British & European Automobile Club
(Southern Highlands NSW) Inc.
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BEACon October 2022

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The Friendly Inn Hotel 7/09/2022

A new chapter in the BEAC story began on the 9th of September with the shift from the club's long established run assembly point at Burradoo to the Southern highlands Botanical Gardens car park at East Bowral. The change had been very well publicised, and no one turned up at the old site to start the run to the Friendly Inn Hotel in Kangaroo Valley.

View of the new assembly point.

The cars take in their new surroundings.

It seemed half of the car park was for red cars only!

Two British Icons together.

The only issue at the car park was that some of our cars parked behind some non-club vehicles that were already there, and then had to move to let those vehicles leave before we did. No great problem, but we'll know next time. (The owners of the other vehicles were a group of young mothers, who coincidentally were also using the car park for the first time.)

Always nice to C.

As luck would have it, the run briefing had to compete with the sound of a Bobcat scurrying back and forth loading trucks employed on roadworks, but this should prove to be a one off, or temporary distraction on our future runs.

A car that photos just don't seem to do justice to – Ken Woodward's Cooper S.

So the group set off on the run, which went through Moss Vale and on to Nowra Road. I'm normally a proponent of having our cars run in convoy to the destination, but I didn't want to go through Mossie, so set off on my own down Kangaloon Road and was rewarded by an extraordinary drive during which I did not see another car on my side of the road until I was half way down Barrengarry Mountain. It didn't matter then, as we came to a stop at the traffic lights controlling the single lane open at the landslip which closed the road entirely a while ago. Driving past the slip, it was evident just how substantial it was, and how much resources, effort and money it was taking to restore the roadway.

On arrival at the pub, I noted that Marilyn Monroe, the scooter and sidecar, and the piano were still out the front, though all three looked a little worse for wear. The pub had allocated us the marquee out the back to sit in, but although the sun was out, the breeze was pretty cool, so we elected to sit inside near the kitchen.

Meals were ordered and delivered in good time. I chose the butter chicken, which was well prepared and presented, but I didn't enjoy the flavor as much as the packaged version you can buy from Woolies. This is not a criticism of the venue, which would be in my list of the best venues for the club to go to. Everyone else seemed to enjoy their tucker well enough, so no problem.

Marilyn is still out front of the Friendly Inn – still holding her dress down from the never ceasing breeze.

On behalf of the club, I'd like to thank Ross Pollock for organising the run, and express the hope that he does not have to organise any more this year after our next one.

Phil O'

CLUB CALENDAR – October and November 2022

- **Runs start at 10 am from the Botanical Gardens Car Park on the corner of Old South Road and Kangaloon Road, unless otherwise noted.**
- **Please Note: all PDF files and links are available on the club's Events Web Page**

OCTOBER 2022

Saturday 1 October 2022 | Invitation Event
• Moss Vale Men's shed exhibition and sale day.
• Download Information sheet | Moss Vale Mens' shed sale day

Wednesday 5 October 2022 | Lunch Run to Mt Kembla
• Venue | Mt Kembla Village Hotel
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old Road South Bowral – at the roundabout Cnr Kangaloon and Eridge Park Road
•Download run sheet | BEAC Run Sheet Mt Kembla Pub
• Organiser Glenn Atkinson
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Wednesday 19 October 2022 | Lunch Run to Moss Vale
• Venue | Moss Vale Services Club, Argyle St & Yarrawa St, Moss Vale
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old Road South Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Download Moss Vale run sheet | Moss Vale Services Club run
• Organisers Ros and Kevin Bell
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

NOVEMBER 2022

Wednesday 2 November 2022 | Lunch Run
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old Road South Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Wednesday 16 November 2022 | Lunch Run
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old Road South Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Wednesday 30 November 2022 | Lunch Run
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old Road South Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Fixing the Roads

Jenny O' dug up this example of what many of us think is happening with road repairs after the flooding rains.

Club Menangle **21/09/2022**

Had no real competition for parking spaces this time at the Botanical Gardens assembly point.

Due to the grey weather and the slightly longer distance of this run, a smaller band of the usual suspects gathered in front of the gardens for the trip to Menangle. The threatened rain did not in fact interrupt the run at all, a just reward for those prepared to venture out, but it did limit the number of classic cars that turned out.

Always impressive to look at – Stuart MacDonald's Porsche Cayman.

It was nice to see a few (car) faces that we hadn't seen for a while – the MacDonalds' Porsche Cayman, the Daimler 250 of Phil Davies (back after needing some work done) and the MGA Coupe of Tony proctor Broughall.

The Daimler sits patiently waiting for the go.

At the run briefing, Geoff Wood informed us that following Rob Turner's resignation from the position of club webmaster, Anne Wood has taken over the role. But this in turn means that the club is now seeking to replace Anne as secretary. Please talk to Anne or Geoff if you would like to nominate for the role.

The great diversity of members' cars is well illustrated in this photo.

The Woods' Alfa looking pretty schmick!

A very stylish convertible indeed – Brian Cox's SAAB (though it still thinks it's an MGB).

So off we went on a route that was known to have many potholes along the way, but hopefully no major ones. This was true for Old South Road, Wilson Drive and the loop of roads beyond Thirlmere around to Picton. After that the roads improved considerably until we got to Menangle and the club.

Once inside, it was evident that the club has had a major upgrade since BEAC visited it a few years ago. And it seems that the upgrade and change of focus has been successful - there were quite a number of people in for lunch, including the owners of a trio of Triumphs (2 TR3s and a TR4 ?) who arrived just after we did.

I elected to have the fish and chips off the $15 lunch menu. It was delivered quickly and went down well. Everyone settled in to enjoy themselves and the company of good friends.

There's something quintessentially British about the MGA Coupe.

SLKs nose to nose.

On behalf of the club, I thank Fred Edney for putting this run together. It was nice to give our cars a longer, more open run once in a while.

A pretty happy table.

Phil O'

HISTORIC VEHICLE SCHEME

• For members with BEAC Primary Historic Vehicle Registration, on a club run you must keep either a Club BEACon Newsletter or BEAC Events Web Page print-out in the car to justify the use.

HISTORIC CONDITIONAL REGISTRATION - 60 DAY LOG BOOK SCHEME
A reminder that it is a condition of the 60 Day Log Book Scheme to sign off on your RMS Log Sheet **BEFORE** making a non-club run journey. Severe penalties apply.
Members with cars registered under the Historic Vehicle Scheme are expected to attend a minimum of **four** Runs / Events per year.

Additional information covering the Historic Vehicle Registration 60 Day Log Book Scheme can be found on the BEAC website https://www.beac.org.au/historic-vehicle-scheme/historic-vehicle-scheme-60-day-log-book-scheme/

Please note: if you sell a car that is noted on the BEAC Member's Register, please inform our Membership (and Historic Plates) Registrar of the sale. If in doubt whether the car is on the Register, tell him anyway at registrar@beac.org.au (he won't be offended)!

The Good, the Bad and the Ugly

About-to-be-member Owen Sinden sent me the photo below, saying

'It is a photo of my brother's (Fiat) X1/9 on a road trip in June this year. I can't believe the size of some tractors on the road; surely a light rigid licence would be needed, maybe more.'

Certainly the contrast between the minimalist Fiat sports and the American 'dualie' is pronounced!

In memoriam

Ex long time BEAC member Barry Noakes sent me this charming photograph of Queen Elizabeth with the comment ‘But this is how I like to remember Liz. Two loves...Corgis and MGBs.’ I think this is a very appropriate way for BEAC to remember a much loved monarch.

Fiat 500

Last month I started a series of articles on the four notable small cars from the middle of the twentieth century - the Volkswagen Beetle (1938), the Citroen 2CV (1948), the Fiat 500 (1957) and the BMC Mini (1959). The Citroen 2CV got the ball rolling last month, and this month it is the turn of the Fiat 500.

While most people would identify me as a Mini man, my family did have a Fiat 500 for some time. My cousin was a Fiat man all his life, with some beauties among the ones he owned – a Toplino, a couple of 1100 sedans, a 124 BC coupe etc. When our younger son was a teenager, he had a particular liking for the 500 Giardiniera estate version and the Abarth go faster variants. So we bought him a 500 to 'do up'. It came complete with a whale tail no less, but we don't know if it was ever raced. He started work on it, intending to create an Abarth replica, but when he reached the floor, it all fell out, rusted to pieces. He lost enthusiasm and we sold it a few years later.

So over to Wikipedia to tell the story of the 500.

The **Fiat 500** (Italian: *Cinquecento*, pronounced [ˌtʃiŋkweˈtʃɛnto]) is a rear-engined, four-seat, small city car that was manufactured and marketed by Fiat Automobiles from 1957 until 1975 over a single generation in two-door saloon and two-door station wagon bodystyles.

Launched as the *Nuova (new) 500* in July 1957, as a successor to the 500 "Topolino", it was an inexpensive and practical small car. Measuring 2.97 metres (9 feet 9 inches) long, and originally powered by a 479 cc two-cylinder, air-cooled engine, the 500 was 24.5 centimetres (9.6 inches) smaller than Fiat's 600, launched two years earlier, and is considered one of the first purpose-designed city cars.

In 1959, Dante Giacosa received a Compasso d'Oro industrial design prize for the Fiat 500. It was the first time when it was awarded to an automotive industry.

In 2007, the 50th anniversary of the Nuova 500's launch, Fiat launched another new 500, stylistically inspired by the 1957 Nuova 500, featuring a front-mounted engine and front-wheel drive.

In 2017 Fiat celebrated the 60th anniversary with an exhibit at the Museum of Modern Art in New York City and received one of the Corporate Art Awards by pptArt at an event hosted by the President of the Italian Republic Sergio Mattarella at the Quirinal Palace.

Fiat 500 L 1970. Photo: IFCAR

History

In 1936, Fiat released the front engine Fiat 500 "Topolino" economy car. In 1949 to meet the demands of the post-war market, production resumed as the 500C with revised front and rear bodywork. It had a 2-door coupe body with sun-roof, which was later complemented by an Estate version. Both continued until 1957 when they were replaced by an all-new, lighter car. The new car had a rear-mounted engine, on the pattern of the Volkswagen Beetle, just like its bigger brother the 1955 Fiat 600. Several car makers followed the now uncommon rear engine configuration at the time and were quite successful. The Neckar version of the 500 was manufactured in Heilbronn under a complicated deal involving NSU, and was introduced in October 1961. Steyr-Puch produced cars based on the Fiat 500 under licence in Graz, Austria.

Despite its very small size, the 500 proved to be an enormously practical vehicle with large sales throughout Europe. Besides the two-door coupé, it was also available as the "Giardiniera" estate; this variant featured the standard engine laid on its side, the wheelbase lengthened by 10 cm (3.9 in) to provide a more convenient rear seat, a full-length sunroof and larger brakes from the Fiat 600.

Sports models were produced by Abarth, as well as by Giannini. An Austrian variant, produced by Steyr-Daimler-Puch, the 1957–1973 Steyr-Puch 500, had a motorcycle-derived Puch boxer twin motor, a sports model of which was the 1965–1969 Steyr-Puch 650 TR2.

Production of the 500 ended in 1975, although its replacement, the Fiat 126, was launched two years earlier. The 126 was not as successful as its predecessor in Italy, but sold well in the Eastern Bloc countries, being assembled and manufactured in Poland as a Polski Fiat. The Fiat 500 has a Cx (aerodynamic resistance coefficient) of 0.38, a very good performance for its time.

The original 1957 Model. Photo: SurfAst

The final model – the Fiat 500 R Photo: AlfvanBeem

500 Giardiniera (1960–1968)

The 500 Giardiniera (500 K on some markets) estate version of the Fiat 500 is the longest running model. The engine is laid under the floor of the boot to create a flat loading surface. The roof on this model also stretches all the way to the rear, not stopping above the driver and front passenger as it does in other models of the same period. The Giardiniera also features "suicide doors" and was the only model to continue to use this door type into the 1970s. In 1966 production was transferred to Desio where the Giardiniera was built by Fiat subsidiary Autobianchi under their marque from 1968 to 1977. A total of 327,000 Giardinieras were produced, and from 1968 sold only as Autobianchi Giardiniera.

The gorgeous little Giardiniera Photo: Rudolf Stricker

500 Furgoncino[edit]

A panel van variant of the *Giardiniera* (estate) was offered as the *Furgoncino*.

Fiat 500 van 1968. Photo: Charles 01

Abarth 695 SS (1964–1971)

Of all the performance-oriented models created by Karl Abarth, later known as Carlo Abarth, perhaps the 695 *esse esse* is the best representation of the scorpion-branded firm's collaboration with Fiat. Around 1,000 **Fiat Abarth 695 SS** were produced and only 150 are believed to remain.

Abarth introduced its 695 SS version in 1966, after the previous presentation back in 1964. The rear-engine, rear-wheel-drive layout Fiat 500 was the basis of the project. When compared to the production version of the 500, aesthetically the 695 was virtually identical except for the logo, badge on the radiator grille and the coat of arms on both sides of the car. The 695 SS was the only version to feature flared arches and the need to raise the engine cover for extra stability and cooling.

Like all Abarths, the differences are found in the mechanical upgrades that helped to increase its top speed to around 140 km/h (87 mph). The OHV 2 valves per cylinder inline-two engine, exhaust pipe, head and valve-springs were upgraded and specially designed pistons and camshaft fitted. It had an equal

square bore and stroke ratio of 76 mm × 76 mm (2.99 in × 2.99 in) for a total displacement of 689.5 cc (0.7 L; 42.1 cu in) and the original single Solex 34PBIC carburetor was increased in size with a compression ratio of 9.8:1 developing 38 PS (37 bhp; 28 kW) at 5200 rpm and 57 N·m (42 lbf·ft) of torque at 4000 rpm.

The esse esse. Photo: Matti Blume

The business end of the 695 SS.

First Around Australia

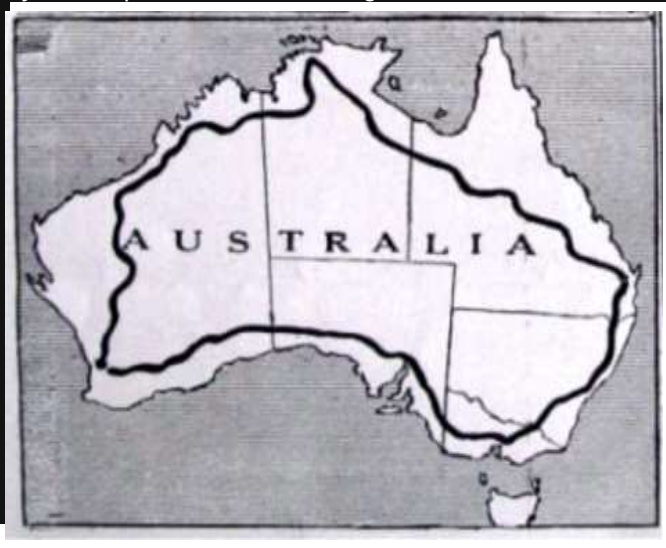
This is the story of a remarkable little car's great adventure.

Around the time of the dawn of motoring and new kind of adventure developed. Exploration of new lands was still one of the greatest challenges for mankind, and motorcars added an extra dimension to the possibilities.

By the 1920s car manufacturers also realized the publicity benefits of their cars conquering exotic lands, and the company founder Andre Citroen was probably the most adept at this. The crossings of the Sahara and into China by Citroens became renowned world-wide, with news-reels and magazine stories showing these great escapades.

Australia was one of the great unconquered challenges. In 1925, a 22-year old Western Australian evangelist, Nevill Westwood set off for a trip to the North-west of Western Australia in his 1922 model Citroen 5CV. Not long before, he had bought the second hand Baby Citroen, which had already covered 40,000 miles.

Taking his friend, student Greg Davies in the passenger seat, the journey would eventually take on incredible proportions. With no intention to gain notoriety or fame, ultimately their trip would take them right around Australia – and into the history books as the first ever to achieve this.



If you thought that a tiny 2-seater car with an 856cc 4-cylinder engine would be the best suited car for such an adventure, you'd be right. Considering Nevill was six-foot-three and Greg measured an inch taller, they would have been a very tight fit in the cockpit of the car they dubbed 'Bubsy'. In spite of its diminutive size, lack of power and simple specification, Bubsy proved well and truly up to the gargantuan task, but it wasn't all smooth sailing.

Andre Citroen had been among the pioneers in car mass-production and his small 5CV, introduced in 1922, proved to be an exceptionally popular model, with over 80,000 made. The 5CV sold well in Australia too, as a competitor to the Austin 7 – with over two thousand 5CVs being sold in Australia in the 1920s.

Bubsy wore the stylish French boat-tail body, with seating for two and a little space behind the seats with an external lid for access.

Luckily for future generations, Nevill Westwood photographed and wrote letters about his driving adventure. Reading through letters written to “My own dear Mother”, and his sister Ethel (Nevill nicknamed her 'Etheline' after the fuel…) provides a fascinating insight into the journey.

The journey began in Perth on August 4th, 1925, with northern WA in mind as the destination, and missionary work the aim.

With the charming style of a well brought up young lad, Westwood wrote to his mother on August 13th: “Thursday we travelled to Three Rivers Station and had the pleasure of crossing the Murchison, Gascoyne and Roebourne Rivers all in the space of a few miles”.

They faced extremes in temperature - from as low as minus 5 degrees C to the greatest heat Australia can dish out, all in an open car with no heater or side windows.

In some places the locals came to the aid of the intrepid adventurers – many of them never having seen a motorcar before. One evocative photo taken en route shows a team of aboriginal women on a tow-rope hauling the car over a creek-bed at Fitzroy Crossing.

The further the adventurers went, the rougher and less populated areas became. Sometimes there would be 1500 kilometres between homesteads or towns.

The bush tracks were little used, and in many places had disappeared altogether. The letters describe progress often at walking pace for days, with scrub, ant hills, fallen trees, rocks and other impediments needing to be dealt with. Their pick and shovel were worked hard, and the little car was used to move some objects beyond the powers of the two men. September 22nd 1925, at 1.30pm saw the lads cross into the Northern Territory.

The route took them through places such as Marble Bar – the hottest place in Australia and on the Madman's Track – where many a gold prospector had perished, reputedly having lost their minds.

While tackling the Madman's Track the fuel tank of the Citroen sprang a leak. A rubber hose was joined between an extra fuel can and the carburettor, but after a while, the rubber perished. The solution was that Westwood kept his finger on the hole in the fuel tank and operated the controls with help from Davies who was calling directions – because Westwood's view was obscured in his contorted position plugging the hole…

On entering the Northern Territory, Westwood was advised that theirs was the first motorcar to have travelled from WA to the Territory.

Clearly their journey was very different to the many factory-backed motoring expeditions which took place around the world. These lads had no spares and no support - relying on their ingenuity and faith. And a great deal of both were needed to ensure they could get through some areas.

Tyres were problem enough in cities in the 1920s and proved a challenge more than once for Westwood and Davies. From a letter dated October 11, 1925: “Next morning we started on the remaining 125 miles (to the next station) but more tube trouble developed. Next day we used up the remainder of our patches. We then ran for over 30 miles on one flat tyre filled up with grass and leaves, until we punctured another tyre, so we left the car and walked six miles to the Station. Mr Egan, the manager was just retiring but he soon made us welcome… Unfortunately they were just out of patch outfit (glue) or almost so. I put in part of a cow hide (killed that morning) on two wheels, but the tyres kept coming off. In this way we did 60 miles in two days.”

The car was left at The Pigeon Hole. On arrival at Victoria Station the boys discovered that the owners had no patch outfit as it was in their car, away at Katherine. There was however a vulcanizing machine, which Westwood spent two days “experimenting with” eventually learning to repair the tyres before a 40-mile horse ride back to the Citroen.

Lost

When the crew reached Emungalan, where the railway went to Darwin, Westwood took the train to Darwin, returning with a selection of new rubber. The rains had begun and the bush tracks became impassable, so ten days later, after the tracks had dried, they set off again, only to become lost a few days later. They continued, eventually stumbling upon the burnt out wreck of a car, which Francis Birtles had abandoned after one of his exploratory drives. Its location was known and thus helped get Westwood and Davies back on course. Later, the Overland Telegraph line helped keep the adventurers on track.

Further across the Northern Territory the dark soil, wet by the rains, was then baked by the sun into a rock hard ridged surface, which limited the car to slower than walking pace.

In some areas which horse-drawn vehicles, and the odd Model-T Ford frequented, the tracks were too wide for the Baby Citroen. Some of the photos that the clever solution was to remove the slightly dished, disc wheels and re-mount them backwards, thus increasing the width of the stance of the car. The rear mudguards had been touching the tyres at times, and were discarded. “It has in some ways improved the look of the car.' Westwood reckoned.

The intrepid adventurers crossed into Queensland on October 29th at the rabbit-proof fence. Soft sand in creek beds were a problem noted, but luckily the Citroen was quite light and could be dug out and pushed, or pulled.

At one point when the little car ran out of fuel, a herd of cattle converged on it. Davies readied his revolver while Westwood filled the tank from a fuel can. They moved on without the need to use the gun.

Another time; “We drove until the petrol ran out… and I then footed it in to Anna Plains, 20 miles”, Westwood reported to his mother, who was no doubt a little concerned at the adventure her young son had undertaken. Still, there were crazier exploits under way. In the same letter Westwood gleefully announced he had met a pair of men who were walking around Australia!

The only serious mechanical trouble was when the gearbox suffered a stripped gear – a tow by horse and some work by a blacksmith and Bubsy was back on the road. But after one mile the repair failed and had to be redone. Later in the trip the rear axle had to be removed and straightened – the job done on a railway line.

As the journey progressed some publicity started to appear about the trip. Sponsorship in the form of six Rapson tyres and tubes at a heavily discounted price, and a gift of a tyre pressure gauge were arranged.

The journey to Brisbane and then on to Sydney and Melbourne was far easier than the earlier part of the drive, as the areas were more inhabited and a better road system existed.

At Albury, Greg Davies stayed behind, leaving Westwood to do the rest of the journey home solo.

By mid-December the car was in Melbourne and word had been spreading of the marvellous adventure in the Baby Citroen. Westwood took the car to the Melbourne Citroen agent but found nobody there. Eventually finding a salesman he said: “after hearing my name he asked if I was the Overlander. On being answered in the affirmative he told me that all the men in the garage, the manager of the café and a number of others had driven out on the road to meet me.”

The drive onwards, via Adelaide was uneventful, but one letter mentions the loneliness of driving by himself.

The final drive into Perth, from Coolgardie was a 23-hour marathon. On December 30th, after 10,700 miles (17,200km) over 148 days, Bubsy and Nevill arrived home.

Some silent movie footage still exists of the car being welcomed back into Perth at the end of the journey, surrounded by other Citroens, driving through roads leading to the centre of the city.

In a letter written late in the journey Westwood makes mention off another Citroen which Gilberts (the Perth Citroen agent) had subsequently sent around Australia, “but nothing appeals to the public more than a private car performance.” Several others also began a similar journey at much the same time, however it was Westwood who was the first to complete the circumnavigation of Australia.

In 1929 Bubsy and crew participated in the “Western Australian Centenary Procession” with recognition as the first car to travel around Australia.

While at the time Westwood's adventure was acclaimed with newspaper and magazine stories hailing him a hero, little credit has been given since about this incredible journey for three quarters of a century.

The car was put aside and Westwood later used another, larger car for another similar journey, and also motorcycled across the country.

It was in the 1960s when Westwood's son Ron took over the now derelict but fairly complete Citroen, after Nevill had died. Ron had spent some years collecting spare parts from remains of other 5CVs as he travelled

the countryside with his work, so he was well stocked for when the restoration would take place.

Well known Brisbane Citroen importer, dealer and rally driver Jim Reddiex decided to do a recreation of the Westwood drive in 1975, in a Citroen 5CV of his own. Ron Westwood decided that this would be the target for his restoration, however Bubsy was not yet finished when Reddiex got to Perth, though his crew enthusiastically took up the offer to visit the historic car. Greg Davies also came to see the car, which he'd last seen at Albury fifty year before. It brought many a tear to his eyes seeing Bubsy again, and helpfully, he was able to explain what the various non-original holes in the dashboard had been made for.

Ron eventually finished the restoration of Bubsy, which had retained many of its original components and fittings. The car sat rarely used under his house in the Perth hills.

This writer tracked the car down in 1985 and Westwood was pleased that someone cared enough about his Dad's old car. As a result, the car was shown to the public at the Classic Car Show at Lilac Hill near Perth in 1986. A photo of the car, publicizing the car show appeared in the newspaper, and again, Greg Davies, by then in his mid-eighties, went out to see Bubsy – a car which had been a part of such a significant event in his life. I had the pleasure of meeting the frail Davies and showing him the car.

Ron had always dreamt of taking the car out again on a trip circumnavigating Australia, which almost happened in 2000 as a 75th anniversary run. The car was re-restored, but with Ron's advancing age and financial support for the trip hard to find, the idea was called off at the last minute. Looking at the tiny car today, it is hard to imagine it would be easy driving it a few kilometers on a sealed road - let alone 17,000 kilometers over impassable ground that a modern four-wheel-drive would struggle with.

Ron was getting too old to use the car and wanted it to be looked after appropriately. Recently, with some help from this writer, the car was purchased by the Museum of Australia and it travelled to Canberra, had further restoration work conducted and is now a prized exhibit – daily getting the recognition it well deserves.

In 1925, one of the last great motoring challenges was taken on, in perhaps the least likely car. Today Bubsy remains an incredible testament to the sheer bravery of those pioneering motorists.

Left: Bubsy today, resident in Canberra.

Specifications:
Citroen 5CV 1923-1926

Engine: 856cc in-line 4-cylinder, detachable head. Side valves. 2-bearing crankshaft. Bore & stroke 55mm x 90mm. Thermosyphon cooling (no fan). Battery ignition with Delco distributor. Solex carburettor and magneto from 1924.
Transmission: 3-speed gearbox, floor mounted gear-change, rear wheel drive
Power: 11bhp @2600rpm
Suspension: Quarter elliptic leaf springs all round
Dimensions: Wheelbase 7'4 ½ “, lengthened to 7' 9” in 1924
Tyres: 700 x 80, increased to 715 x 115 in 1925
Production: 80,232 were made

Article from https://www.classicrally.com.au/

MOTORING MIRTH

Thank you to all contributors to this edition