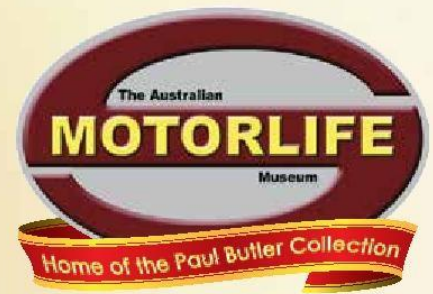


Motorlife News



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**Facilities
& Parking**

Opening Hours

09.30 am – 4.30 pm

Wednesday – Sunday

A Brief History

- 1992** Opening of Illawarra Motoring Museum following purchase of land from AGA Club Germania
- 2008** Opening of Australian Motorlife Museum
Winner of Wollongong City Council Community Award
- 2009** Paul Butler Collection Awarded to Australian Motorlife Museum by NSW Supreme Court
NRMA Motoring & Services commenced major sponsorship of Australian Motorlife Museum
- 2010** First Motoring Expo
Official Opening of 'The Brabham Room' by Sir Jack Brabham CBE, AO & Mr Ron Tauranic AO
- 2011** Opening of 'Paul Butler Motorhouse' exhibition area.
Finalist South Coast Tourism Awards
- 2013** Australian Motorlife Museum successfully applied for 1904 Innes, an Australian built vehicle, to be declared an Australian Protected Object.
 - Successfully applied for funding assistance from National Cultural Heritage Account to purchase 1904 Innes, finishing entrant in 1905 Dunlop Reliability Trial
- 2014** Acquisition of c1906 Spencer motor cycle, built in Brisbane
 - Acquisition of 1914 The Victor motorcycle and Melbourne built sidecar, original condition

Membership Benefits

- Members - **Free** admission to the museum
- You don't have to have an historic or vintage vehicle to become a member
- Eligibility to join in TAMM Club Events. You don't have to have an Historic Car, just come along.
- Use of the RMS's Conditional Registration scheme for pre-WW2 vehicles.
- Free subscription to *Motorlife News*, our leading magazine
- Access to one of Australia's finest library of technical reference and vintage motoring books
- Connect with likeminded people
- Get advice from widely experienced technical experts
- Working Bees Monday's & Tuesday's where you can come along and bond with the crowd to share your knowledge or learn from the experts. A great place to exchange helpful insights for both men & women.

PATRONS

Pedr Davis OAM, Jeremy Morris SC, Warren Brown AM, Wayne Gardner AM

LIFE MEMBERS

John Dawson, Don Matthew, Ray Muddell (deceased), Wendy Muddell OAM,
Paul Unicomb, Mark Walton, Marlene Matthew

AUGUST 2023

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TAMM admission pricing;

Family pass (2 adults & 2 children) \$45, Adult: \$20 pp

Child: 6-16 yrs: \$5.00 pp, Child Under 6 yrs: free

Concession & Seniors Card: \$15.00 pp

MUSEUM LIMITED OPENING DAYS

CLOSED ALL PUBLIC HOLIDAYS

- Monday - **CLOSED**
- Tuesday - **CLOSED**
- Wednesday: 9.30 - 4.30
- Thursday: 9.30 - 4.30
- Friday: 9.30 - 4.30
- Saturday: 9.30 - 4.30
- Sunday: 9.30 - 4.30

LAST ENTRY TIME: - 3.30pm (to give time to look around)

BUSY BEE DAYS

The Busy Bee Days at the museum that were on Mondays and Thursdays are now Monday and Tuesday.

This will revert to Tuesday and Thursday if the Monday falls on a Public Holiday.

MEETING DATES:

15th August, 19th September, 17th October etc

General meetings are held in the Brabham Room at the Museum on the third Tuesday of the month, except December, at 7.00pm for a pre-meeting gathering and 7.30pm start. Supper follows and something tasty to go with the tea and coffee is always appreciated. Visitors welcome.

Due to the current situation any members thinking of attending the meetings are asked to check with the museum phone or a committee member on the day to confirm the meeting is on.

MEMBERSHIP: Papers issued to Andrew Duncan, Gary Pratt, Grant Ellis.

Peter Crimston, Jonathon and Karen Wyatt accepted to membership.

NEXT MAGAZINE DEADLINE: FRIDAY 29th September

The magazine needs to be finalised before the end of each month to send to the office for distribution. Please send any reports/articles etc to steven470@ozemail.com.au before the date displayed, anything received after the deadline will be placed in the following magazine.

Be advised that letters and articles submitted to be posted in the newsletter are not necessarily the view of The Australian Motorlife Museum or the editor.

CLUB EVENTS

Important Club Run News:

Barry and Sarah Neill have taken on responsibility of coordinating the club runs and confirming the calendar dates in advance. This does not mean they are organising the runs, but if you regularly attend runs, or would like to, please let them know your ideas or suggestions of possible destinations and routes bearing in mind we primarily cater for the older cars. Of course we still need members to get actively involved with helping organising runs.

There may also occasionally be events that do come up that may require travelling in our modern cars too, but it is anticipated this will not be very often.

Dates for future runs will be announced in the newsletter in advance even when the details have not been finalised so you can at least plan your diaries.

For any enquiries contact either Barry 0409 658 149 or Sarah 0409 658 154

UPCOMING EVENTS

Save the dates! These have been confirmed as upcoming events with more dates/details to be added.

As a courtesy, if you are going on any events please contact the organizer to let them know you are going.

Wednesday August 9. Morning Coffee Run to Shellharbour Country Kitchen, cnr Wentworth and Addison streets Shellharbour. Meeting at museum before 9.30am. Steven Koster organizer.

Sunday August 13. Pub Lunch Run to The Oaks Hotel. Leaving Museum at 10am after morning tea, lunch noon at The Oaks Hotel.

Saturday August 19. TAMM Annual Birthday Party. See reminder for details.

Sunday September 3. Father's Day Promotion.

Unfortunately we will not be holding the promotion this year.

Wednesday September 13. Morning Coffee Run, TBA meeting at museum before 9.30am.

Saturday September 16. Picnic Run to Woronora Dam, leaving Museum at 9am, morning tea at a café along the way with picnic lunch at the Dam.

Wednesday October 11. Morning Coffee Run, meeting at museum before 9.30am.

Sunday October 22. Run to Berry, Meet at Museum at 8.30 for coffee and leaving both people and vehicles fueled at 9.30, with lunch a picnic at Berry.

Sunday 19th November. Run to Bundanoon Christmas Markets

Saturday November 25. Registration Day at the Museum, 10.00am to 2.00pm.

President's Report

OK, I'm back from my travels and it seems the committee carried on with business as usual without me thanks to VP Waldo for stepping in. There is not much committee business to report, we are still waiting on to hear from WCC before we can go ahead with various projects so I do not have much Motorlife business to report on.

For anyone interested, I did however visit a car museum in France; Musée Automobile de Vendée, (so, like a 'busman's holiday' then) which was worth a look. Majoring in the forgotten and defunct French marques like Berliet, Léon Bollée, Brasier, Decauville, Delaguerre & Clayet, Donnet & Zedel, La Licorne, Mors and Panhard et Levassor and of course quite a few of the obvious Citroën, Peugeot and Renault models, most of the above dating from the late 19th century up to the 1930s. Of course, yours truly was chuffed to find an Amilcar but there were many others to admire, some post-WW2 even a few Americans a pair of Maseratis and a Ferrari. Of the bikes I have to admit ignorance of many marques, the only one I recognised was the little black Velo-Solex moped of the type I used on my first visit to Paris back in 1969. Started as a collection of unwanted vintage cars and bikes over seventy years ago by a Monsieur Gaston Giron it is now housed in a building about the same size as our Motorlife Museum and run by his disabled grand-daughter who despite her difficulty in getting around was happy to show me around and chat about the museum business in general. I doubt she will take me up on it, but I have invited her for a tour if she is ever down this way. I have to say the overall condition of the building and contents do not come close to our standards, everything looking slightly tired and dusty, although I was assured that most exhibits are kept in a 'running' condition. If anyone is heading that way on their travels I can give directions.

Apart from that I had a busy time driving around the Loire region, Dordogne and up the Atlantic coast to Brittany where I stayed in the same hotel that featured in the classic 1953 film Monsieur Hulot's Holiday (for anyone that may have seen it) and even spent a long day touring with the Ford Model T club on their annual rally. There were 83 cars, well I say 'cars' but some were vans, trucks, Speedsters and many models unique to France. Being so accessible to near neighbours there were also invited participants from UK, Belgium, Netherlands, Germany, Austria and Switzerland – something we can not easily do over here.

A long drive around villages on the Atlantic coast and Vendée region went off very well with little or no mechanical woes but in the typical French way it was the stop for lunch that was the highlight of the day; a five course feed for over 150 people with jugs of wine (yes, they were driving later too) which all took over two hours, then back to Pornic where they started with oysters and more drinks laid on. I'll be back.....

By the way, that 'Mystery Car' in the June Motorlife News was a Brewster Town Car from 1934 based on a Ford V8 chassis. We had no correct answers; no incorrect ones either, maybe we'll scrap the 'Mystery Car' idea.....

Chris Martin
President

Curatorial Report June - July 2023

The Darley Motors Austin 7 van has passed its inspection and is now registered and insured ready for its first outing. A huge thank you to the workshop volunteers for their hard work getting it roadworthy.

The workshop volunteers who worked on the interior upholstery and covering of our fabric covered Fiat are now undertaking repairs to the interior upholstery of the Rover 9/20. This work is progressing well and we are very fortunate to have volunteers skilled in this type of work.

We would like to thank Paul, Warren and Andrea for their time and sharing their personal vehicles with visitors and students at the Hayes Park Public School performance event titled "A Night At the Museum" towards the end of July. As you can tell from the separate article in the magazine, provided by the school, the visit was very well received.

Evan has been doing a wonderful job of sorting out of the surplus equipment storage room that we call "301" and has found this interesting pair of Australian made sidelights. The barely readable badge on them says:

Buckingham Meteor, Made in Australia, Patent No. 3053

We are requesting any information about these lights, the company who made them and what vehicle they might have been fitted on.



Curatorial Committee

WANTING TO FIND

Russell Bastock is wanting information regarding a chauffeur driven Austin 6 that was owned by a family member in the past. It was black with a vinyl top, it had a glass partition behind the driver's seat and a speaking tube to the passengers. It had flower vases each side of the rear seat and may have had fold up seats behind the driver's seat.

The car was last located on his grandfather's apple orchard farm in Oakdale NSW where it was left under trees and fell into disrepair. He remembers playing in it as a child. His mother has told him that she heard that someone had restored it and it was possibly in a museum.

If you have any information about this vehicle please contact the Curatorial Committee on curator@motorlifemuseum.com.

Library Report June - July 2023

Donations since the last magazine:

Barbara Malcolm donated many race programs from the 1950s/1960s along with a valuable selection of books and magazines. Barbara's late husband built and raced the Skoden Special.

A selection of 14 repair manuals and handbooks by Ross, one of our members.

A selection of 18 repair manuals and handbooks by a museum visitor.

On behalf of a deceased estate, 20 boxes of magazines consisting of 847 magazines and a week later another 4 boxes containing 198 magazines.

A selection of 40 issues of Australian Motor Sports and Automobiles magazine from the early 1960s from Ed, one of our members. These filled many gaps in our collection.

We had a request for information about a reference to Miss Una Titcumbe in a copy of a 1928 issue of Motorlife Australia magazine. We found the reference and provided a scan of the photo to her delighted relative.

For Sale: The museum has accumulated over 2,000 duplicate and surplus magazines and is making them available at nominal cost to avoid sending them to the re-cycling centre.

Follow the link to peruse availability.

<https://www.magazinecollector.net/@motorlife/members/6749/?tab=sale>

Brian Wye
Librarian
0431 417 775



Life Member

At the July General meeting Steven Koster was made a Life Member of The Australian Motorlife Museum.

President, Chris Martin presented Steven with his Life Membership badge in recognition of his ongoing contributions to the museum.

Steven has always contributed quietly in the background without seeking recognition for his efforts.

The museum thanks Steven for his past efforts and currently as Editor for the Museum magazine which is not an easy task.

Congratulations Steven.

Paul Unicomb

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REMINDER

Your Museum is having a Birthday Party on 19th August at 6.30pm. It will be fully catered with drinks and nibbles provided by the museum and dinner from Thunderbird Chicken Shop. The cost is \$25.00 pp. Payment to the Treasurer or to Marlene would be appreciated prior to the night.

Hope to see you all here to celebrate our 15th Birthday.

Sir Jack Brabham Plaque

On a recent visit to Queensland, museum member Waldo Walton came across this plaque for Sir Jack Brabham AO OBE on a walk through Tamborine Rainforest Skywalk.

A frequent visitor and great friend of the Skywalk.

At his request, his ashes were scattered by his wife, Lady Margaret Brabham on 4 September 2014.



Vale Peter “Bewdy” Masters

Peter Masters passed away 23 June 2023. Peter was a long time supporter and advertiser with The Australian Motorlife Museum through his business Dapto Clutch and Brake. By all accounts Peter’s funeral was massive with many from the automotive trade in the Illawarra attending. The museum had 5 members attend, all in uniform, which made a nice tribute as his casket was brought through.

Hayes Park Public school contacted the museum to see if we could help them with artefacts and cars for a performance they were having at the school. Andrea Simmers, Jan Molloy, Warren Hazelton and Paul Unicomb represented the museum, the schools account on the show below.

Hayes Park Public School – ‘A Night at the Museum’ school performance event

It was all happening at Hayes Park Public School’s Years 3-6 Dance2BFit concert. Each primary class performed a wonderful item on stage, accompanied by a witty, dramatic performance which unfolded between each of the dance segments by our dynamic student leaders. The theme of the concert was, ‘A Night at the Museum’ and it certainly brought extraordinary adventure and an energetic vibe to the stage.

As part of this, our school was lucky enough to team up with local museums, and one of them being Dapto’s Premier museum of, *The Australian MOTORLIFE Museum*. Students, community and staff were able to see some much-loved motoring artifacts and even in the rain, feast their eyes on two, beautiful vintage cars that were displayed in the school's carpark, setting a fascinating entrance for our matinee daytime concert.

It was a wonderful community event, and we appreciate *The Australian MOTORLIFE Museum* and their wonderful volunteers Andrea Simmers, Jan Molloy, Paul Unicomb and Warren Hazelwood for contributing their time, artefacts and much-loved cars to our school's event.

Hayes Park Public School student leaders pictured.



Austin Pathfinder Peddle Car

A huge thank you to the many hands who spent many hours restoring our Austin Pathfinder peddle car. She looks beautiful, and will make a lovely exhibit in the museum and it's all credit to you the Green Team.

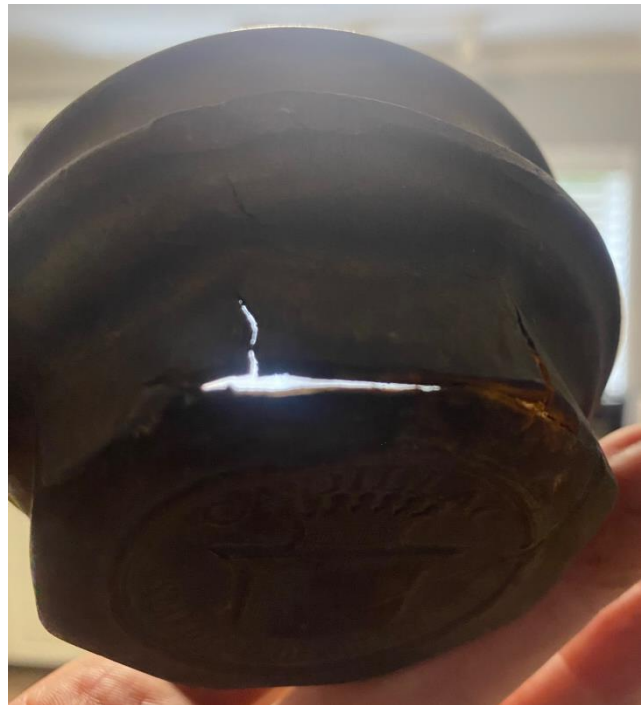
Don and Marlene



The Case of the Holy Hubcap

Not long ago, we came across a front hubcap for the Cadillac at a sale which as you can imagine is an item which is getting harder and harder to find. Although the Caddy's caps are fine, we learned long ago that parts for the car must be obtained when they present themselves regardless of the condition. We have all learned at some stage that the difficulty in finding a part when you actually need one rises exponentially from "difficult" to "impossible" in the blink of an eye.

Well, this hubcap was genuinely a mess and most people would have written it off as brass scrap, but for the princely sum of \$5 it was worth the risk. It was heavily dented, distorted sideways much like the Leaning Tower of Pisa, and had a large hole in it where it had split during some sort of impact. The pictures depict the damage from the outside and the second picture shows it when held up to the light.....A holey (Holy) challenge!



After a good soak in vinegar to strip all tarnish and impurities off, the whole cap was annealed using the heat and quench method. Evan showed me how to make a hardwood blank with an 8 sided hexagonal end which could be used as a dolly to press the distortion back into the correct shape. Odd bits of scrap steel were then ground and formed into small hammers and drifts to push all of the smaller dents and scrapes out.

Then it was time to address the inevitable – The Hole. The hubcaps on the Caddy are polished brass so repairing the hole and split had to be done with a brass like-material. So low temperature silver bronzes of different ratios were tested to see which gave the closest polished finish. While the process was time consuming, bridging the hole was well worth the effort and the whole cap has polished up very nicely – certainly useable on any nicely restored car and absolutely a great spare to have on the shelf.

The below picture shows the finished product which is not a bad result for \$5 purchase cost, a few good hours in the workshop and about \$10 in material.

Another part rescued from scrap and ready to go around (pardon the pun) again.

See you out on the road!



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AUTOMOBILIA by Chris Martin

FITZ and VAN – Part Three

it was up to Fitz and the team to bring in a new style. Fitz had his own philosophy as to how the cars would be represented, not just the cars but the style of architecture and the people illustrated were all designed to make the car stand out. Children never appeared in the ads, they were aiming for a younger, ambitious 'go-ahead' set, not so much a family car as a lifestyle statement. They also introduced foreign backgrounds implying a Pontiac driver was an international 'jet-setter'.



A '59 convertible down by the boardwalk.

Success soon followed with improved sales and the next decade would see Fitz and Van achieve fame solely through their work for Pontiac. The terms of their contracts with Pontiac meant that they had complete control of their work and would liaise with the top management directly without having to go through the advertising agencies. They also were allowed the rare privilege of signing their artwork, something not normally seen in the advertising world. From 1959 until 1972 they handled the artwork for all of Pontiac's print advertising and brochures, it was the company General Manager who was later to become famous with own brand of car, and then some legal scandals, one John De Lorean who gave the order ""Let Fitz and Van do it all."



This 1965 Pontiac Parisienne was appropriately depicted as if in Paris.

The pair lived about 40 minutes apart from each other in Connecticut and used delivery couriers to move their separate contributions between the two until the cars were finally inserted seamlessly into Van's background. Even then there was more work to do, if you look closely, you can see the shiny bodywork, especially the chrome fittings show reflections of their surroundings, a detail that Fitz could only add after the composition was complete. Now that is attention to detail!

In the early 1960s while Pontiac were still trying to change their perceived brand image the cars again were usually painted against a backdrop that either conveyed glamour, travel or some outdoor or sporty pursuits, but the cars were still depicted in the traditionally exaggerated style making them longer, lower and wider than in reality yet the people in and around the cars were scaled down to child-like proportions. This can clearly be seen in the artwork until the late '60s when a general trend throughout the advertising

world demanded more realism. While Pontiac had stuck with the paintings of Fitz and Van the advertising world in general, and most other car companies had deserted the artists in favour of photography; it was probably this which dictated that our heroes used more realistic proportions in their later works, although the jet-setting sporty types still populated the car's surroundings.



By 1969 the proportions of people to car size became more realistic. This writer once owned a similar 1969 Firebird Formula 400 convertible back in the late '70s. I didn't go surfing though....

At this time I had grown out of cutting ads out of National Geographic so I was not so aware of their later work, in fact it was not to last much longer anyway. After 1972 when Pontiac had given in to the industry standard use of photographers, the duo continued for a while illustrating ads for Opel which was a minor

General Motors brand in America at the time, usually sold through Buick dealers. Their images were now cleaner and more realistic than ever before which could be why this did not last long and never matched the fame and recognition of the Pontiac years.



Art for the Opel Commodore GS of 1972; the scale of the humans in relation to the car is now believable.

Van Kaufman slipped quietly into retirement and died in 1995 while Fitzpatrick kept busy lecturing art and design students until he passed away twenty years later.



In recent years their work has since been critiqued and reappraised as much as many better known artists, rightly so, and if you can find it there is an excellent book about their art and their partnership; 'Art Fitzpatrick and Van Kaufman' by Rob Keil.

Or just go to: <https://www.fitzandvan.com> for a great selection of their work.

70 YEARS AGO

'Boyded Pty Ltd proudly acknowledge their appointment as Sole Distributors of Chevrolet cars, a worthy companion for: Buick, Pontiac and Vauxhall cars and utilities, Bedford and GMC trucks - sold only by Boyded in the city of Greater Wollongong'.

That add came from a half page ad in the Motoring section of The South Coast Times newspaper of 6th July, 1953. The same section has an ad for the De Soto 15 cwt utility, 'now available for £464 deposit' from Russell Gellatly Pty Ltd, 176 Corrimal Street.

Harrigans of Crown St are selling the Humber Hawk, 'a comfortable 6 seater...delightful to drive'.

A.S. Graham of 428 Crown St advise Renault owners that they have 'new 4 ply super cushion Australian tyres at £7/14/6 each'.

Frank Bode Motors of 58 Flinders St are 'pleased to announce the installation of a Servex Wheel Aligner, for testing, castor, camber, king pin inclination and toe- in on all makes of vehicles'.

DK Motors of Princes Highway Dapto have the new Austin A40 Hi Lite 8 cwt ute.

The authorised Nuffield dealer at Port Kembla is the Maywald Garage, 112 Wentworth St, (phone P. K. 444), for Morris cars and commercials, Wolseley, Riley and MG.

Motors and Machinery of Princes Highway, Unanderra, (phone Unanderra 23) , are promoting the International AL 160 series trucks, with the Comfo Vision Cab and Silver Diamond valve in head engine.

For motor cycles, 'The largest range on the South Coast is at C.E. Brenchleys, 78 Keira Street. How about an almost new AJS Springer for £80 deposit, or for less money, a BSA Bantam 1950, overhauled or a CZ 125 TS ('any trial') either at £25 deposit.

Wollongong 'largest used car park', in Keira Street is Harrington Motors. 45 cars are listed in descending price order from a 1952 Dodge sedan with radio at £1250, to a 1934 Standard at £150. 'New Australians should contact our Mr N. Chichkan, who speaks 7 languages, and who will give you every assistance'.

Another advertiser is Motor Maintenance Co. of 78 Princes Highway Woonona, (phone Corrimal 17), who distribute Redex Additive Oil that 'racing aces the world over rely on'.

What else was happening in 1953? Front page news: 'South Coast Medical Scheme to be operating this month', announced by Mr T. Malcolm, secretary of the Port Kembla Branch of the Ironworkers Federation.

Special demonstrations of the famous Sunbeam Mixmaster will be held at Lavis Electrical in Crown Street.

Full results are given of the Wollongong Poultry Club Show. E. Lacey and son were the outright winners of the Lysaght Cup for bantams.

The Strand movie theatre of Corrimal is showing 'The President's Lady', starring Susan Hayward and Charlton Heston.

On the wireless, station 2WL has serials on Monday morning including 'Dr Paul', and 'A Woman in Love'.

Back to motoring. Under the heading, 'British Film News', we read, "'Genevieve" is a delightful comedy.....that features the annual race of veteran cars from London to Brighton'.

I hope to tell you more from the South Coast Times, 1953, in the next Motorlife News.

Keith Gaymer

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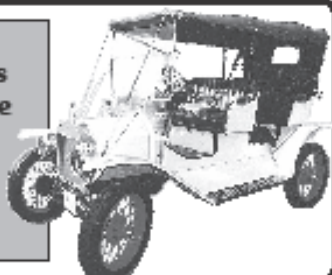
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LANCE AND PAUL'S WONDERFUL ADVENTURE

Buick Nationals Post Tour 2022

Part 8

From our run notes:-

Depart for Bathurst 158klms. On our way we will visit the Amusu Theatre (Manildra) which also houses a museum and watch a short movie. It is a rare Art Deco Theatre and operated since 1936. Lunch will also be provided here. We will depart to a local farm ("Willow Park") which houses a very large tractor display. Leave and arrive at Motel Bathurst at own pace.

Paul and I left the Parkes Motel at around 9.30 am (after spending 30 minutes with others using degreaser spray cans on the paved driveway). Arriving at Manildra at around 10.30am. Only a visit to Manildra yourself can tell the story of a visit to the small museum and theatre.

In due course we left Manildra and followed the continual stream of Buick's to our next destination which would have been a little hard to find by using directions alone.

The Tractor Visit

This was my entry in The Buick News – July 2022.

How good was the "Ivel" Tractor?? Noisy, rattling but wonderful!! I asked the farmer how many horses had it frightened in its day? Straight off the bat he said "18"!!

All the tractors were wonderfully restored – Covid means that they have not been out of the sheds and running for two years. Normally, he has a yearly rally where they all run. He said he had as many again at his own house. The McCormick Deering's (4), The many Case examples, Hanomags, Bull Dogs, Field Marshall, Internationals, and so many "Johnny Poppers" (the 2-cylinder examples) right up to two large monsters sitting outside. A wonderful childhood memory for me and many others who grew up on the land.



From here we made our own way to Bathurst. We had to retrace some of the road because we had gone West to the farm but now, we were going East. Some of the long hills were causing Kermit to struggle but we got into Bathurst with judicious use of the choke and pumping the accelerator – suspecting fuel starvation. On dusk at Bathurst on the busy highway. Unpacked and followed some other hungry Buicker's in the crisp night air for something to eat. They were looking for a pub or country club, but we decided to check the city out. Bathurst is a bit different as it is set up in a grid pattern running to the right off the highway facing East. There were plenty of specialised restaurants like Chinese, Thai, Malaysian Etc. but it was difficult to find just a takeaway café. I think we ended up with pizza!!

Thursday 26th of May

A visit to the township of Sofala, Australia's oldest surviving Gold Town – stroll around this historical town. We then proceed to Hill End and the History Hill Gold Mine Museum for a tour and lunch.

Sofala and Hill End

This is the extract from the Buick Magazine last July.

Paul and I are up early (Noisy trucks on the Bathurst Hwy). The day before had caused Kermit to cough on some of the long hills coming into Bathurst. Suspected fuel starvation so out with the tools and changed the fuel filter before breakfast as you do on a car rally. The morning briefing made me glad that I had changed that as steep hills and tight curves were described for the day. We went and got fuel then back to the motel to get our daybook. I parked at the back exit not expecting anyone – for them all to be left. I was surprised that I had stopped 3 Buick's from exiting. Paul came back then so we didn't need the map as we had those 3 Buick's to follow. I enjoyed the country roads out of Bathurst with those old farmhouses and outbuildings. The village of Peel loomed up (I had heard of this village somewhere in the distant past) – but what a disappointment! The steep parts of this road were not as bad as I expected. The '39 probably would have pulled it all in top gear if there had not been the sharp bends and Buick Riviera's having to do three point turns to get around them!!

Sofala was an endearing little village, walking the main street, everything seemed to be on a lean. I came back to the first coffee shop I had seen as we came in. The staff did very well for a Thursday that was probably their best day for many months. The outside carport looked like it was made from posts from the old bridge and made to look very rustic (it had not been up very long as all the posts were still plumb!). We went and looked at the "Welcoming" XP Falcon and the Morris panel van, that we saw, as we approached town first off. Walking the back street to the '39 the houses and carports seemed to be leaning even more than the main street which made me feel quite queasy. The road to Hill End took longer than I expected. I was just glad that I don't have to drive it twice a day like some of the residents.

HILL END

Hill End is another endearing little village – my sister told me about the little white picket fences. I have put on my bucket list to spend a weekend there and walk and read all the plaques describing the history of buildings long gone and others still standing that are represented in the frames. We drove all the streets and saw message boards in the middle of old housing blocks up the hill which we didn't stop and walk over to read.

The Gold Mine and Lunch Stop

The lunch was wholesome and filling if not a little crowded in their Tuck Shop area. How good were the Pancakes and real cream?? I spent too long watching the presentations and the videos, so I didn't get to do the underground mine. Paul said he did it. I told the bearded gentleman – I will be back for a whole day to read about it all. There was so much stuff!!

The road back was perhaps not as bad as expected. The '39 came down in top gear and with just dabs to the brakes occasionally - so that I did not run over Bryson!! A day I will remember for a long time.



Friday 27th of May

An opportunity to experience the thrills of being on Australia's top motor racing circuit and take in the view from the summit.



The Panorama



Paul up the Mountain

The day is clear and sunny just right for a blatt up the mountain. We arrived with some other adventurous Buickers and headed up the high side – at a right-angle bend, heading to the mountain it was a quick double shuffle into 2nd and roar for the top. A witness from behind - said there was a cloud of fuel smoke, and he was off. We stopped at the top to look at the view – then headed back down. Paul reminds me that you are doing nearly 80 and the Cops manage the racetrack at 60klm per hour. We stop again halfway down for a look at the Panorama. Down towards the bottom yes there was the ubiquitous Police Hwy Patrol. We heard later that one large 60's Buick was booked at 63klms in a 60 zone on the Mountain. So, they were probably on a roster system, and this helped him with his quota. We spent a little time in the Racing Museum, but I had been several times before – though it seemed larger than I remembered.

We will then visit an 1870's cultural gem at Abercrombie House for a tour and our luncheon.

A gentleman gave a very interesting talk on the family home and its extensive history in the region. As a reply I told him that his house was of legendary proportions, and he was a living legend for being so passionate about its complete upgrade for future generations. This place is definitely worth a visit.



Abercrombie House



Kermit is a "Tart" he stuck his nose in every photo!!



The Farewell Dinner at the Greens on William.

Paul and I got up early and loaded our things into Kermit. The fog and dew were everywhere so we didn't get to say goodbye to many Buick people as with the choke fully out Kermit cranked into life. First stop was Maccas Black Heath for breakfast and enough fuel to make it back home. On the Northern Road - what a waste of taxpayers' money this was - 80km's the whole way 15 sets of traffic lights on a dual lane road. I preferred the old road it at least had some roundabouts and some little towns to stop at.

We arrive at Dapto and get out of Kermit - The neighbourhood dogs don't attack Paul; the front door is open - so things are looking up. Sharon says - thanks for bringing him back safe!!

At Albion Park my back door is open too, so things were really looking up for me as well. So now to unload and plan the next Buick National's. Paul - which will it be - the 1938 Sloper or the 1953?

Everyone, do yourselves a favour and spend 4 days in Bathurst and visit the places we visited.

Written by Lance Jenkins.

Recent Museum Visitors

On the 4th June Minis In The Gong car show was held at the museum, they started to arrive at approximately 8.15 am to set up for the day. At 8.30am cars started to arrive and were put into their places, by 9am there was up to 40 cars in place, cars were still arriving up till 10am. They had a coffee van and sausage sizzle going on. We had spits of rain but it cleared up to a not a bad day.

Several people were milling around looking at the cars, they started to come into the Museum and have a look around, they had a look around till approximately 1pm to 2pm. There would have been around 55 in the show, they gave out Trophies to the cars: best car, best in show etc.

There were a lot of people who said they would be back and will spread the word around to their friends to come and have a look at the Museum. There was several clubs that came and said they would bring their club members on a run to the Museum. Everyone had a good day mums, dads and kids as well as grandparents.

Trevor Fletcher



Museum Outing 22nd July

A small but enthusiastic group gathered at the museum on a cool/cold/very cold morning depending on who was asked. Not deterred we saddled up and drove through the beautiful country on our way to Macquarie Pass. We tailended in the Holden but Steve's MG, Lance's Buick and Alec's Sunbeam needed no assistance as they climbed up to the Highlands.

A morning tea stop at Robertson had most of us huddled out of the wind behind the brick toilet block in the showground while enjoying the coffee and cakes from Moonacres Kitchen.



Refreshed and warmed we drove on to arrive at our destination, Sutton Forest Winery, right on midday. Our table was ready for us and it wasn't long before we were having a taste of the white and red wines produced here. With some crusty bread and oil and balsamic vinegar to dip into, we settled in. Most opted for the minestrone soup and then shared antipasto platters of cold meats and pickled vegetables with more crusty bread washed down with glasses of the wine we chose from the tastings. Tiramisu and lemon cake proved too tempting for most to say no to and coffee rounded off an enjoyable meal.

A lovely day, it became much warmer there than we had imagined and Alec and Terese, Steve and Helen, Marion and Howard, Paul, Andrea, Lance, Don and I all did enjoy the sunshine.

Many thanks to Sarah and Barry for organising the outing. We know you were enjoying the snow but it was a shame you missed Sutton Forest Winery.



Marlene Don Matthew



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THE DINKUM OIL # 24

A drop from the Council of Heritage Motor Clubs to keep you going

CHMC 2023 ANNUAL RALLY

This highly successful rally was hosted by the Wagga Wagga Veteran & Vintage Motor Club who are to be congratulated for their efforts.

It was held from on 9th to 12th June 2023 and attracted 180 entries ranging from a 1912 Overland to four 1990's vehicles. A 1908 International Motor Buggy and a 1912 Daimler double decker bus were also displayed.

The rally incorporated a CHMC general meeting, plus a run out to the historic town of Coolamon and visits to various attractions in Wagga Wagga.

Vehicle displays and indoor activities were held at the Range Function Centre which provided excellent facilities that enhanced the enjoyment and overall success of the rally.

Trophy winners:

Best Veteran	1912 Overland	Nigel Smith	Wagga Wagga Vet & Vint Mot Club
Best Vintage	1923 Gardner	Ian & Chris Holgate	Wagga Wagga Vet & Vint Mot Club
Best Post Vintage	1949 Vauxhall Wyvern	Ron & H Collier	Vintage Motor Club
Best 1950's	1955 Oldsmobile Rocket 88	R & C Woodbridge	CHACA Wagga Wagga
Best 1960's	1960 Jaguar XK150	Peter & D Cooper	Antique Car club Albury Wodonga
Best 1970's	1973 VW Type 3 TLE	Trevor & C Reece	Parkes Antique Motor Club
Best 1980's	1981 Rolls Royce Silver Spirit	David Chrichton	Antique Car club Albury Wodonga
Best 1990's	1990 Commodore SL5000	R & C Brownlow	Lithgow Vintage Motor Club
Best Commercial	1922 Dodge Semi Trailer	John & J Churchill	South Coast Vintage Car Club
Best Motorcycle	1921 Douglas TS	Roger Garment	Tamworth District Antique M Club
Most Original	1955 Oldsmobile Rocket 88	R & C Woodbridge	CHACA Wagga Wagga
Concours d Elegance	1923 Gardner	Ian & Chris Holgate	Wagga Wagga Vet & Vint Mot Club
Mal Mason Shield	Newcastle District Vintage and Classic Car Club		

The 2024 Annual Rally will be hosted by Parkes Antique Motor Club, and is to be held over the Easter period, 29th March to 1st April 2024. Entry forms are available on Council's website.

More information about this, and other items of interest, can be found on Council's website:

www.heritaemotoringcouncil.org.au



DRIVE Lite publication

The Council of Heritage Motor Clubs NSW Council of Heritage Motor Clubs NSW Inc (heritagemotoringcouncil.org.au) advises free publications are now available for Historic Vehicle (HVS) and Classic Vehicle (CVS) Schemes. Links available below or on the CHMC web site.

DRIVE Lite - Historic and Classic Vehicles



Welcome to DRIVE Lite - Historic and Classic Vehicles



A new publication from TFNSW for club members on the Historic Vehicle (HVS) and Classic Vehicle (CVS) Schemes - **DRIVE Lite**

The first issue, June 2023, features a Registration Workshop with TFNSW staff hosted by CHMC's member club, Ballina Classic Vehicle Club, AND the 2023 Pre-31 Autumn Tour, the annual Tour is an initiative of CHMC clubs in Central West NSW.

To receive DRIVE Lite direct by email follow the link here to [DRIVE Lite online](#) and at the end of the publication Join the Mailing List

For Sale and Wanted

Adverts are placed in the magazine at the discretion of the editor for two magazine editions, any adverts no longer required please advise the editor.

1995 XG Falcon Van.

Sports dash. 4Ltr motor on gas and petrol. Towing cam. Donaldson Air Cleaner. 5 speed manual. Hydra Trak diff. Original condition, rust free. Registration to 29/6/24. \$15,000 ono. Contact Dave 0488 617 753



1937 SS Jaguar 1.5 Saloon Chassis 21403

The car is a rare Australian-delivered SS Jaguar, delivered new to Sydney by Tozer, Kemsley and Millbourne for Dr A. Hobson (OBE) in March 1937.

The car was extensively rebuilt by Stephen Styles of Tamworth over 20 years and has recently had a major overhaul of clutch, gearbox and differential as well as fuel system and ignition. To improve cooling, it has a new Radiator core and also has new tyres and balanced rims fitted. The engine has excellent compression and the car runs very well and reliably. Great car for local runs and display. Always generates great interest.

This is a genuine heritage car, only 42 known world-wide to the UK SS Register. Original engine and running gear, all rebuilt and very high-quality red leather interior, instruments and woodwork all in original patterns. A beautiful car.

Price negotiable, \$49,500

Please contact Brian on email njvj@iimetro.com.au or Mobile 0437 739 651 (Canberra) for more information.



1963 Ford Fairlane.

Left hand steer. All original parts, in excellent condition. Contact Enzo for details: 0406 267 745



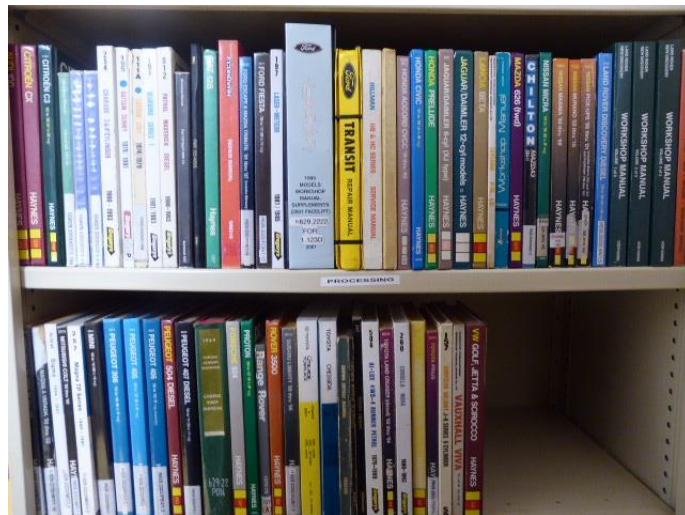
1917

Harley-Davidson superstar, In 1917, Susan Lang was identified as the most accomplished female motorcycle mechanic in the United States. Susan and her family owned H-D dealerships in Waterbury, Connecticut and Providence, Rhode Island where she was often found in the repair shop and learned to overhaul her engine.

In 1915, Mrs Susan Lang made a #NewEngland record for a long-distance motorcycle trip by a woman unaccompanied by a man - with her three kids in the sidecar.

Surplus ex-library Repair Manuals

We have recently received a large quantity of repair manuals from a regional library that was discarding them and most do not relate to a pre-1945 motor museum and we are therefore offering those for sale. The later ones seem to be from the reference section as they appear to have never left the library and have no signs of wear and tear. We also have many others including from the closed NRMA Technical Service and from other recent donations that we are adding to the sale.



The manuals have been uploaded onto the “Surplus” collection on LibraryThing.

Either follow this link OR use the QR code to browse availability

<https://www.librarything.com/catalog.php?view=Motorlife&collection=766765&shelf=list>



Use the search option in the top right hand corner to search for a particular make of vehicle.

There are over 300 available and priced at \$15 each plus postage within Australia by Australia Post pre-paid Parcel Satchel at \$14.80.

Additional items are continually being added.

Contact the library at library@motorlifemuseum.com if you are interested in purchasing any of these repair manuals.

Brian Wye, Librarian

The Brabham Function Room

Our function Room, The Brabham Room, opens onto a veranda and grassed area which is included in the hire and is a great place to continue the party outdoors or for kids to play in full view.

The layout of the Brabham Room can be changed to best suit the needs of any occasion



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HELP NEEDED

Would any members like to get more involved with the daily running of the Museum? Even if you can only spare one day a month it could be an interesting day to help on duty with visitors, or get stuck in around the maintenance of the building and gardens, or if you prefer maybe working on the preservation of the collection in our workshop. We have a friendly crowd already but we can always use more help. If interested contact one of the committee to discuss the possibilities.

SHARE YOUR MEMORIES

In future Newsletters there will be a couple of pages set aside for people to share how you became involved with the museum and motoring, be it thru your love of cars, bikes, collecting or volunteering. Feel free to share your memories, photos, interesting stories and daring escapades.

Steven Koster

'A History of Motorlife' compiled by Wendy Muddell and Don Matthew.

An illustrated expose of the story behind this remarkable achievement, written by those leading the fight to keep together a major historical collection. \$25 plus \$5 postage to anywhere in Australia. See Don at a meeting or phone him on 02-42614627, or Wendy on 0499 348 899, or just send a cheque (remember them?) money order, even cash to 65/1160 Creek Road, Carina Heights, Qld 4152. (Limited print run) The book is also available in the museum gift shop.

Wendy Muddell

REMINDER

Members using their vehicles on HCRS are reminded to carry with them each time they use their vehicle, their membership card, a current copy of Motorlife News, a Vehicle Movement Slip (if required), the RMS Registration Papers and the Certificate of Approved Operations. Failure to comply with the Guidelines issued to all members for the use of vehicles on Historic Conditional Registration Scheme may result in the suspension of this privilege. If in doubt please phone Waldo on 0408 425 650

NOTE: It is noted that trips to and from the designated 'running in' area and also Australian Motorlife Museum are considered Club Events for the purposes of the use of HCRS.

The trip must be from and back to the place the vehicle is usually garaged.

The Plates Registrar must be contacted before each return trip commences.

Trip must be via the most direct route that is practicable.

The 'running in' area boundary is West Dapto Rd, Illawarra Highway, F6 to Northcliffe Dr, Old Princes Hwy back to West Dapto Rd.

CLUB PLATE REGISTRATION

Note to all members with cars on club registration; the committee has voted to opt into the RMS Historic Log Book scheme.

Members who wish to take advantage contact Waldo.

This will come into effect on January 1st 2021, but it is not compulsory if you prefer to just use the vehicle for club events under the existing rules.

Notes:

The Committee has set a cut-off date for rego for club vehicles at December 31st 1954. This is to allow types of vehicles based on similar pre-WW2 technology without having to allow some and not others within the grey area of what counts as a 'continuation'. This date is fixed and 1955 or later models will not be allowed as a further claim to a 'continuation' of a 1954 model. The club's aim always was, and remains, to promote the use of pre-WW2 vehicles and this date was chosen as most production cars prior to then used basically the old technology after which more modern systems (disk brakes, OHV engines etc) came into common use defining what were thereafter to become 'modern' vehicles.

It is also noted that the Club Committee will have to take care to select and approve prospective membership applications on the basis that the applicant will be an active participant in club activities and not just seeking cheap rego.

CAR CLUB DIGITAL MAGAZINES BY EMAIL

As many car clubs now distribute their magazines to their members by email the museum office now regularly receives these too. If any members would be interested in having them forwarded to them please let the secretary know by forwarding your email address to; admin@motorlifemuseum.com with the subject line 'Digital Car Club Magazines'. The catch is you either receive all or nothing, you can read what interests you and delete the rest; it is not possible to send separate magazines to individual addresses. If any members receiving the newsletters know of any others who have not yet given their email address to the office could they pass the news on and have them email the office admin@motorlifemuseum.com with their contact details please. **A copy of the latest Magazine is now a link on The Australian MOTORLIFE Museum web site : www.australianmotorlifemuseum.com**

The Australian MOTORLIFE Museum Membership Application Form



Please **UPDATE** your details, detach & return this side and keep the Left side for your information.

Name:

Partner:
(if applying)

Postal Address:

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Mobile:

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The Membership is year 1st January to 31st December.
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AFTER the 30th June is reduced by 50%

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- \$90 per year Member & Partner
- \$55 per year Friend of TAMM
- \$110 per year Corporate Membership

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- Friend of TAMM
- Corporate Membership

Must be signed by existing members Nominated by;

Nominated by:
Print:

Sign:

Seconded by:
Print:

Sign:

May we send your Newsletter / Magazine via your email

Yes No

OFFICE USE ONLY

Date:

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Paper Issued:

Published:

2nd Committee Meeting:

Paper Issued:

Mailing List:

L & C:

The Australian MOTORLIFE Museum (TAMM) members are a group of people interested in heritage motoring and also parallel advancements in technology during the same period that saw the evolution of the vehicle.

TAMM is managed by an annually elected committee and our membership takes a keen interest in the life of the Museum by attending meetings, events and by volunteering time to assist in the running of the Museum in some way. The aim is to use your skills and some time to help achieve its goals.

TAMM offers several different types of membership. Membership plus partner with full voting rights for both. Applicants **who are not known** by Members will be offered membership as Friends of TAMM (without voting rights) for 12 months when upon agreement of both parties' membership can be transferred to full membership.

Please contact the museum for details on Corporate membership and benefits.

We require applicants to attend either a General meeting or another event before this process is completed.

Our Magazine called *Motorlife News* is published and distributed to members 6 times a year with a newsletter the corresponding alternate months with updates.

Members meet for General Meetings at the Museum on the 3rd Tuesday of the month @ 7pm for 7.30pm (except December)

The TAMM runs a lively calendar of motoring, social and special events which is open to all.

TAMM is a Guarantee Company (i.e., not for profit to members) and reports to the ACNC

The Company holds Authority to Fundraise N°: CFN 10468, under N.S.W. legislation. TAMM is a deductible Gift Recipient. Gifts of \$2.00 or more are tax deductible, for the donor

We thank you for your support

Yours in Motoring

The Australian MOTORLIFE Museum

Hon. Committee

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Cheers
Andrea Simmers

Hon. Secretary