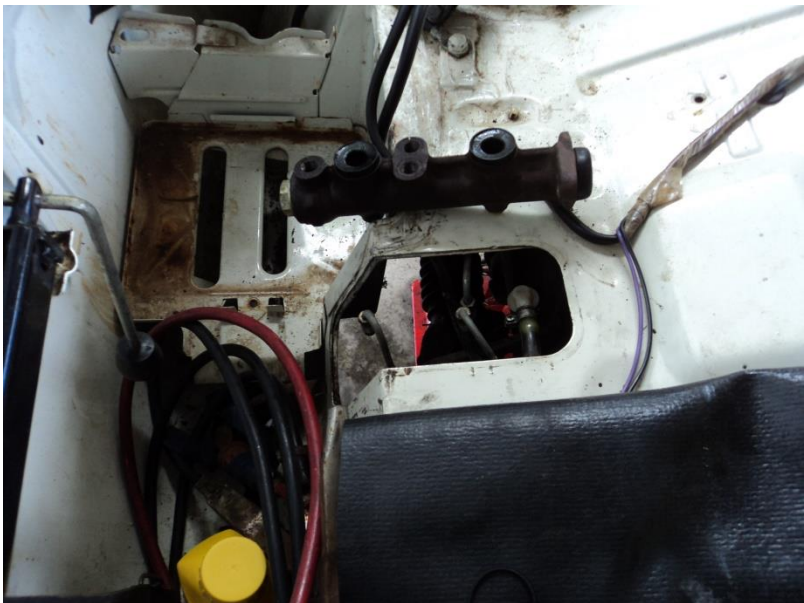


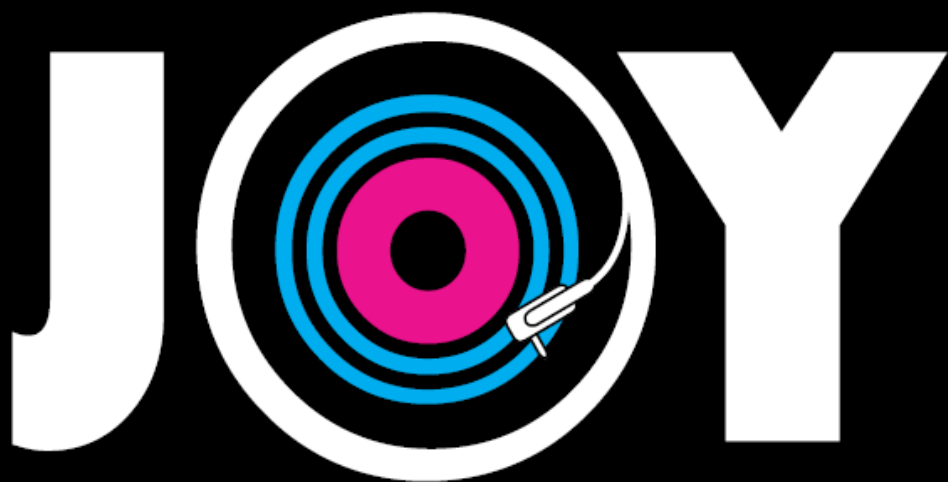
Figure 4: Working on the brakes



Figure 5: I actually did help!



Figure 6: The most off road it can get.



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AUTOMOBILE HISTORY- FUEL SYSTEM

Thanks to Jeff W for supplying the article. From <https://www.motorera.com/history/hist04.htm>

In 1896, an automotive development that did not receive headlines was announced. Dr. Wilhelm Maybach and Gottlieb Daimler of Germany had teamed up to build a motor car possessing a new device called a float-type spray carburetor -- a "gadget" that's still with us.

According to an 1898 issue of Automobil-Zeitung, a German automotive publication, the Maybach carburetor was "a major improvement over the brush-type atomizer and the wick carburetor."

The atomizer was the carburetion device used on the first motor car equipped with a gasoline engine, built by Siegfried Marcus in 1875. Between Marcus and Maybach, Dr. F. W. Lanchester, a British automotive pioneer, built motor cars that used wick carburetors.

The rotary-brush atomizer used by Marcus was an integrated fuel reservoir and feed unit. As the pulley-driven brush revolved, it picked

gas out of the reservoir and threw it into the air. The suction effect created by the pistons drew the mixture into the engine.

Lanchester's wick carburetor improved on the atomizer. It consisted of several compartments. The bottom compartment held fuel. Wicks extending from a compartment above became saturated with fuel.

Getting vapors given off by the wicks to mix with air was achieved by drawing air into the compartment above the fuel storage area. The fuel/air vapors then flowed to the engine, passing first through wire mesh that served to filter out impurities. This was the world's first carburetor fuel filter.

There's a fact about filtration you may find interesting. Until refining methods were improved (about 1910), cars came equipped with swatches of chamois. These were used by car owners to filter impurities from gas before pouring it into the fuel tank. Before drive-in stations, gas was sold by hardware and drug stores.

Maybach's float-type carburetor was, in retrospect, an invention of revolutionary proportions. Its survival for this many years tends to prove this. You probably know how it works: Gas from a fuel supply tank flows by gravity into the carburetor's float chamber or bowl. As gas fills the bowl, it causes a float (Maybach used a float made of sheet

metal) to rise. When the float reaches a certain height, it forces a needle valve to close, which halts the flow of fuel to the engine.

The float allowed Maybach to attain a consistent flow of fuel to the engine. Unlike the atomizer and wick carburetors, the float carburetor lessened the tendency of engines to flood.

Maybach's carburetor possessed a second chamber called the mixing chamber. It was there that gas from the float chamber mixed with air. The mixture was drawn up into the engine as pistons dropping in the cylinders created a vacuum.

Note that the fuel mixture was drawn up into the engine. The Maybach carburetor was an updraft unit, an approach to carburetion that lasted until the late 1920s, when the first cam-operated mechanical fuel pump was invented. This invention permitted automakers to move fuel tanks to the rear of their cars and place carburetors high on the engine.

Between the gravity-feed system and the advent of cam-operated fuel pumps, fuel was pushed from a rear-mounted tank to the carburetor by air pressure. This required large vacuum reservoirs between fuel tanks and carburetors. It's interesting to note what the 1928 edition of 'The Modern Gasoline Automobile' had to say about a disadvantage of this system: "The air pressure pump system often gives trouble, requiring a hand air pump near the driver in order to return to the garage."

Automakers had to put hand pumps in cars. When the automatic air pump system failed -- which it often did -- a driver would use the hand pump to feed fuel to the engine.

As we said, the Maybach float carburetor was first used in a car built by Maybach and Daimler. This was before Daimler and Karl Benz joined forces to form the company that now builds Mercedes-Benz automobiles and produces Mercedes-Benz parts.

Do you wonder why the cars are called Mercedes-Benz and not Daimler-Benz? When Daimler and Maybach were associated, Emil Jellinek (who was the Austro-Hungarian consul in Nice, France) was a passionate client of Daimler cars which he successfully raced. He promoted Daimler cars with his friends as an "un-official" dealer. When he ordered a large batch of cars, he also suggested that Daimler change the name of their cars, taking into account the French hostility towards German products, stemming from the still-well-remembered Franco-Prussian war of 1870 (which France disastrously lost). Therefore, he suggested they use a French-sounding name. Since he represented a sizeable share of Daimler sales, Daimler obliged by giving their cars the name of Jellinek's daughter: Mercedes. Since these cars won a number of races in France thus giving the newly named "Mercedes" a good reputation, Daimler decided to apply that name to their cars everywhere. The Mercedes name went with Daimler when he joined Benz.

As automaking took off, so did road building and development of more powerful engines operated at varying speeds. Fuel-on-demand became a critical factor that the original Maybach design couldn't fulfill. Refinements came hot and heavy.

One of the earliest was through the efforts of two men -- Butler of Great Britain and Venturi of Italy. They didn't know one another. In fact, they lived 100 years apart.

In the 1790s, Venturi discovered that by reducing the bore of a pipe, he was able to increase the velocity of fluid and got it to break (atomize) into smaller particles. Around 1900, Butler applied the Venturi principle to a float-type carburetor. He narrowed its throat (or venturi, as we call it now). Doing this allowed greater protection against engine flooding.

Improvements to the Maybach design between 1900 and the late 1920s led to the jet-compensated carburetor, which is still with us. This unit uses jet circuits, air bleeds, vacuum-operated economizer valves and throttle-operated metering rods to attain the correct fuel/air ratios for various speeds and loads.

Other significant fuel-system developments were:

The first dash-mounted gas gauge by Studebaker in 1914.

The first carburetor air cleaner, introduced on the 1915 Packard Twin Six. The 1922 Rickenbacker used the dry-type air cleaner.

The first thermostatic automatic choke, which was introduced on the 1932 Oldsmobile. The design has remained basically the same to this day.

The first four-barrel carburetor -- by Buick in 1941.

Back in 1910, Adams Farwell of Dubuque, Iowa, pioneered a non-carbureted fuel system called fuel injection, refined and adopted for diesel engines. But it wasn't until after World War II that thought was given to putting it on spark-ignited gasoline engines.

In 1949, Automotive Digest said, "Some automotive men feel that fuel injection for passenger automobiles is nearing the climax in experimentation and may soon make its bow to the driving public." What happened? Nothing -- the carburetor remained king for another 35 years.

But as smaller engines and greater fuel mileage have become issues, fuel injection is, like so many other automotive inventions, an old development whose time has finally come. By 1986, practically all gasoline engines have electronically operated fuel-injection systems instead of carburetors. Bye-bye, old friend -- it's been fun. 1992

Lamborghini Diablo Evocation

1994 Porsche 964 Speedster

1965 Ford Mustang Notchback

1992 Ford GT40 Mk. III by KVA

1966 Jaguar E-Type Series 1 4.2 Litre

1972 Ferrari Dino 246GT



JACKS DONUT

Article supplied by Jeff W, taken from

<https://primotipo.com/2018/08/12/jacks-donut/>

Posted: August 12, 2018 in F1, Fotos, Who,What,Where & When...?



Figure 7: Jack Brabham playing with the kids in the Phillip Island paddock, Cooper T51 Climax, 14 March 1960...

(I McCleave)

Jack won the 'Repco Trophy' over 16 laps in a T51 rout from Bill Patterson, Bib Stillwell and Austin Miller in similar cars albeit none shared the latest 2.5 litre Coventry Climax FPF fitted to Jack's 'F2-4-59'- said to be 'Brabham's main car during the early part of 1959'. Austin's motor was 2.2 litres with Bib and Bill having 2 litre units.

Brabham had a successful fortnight during his short summer of 1960 Australian racing tour, three races from three winning the Longford Trophy and Light Car Club of Tasmania Trophy on 5 and 7 March at Longford the week before.

Ian McCleave took the opening photo of 'A youthful Jack Brabham showering my younger brother in dust...I seem to recall Dad charged with adrenalin winding the Austin A95 up to 90 mph on the way back to Melbourne!'

Lukey Heights is well familiar to 'Island regulars in the background, its a top shot and another enthusiast that day, Robert Jones caught the start of the race, below.

Credits...

Ian McLeave, Robert Jones



Figure 8: The Off- Brabham, Stillwell, Miller with Patterson on row 2...

(R Jones)

Finito...



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