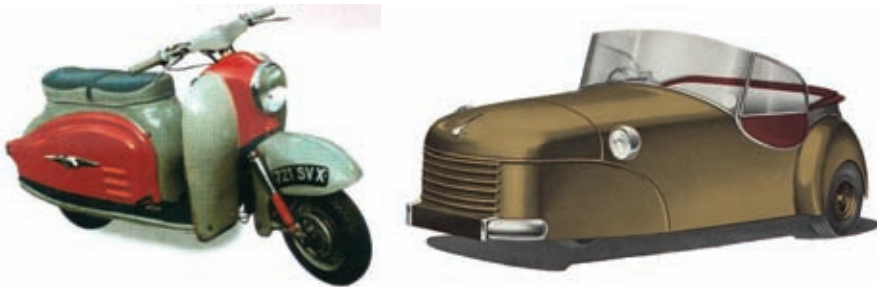


# AMBERLEY

working museum

## CLASSIC MICROCAR & SCOOTER RALLY

Sunday 5<sup>th</sup> August 2007



# SHOW GUIDE

Welcome to the fourth Classic Microcar & Scooter Rally at Amberley Working Museum. The ancestors of both types of vehicle appeared between the wars, but really came into their own in response to the need after the Second World War for cheap and simple transport. Interestingly, after a period of decline, both have enjoyed a revival in recent times.

### MICROCARS & THREE-WHEELERS

#### 1 GMX 759 1937 MORGAN MX4 Supersports

The ancestor of the microcar was the cyclecar, popular around the time of the First World War. Many different makes were available, but the Morgan three-wheeler was by far the best, and the only one to survive past the 1920s. By the time this Supersports was produced, it had been developed into a fast and rugged sports car of distinctive character. This example has been with the present owner since 1966.

*Entered by Peter Elgar, Surrey.*

#### 2 JK 4644 1934 RYTECRAFT Scootacar

Rytecraft Scootacars were built by the British Motor Boat Manufacturing Co. Ltd. of London between 1934 and 1940, and nearly all were powered by 98cc Villiers engines, driving via a single speed to one rear wheel. Most were used on fairgrounds, holiday camps and the like, but some were registered for the road, and this one was used by a garage in Eastbourne.

*Entered by Alan Jones, Sussex.*

#### 3 1927 BLOTTO Auto-Tri triporteur

Blotto Frères of Paris were one of the main builders of delivery tricycles in France. This motorised version is powered by a 350cc Anzani engine.

*Entered by Colin Kirsch, Sussex.*

#### 4 AOA 690 1934 JAMES Handyvan pick-up truck

The James Cycle Company introduced their three-wheeled Handyvan in 1929, powered by a 249cc engine, and designed to carry 5cwt. A pick-up truck was also offered. Both types were subsequently upgraded to a 1096cc engine and 8cwt payload.

*Entered by Barrie Rawlings, Hampshire.*

#### 5 YSY 372 1936 JAMES 8 cwt Handyvan

*Entered by Ian Smith, Hampshire.*

#### 11 RCD 268 G 1968 AUTOBIANCHI Bianchina

Autobianchi was an Italian car manufacturer, created jointly by Bianchi, Pirelli and Fiat in 1957. The Bianchina was based on the floorpan of the Fiat 500, but was fitted with rather more sophisticated bodywork. They were never officially imported into the U.K., and there are believed to be less than half a dozen here.

*Entered by Enrico Tedeschi, Sussex.*

#### 12 BSJ 144 1958 BERKELEY SE328 Sports

Designed by Lawrie Bond, and built in the Berkeley caravan factory in Biggleswade, Bedfordshire, Berkeley cars were of fibreglass monocoque construction. The SE328 was powered by a 328cc Excelsior Talisman twin cylinder two-stroke engine.

*Entered by Mr & Mrs B. D. Giles, Somerset.*

**13 XUF 328 1959 BERKELEY B105 Sports**

The B105 had a Royal Enfield 'Constellation' 692cc twin-cylinder engine developing 50bhp, and was claimed to have a top speed of 105mph, while the front wheel drive layout and all-independent suspension certainly gave it great road-holding.

*Entered by Ray Bell, Surrey.*

**14 292 MHN 1959 BMW Isetta 300**

The Isetta was first produced by the Italian Iso company in 1953. It had four wheels, and a single door at the front of the vehicle. BMW bought the design, and continued production in Munich, Germany, from 1954, using their own 248cc, and later 298cc engine. A British-built Isetta was made in Brighton from 1957, with a three-wheeled version appearing in 1958.

*Entered by Kenneth Standen, Sussex.*

**15 GVS 623 1960 BMW Isetta 300**

*Entered by Ken Anderson, Sussex.*

**16 305 KPU 1957 BOND Minicar Mark D Family tourer**

Designed by Lawrie Bond, the first Bond Minicar was built in 1949 in Preston, Lancashire, and consisted of an aluminium body/chassis with a Villiers 123cc engine alongside the front wheel. The Mark D, introduced in 1956, had a 197cc engine.

*Entered by Mike Hele, Hampshire*

**17 741 EVT 1958 BOND Minicar Mark D Family**

*Entered by Terry Day, Hampshire.*

**18 860 CD 1960 BOND Minicar Mark F Family Saloon**

Later cars became more sophisticated, and the very successful Mark F featured a 250cc engine. Four different body styles were offered.

*Entered by Nick Mander, Sussex.*

**19 GDT 457C 1965 BOND Minicar Mark G Tourer**

The Mark G was the final incarnation of the Minicar line, and featured hydraulic brakes for the first time. This one is in regular use for rallies, carrying 2 adults and 2 children, and has been to France and Ireland. Described as "remarkably reliable, practical and good fun!"

*Entered by Terry Bradley, Sussex.*

**20 EGC 532 H 1970 BOND Bug 700ES**

Designed by Tom Karen at Reliant, with the trendy young driver in mind, the Bug had a distinctive fibreglass wedge-shaped body, and was powered by Reliant's aluminium alloy 4-cylinder o.h.v. engine. The car was eventually launched as a Bond, after that company was taken over by Reliant in 1969, and 2,268 examples were made from 1970 to 1974.

*Entered by Neil Hills, Surrey.*

**21 ABA 80K 1972 BOND Bug**

*Entered by Daren Pearson*

**22 BAS 52I 1962 FIAT 600D Multipla**

The very successful Fiat 600 saloon appeared in 1955, and was the company's first rear-engined car. The Multipla was launched a year later as a forward-control 'people carrier', with up to six seats, and proved very popular as a taxi. Today they are very rare in the U.K.

*Entered by Jane Puttock & James Ewing, Surrey.*

**23 949 RD 1964 FIAT 500D**

Launched in 1957, the FIAT 'nuova' 500 had a twin-cylinder rear-mounted air-cooled engine, and independent suspension on all four wheels. It proved to be practical and fun to drive, with a reasonable performance for its size, precise steering, and good road-holding.

*Entered by Roger Westcott, Buckinghamshire.*

**24 APR 757 B 1964 FIAT 500D**

*Entered by Steven Abbott, Surrey.*

**25 EJO 791 E 1967 FIAT 500F**

The 500F had front-hinged doors, rather than the 'suicide' doors of the earlier models, and appeared in 1965.

*Entered by Vanessa Gathercole, Berkshire.*

**26 735 UXA 1960 FIAT 500 Giardiniera**

For the estate car version of the 500, the engine had to be laid in its side, and the wheelbase increased, in order to create the rear cargo space.

*Entered by Mark van Lokven, Hampshire.*

**27 XYT 968 1970 FIAT 500L**

The 500L was a 'de luxe' model, made between 1968 and 1972.

*Entered by Mike Rysiecki, Berkshire.*

**28 GBW 285 L 1972 FIAT 500L**

This one has been with the present owner since 1990, and has appeared in adverts and films.

*Entered by Carl Allan, Hertfordshire.*

**29 BLJ 79 L 1972 FIAT 500L**

The owner tells us that the 500 was described on Top Gear as "the sexiest car ever made"!

*Entered by E.A.Dawson, London.*

**30 DKO 189K 1972 FIAT 500**

*Entered by Mrs J. DiCarlo, Hampshire.*

**31 MUV 988 L 1973 FIAT 500**

Production of the Fiat 500 ended altogether in 1975, by which time over 3½ million had been built.

*Entered by David Hambly, Surrey.*

**32 MLD 356 L 1971 HONDA Z600**

Based on the Z360, produced for the Japanese motorist, the Z600 featured a larger engine for the export market, and was built between 1970 and 1974. The air-cooled twin-cylinder engine gave the vehicle a good performance and fuel economy, but it was expensive.

*Entered by Neil Aichroth, Sussex.*

**33 TPY 584 1958 MESSERSCHMITT KR200 Kabinroller**

Built by the famous German aircraft manufacturer, the Messerschmitt featured tandem seating to reduce wind resistance, handlebar steering, a side-hinged canopy, and a Sachs 2-stroke engine, initially of 174, and later 192cc.

*Entered by Fabian Fresson, Sussex.*

**34 LJV 187 1958 MESSERSCHMITT KR200 Kabinroller**

*Entered by Kenneth Standen, Sussex*

**35**      UWV 257      **1959 MESSERSCHMITT KR200 Kabinroller**

*Entered by William Dean, Kent.*

**36**      787 JOR      **1963 MESSERSCHMITT KR200 Kabinroller**

Fitted from new with the optional 'Tiger nose', and restored in the mid-1990s.

*Entered by Paul Campbell, Sussex.*

**37**      WCD 177 K      **1971 N.S.U. Prinz 4L**

Built in Neckarsulm, Germany, and launched in 1957, the Prinz was restyled in 1961, becoming the Prinz 4. The bodywork now resembled a miniature Chevrolet Corvair, and was powered by a twin-cylinder engine of 598cc. It was in production until 1972.

*Entered by Robert Talbot, Surrey.*

**38**      BNK 758 B      **1964 N.S.U. Sport Prinz**

Produced between 1959 and 1967, the Sport Prinz carried elegant fastback bodywork designed by Bertone. About 30 still exist in the U.K., of which about 10 are on the road. This one has been with the present owner since 1968. Its first owner drove it to Istanbul!

*Entered by Gary Williams, Surrey.*

**39**      MFF 448      **1958 RENAULT 4CV découvrable**

In truth, a little large to be a microcar, the Renault 4CV was produced from 1946 to 1961, and was powered by a 4 cylinder 746cc engine. A huge success, it was the first French car to sell over one million examples. Most were saloons, but this is the rare convertible.

*Entered by Jane Puttock & James Ewing, Surrey.*

**40**      **1957 SCOOTACAR Mk.2.**

Not to be confused with entry no.2, the Scootacar was built in Leeds by the locomotive manufacturer, Hunslet. It had a steel platform chassis and fibreglass bodywork with a single door. Most were powered by a single cylinder 197cc Villiers two-stroke engine.

*Entered by Martin Cornwall, Sussex.*

**41**      XPX 193 F      **1967 SUBARU 360**

Produced from 1958 to 1970, the 360 was the first Subaru car. In Japan it was nick-named 'the ladybird' because of its shape. The twin-cylinder 356cc two-stroke engine mounted at the rear was claimed to give a top speed of 60 mph. Never officially imported into this country, this is one of only two Subaru 360s in the U.K. ...

*Entered by Jane Puttock & James Ewing, Surrey.*

**42**      XPX 192 F      **1967 SUBARU 360**

... and here's the other one!! As seen at last year's Goodwood Revival meeting.

*Entered by Victor Sayer, Berkshire.*

**43**      BLH 885 B      **1964 TROJAN 200**

The Trojan 200 was a re-badged Heinkel, production of which moved from Ireland to Croydon, England, in 1961, after a take-over by Trojan. Most were three-wheelers, and all were powered by 198cc engines.

*Entered by Tereasa Earle, Kent.*

## SCOOTERS

**51**      SSK 950      **1962 BOND P4**

Built by the same company that made Bond Minicars, Bond scooters featured a tubular frame and fibreglass bodywork. The P4, launched in 1959, was powered by a 197cc Villiers engine.

*Entered by Terry Day, Hampshire*

**52**      354 UXR      **1948 BROCKHOUSE Corgi**

Inspired by the military Welbike, the Corgi was a popular machine, whose collapsible handlebars and seat made for easy storage. It was built in Stockport from 1947 to 1954, and was powered by a 98cc Excelsior Sprite two-stroke engine.

*Entered by Colin Kirsch, Sussex.*

**53**      **1960 CENTAUR folding scooter**

The ultimate in folding scooters, this American machine comes apart and folds into itself in about a minute to form a (rather heavy) suitcase. They were made from 1960 to 1965.

*Entered by Colin Kirsch, Sussex.*

**54**      **1963 CZ Cezeta 502**

This Czechoslovakian-built scooter was powered by a modified Jawa 175 motorcycle engine.

*Entered by Colin Kirsch, Sussex.*

**55**      624 XUE      **1955 GOGGO 200**

Goggo scooters were built from 1951-56 by Hans Glas, a Bavarian farm equipment maker. A range of engines were offered, with the 200 being the largest, and capable of 62mph.

*Entered by Colin Kirsch, Sussex.*

**56**      **1960 KRAUSE Picollo Trumpf**

Is it a scooter? Is it an invalid carriage? In either case, it was built by Louis Krause in Leipzig.

*Entered by Colin Kirsch, Sussex.*

**57**      **1950 LAMBRETТА Model C 123cc**

Ferdinando Innocenti had been making steel tubing in Milan since 1931, and after the war wanted to make a scooter that would employ a steel tube frame construction. Named Lambretta after the factory's location in the Lambrate quarter of Milan, production of the Model A 123cc started in 1947, and the improved B and C models soon followed.

*Entered by Peter Whittle, Sussex.*

**58**      689 XUC      **1952 LAMBRETТА Model D 123cc**

First appearing in 1951, the Model D was an improved version of the Model C. Initially fitted with a 123cc engine, a 150cc version was offered later.

*Entered by Dave Thomas, Essex.*

**59**      **1953 LAMBRETТА Model D 123cc**

*Entered by Peter Whittle, Sussex.*

**60**      **1953 LAMBRETТА Model E 123cc**

Introduced in 1953, the Model E was a simplified, entry level model.

*Entered by Peter Whittle, Sussex.*

**61**      **1955 LAMBRETТА 125**

*Entered by Martin Cornwall, Sussex*

**62** **1956 LAMBRETТА LD150 Mk.II**  
Made between 1952 and 1957, and available with either 125cc or 150cc engines, the LD was Lambretta's best-ever seller. The side panels enclosing the engine, and the integral leg shields gave the machine a cleaner and more luxurious look.  
*Entered by Peter Whittle, Sussex.*

**63** JFX 880 **1956 LAMBRETТА LD150**  
*Entered by Derek Hanlon, Hampshire.*

**64** YXY 900 **1960 LAMBRETТА TV175 Series 2**  
Launched in 1957 with an all-new 175cc engine, the TV Series was slimmer than previous models, and had much improved handling, thanks to its larger wheels.  
*Entered by Brian Masterton, Hampshire*

**65** 884 SSK **1960 LAMBRETТА TV175 Series 2**  
This example features "Mod Street Style" accessories and lights.  
*Entered by David Jacobs, Surrey*

**66** ECD 296 C **1965 LAMBRETТА TV200**  
A 200cc version of the TV appeared in 1963, offering a top speed of 60mph. This example is unrestored, and has been with the present owner for 20 years.  
*Entered by Michael Clark, Oxfordshire.*

**67** SBK 694 **1959 LAMBRETТА Li150 Series 1**  
Launched in 1958, the Li was similar in appearance to the TV, but was a smaller machine, with a choice of 125 or 150cc engines.  
*Entered by A.T.Panting, Hampshire.*

**68** WYV 883 **1959 LAMBRETТА Li150**  
*Entered by Lee Martin, Sussex.*

**69** 315 VPK **1959 LAMBRETТА Li150 Series 1**  
*Entered by Martin Fearon, Surrey.*

**70** OCR 23 E **1966 LAMBRETТА Li125 Special**  
*Entered by Michael Skeet, Surrey.*

**71** ECD 490C **1965 LAMBRETТА SX175**  
Made between 1966-69, the SX models represented the top end of the Lambretta range.  
*Entered by David Minton, Sussex.*

**72** MYW 727 D **1966 LAMBRETТА SX200**  
Owned from new by Eric, who joined the Cheam Lambretta Club in 1961.  
*Entered by Eric Jones, Surrey.*

**73** GTP 499 E **1967 LAMBRETТА SX200**  
*Entered by Fred Harris, Hampshire.*

**74** **1968 LAMBRETТА Lui**  
This was the smallest of the Luna range, introduced in 1968, and powered by a 49cc engine. The open frame design looked modern, but also reflected the old A, B, C, and D models.  
*Entered by Peter Whittle, Sussex.*

**75** WOR 353H **1970 LAMBRETТА GP125**  
The GP series, designed by Bertone, replaced the Li 125 Special, SX 150 and 200 models.  
*Entered by Terry Crabbe, Hampshire.*

**76** **1970 LAMBRETТА GP150**  
*Entered by Lee Martin, Sussex.*

**77** UUM 73 H **1970 LAMBRETТА GP200**  
*Entered by Peter Pooley, Surrey*

**78** 689 CLY **1957 MAICO Mobil**  
Maico were German bicycle builders, who made motorcycles from 1936 onwards. The Mobil scooter, launched in 1951, featured unusual tubular space frame construction.  
*Entered by J Truluck, Peterborough*

**79** 345 FTE **1958 MAICO Mobil MB200**  
*Entered by Martin Plummer, Lincolnshire*

**80** 293 DYH **1961 MAICOLETTA**  
The Maicoletta scooter was a very high quality machine, designed for long-distance, high-speed, luxury travel, and was made between 1955 and 1962. The standard engine was of 175cc, with 250cc and later 277cc versions fitted to some export models.  
*Entered by Malcolm Oliver, Sussex.*

**81** JWH 752E **1967 MAICOLETTA**  
*Entered by R. Dedman, Kent.*

**82** OUI 7575 **1955 PEUGEOT S57**  
Peugeot scooters were made from 1955 to 1961. The popular S57 had a 125cc engine.  
*Entered by Colin Kirsch, Sussex.*

**83** WAA 323 **1957 PHOENIX One-Fifty**  
Only two of these scooters are known to survive, and this is the only roadworthy one.  
*Entered by Fabian Fresson, Sussex.*

**84** **1950s Scooter de Manège**  
*Entered by Colin Kirsch, Sussex.*

**85** OSL 790 **1956 VESPA 42L2 125cc**  
The first Vespa scooter was a 98cc machine that went into production in Italy in 1946. From 1951 to 1959 some types of Vespa scooter were made in the Douglas factory in Bristol and sold as Douglas Vespas. The 42L2 was a 'Douglas' 125cc model, made from 1955 to '56.  
*Entered by Lloyd Price, Sussex.*

**86** LAS 180 **1958 ZUNDAPP Bella model 154**  
Zundapp built a wide range of motorcycles in Germany from 1917 onwards, producing its first scooter in 1953. Very reliable and well-made, if a little sedate, the Bella was available in 150cc and 200cc versions, and sold in large numbers. The 154 was the final 150cc model ...  
*Entered by Malcolm Oliver, Sussex.*

**87** JSJ 525 **1959 ZUNDAPP Bella model 204**  
... while the 204 was the final 200cc model, which sold in the UK at just under £200.  
*Entered by David Platts, Hampshire*