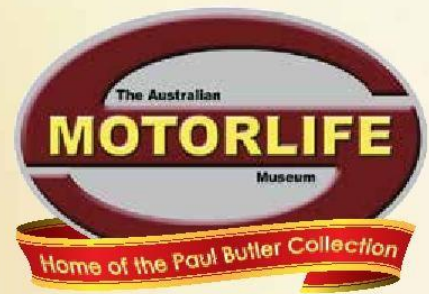


# Motorlife News



*Driving the past into  
the future . . . . .*



Patrons: Pedr Davis OAM, Jeremy Morris  
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### Donations \$2 and over are a Tax Deduction



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

## **JUNE 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:**

**20<sup>th</sup> June, 18<sup>th</sup> July, 15<sup>th</sup> August 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:** Graeme Downer, Ventura Curcio accepted to membership.

## **NEXT MAGAZINE DEADLINE: FRIDAY 28<sup>th</sup> JULY**

**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](mailto: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 June 14.** Morning Coffee Run to Warilla Beach Café. 7 Osborne Pde, Warilla.

Meeting at the museum before 9.30am. Ted Hutchinson is the organizer.

**Sunday June 18.** Mystery Picnic Day. BYO morning tea and lunch and be ready to leave the Museum at 9.30am. Sarah and Barry Neill are the organizers.

**Wednesday July 12.** Morning Coffee Run to Towradgi Beach Eatery. Towradgi SLSC Building, Murrarar Road Corner, Marine Pde, Towradgi. Meeting at the museum before 9.30am. Sue Allan Mills organizers.

**Saturday July 22.** Sutton Forest Estate Wines, leaving the Museum at 9.30. We will be stopping at Robertson for BYO morning tea and travelling to winery for antipasta platter lunch. We have been here before and had a wonderful lunch and wine tasting. Sarah and Barry Neill are the organizers.

**Wednesday August 9.** Morning Coffee Run, meeting at museum before 9.30am.

**Sunday August 13.** TBC Pub Lunch Run, venue to be decided.

**Saturday August 19.** TAMM Annual Birthday Party.

**Sunday September 3.** Father's Day Promotion, details to follow!

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

**Saturday September 16.** TBC 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.** TBC 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 19<sup>th</sup> November** TBC run to Bundanoon Christmas Markets

**Saturday November 25.** Registration Day at the Museum.

# President's Report

Hello again. A busy time recently has seen much going on and there is more to come.

Work has progressed on the Darley Motors Austin Seven van and that is now back on display ready for rego. The Sunbeam now has its spare wheels properly attached and the sculpture of the rotten timbers removed from the now restored Fiat sedan is on display next to same.

National Motoring Heritage Day was a great success (see brief report elsewhere) and is certainly now something to build on for future years, we should be able to make the annual event a great attraction for everyone who wants a change from the Berry show and there is no reason why we can't bring in more clubs and individuals from the Illawarra, the Southern Highlands and even further afield, we just need to work on how to get the word out and make everyone aware of what a great venue Motorlife is for such like-minded folks.

And on the subject of events at Motorlife, keep the date September 3<sup>rd</sup>, Father's Day, free in your diary, the committee is working on something to be announced soon.

We will be hosting Minis In The Gong on Sunday June 4<sup>th</sup> and could use a couple of extra volunteers to man the museum on the day, let a committee member know if you can help.

I understand the Wednesday Coffee Run is still a popular excuse to get some cars out, unfortunately I was unable to attend the May run and I will be away for the June trip to Warilla but I will be back.

Visitor numbers have generally been healthy but it is surprising where some of them come from, it seems we are now truly 'World Famous'; a recent visitor from Brazil was so impressed he plans to write a report on his visit on some local internet sites over there and another report about somebody on a road trip in the British Classic Cars magazine included a brief mention that their visit to Motorlife was a highlight of the trip and the March edition of Classic & Sports Car magazine included a short paragraph about our New Year run with a couple of photos of the Sunbeam and the Cadillac.

We are also still getting many favourable five star reviews on Google and feedback from the short promotional video presented by Warren Brown AM.

I think we can all be proud of our efforts to spread the word, make visitors welcome and what we have achieved.

Keep it up!

**Chris Martin**  
**President**

## Library Report April - May 2023

Apart from the donation of an apparent complete run of Motorsport magazines from 1964 to 1989, there have been several smaller donations covering magazines, maps and repair manuals.

A clearance sale of duplicate and surplus automobilia and dusty artifacts was held at the National Motoring Heritage Day event at the museum. The most popular items sold were car badges, tools, handbooks, spare parts and non-motoring decorator items. Almost \$1500 was raised for the museum.

More repair manuals have been added to the catalogue of surplus manuals and the list can be accessed by the QR code below, via the link on the museum website or in the article elsewhere in the magazine. There are now over 300 manuals available.



**Brian Wye**  
**Librarian**  
**0431 417 775**

## Curatorial Report April - May 2023

The Sunbeam has been in the workshop for a short time to have newly made spare wheel stands fitted under the wheels on the running boards, with leather straps, to ensure that the tyres are secure and not rubbing against the paintwork.

The Darley Motors Austin 7 has also been in the workshop for some time. The radiator has been sectioned and a new core fitted to retain the original look, with new hoses and a filter added to the radiator system. The brakes have been overhauled and adjusted and the fuel tank flushed out. Four new tyres have also been fitted to the car.

The Committee considers that the Austin 7 van, with its Darley Motors paintwork, would be an advantage for promoting the Museum at car shows, on coffee runs, or on any outing where the cars are seen by the general public. The work has been undertaken in preparation for an inspection for registration and insurance purposes.

Prior to the National Motoring Heritage Day at the Museum our workshop volunteers did a lot of work tidying up the Museum grounds, cleaning cars and bikes, and helping to set up the pop up clearance store in the Brabham Room.

**Curatorial Committee**

# Building Maintenance Report April – May 2023

Lately we have not had any major projects, but there always seems to be lots of smaller repair and maintenance jobs that need doing to keep the Museum in as good condition as possible. This is from both our members and volunteers perspective, but importantly to maintain the high quality of displays for our visitors.

Listed below are some of the tasks carried out with the assistance of Keiran Shepherd and Ken Robinson in the last two months:-

- Replaced 2 faulty GPO's on the front verandah with new ones.
- Investigated a problem with Stage 3 Fire Exit door not latching closed. Corrected alignment of the latch plate and greased latch area. Also cleaned cob webs and greased latches on all other Fire Exit doors.
- Replaced a number of faulty lamps in various locations within the Museum.
- Made and installed updated Alarm Sensor identification labels, to match the new sensor numbering scheme.
- Trimmed the doors between the Kitchen and Brabham Room so they no longer jamb.
- Installed a fluorescent lead light for use on the car hoist.
- Replaced a faulty LED power supply for the Radio Equipment display cabinet.
- Cleaned out a build up of leaves under the flashing between the Stage 3 and Stage 2 roofs.
- Patched a hole in Stage 2 roof that had been leaking water onto the storage shelves.

*Phill Harrigan*

## VALE

It is with great sadness that I have to report the recent and sudden passing of Shane Quinn.

Shane was a valued member of our volunteer family and will be sadly missed.

There are no further details known but members who worked with Shane and would like to pay their final respects will be contacted when we are informed.

Marlene Matthew



# Southern

## Engine Reconditioning

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## NATIONAL MOTORING HERITAGE DAY

National Motoring Heritage Day dawned a fine but windy day, with windy being an understatement at some stages. This didn't stop a great turnout of diehard owners and clubs attending. The museum had a lot of visitors going thru to view the displays, new and return visitors commenting on how wonderful the museum is presented both inside and outside. The Café and BBQ areas were kept busy all day as was the area in the Brabham Room set up to sell surplus items/parts and books no longer required by the museum. The committee would like to thank all the volunteers that are involved with the museum for making sure the museum is always at its best outside and inside, in the setting up leading up to the day, attending and volunteering in any way to make the day the success it deserved. The museum owes it all to you who give your time in any way. Bring on next year.



**1927 Chevrolet Capitol Tourer**



**1933 Plymouth Roadster**



**1912 Hupmobile**





**Ford Zephyr Station Wagon**



**1938 Buick**



**1925 Amilcar**



**1974 Triumph 2500, one owner from new**



**Holden Torana SL/R 5000**



**Photo credits; Marion Preston and Chris Martin.**

## **Sundowner-the Model A Ford completing every corner of the Australian compass!**

Mum standing beside the 1929 model A Ford that dad and her covered the far reaches of Australia in. The car has been as far north, east and west as anyone can drive a vehicle on the mainland (including 4wd tracks) and all of the Australian deserts. She has successfully travelled the red centre, Kimberley's, Gunbarrel highway and even most of Tom Kruze's famous Mail Route through inland Australia.

Jane and I bought the car from Dad and Mum in 2014 and intend to fulfil our promise to dad to get it as far south as possible later this year when we venture to Tasmania. We have found the 4wd 'goat track' which will get us to the bottom edge.

The picture shows mum giving the Model A (nicknamed "Sundowner") the once over and final stamp of approval today at the museum. I took her for a short run and thankfully got top marks!!

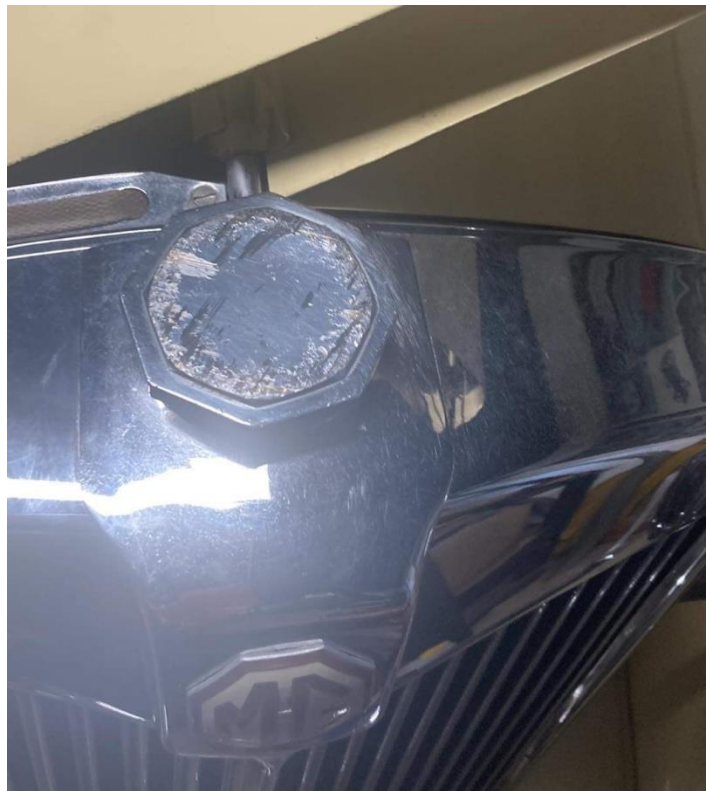
**Evan and Jane**



## The case of the Runaway Radiator Cap.

It's a bit of a thing around our household to keep old trade skills alive, and while Evan works diligently on our car/s, I have taken on the challenge of doing bits and pieces for others as a way to share our hobby. Not unlike people who have a passion about rescuing animals, we have a real sense of the importance of rescuing cars and parts on the brink of being lost to history. The theme around here is that we will have a go at anything and there is nothing that can't be fixed, rebuilt, or remanufactured. We have always loved a challenge!

Recently, one of our members lost the radiator cap off their MG which fortunately was retrieved thanks to a good Samaritan. Unfortunately, during its escape, the cap had hit the road hard before sliding along the bitumen (butter side down of course!) and then apparently been run over by another vehicle. This had caused deep gouges in the face side of the cap and a significant depression in the top meaning the end result was quite distorted. The depth of the gouges and dent meant that simply machining it back to flat was out of the question – see picture attached. Reproduction caps are available, but rescuing original parts is way more fun in this household.



So, the battered and bruised cap ended up in Restoration Jane's Garage for a makeover. The existing chrome plating was removed by submersion in a secret formula (don't even ask!), bringing the cap back to its original brass base. To remove the deep depression in the top of the cap, it required softening so that pressing it back into shape would not split or crack the brass especially after 70 odd years of use. The whole cap was heated evenly to just over 400 degrees which, while not reaching a normal annealing temperature, was sufficient enough to make pressing it more malleable.

Instead of stressing the cap with the normal quenching process, it was pressed back into shape while still hot using a purpose made hardwood dolly – quite a visually exciting process as the hardwood liked to smoke and spontaneously combust!

Once the correct physical shape was achieved, the gouges in the top were built up with a 45% silver brazing rod at around 650 degrees. Once sufficient material was deposited, the cap was put in the lathe and machined back to exact specifications using our own MG cap as the template. After general polishing, a flash coat of copper was electroplated on to allow for final polishing to remove any minor scratches and blemishes. Then it was ready to be shipped off to the electroplater for chrome. Chroming is a dangerous process in terms of chemicals and fumes, so this is not something that is done in house!



It is really quite exciting for me to see the finished cap resurrected and now back on the original car where it belongs. What is more exciting is that yet another original part is rescued and now has its own adventure story to tell!

Happy motoring 'til next time,

**Restoration Jane.**

The idiot MG owner (me) who left the cap on the bonnet before going for a drive is eternally grateful for the outstanding work Restoration Jane's Garage did to save the original cap.

**Steven Koster**



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# AUTOMOBILIA by Chris Martin

## **FITZ and VAN - Part 2**

By 1952 Fitz had taken on so much work apart from Mercury that he employed junior artists to copy his style for Plymouth, Nash and Kaiser and later Buick. His work for the 1953 ads for Buick so impressed the bosses that when he turned down another job as he was too busy the Buick General Manager Ivan Wiles told the agency to find out what it would take to get him on a permanent contract. Fitz named a price he thought they would refuse but instead Buick agreed and while he still supervised other artists for other brands advertising he would now illustrate only Buicks.

As the artwork would require much more background than the earlier Mercury ads Van Kaufman agreed to follow Fitz to Buick but even with the new deal there was too much for the two of them. For one year they were asked to produce forty-seven separate print ads plus a dealer brochure which itself required dozens of illustrations, so Fitz recruited Dale Gustafson, ten years his junior who had studied car design at both GM and Ford. Gustafson was not so keen on living in Detroit but that was where the money was and when Fitz asked him to join the team he was only too happy to work alongside someone he already respected as a hero in the design world. He was tasked with drawing some of the magazine advertisements that were becoming too much for Fitz to keep up with, but the latter remained in charge and directed the junior partner as to the requirements. Another illustrator, Roger Metcalf was recruited to join the team, he also had a similar background having worked graduated from The Art Center in California and also worked at GM.

By this time Fitz and Van had such a reputation that the ad agency gave them a free hand and total control over the designs, an unusual deal at that time.

Although the new model year traditionally starts in September in the USA it was normal for Fitz and Van and the team to start work on the new cars as early as the preceding March, the new models were of course already designed and the preparation for the artwork needed to be planned ahead. By the mid-fifties they were mainly occupied with Buick advertising, a time when the cars themselves were reaching a high point in design and fully deserving of the vast artwork to promote them but that came to an end in 1958. Staff promotions within General Motors saw a new boss at Buick, Ed Ragsdale and he soon upset Fitz enough that he resigned the account. In turn Buick switched to another ad agency and sales fell in '59 such that soon Ragsdale was also gone. Whether the sales reflected the advertising artwork who knows, but Fitz was not idle long. He got the nod from the GM Vice-President to design new artwork to celebrate the Golden Anniversary of General Motors which included not only more Buicks, but Cadillac, Chevrolet, Oldsmobile and Pontiac.

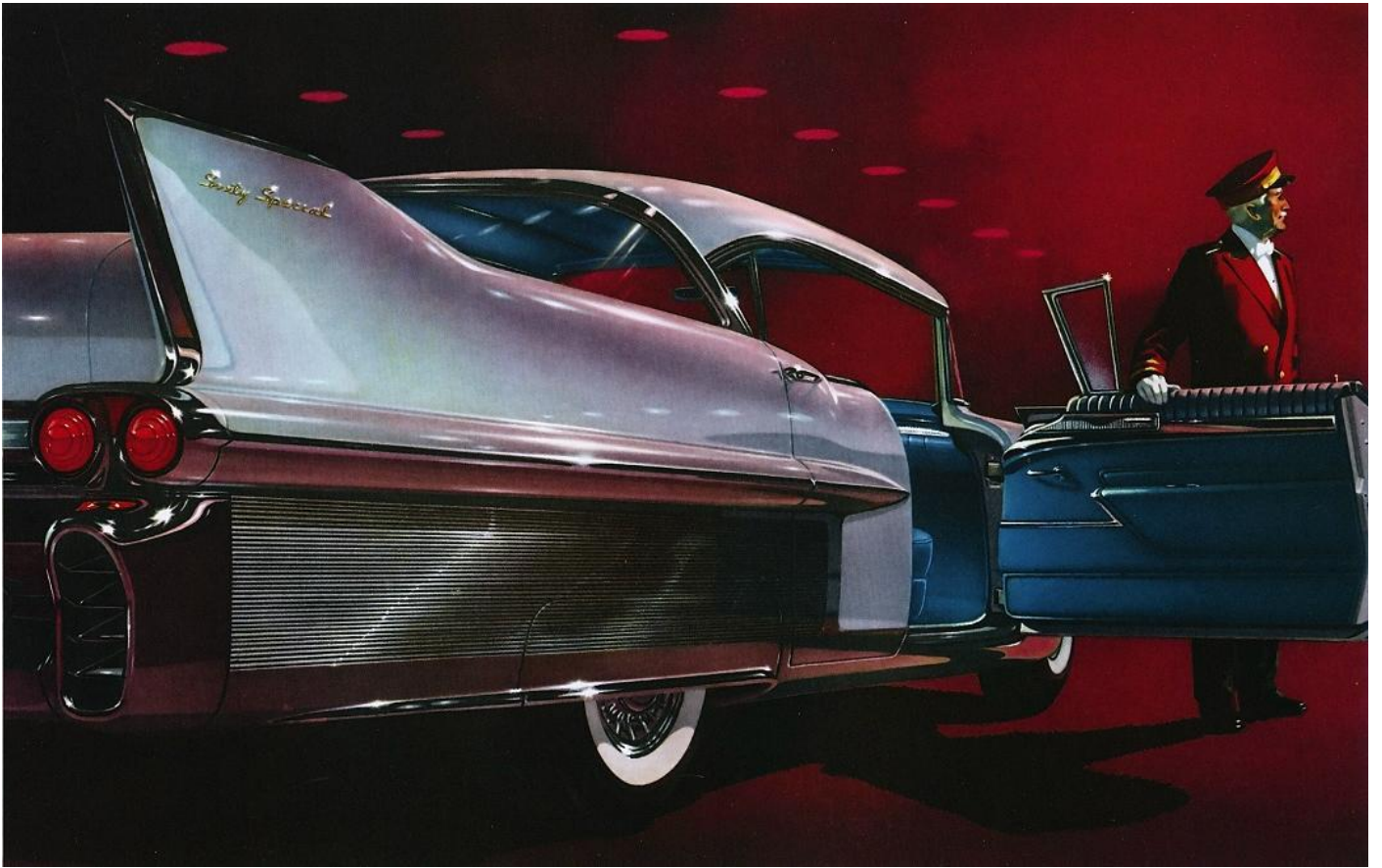
Bunkie Knudsen was the boss at Pontiac and had long been a fan of the work of Fitz and the team had been doing for Buick. Knudsen had spent the last few years trying to improve the image of the previously staid Pontiac range and by the time the new 1959 models came out they had a unique new look, lower and wider with a distinctive split front grille that would remain a Pontiac feature thereafter. Pontiac had been known as a 'Third Grade Schoolteacher's Car' and Fitz and Van were given the responsibility of bringing the new look to the attention of the public.



Pontiac's ad agency, MacManus, John & Adams were still conservative in their imagery and 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'. Success soon followed with improved sales and the next decade would see Fitz and Van achieve fame solely through their work for Pontiac.

To be continued....





# 1914 Electric Transport Advertisement

I came across this ad in a copy of the Saturday Evening Post dated January 3, 1914. Evan found the magazine in his Model A Ford Ute that he is re-commissioning ready for his trip to Tasmania later this year. It is interesting to note that 109 years ago, electric vehicles were being proposed as the savior of motoring just as they are today. What happened in the intervening years?

Brian Wye

THE SATURDAY EVENING POST

31



## Trackless Transportation and Westinghouse Electric

**E**VERY day you see more electric trucks and electric pleasure vehicles on the street. Their growing popularity is convincing proof of their serviceability for the transportation of goods and for business and social purposes.

Westinghouse Electric has been one of the most important factors in developing this reliable and efficient form of transportation. It was the first large electric company to build electric vehicle equipment. Its wide and successful experience in other lines of electric traction enabled it at the very beginning to design vehicle motors and controllers of the type universally used today.

Westinghouse vehicle motors are so reliable that the only attention they require is an occasional inspection and lubrication. They are economical in the use of current and get the greatest distance out of a single battery charge.

House lighting current is changed into battery charging current by means of Westinghouse rectifiers or motor-generator sets.

Large Westinghouse generating machinery enables lighting companies to charge electric vehicles at a cost that makes these vehicles less expensive to operate than other forms of motor cars.

You can arrange with your *lighting company* for

charging service and an equipment of Westinghouse charging apparatus. Or any up-to-date garage can take entire care of your car. Names of manufacturers of electric vehicles equipped with Westinghouse motors will be sent in reply to your post card request.

The standards of design and manufacture set by the Westinghouse Electric increase the efficiency and convenience of electricity for all purposes, and the consumer that uses Westinghouse Electric apparatus is never willing to go back to old-fashioned methods. The name "Westinghouse Electric" is your guarantee.

**Westinghouse Electric & Manufacturing Co.**

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## Did you know?

One small point, under "Did you know" Trevor Fletcher states "The first seat belt was in 1885, but in cars – front seat 1969 ..." which is only sort of correct.

It is true that the fitment of front seat belts became mandatory in Australia on 1/1/1969.

However, the UK was one of the first jurisdictions to mandate seat belt fitment in 1965, but was one of the last to make wearing them compulsory (in 1983).

Seat belts were optional in Nash products from 1949 and Ford USA from 1955, with standard fitment in SAABs from 1958.

George Cayley is often credited with inventing the seat belt, and he died in 1857 so presumably the first seat belt existed before his death.

But the person who did the most to advance the cause of seat belts was Colonel Dr John Stapp, whose work in the 1945 - 1954 period to reduce fighter pilot deaths led him to realise that many times more pilots died on the road than in the air. His ground-breaking work to establish the limits of acceleration (or deceleration if you prefer) that various parts of the body, the brain in particular, could take without damage is still the reference used today. Known as the "fastest man on earth" Stapp tested his own theories by riding a rocket powered sled brought to a sudden but controlled stop from 1,107 km/h at 46.2g protected merely by a substantial seat and a 6 point harness seat belt. He walked away unharmed.

Interestingly, seat belts are, as far as I know, the only area of vehicle technology subject to mandatory retro-fit. In Australia from 1 January 1974 all passenger cars built after 1 January 1965 were required to be retro-fitted with seat belts - although implementation in different States and Territories varied and some vehicles seem to have escaped altogether.

**Lawrence Glynn, former Principal Engineer, Vehicle Safety Standards, Federal Department of Transport (1982 - 2008), Secretary BMW Drivers Club Melbourne.**

## Mystery Car

Anyone know what this is? Let the editor know any guesses. No prizes, just a bit of fun.



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# LANCE AND PAUL'S WONDERFUL ADVENTURE

## Buick Nationals Post Tour 2022

**Sunday 22<sup>nd</sup> of May** We could have elected to stay in Dubbo until later in the Day as we were not attending anything and tea was get yourself in town. But we elected to follow the tour as per the program.

*Depart around 9am for the short run to the Quentin Park Alpacas (47klms) – a tour will include learning all these lovely animals, meet and hand feed an alpaca or two or visit the farm shop and studio/gallery and a morning will be served here. Numbers are required for this PAYG visit \$24.90 per head. Please advise the organising committee of your intension to attend.*

Paul and I fuel up at our usual Shell watering hole and head out along the road to Parkes past the Zoo. It is easy to get to a destination when you are in a conga line of Buicks headed in the same direction – just a few kilometres on from the 40klm sign the Buick's had their right blinkers on to turn into a farm gate.

Once in through the gate and heading up past the fruit trees I saw some lumps of clay pushed up by other Buick wheels, so I avoided that area by turning wide and parking. Behind us came Jim and Virginia Russell in their big Blue Riviera – well down it went. He tried to back - he tried forward but to no avail it became a beached Blue Whale!! Some tried to push but no go - it was decided to go and enjoy the morning first.



***The beached whale!!***



***The Alpaca Lady***



***A couple of old Alpaca Feeders***

The owner was very passionate about her Alpacas, and she knew everyone of her 120 animals by name. We got to feed as many as wanted to take it from our hands as some are fussy about who feeds them. I gave the craft shop a miss and looked at some of the outside exhibits then it was time for morning tea, which was well organised, and sufficient for all of us Buickers. Now the issue was to free the beached whale – so it was asked was there a tractor available? Yes, and it duly turned up but there was not enough room to get a straight pull because of the fence. The tractor attempted to pull the diff out of the Riviera and then around to the front and I thought the front wheels and suspension would be next!!



***1<sup>st</sup> attempt***



***Regroup to decide!!***

My farm boy nous kicked in and I spoke to the tractor driver to go into the next paddock and get a straight pull with a longer snatch strap. I opened the gates and she drove the tractor through – hitched up and with the Riviera trying too it began to move slowly and then it was free. Given the large holes left behind I think half of the paddock was still under the mud guards. A sheepish Jim and Virginia headed to the next stop at Peak Hill with mud flying everywhere.



***It took the two farm boys (Lance and Paul) to get it out!!***

Paul and I took our turn going out the gate and headed for Peak Hill :-

*We then travel to the Peak Hill Gold Mine first discovered in 1889. Several walking trails and viewing areas to the open cut mining areas. Lunch can be purchased in the Town of Peak Hill. We then depart for Parkes and our Motel. North Parkes Motel – 54-56 Peak Hill Road – which has a dining room and indoor pool. Afternoon and night free to explore Parkes.*

At Peak Hill we saw a graveyard of some interesting old cars, but we head to the turn off to the open cut Gold Mine. It was, obvious, that not many Buick people bothered stopping here but there were a couple of Buicks in the car park. It was a short stroll to the viewing platform and the signage on the wall indicated that it was first mined by a series of shafts. The later open cut went through most of these top shafts. By the diagram it seems the mine closed with still gold bearing rock and the remains of a deeper shaft still there. Evidently it became uneconomical to continue that method of open cut, but one wonders whether in the future they might invent a giant vertical boring machine that will just pull all that gold bearing rock to the surface and then onto processing. They have giant horizontal tunnel machines now. Paul and I probably spent an hour wandering the site and reading the displays over long abandoned equipment.

We go for lunch at the little shop (the only one still open on a Sunday afternoon in a sleepy little Western town) and what is served fills the spot. The shop owner explains about the graveyard of old cars and that down the road around the corner is the old Holden Dealership that the owner walked away from years ago. Inside were low klm Holdens that were just gathering dust and he won't sell anything. One of the other Buickers came back with us to look at the graveyard and what looked like a 50's Buick was determined to be most likely an Oldsmobile. There were many old cars, Fords, Holdens, a Rambler an old Kombi van and the list could go on. Before we left Paul and I went around to the old Holden dealership and peered through the dusty windows at an EH, EJ and a late 70's model.

Leaving Peak Hill we negotiate the last 47kms into Parkes and the Motel arriving at about 4pm. After unloading the car and a shower and shave and we find a place downtown to get a bite to eat.

**Monday the 23/05/22** *A visit to McFeeters Motor Museum in Forbes, a stunning facility purpose built to house a collection of meticulously restored motor vehicles and motor bikes.*

*We will then proceed to the township of Eugowra – this village has been transformed with beautiful murals. In the village is a most unusual Historical Museum and Bushranger Centre and we suggest a visit to it - \$3 entry. Dinner own arrangement.*

It is a small 36km run to Forbes and a visit to McFeeter's Motor Museum. I have been before and there were some different cars. They have a different collection policy to other museums like ours. His collection of ornate funeral cars from Asia was not my cup of tea.



There was plenty to see but no café for morning tea. We left around the planned 11.30am and headed to Eugowra where we picked up a coffee and a sandwich at a little place called "The Fat Parcel" that were expecting us and stayed open till we were all fed and watered. We travelled the streets taking in the many murals in the town and we could look at the Historical Museum and go into the Bushranger centre for a cost of \$3. The Men's shed stayed open for us and 2 Craft shops stayed open for the Buick Ladies.



**Eugowra Museum**



Paul and I have a mutual friend by the name of Phillip Dixon from Parkes. Paul started his Traineeship with him at AIS in around 1973. Phil left after a few months (He says it was after his first maths exam at TAFE). He went home to drive buses and that is how my Mum met him in Gilgandra a few times as he passed through with the buses. I have known his brother in-law Colin since the 70's.

Today was a triangular route so we headed back to Parkes from Eugowra and pulled into town around 4pm. I rang Col and got the directions to Phil's Pipe Coating Factory, and we arrived at close to closing time. Phil had something on that afternoon, so we arranged for around the same time at his place the next day, to be at his home and sheds.

We decided to eat at the Motel restaurant. Somehow Paul ends up paying for his meal and someone else's meal. When he goes back, the next morning, the owner said, it all balanced for the night, so Paul had to write it off. The lesson learned - don't be the last to leave the table and the last to pay. It was a small restaurant, so the bills were tallied by table. I guess someone from our table walked out forgetting to pay – I have almost done it myself once or twice.

### **Tuesday the 24/05/22.**

*A visit to the Parkes Observatory (The Dish) – showcases the achievements of the telescope as well as its role in supporting some of the most significant space missions in history. Café available.*

We arrive at the Dish around 9.30am and fill up the carpark with Buick's of all shapes and sizes. I think we were the first there with dew on the ground everywhere. First stop was to see the obligatory space video and how small we are!! Plenty of hands on displays and exhibits and things to look at including a walk to the foot of the dish. Purchased a coffee and a muffin and sat in the sunshine until Paul found me and we decided to head back to town.



***Buicks and the Dish seem to go together!!***

*We then depart back to Parkes and walking distance from our motel is the Tourist Information Centre which houses several museums. We will be visiting the Car Museum (which also entitles you to the Elvis Museum) and the local car club will be providing lunch at the Museum.*

I didn't mention that Phil Dixon has quite a desirable collection of old chain drive trucks and is well known in the old truck movement.

We attend, the Parkes Car Museum, and we go through to lunch and who is the head of organising lunch but Phil!! He did the welcoming speech and is their President. Phil turned up in a Ford XY Phase III replica painted a bright yellow. Lunch was piece of BBQ steak on a bun, then a sausage on a bun and some cake slices. The afternoon was spent visiting the 3 museums. The car one is quite small about as big as our old one, the Elvis Museum lacked the Elvis vibe that would be there during the Elvis Festival.

The Farm Machinery Museum consisted of lots of tractors and some farm machinery under two long sheds that were open except for the roof.



**The 3 museums**



**Do we recognise this car??!! Our BBQ lunch put on by the Parkes Vintage Car club**

We had tried to see where Phil lived on his acreage, Monday afternoon, but couldn't quite spot which was his place. We meet Phil at his workplace and follow his work Ute home and we discover that we hadn't quite gone far enough the day before. Coming up to his sheds there were remains of trucks that have been lifted off with a Hiab crane. Phil shows us the collections inside that are operating and under shelter, a hot Cortina, His XY Ford, small family trucks then in his inner sanctum is the latest old heavy-duty truck getting its finishing touches and the last flat panels being made before the final coats of lacquer then off to the sign and scroll man. While it was still a bit light Phil takes us around the side and the back of the shed – an, old curved, back Commer Bus he went to school on, old trucks that I had never heard of some with their radiators up at the firewall, a Swiss Saurer (I believe a member in the Museum had one way back). There was an American Brockway Indiana or some such thing – there was just so much. I said to Phil when, I came here, I thought you will have to live till 300 but now I have revised that to 400 – he said if I didn't rescue them then they would all be melted down by now – I had to admit touche.

*A games night is organised at the motel after your evening meal.*

Three games were played and if anyone wants to know what they were I might still have some of the sheets.



**Written by Lance Jenkins. Last article next issue**

# Run Reports

## April visit to Danny and Wendy Jones Collection



## April coffee run to Blue Jay Café Albion Park



## May coffee run to Headlands Hotel Austinmer





## Recent Museum Visitors

Visitors Armando and Monica all the way from Brazil were delighted with the museum and the warm welcome that was shown to them. Armando pictured with volunteers Paul, Trevor and Dave.



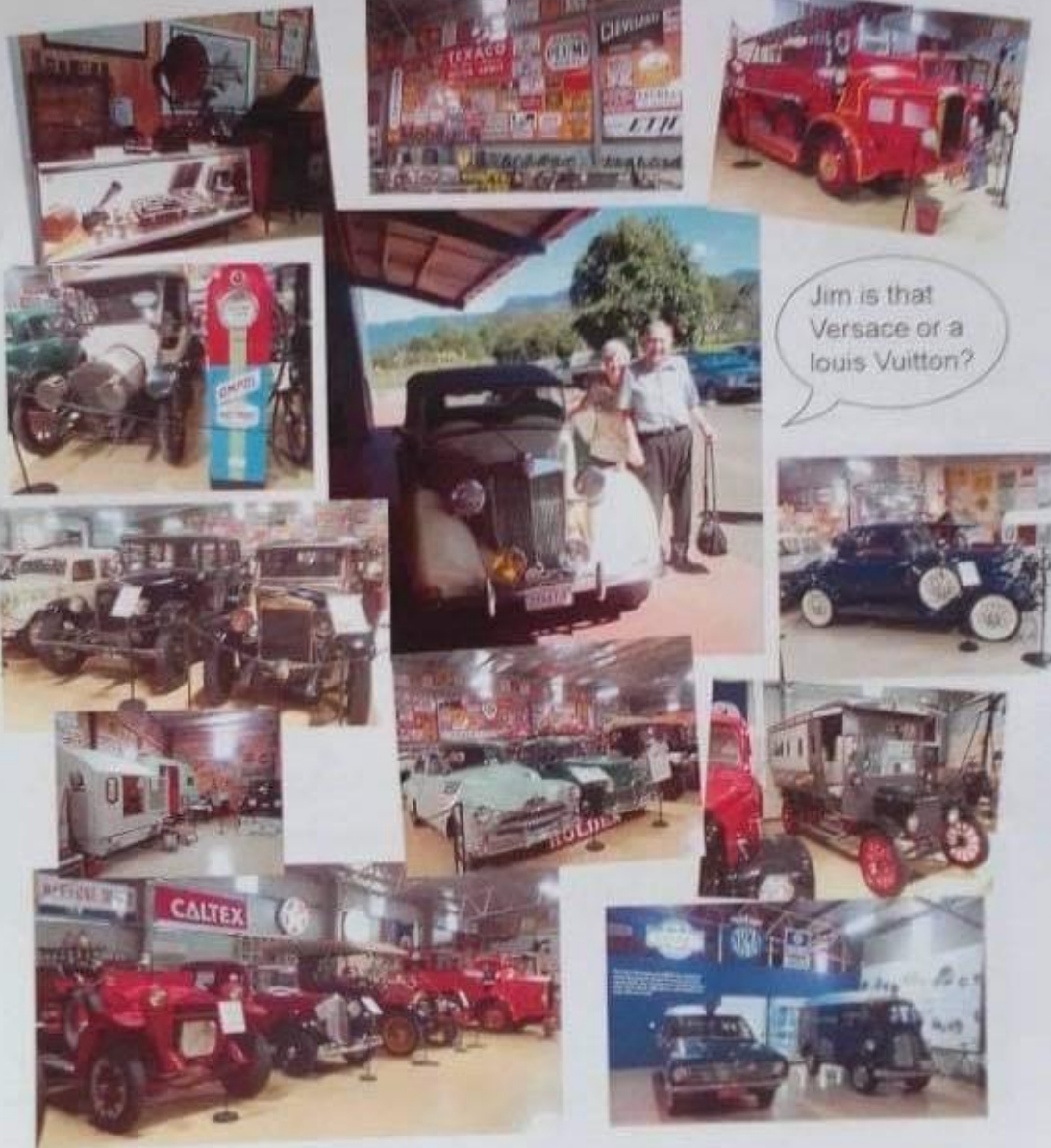
## Holden HSV Car Club with 33 cars.



## IRT Macarthur Village visit with 2 bus trips

# The Australian MOTORLIFE Museum

During March, 2 groups of residents travelled to the Motor life Museum at Kembla Grange, followed by lunch at Dapto Leagues Club. Thanks to our village bus drivers, Jim and David for enabling these great outings.





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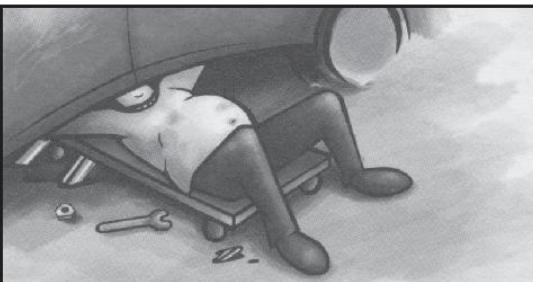
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# THE DINKUM OIL # 23

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

## Operating Heritage Australia How much carbon does your historic vehicle emit?

On the table find where your vehicle's km/year intersects with its fuel consumption to find CO<sub>2</sub> emitted in kg.

e.g. Based on the latest FIVA survey, Australian historic cars travel, on average, around 1200 km/yr and, if we assume a 14L/100km (20mpg) fuel consumption, then the amount of carbon dioxide produced is 504kg for the year.

Road Motor Vehicles		kg CO <sub>2</sub> Produced per Year						
		km driven per year						
		500	1000	1200	1500	2000	2500	3000
Average fuel consumption L/100km	3	45	90	108	135	180	225	270
	4	60	120	144	180	240	300	360
	5	75	150	180	225	300	375	450
	6	90	180	216	270	360	450	540
	7	105	210	252	315	420	525	630
	8	120	240	288	360	480	600	720
	9	135	270	324	405	540	675	810
	10	150	300	360	450	600	750	900
	11	165	330	396	495	660	825	990
	12	180	360	432	540	720	900	1080
	13	195	390	468	585	780	975	1170
14	210	420	504	630	840	1050	1260	
15	225	450	540	675	900	1125	1350	
16	240	480	576	720	960	1200	1440	
17	255	510	612	765	1020	1275	1530	
18	270	540	648	810	1080	1350	1620	
19	285	570	684	855	1140	1425	1710	
20	300	600	720	900	1200	1500	1800	

As a comparison:

- A human breathes out around 240kg CO<sub>2</sub> per year.
- A medium-sized dog produces (breathing and food) 700-800kg CO<sub>2</sub> per year.
- A typical electric car driving 10,000 km per year and charged from the grid produces around 1150kg per year.

Politicians decision-makers, and the general public need to know that the contribution of historic vehicles to carbon emissions is tiny, and that we are working to eliminate, through wise use, and renewable fuels or offsets, even that small amount.

### What can you do?

- Know how much carbon dioxide your historic vehicle actually emits each year
- Let your family, friends and colleagues know how little CO<sub>2</sub> your historic vehicle emits
- Support your peak bodies' efforts to inform regulators that historic vehicles are not the problem
- Ensure your club and other historic motoring events you attend adopt environmentally appropriate procedures
- Be aware of, and ready to use, suitable e-fuels
- Consider carbon offsetting for your vehicle/s – In 2023 the average historic motor vehicle can offset its total carbon emissions through ethical means for under \$20 per year.

Operating Heritage Australia supports a three-step approach to minimising carbon emissions from historic vehicles and machinery:

1. minimise use of fossil fuels
2. use renewable fuels where appropriate.
3. where no alternative is available, offset emissions by supporting projects that consume more carbon dioxide than we produce.

Prepared and shared by OPERATING HERITAGE AUSTRALIA for the use of historic vehicle peak bodies, clubs and their members. When copying, publishing, or presenting this information acknowledge Operating Heritage Australia as the source



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

[www.heritagemotoringcouncil.org.au](http://www.heritagemotoringcouncil.org.au)

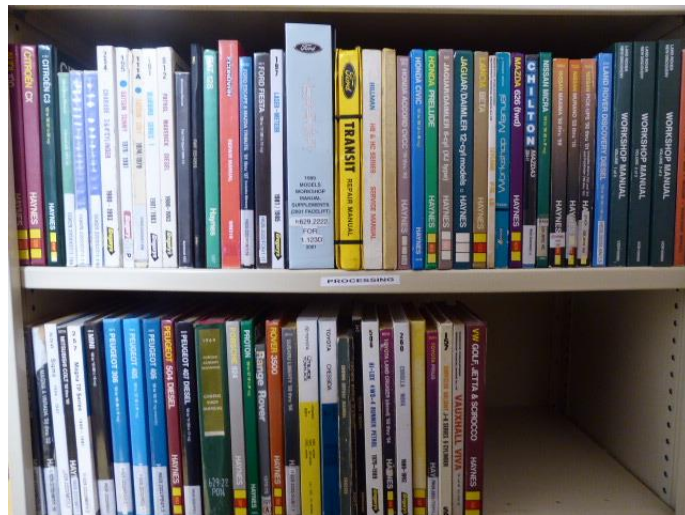
and Facebook page [www.facebook.com/CHMCNSW](https://www.facebook.com/CHMCNSW)





# 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 \$13.50.

Additional items are continually being added.

Contact the library at [library@motorlifemuseum.com](mailto: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 31<sup>st</sup> 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](mailto: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](mailto: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](http://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:**

**Phone:**

**Mobile:**

**Email:**

The Membership is year 1<sup>st</sup> January to 31<sup>st</sup> December.  
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**Subscription Fees**

- \$60 per year    Membership
- \$90 per year    Member & Partner
- \$55 per year    Friend of TAMM
- \$110 per year    Corporate Membership

**1 / We apply for**

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- Membership plus partner
- 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:**

**1<sup>st</sup> Committee Meeting:**

**Paper Issued:**

**Published:**

**2<sup>nd</sup> 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 3<sup>rd</sup> 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*

# PAYMENT OPTIONS

<b>PAYMENT BY CHEQUE</b>	
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<b>PAYMENT BY DIRECT DEPOSIT</b>	
<b>Bank:</b>	WESTPAC
<b>Account Name:</b>	The Australian MOTORLIFE Museum
<b>BSB:</b>	032 695
<b>Account no:</b>	256 315

## **Please Reference Payment**

Name & Description of Payment

Or Name & Membership no, Booking Group, Date of Booking

*Cheers*  
*Andrea Simmers*

*Hon. Secretary*