

wheels

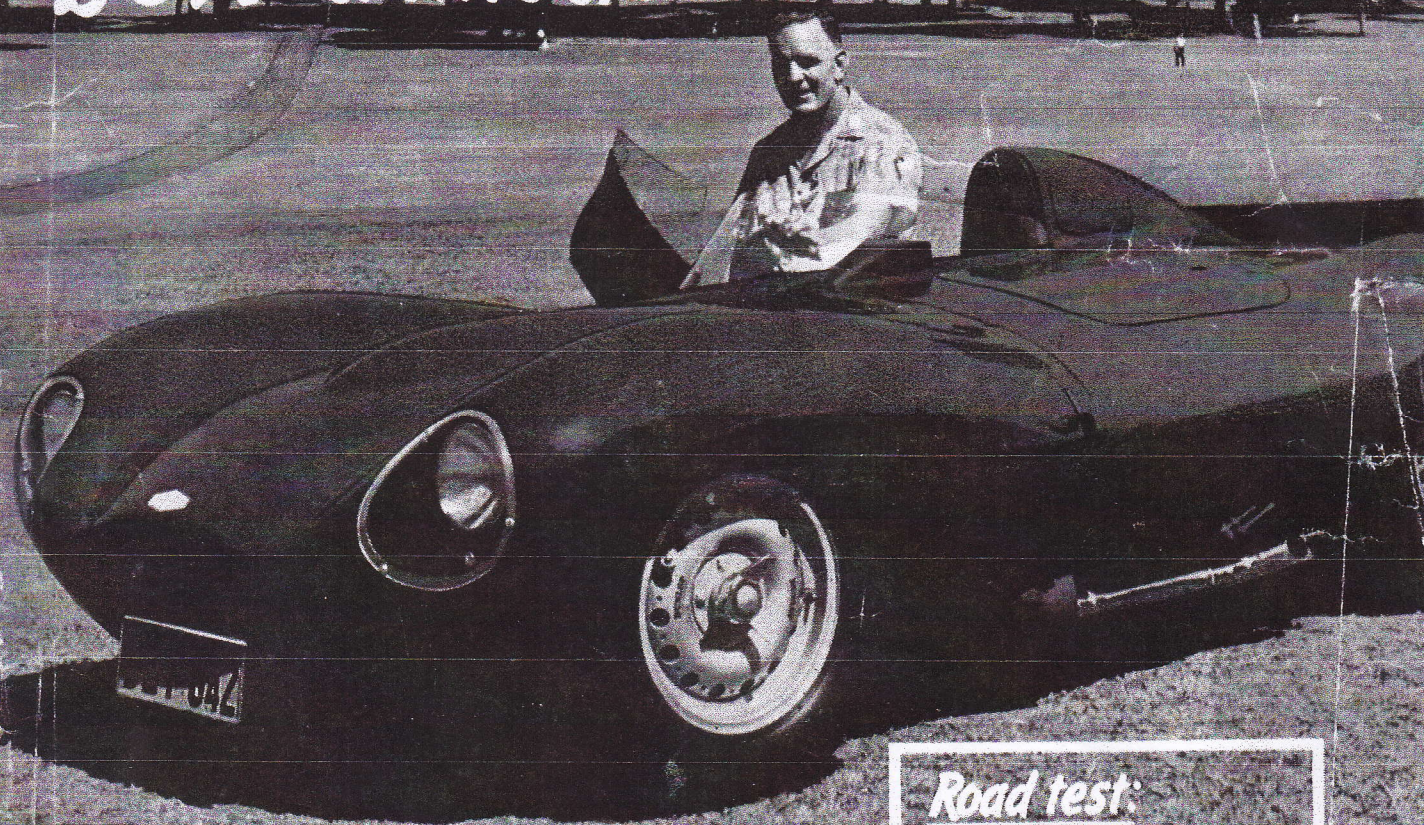
AUSTRALIA'S TOP MOTORING MAGAZINE

2/6

MAY, 1957

Registered at G.P.O. as a newspaper
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Australian built
£895 SPORTS CAR



Road test:

CLUTCHLESS
"Standard Ten"

FREE !... No.2. Antique Car Insert !

A young Australian builder builds for the future, is constructing the most advanced auto-camp project in the nation, a veritable . . .

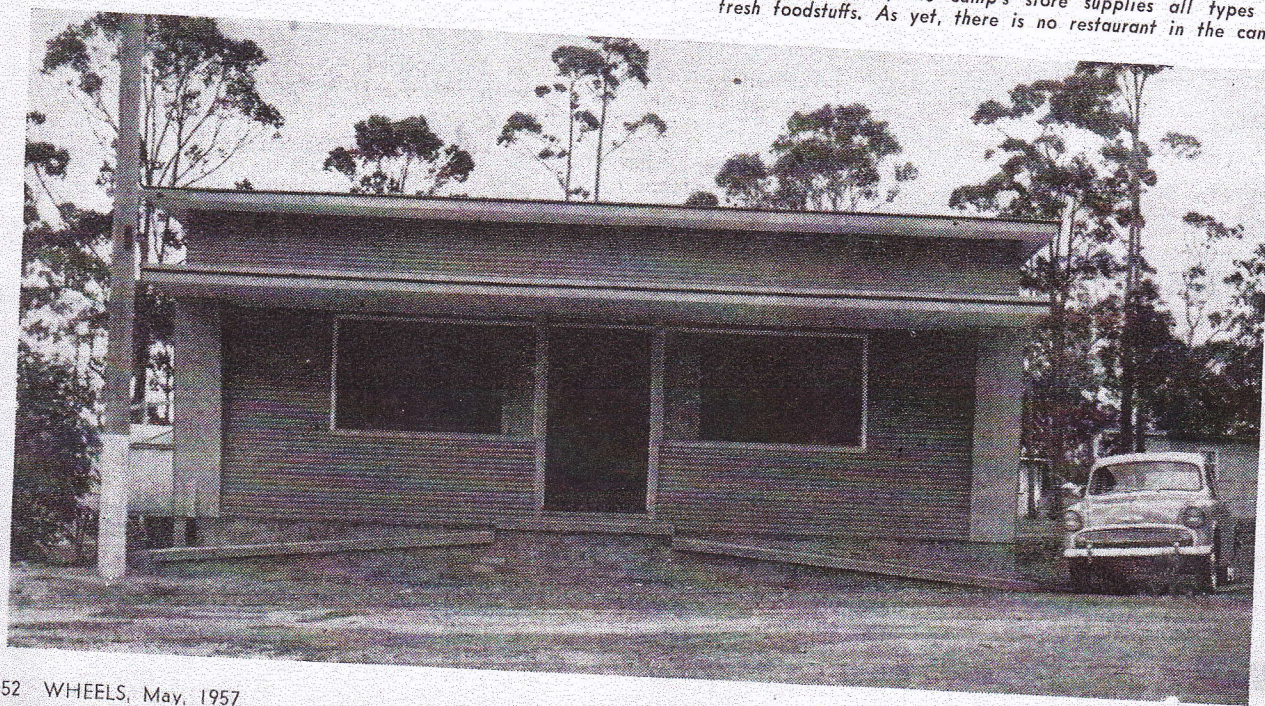


Monterey



Work proceeds apace on the first of Monterey's two swimming pools, in a glorious, gum-scented setting. Bruce Elliot and partner Ron Wendt do all the work themselves, are tackling Herculean job quickly, scientifically.

Centrally situated, the camp's store supplies all types of fresh foodstuffs. As yet, there is no restaurant in the camp.



for Motorists

Fourteen acres of bushland, a 500 foot frontage on to beautiful Lake Macquarie, room for 450 tents, caravans, three dozen three-roomed cabins, every possible convenience including a picture theatre . . . such is the dream being fast brought into reality by Bruce Elliot, in a camp called "Monterey".



Bruce Elliot, formerly a builder, has spent £25,000 so far on Monterey camp, will spend at least £10,000 more before project is finished. Elliot and his partner are working day and night to make Monterey the most comprehensive auto camp in Australia.

JUST thirty miles from Newcastle on the main highway to Sydney there is a turn-off called Vales Road. It takes a motorist down smooth black tarmac to a peaceful bushland peninsula, jutting into the southern end of Lake Macquarie. This is Mannering Park, a little known but picturesque tourist and fishing resort.

It is also the site of an entirely

new Auto Camp, the most ambitious project of its kind in Australia.

Bruce Elliot, the proprietor of Monterey Auto Camp, has already spent £25,000 on the land and buildings. He estimates that the cost will run to a further £10,000 before he has finally realised his dream of building the most modern, comfortable and completely equipped auto camp in the country.

Monterey consists of 14 acres of land gently sloping down to the lake side. It is a combined camping site (room for 450 tents), caravan park, and auto camp.

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Each of the three-roomed cabins has excellent kitchen facilities, is modern inside and out, scrupulously clean and tidy.



Presidency was first offered to Baron Van Zuylen who refused and then to the Count who also declined. After some discussion the Baron agreed to accept the Presidency if Count de Dion would be vice-president. The meeting settled for this arrangement.

JAILED . . .

The Club moved to palatial premises in the heart of Paris and soon became a hive of aristocracy. One day there was a wave of political activity outside the premises, culminating in a demonstration calling on M. Loubert — the French President — to resign.

De Dion, who held strong political views, moved into the fray with his walking stick whistling. A burly Sergeant de ville laid hands on him and the Count — a man of great physical strength — fought desperately until there was almost a pitched battle between himself and the police. Finally he was carried away with other aristocrats in a horse-drawn prison van.

The episode earned him 15 days gaol during which he no doubt brooded over the fact that he was not even accorded the dignity of a motorised prison van!

The Count's release from prison was a triumph. A group of friends presented him with a handsome gold stick to replace the one which had been lost in the scuffle, while the employees at his works heartily toasted him in champagne.

In 1897 the firm became De Dion-Bouton & Co. and was registered as a public company. Baron de Zuylen became a director and brought considerable financial aid. The new company bought more land until the factory occupied 25 acres.

Sales flourished and in 1901 the Marquis de Dion died and the Count inherited the title and the family fortune. His political activities began to match his business ventures, and once again, during an organised demonstration, he was handcuffed by strong-armed police and thrown into gaol.

The worthy citizens of his home constitution were so indignant at the police action that they collected an enormous sum, obtained the handcuffs and had them nickel plated. The shiny gift was then presented to the Count upon his release from gaol and the money handed to charity.

EXTREMELY ADVANCED . . .

The 1903 de Dion was one of the most advanced cars in the day. Its gearbox, for example, was getting very close to the rudiments of the automatic transmission. There was a constant mesh gear train with three forward speeds and reverse. To select first gear the driver pressed a small foot pedal (which is linked with the throttle to control speed) and moved the steering column gear lever gently forward. There is a slight whine in the note of the engine and the car moves away gently from rest. No jerks, no jars. Changing to second and third requires only a movement of the lever, either coming up or down. The gearbox had built in cone clutches, operating automatically.

Before long an English company

was set up to assemble and partially manufacture de Dion-Bouton cars in London. Sales continued to rise until the first World War. In 1914 an 8 h.p., four-cylinder model in an R.A.C. Trial ran non-stop from London to Edinburgh (at 20 mph) averaged 32 miles per gallon. Engineers of the day were astonished to learn that only 3/5th pints of water were used during the return trip!

In the same year, an Autocar road test of the 18 h.p. De Dion-Bouton read: "The car holds the road like a locomobile and steers insensibly and reaches a speed which shall be unmentioned albeit attained on a lonely road without prejudice to a soul."

After the war the company returned to the market with an entirely new design including such "modern" features as a banjo-type rear axle (made from pressed steel) and disc wheels.

New models were introduced each year but somehow the motoring world had caught up with the de Dion-Bouton firm and was even passing them. By 1928 sales had fallen to only a fraction of their heyday. De Dion, as active as ever personally reconstructed the company, with Bouton in a prominent position. But the revival was short-lived. After another promising start (including a straight eight model with power brakes), the firm was overcome completely by financial trouble. In 1930 it closed down.

De Dion then was an old man of 74 but his robust health and high spirits survived the firm by ten years.

CHOOSING A FISHING BOAT

There are many pitfalls into which the prospective boat owner can slip if he's not careful when buying his craft. It doesn't matter whether the boat is new or second-hand, it could still be a bomb! This article, written by a boating authority, gives useful pointers to the amateur fisherman, about to buy his first boat.

AUSTRALIAN OUTDOORS features this outstanding article in the current issue. As well, there are numerous other articles with excellent photographic illustrations which are sure to interest every outdoorsman.

Angling expert Wal Hardy writes about the voracious game fish which teem in our tropical waters, affording excellent sport for those lucky enough to be there.

Recently, an OUTDOORS writer tested the sensational new Vinco water scooter, the self-driven aquaplane which has taken water skiing circles by storm. Read what he has to say about the exhilarating new sport in the current issue.

Another story of outstanding interest is, "Siren Song of the Mountains", the story of the intrepid young climbers who each year risk their lives in search of adventure.

Read this and many other excellent stories in the current issue of AUSTRALIAN OUTDOORS, on sale everywhere for 2/6.

MONTEREY FOR MOTORISTS

(Continued from page 53)

It has its own boats, generator plant, sub-artesian well, and water reservoir; a large contemporary styled shop, family cabins, septic sewerage, furnished tents, and an electrical system which lights up the entire area at night.

Projected for the immediate future are two swimming pools (construction is already well under way), a combined dance hall and cinema, a boiler to supply hot water throughout the entire camp, and three dozen more cabins.

A well-made road circles the area, while other roads span the distance between the caravans and cabins. In addition there are neat, well-kept lawns which add a general air of tidiness to the landscaping of this ambitious venture.

Picnickers, campers, and permanent residents all make use of the camp's facilities. These include a large and well stocked shop situated in the middle of the grounds. All types of fresh food can be ordered for the following day. There is also a spacious brick laundry with set-in coppers and roomy, scrupulously clean toilets. A sub-artesian well has been sunk 604 feet in the middle of the camp, the water from which has been tested and certified excellent for drinking. In addition, a reservoir holding a quarter of a million gallons has been built for showers and ablution facilities.

The story of Monterey Auto Camp goes back nearly four years. Bruce Elliot comes from a family of builders who already own one modern auto camp situated at Lake Illawarra South. Bruce, backed by the family, set out to establish the most ambitious auto camp in the country. For eighteen months he searched for the ideal site and finally found it at Mannering Park.

Until recent years, Mannering Park has been almost virgin territory. It was formerly part of an estate under title to a private owner who carried on various pastoral activities, including the breeding of blood horses. Since its subdivision, Mannering Park has begun to establish a name for itself as a tourist and fishing resort.

One reason is that the area rolls down to Lake Macquarie, well known for the fishing and prawning in its deep waters, and for its intriguing coast line of 368 miles. Mannering Park is well served by banking, postal and telephone facilities, and by a store serving meat, bread, milk, and vegetables.

Another reason which attracted Bruce Elliot was that motorists could use the district as a centre for inland tours which would take them up into the mountains, to the fertile valleys or Dooralong, or to the higher reaches of Kalnura, where citrus and passion fruit are grown in profusion. Then there is

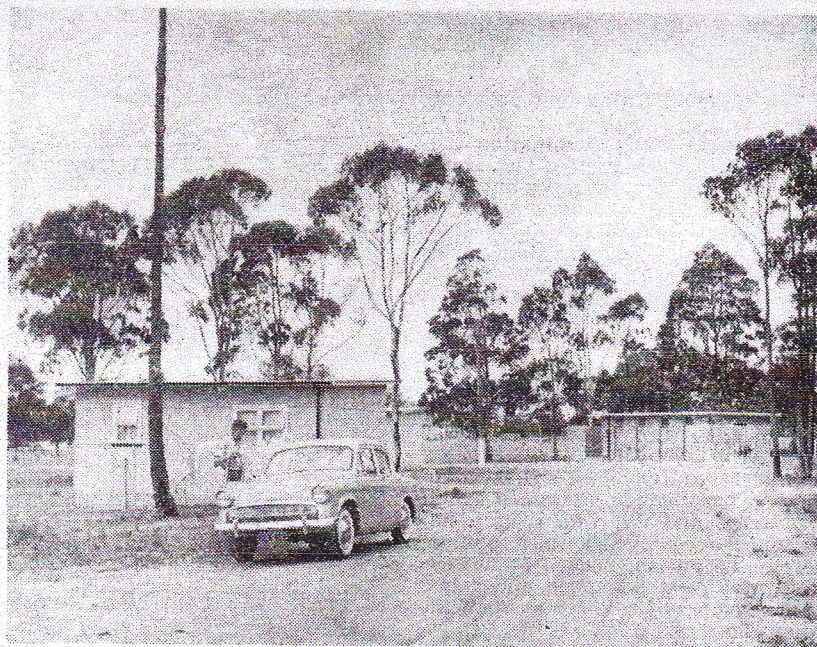
the fact that the lake provides the spectacular aquatic sports, including speedboat and yacht racing events and regattas organised from nearby Toronto and Belmont.

WORK IN PROGRESS . . .

Bruce Elliot and his partner Ron Wendt moved into the 14 acres just two years ago. They have since built the entire camp almost unaided. When "Wheels" called, the two men were busily scooping out the larger swimming pool, using a grader and a front-end loader. When it is finished, this pool will hold 36,000 cubic feet of water pumped in from the lake.

Swimming is also possible within Lake Macquarie itself, and from the six chain frontage of water that Monterey camp commands it is necessary to walk out several hundred feet to reach head and shoulder depth. Since a major attraction of the lake is its fishing (flathead, whiting, bream, leather jackets, and crabs abound), Bruce Elliot has also built a dozen small rowing boats for hire.

The cabins in the camp are kept fanatically clean and tidy. So far there are only three, each of which has two bedrooms — one with a double bed and the other with two three-quarter beds — and a combined living room and kitchen. Kitchen facilities are excellent. They include a two burner stove (shortly to be replaced with an electric unit), a modern sink unit, and a full size refrigerator. Each cabin hold six persons, and the cost var-



"Wheels" car pulls up outside one of the newly finished cabins at Monterey. Note the wide, beautifully surfaced roads which spread throughout the camp. Brick building in background is one of the communal toilets.

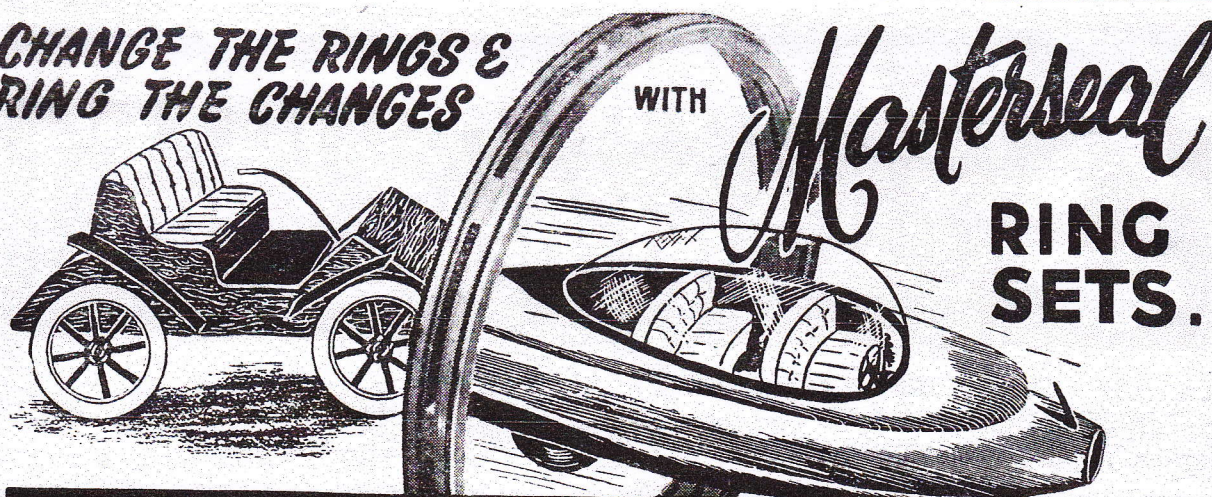
ies from only £4/4/- a week to £10, depending on the time of year.

Neither blankets nor sheets are supplied with the cabins.

In addition to the cabins, a furn-

ished tent is available, and there are ready-made sites for some 450 tents or caravans. Each tent, caravan, or cabin is supplied with its own individual garbage can, which

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is emptied each day, thus minimising any possible risk of disease from flies.

The camp's lighting unit puts out 240 volts a.c., and there are twenty-one 150 watt bulbs illuminating the entire area at night time. The camp has its own generating plant but Bruce Elliot intends later to have the system connected up to the council supply, so that individual light to each tent or caravan will then be available. Suitable transformers for either 12 volt or 6 volt systems will be supplied.

Monterey Auto Camp has a frontage of 396 feet to the main thoroughfare and a frontage of 525 feet to Lake Macquarie, revealing a pleasing view of the coast beyond and across the blue waters. It is 80 miles from Sydney, 30 miles from Newcastle and we, who from time to time have stayed at auto camps across the nation, believe Monterey to be the most advanced and comprehensive project of its kind in Australia.

Situated as it is close alongside one of Australia's busiest highways, with Sydney an easy two hours' run distant, we predict a busy future for Monterey Auto Camp.

Certainly, if the energy with which its two young founders have attacked the project so far can be taken as indicative — and having met both men, we think it can — there would seem to be no doubt that in two or three years' time,



Behind the "Auto Camp" sign is the brick-built reservoir which holds a quarter of a million gallons. There is also a sub-artesian well on the grounds to supply drinking water while water for the two swimming pools will be piped from nearby Lake Macquarie.

passing motorists will be able to pause along the wayside in a veritable township designed especially for their convenience.

And with traffic on our roads

growing ever thicker, while hotel accommodation appears to grow less and less, we think that here in Australia, we need more of this kind of thing to make the traveller's lot a little easier.

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