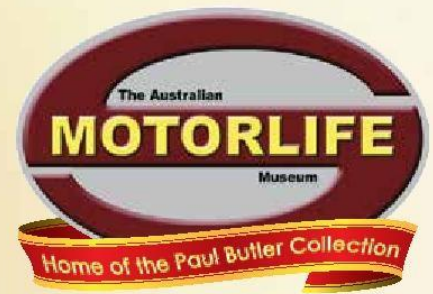


Motorlife News



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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, Steven Koster

OCTOBER 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:

17th October, 21st November, 16th January 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 Derek Page.

NEXT MAGAZINE DEADLINE: THURSDAY 30th November

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 October 11. Morning Coffee Run to Altitude 1148, Gateway Centre, Bulli Tops.
Meeting at the museum before 9.30am. Ted Hutchison the organizer.

Sunday October 22. Run to Berry. Meet at the Museum at 8.30 for coffee and leaving both people and vehicles fueled at 9.30, with lunch a picnic at Berry. Sarah and Barry Neill the organizer's.

Sunday October 29. Jamberoo Car Show and Family Day. Kevin Walsh Oval, Churchill St, Jamberoo.
The museum has 6 cars attending leaving the museum 7.00am. Waldo Walton the organizer.

Wednesday November 8. Morning Coffee Run to Windang Bowling Club.
Meeting at the museum before 9.30am. Chris Martin the organizer.

Saturday November 11. Illawarra Light Rail Museum - BURRA train 100-year celebration of its working life. If you wish to go and represent AMM - Sat 11th November 10.30 – 12.30am.
RSVP 26th October, Ted Hutchison the organizer.

Sunday November 19. Run to Bundanoon Christmas Markets. Sarah and Barry Neill the organizer's.

Saturday November 25. Registration Day at the Museum.
10.00am to 2.00pm. Sausage sizzle available. Waldo Walton the organizer.

Saturday December 9. Save the date!!! Museum's Xmas Party. BYO food to share, 6.30pm start with nibbles, 7.00pm for the main meal. A list will go up in the kitchen. Marlene Matthew the organizer.

Wednesday December 13. Morning Coffee Run.

Saturday February 17. Gerringong Motor Fest Car Show by Lions Club of Gerringong.

President's Report

Hi all, another busy month in September. First, I managed to get along to the Wednesday 'Coffee Run' which this time was to the café at the terminal building at Albion Park Airport. Fine weather and an easy drive, even with Ted as passenger (he is a brave chap indeed) and the café, the staff and food were excellent although service was a bit slow, maybe they were short of staff but I waited 40 minutes for a bacon and egg roll. Finding a pale blue Chrysler of the late '20s pulled in and parked next to us, we had an extra guest (I think he said his name was Brian). The plate on the back of his car said Dinosaur Drivers Club, which I believe were some south coast folks who formed a club just for vintage cars, but none of our gang knew him. Anyway, seeing us pull up he just followed us inside and he sat with us and chatted a while before mentioning that he had driven up from Nowra and was supposed to be meeting some friends at the café before visiting the HARS museum. That was when the penny dropped and I told him there was another café inside the museum and maybe he was in the wrong place. By this time his coffee and scone had arrived so he knocked them back quickly and went next door to find his mates (hopefully). Anyway, I did tell him next time they are out for a club run to try Motorlife.

Later in the month we had arranged for the organisers of the Distinguished Gentleman's Drive charity run to meet and start from our car park and they were going to visit the museum and asked if we could supply coffees for the start at 9am. So, Waldo, Trevor and myself turned up 8ish on the Sunday to get set up. Emails had been rather sporadic and vague but estimated numbers had gone down over the previous two weeks from 30 cars to 20 and then finally 10 but we had agreed to help so still hoped to give them a good send off. We waited until well after 9 when they were supposed to be there by which time I phoned the contact who had supposedly arranged everything. No answer on the phone so I left a message to say if they were not going to show or had decided to give it a miss it would have been nice if they had told us. Not impressed. Anyway, finally, at 9.30 a grand total of three cars did show up. Nice people and probably as much in the dark as we were, they were told they had to meet a Sydney contingent somewhere on the Picton Road later in the morning to go for a drive. They had a look round, a coffee each and took off shortly before 11; I hope their day worked out ok, we have heard nothing since. It was all down to poor communication between the organisers and no big deal but it does serve to warn us to not get involved in other people's events in the future. Coincidentally the same day we were expecting a group from an early Holden club and then a few days before we had a call to say a Fiat club would be visiting too that morning, so our presence at the museum proved useful to help out for the morning.

I was not able to get to the Dapto Show but a few of our members did go along and put on a display, I heard they had a good, and busy, day. I suspect there may be a report elsewhere.

On a more serious note, I have heard recently of a few members having tested positive for the Covid virus (aka the Miley Cyrus) so be aware it is still going around and it is up to all of us to be sure to be up to date with the vaccinations and take appropriate precautions.

Finally for this month the I am proud to say, although somewhat flattered they asked, I have been asked to attend an RAC dinner at the club HQ in Sydney in November as a 'guest speaker'. This is to be some sort of Q&A related to my past activities in motor racing, so I hope my tales of F1 gossip as well as a few other adventures will keep the membership amused. It will also be an opportunity to speak about and promote our museum so that may bring some more visitors in the future.

Chris Martin
President

Curatorial Report August - September 2023

Vehicles accepted on loan by the Curatorial Committee in recent months are the 1929 Austin 7 sport (Meteor) which is returning after considerable time elsewhere, and a 1948 Hillman drophead coupe. The previous owner of this vehicle said that he could not find another one in Australia.

The Committee accepted the loan offer of a 3 wheel Bonning Roadster. It was built between 2001 and 2005 by a Queensland automotive designer Brad Bonning, to prove that supercar performance can be delivered in an economical car. It is the only one ever built by Brad Bonning and featured at the Melbourne International Motor Show. It is well worth a look if you are visiting the Museum.

The Committee has also accepted a loan offer of an early go-kart built in 1959. It is the prototype of the first go kart ever raced. It was built by Ray Lawrence with the help of St George Police Boys Club Supt. T. Thomlinson and Snr. Constable Jock Richardson. It was Ray Lawrence's dream to help juveniles to learn safe driving skills by practicing with karts on strictly supervised tracks before reaching legal driving age, thereby aiming to save lives. All of these men passionately worked to introduce karting into the Government sports curriculum at high schools.



A 1965 Humber Super Snipe was accepted as a donation and is on display in the Museum.

The restoration work is complete on an early Simplex outboard motor that was donated and at the moment it is attached to the wooden box trailer near the Bonnie Gem caravan. It is proposed to manufacture a stand so that it can be relocated to a better viewing spot.

The Committee would like to thank the members and volunteers involved in collecting the new glass cabinets donated to the Museum by Shellharbour Council. Also for all the work in cleaning and putting the shelves back in place. They are very large, heavy and difficult to manoeuvre.

Also huge thanks to Ruth for arranging the items in the cabinets, including the large collection of Southdown buses and other Southdown memorabilia on loan by Brian Wye.

Curatorial Committee

Library Report August - September 2023

Donations since the last magazine:

Edward Rowe has been involved in automotive public relations and media his entire career. An Australian, starting with VW/Audi in England straight from university and returning to Australia in 1992 to manage VW/Audi/Seat as well as Peugeot and Jaguar for Inchcape. In 1998 he moved to Neville Crichton's Ateco and spent the next 15 years managing brands such as Alfa Romeo, Citroen, Suzuki, Kia, Fiat commercials and cars, Ferrari/Maserati as well as assisting on various Chinese brands. Additionally, he managed the world wide publicity for Neville Crichton's Super Maxi yachts Alfa Romeo and Shockwave.

Edward has donated a large collection consisting of almost one thousand press releases, many hundreds of press packs that were given out to motoring journalists at new car press launches as well as over three hundred magazines. Also, there are over one hundred hardcover motoring books that are a great addition to our library.

Ted Hyde has donated a box of Australian Classic Car Monthly magazines as well as 8 Bathurst race programs from 1978 through the 1980s.

A box of approximately 50 Morgan magazines was left on the seat in front of the museum entry when the museum was closed to the public but volunteers were on site.

Gerringong beach races were run by the R.A.C.A. during the 1920s and 1930s. Our president, Chris Martin, is looking at organizing a commemoration of the commencement of these local races. The races were extensively reported by Motor Life Australia magazine in the day and we have found six reports in our collection of this magazine from 1926 to 1931. If any member has copies of this magazine from 1922 to 1925, can we request a loan to copy any references of these races.

Brian Wye
Librarian
0431 417 775

Building Maintenance Report August – September 2023

With the assistance of Keiran Shepherd the following work has been carried out:-

- Installed a 15 Amp GPO on the Verandah, just outside the Kitchen Fire Exit door, for the use of the Coffee Van, etc., that require a 15 amp outlet.
To prevent unauthorised use it also has an isolating switch inside the kitchen, just to the east of the Fire Exit door.
- Built up the concrete floor level at the ends of Stage 1 North East Roller Door to restrict vermin and rain water ingress.
- Carried out the legislated 6 monthly tests of all Exit & Emergency Lights. One failed the 90 minute test and its battery has been replaced.
- Updated and fitted laminated Switchboard Circuit Breaker legend sheets to Stages 1, 2 and 3 Switchboards so as to be compliant for the annual W.C.C. electrical inspection.
- Installed an additional GPO near the Library door for a relocated display cabinet.
- Attended to other minor maintenance jobs as per the maintenance log book.

Phill Harrigan

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PALM, RENOWN & SPARK REVISITED

By Chris Martin



Researching the history of the Renown which is on display in the museum, I first published this report in Motorlife News back in April 2017 but some other info has come to light which I have updated. An anonymous envelope arrived at the museum post-marked Canberra containing a cutting from a Goulburn newspaper dated 1970 with a short report about one Don Shepherd who was restoring a Renown. The detail in the photo certainly identifies the timber frame as identical to our Renown so now we know a bit more of its history. Mr Shepherd claims it to be a 1922 (we were led to believe it was from 1923) but given that there is no chassis number and records are non-existent it could be either. Coincidentally our secretary Andrea has been in touch with distant family who have a connection with this story, so I decided to refresh the original report.

Left: From the newspaper cutting this photo shows Mr Shepherd constructing part of the timber frame which matches the Renown in the museum.

Never heard of a Palm, Renown or Spark as brands of cars? That is ok, not many have. Imports of cars was severely restricted during World War One and in the early part of 1917, E.W. Brown had his brother (James Egbert Sumner Brown) buy an American Ford T in New York and ship it here which caught the attention of Ford Australia, who, due to Commonwealth tariff agreements imported complete running chassis from Ford Canada and took umbrage at someone else setting up as an importer. Ford consequently sought legal action against Mr Brown.

Court cases and negotiations between the two parties resulted in a bizarre agreement being reached where Brown could keep the car if he removed all Ford identification. The Argus (Melbourne) of May 30th, 1917, reported the following under the headline:

FORD MOTOR-CARS.

Litigation on the introduction of the Ford motor-car of United States manufacture into this market which has hitherto been served by Ford cars of Canadian manufacture came before Mr. Justice Hodges, in the Practice Court yesterday. Action was brought by the Ford Motor Company of Canada Ltd against Edwin W. Brown, of Swanston Street, Melbourne, motor-cycle importer, seeking an injunction to restrain the defendant from infringing plaintiff company's trademark, and from passing off goods not of the plaintiff company's manufacture, or as of the goods of the plaintiff company, and damages. The matter came

before the Court on a summons for directions, but in the course of argument it was agreed that judgment on the question of an injunction should be accepted, and that the other claims would not be pressed.

Mr. Starke (instructed by Messrs Read and Read) appeared for the plaintiff company and Mr. Mann (instructed by Messrs. F. B. Waters and Son) for the defendant.

It was stated in argument that the Canadian company had registered a trademark including the name Ford, and that Brown had imported a Ford car of United States manufacture bearing the same marks. After negotiations it was arranged that in this car the trademark should be erased. Six other cars were now being held by the Customs. After argument the parties reached, agreement in the form of injunction to be granted if an order was made but a question was raised as to the cars held back by the Customs department, Mr. Starke claiming that as the brands infringed a trademark they might be held, and Mr. Mann saying, that they should be handed over to allow Brown to remove the marks and then trade with them. Mr. Justice Hodges said that he did not think they should be kept by the Customs in the circumstances of the case but should be handed over.

In giving judgment, Mr. Justice Hodges said that the plaintiff company was entitled to an injunction and made an order in the terms of the writ for an injunction. He further said that, so far as the Court was concerned he could see no reason why the impounded cars should not be now handed over to Brown.

Apparently, from what we have seen of survivors, a satisfactory compromise was achieved by grinding the cast Ford script off the engine blocks and even, it seems, using a cold chisel to remove the engine number and Brown was in business again importing more American made Model Ts.

Subsequently, Brown was able to convert the cars to RHD, and fitted with locally made bodies, they were sold under his own brand. The first cars were probably sold on either later that year or possibly in 1918.

There has been mention that the first cars were sold under the name of Pine, but there is no evidence to support this either from surviving cars or from period press and advertising. Certainly, there is much evidence to show the cars being advertised as the Palm although various sources disagree about whether this was as early as 1917 or 1918.

A newspaper advertisement from 1920 mentioned 'Re-Conditioned Fords' with the name Pine on the radiator, but the address was for a Post Office in Adelaide, and I found no other evidence that suggests a connection with E.W.Brown Motors.

The Palm was fitted with a fancier body than the regular Fords and had a rear mounted fuel tank with a vacuum pump to supply the carburettor. These were sold at 50% more than the equivalent Ford T, presumably because there would always be some who were prepared to pay extra for a degree of exclusivity, although it was said the Palm script on the radiator was designed such that it closely resembled the famous Ford logo at a distance.

Brown then tried again with yet another new model in July 1922 called the Renown. This was possibly named after the British naval ship HMS Renown that had recently been visiting Australian ports. It was probably again overpriced at £375 and sold in small numbers. At some point between the 1922 launch of the Renown and 1923, the company was renamed E.W.Brown & McLelland.

The Spark

Later still, it was thought he had moved the business to Sydney, and yet another brand was launched, the wonderfully named Spark. A.E.Walker & Co of Castlereagh Street were the Sydney agents as they had been for the Renown. There was some confusion here about whether Brown was directly involved but it seems more likely the Spark was solely the product of the distributor Walker who had decided to copy Brown's idea and go it alone. The Spark was made from 1923 but it seems sales were again slow and although cars were still being registered as late as 1927 it is likely these were just old stock still held long after production had ended. The Spark was offered with many upmarket details such as the 'California' top, a soft-top lookalike that was in fact fixed, with glass windows at the rear, and apparently fashionable in California in the twenties. It is not known how many of each model were made, or how many survive, but very few are known. One source says twenty-four Sparks were made and twenty-one sold; if so, one wonders what happened to the other three?

According to one source there were two Palms, six Renowns and fourteen Sparks registered in South Australia, so it would be fair to guess there would have been more in NSW and especially Victoria.

Records held by The National Motor Museum suggest that between 1920 and 1922 about 100 Palms were sold in Victoria and South Australia, a similar number in New South Wales and a few in Queensland.

There was even an advertisement for the Renown for sale with a Brisbane agent so there may have been more.

I had heard there were a couple of Palms extant, one in poor condition, basically a pile of parts awaiting restoration with a well-known collector in Melbourne, the other, supposedly a 1920 Tourer on display at the National Motor Museum in Birdwood S.A..



Left: The Palm in the National Motor Museum which clearly shows what appears to be a typical Holden

This was bought at auction from the famous Peter Briggs collection in York W.A. and has been identified as having been restored using mixed Holden body parts; the suspicion being that it was originally a '21 Holden bodied Tourer that was cut into a Ute at some point, and

then restored using the back half of a '24 or '25 Holden body. It has the early type of windscreen and the later style rear doors. A respected Model T expert had the chance to examine it in detail and reported that; "The incorrect rear doors are hung on hinges different to the front ones. There is some really crude woodwork under the back seat, made in pine, unlike the front seat. The seat frame and seat base are constructed differently also."

Given that the Holden bodied Fords were already widely available and the Palm was priced considerably higher, one has to wonder how much of this car really was a Palm as the only visible difference between it and the Holden bodied Fords is the script on the radiator. There was also a story circulated some years ago of a rumoured Renown, photos of which show it is a 'Bitsa' using mostly Holden bodied T parts with what appeared to be a Renown radiator.

One example of the Spark had been restored in the 1980s in Adelaide by Art Potter and was later sold to the great granddaughter of J.E.S.Brown who lives in Wagga Wagga. She has helped fill in some of the history of the Brown brothers and their businesses, but new evidence now suggests that Brown was not involved with the Spark; investigations are continuing.

A Renown Is Discovered

So! When a few years ago I tracked down a surviving Renown that was complete enough to be worth saving, I had to investigate.

A one-line ad in the *Bent Wire* (the Model T Ford Club's magazine) in 2009 listed a 1923 Renown Tourer for sale, offers between \$10k and \$15k, with only the surname Zantis and Goulburn mentioned, and then not even a phone number, but it was easily missed and seemed to have been forgotten. Maybe readers did not even know what a Renown was?

I decided out of curiosity to follow it up, and after a quick Google search I located the seller's business; Zantis Jewellers and I was able to then find the phone number and call to enquire if I was indeed on the right track. I was put through to the proprietor Peter Zantis who explained that the car was in a barn near Goulburn with others awaiting the clearance of a deceased estate, and the seller explained it was one of many old cars belonging to his late father and would probably be sold through a family friend who was a Melbourne based car dealer, but he may be open to offers. I explained I may not be in a position to buy the car but would be interested in taking photos and writing a report for the club magazine and was told I was welcome to come and have a look.

So off I went for a couple of hours drive and following directions met a friend of the family at the property who unlocked the barn. This was on a rural acreage to the east of Goulburn and I was told the deceased had been breeding alpacas and had collected many cars in the barns and sheds most of which had already been disposed of.

Sure enough, there was a mostly complete Renown, with some ill-fitting rear mudguards of unknown provenance replacing the originals. The rest of the car seemed a solid base for a potential restoration project and of course, being based on T mechanicals, it would be a simple task to get it running. There was the original radiator, a blatant crib of the Rolls-

Royce style, with intricately cast Renown script, with a pair of nickel-plated windscreen posts laying on the floor inside. The timber framework was mostly ok, and those parts that were a bit flaky would serve as patterns for replacement, and apart from the missing mudguards the body appeared complete and, thanks to careful storage, free of any serious rust. The front pair of wood spoke wheels had a very well executed pinstripe design, not typically Ford, maybe this was part of the Renown 'dressed-up' appeal, although they were illustrated in advertisements with steel disc type wheels too. The small wooden dash contains only standard Ford ignition switch and ammeter, and the steering wheel appeared standard Ford too, although with spokes of the pressed steel type rather than the more common in Australia cast item; (these stamped versions were used on USA built cars from 1920 but the Canadian built cars imported here used the cast steering wheel). The seat bases were there, but no sign of any upholstery, or any remains of a folding top or hood bows. Whatever was missing would have to be fabricated from scratch using period illustrations for inspiration.



The Renown as discovered in the barn in Goulburn in 2009.

I am not sure how much the seller knew, or even cared, about its rarity or value, but the car dealer friend had suggested it must be between \$10k and \$15k. While I suspected at the time, rare or not, to a T collector, twenties T tourers were worth about that complete and on the road, and this one, which needed a full rebuild would be lucky to find a taker at half that as it was, unless of course someone knew what it was, how rare it was, and wanted to save a piece of Australian motoring history. Also in the same barn was a very clean,

complete, and solid 1927 Ford Model T 'Depot Hack' that although displaying a December 1977 registration sticker on the windscreen still had air in the tyres and turned over on the handle ok. I thought I might make an offer for this myself, but it turned out the family had already committed to letting the aforementioned Melbourne based dealer dispose of the entire collection (three Jaguars had already gone, and a local told me there had been Douglas, Henderson, and Indian motorcycles too) and Peter Zantis in Goulburn was not able to accept any offers.

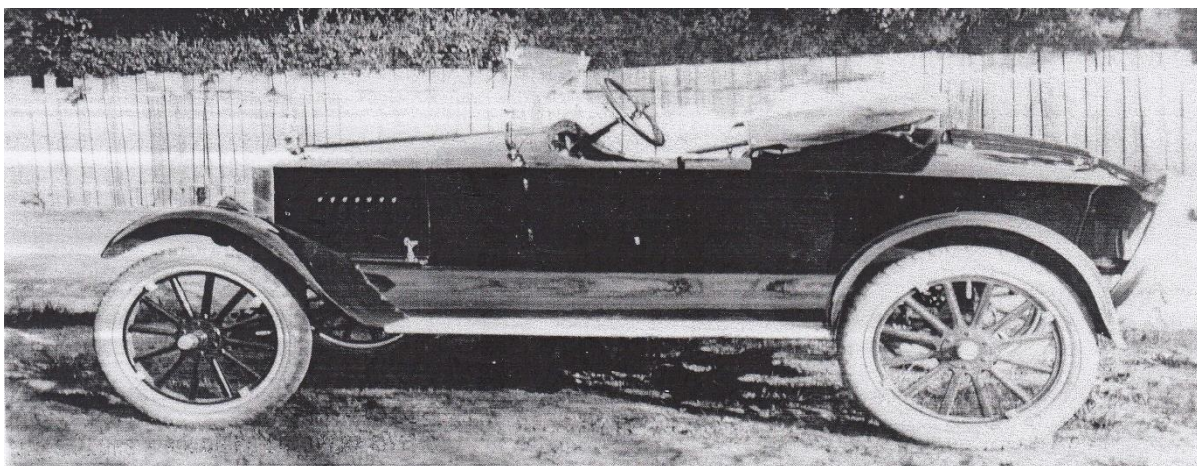
The Renown Is Saved

I was on the committee of the Australian Motorlife Museum at the time, so I told Wendy Muddell the curator and she too tried to initiate a purchase of the Renown, but the family were being understandably secretive about settling the estate and both cars were moved to Melbourne and were subsequently sold. I later managed to track down the Renown again which now had gone to the same Melbourne based collector who already owned the previously mentioned unrestored Palm and whose son I kept in touch with to follow progress, if any.

That same person contacted me in February 2017 to say that his father had health issues and unable to do any work on the car and subsequently the car would again be for sale; it had been in safe storage but nothing had been touched. He offered it to the owner of the only known surviving Spark, (the great granddaughter of J.E.S. Brown) and myself first before advertising it as we had both kept in touch and shown interest, but the former was unable to take it on due to lack of space, and I already had another Model T project I was working on, so I passed the owner's son's details on to Wendy who decided it was an appropriate addition to the museum's collection of rare, (or probably in this case unique), Australian motoring history. A price was agreed, the same as had been paid for the car back in 2009 and the car was transported to the Motorlife Museum where it now remains. So, the only known surviving Renown is now displayed 'as found' in the Darley Motors shed, but restoration is planned as and when time, space, facilities and willing hands permit.

Enquiries are ongoing as to who actually made the bodies for Brown, and the radiator looks identical to one sold in the USA by the Motor Truck Radiator & Mfg, Co. under the brand name 'Doric'. As J.E.S. Brown was at this time based in New York it is quite possible this is where the distinctive radiators used on the Renown and Spark cars were sourced. There were many accessory radiators available in the USA, and not only to help disguise the humble Ford, some claimed greater capacity to allow more efficient cooling. There may have been similar types made in Australia, but certainly it is known a few more of the Renown and Spark type survive than complete cars. There was also an advertisement for the Palm from 1921 showing the same type of radiator, although the dubious example at Birdwood has a standard Ford radiator with a Palm script.

Model T expert Peter Kable who had helped with my research thought the body on the Renown was not original to the car, a theory now supported by the discovery of Mr Shepherd's photo from 1970 which shows he was constructing a new timber frame. It is possible that our car originally wore a two-seat 'Roadster' body as an old photo exists of such a car reputedly from the Goulburn area.



The only known photo of the Renown Roadster appeared in 'Brass Notes' in 1992.



This photo was found of a 'Bitsa' pretending to be a Renown Speedster

Finally, since this was written I was informed a couple of years ago of another Renown discovered completely dismantled in a barn in country Victoria which was then sold at auction. Supposedly a complete pile of parts it was said it would be restored but I have neither seen nor heard anything since.



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Misbehaving Darley Motors Austin 7 Van

A coffee run to Shellharbour sounded like a good idea, at the time, to take the Paul Butler panel van for only it's third run after a lot of work to make it roadworthy, as it was only a short distance.

Leaving the museum with Jan Gibson as passenger and a number of other cars, thankfully, the little Austin only made it to the Wool Shed at Yallah before misfiring, finally conking out heading into Albion Park Rail. With all the other car owners crowded round the small Austin, no one could figure out the problem, Gary Gibson suggested I try and turn it around and get it up the hill to David Wiggins Classic Mechanical at Yallah. After working on it for about an hour Dave found many little problems contributing to the car stalling. David assured me I would return safely back at the museum, as I did. Jan decided it was better for her to travel with Gary.

A big thank you to David and Gary, and also thanks to everyone who pulled over to assist.

David Wiggins has been a supporter and advertiser of the museum for many years [David Wiggins Classic Mechanical - Classic Car Restoration Wollongong \(dwclassic.com.au\)](http://dwclassic.com.au)

Ted Hutchison



Museum Birthday Celebration

Our 15th Birthday Party held recently was a very happy evening. Drinks and nibbles courtesy of the raffle takings at General Meetings were enjoyed by all and followed by the tasty, varied buffet from Thunderbird Chicken.

President Chris acknowledged the dedication of all volunteers who allow us to function so well.

Most people left room for dessert and coffee. Many stayed to chat into the night which is always a good indication of a great night. Thanks to all who came and made it so.

Marlene Matthew

The Peacock Family – From Taunton to Tasmania

George Innes and his “Innes” cars

Amanda Harper has just released a book documenting the Peacock family history from Taunton in Somerset, England to Tasmania in the early 1800s. George Innes is part of this history.

Our members will recognize George Innes as the manufacturer of the 1904 Innes motor car owned by the museum.

We gratefully acknowledge the permission of author Amanda Harper for permission to reproduce the following extract about George Innes from the book.



George also began building vehicles by purchasing parts to be added to an existing chassis, for example the 1904 Innes, currently owned and exhibited by the Australian Motorlife Museum.

Figure 235.
The restored 1904 Innes at the Australian Motorlife Museum.³⁰⁷

George's vehicles gained further prominence after two were purchased by brothers Lieutenant Colonel John Mclean Arnott (1869-1945) and Dr Halse Rogers Arnott (1879-1961). The brothers entered these vehicles in the 1905 Dunlop Reliability Trial, Australia's first long-distance car rally that was raced between Sydney and Melbourne. John Arnott was accompanied by AB 'Banjo' Paterson who reported on the event for the *Evening News*. 1904 also saw the end of the Innes and Mills business partnership, and the creation, in 1905, of George Innes & Co., being "George Peacock Innes, and George Innes trading as Innes & Co."³⁰⁸ After George's visit to Tasmania in 1903 where he brought with him, and sold, a Stirling motor car, his father (also George) became the silent partner in the business. This change in the business structure coincided with George gaining the agency for Humber vehicles. Within the next couple of years, he also acquired agencies for Darracq and Vauxhall. During this period of good fortune came another family addition with the birth of George and Bena's only son, George Donald Innes, on July 2nd 1905.

Brian Wye
Librarian

Bunnings Father's Day Event

Bunnings Shellharbour asked The Australian Motorlife Museum if we could supply some cars for their pre-Father's Day evening event, Waldo Walton organised 5 cars to be in attendance. We had a great time, with a lot of people asking questions about the cars and the museum. Thank you to everyone for helping.



Dapto Show Display

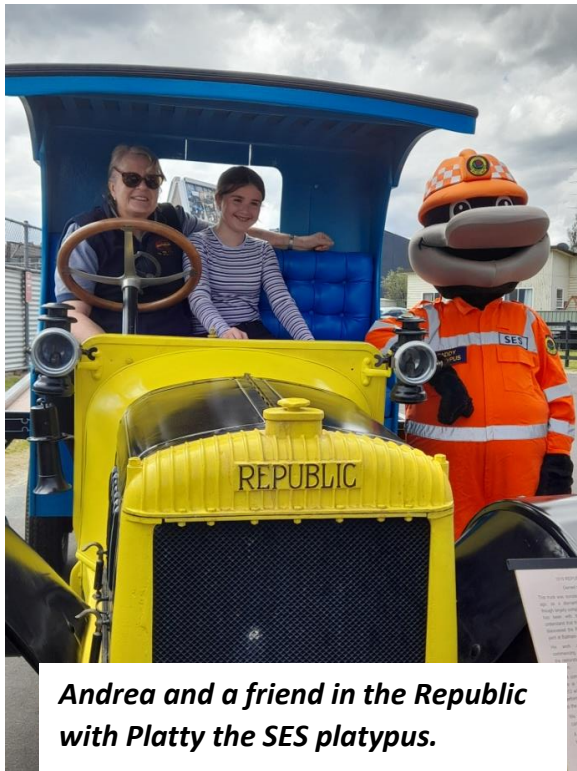
Thankfully the heat earlier in the week had been replaced by milder weather as our convoy set out from the Museum to make the short journey to the Dapto Showground for the 166th Annual Dapto Country Show.



We had a great variety of cars on display, Hupmobile R and Hupmobile H Tourers, the Republic Truck driven by Ted Hutchison, which is always a great attraction with its bright colours and loud horn, the Darley Motors "Baby" Austin driven by Gary Gibson and the Rolls Royce on loan to the Museum was the final vehicle in our lineup, driven by Paul Nelson.



There was mower racing, wood chopping, Brahman cattle, live reptiles, chickens and ducks, petting zoos, sheep shearing, displays of the usual agriculture show winners for craft, food and art, face painting, carnival rides, lots of food stalls, the SES, the RFS, and others too numerous to mention, and us. Andrea sat in the truck inviting any and everyone to sit with her, blowing the horn to attract interest.



Andrea and a friend in the Republic with Platty the SES platypus.



Thank you to the members, wives and volunteers who came and worked on the day. It is always a fun day and a great opportunity to promote the Museum to our local community. The general public are always amazed to see the vehicles out and about. The most common questions is "how did you get them here?" until you point out the number plates and tell them that we drove them!

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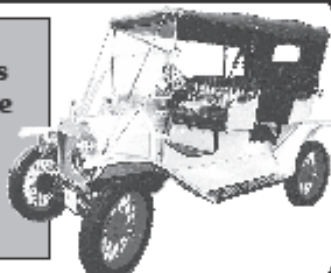
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The Case of the Floundering Fuel Float

At the dawn of motoring and certainly through the first 3 decades of the 1900's, it was commonplace for manufacturers to use cork floats in things like carburettors and fuel gauges. These were typically a piece of close-grained cork which was then shaped and coated with Shellac or other substances to give some resilience and resistance to fuel. Interesting side note: Shellac is a resin which is produced by the female Indian lac bug which spends its whole life attached to a tree.

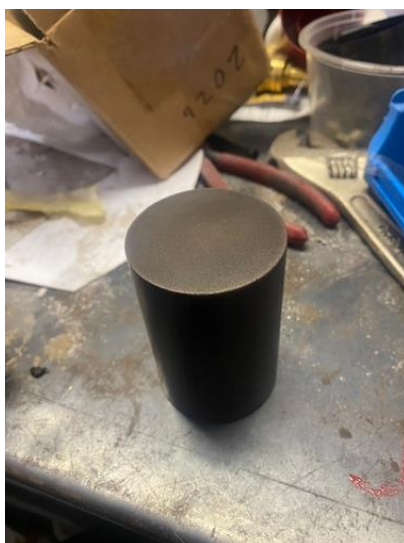


As 100 years marches on original floats dry out, crumble, become brittle, or start to break down which of course is no good for fuel systems.

The picture shows the original broken cork float pieces for the Smiths fuel gauge on the Vauxhall.

When remaking floats, there is always the option of making a new one out of cork and coating it with Shellac which we have done successfully in the past. This 'tried and true' method still works fine, however there are potential problems when using modern fuels or when the Shellac comes into contact with other additives in today's petrol. We have seen people use Araldite, JB weld, fuel tank sealers, and other resins instead of Shellac to try to combat this with varying success (and failure) however no one can guarantee that they are truly fuel proof over time rather than just resistant. In our opinion, that's not quite the confidence we require for our long-distance cars!

We have had success with a replacement product called Nitrophyl which we sourced in the USA in block form. It has the same mechanical properties as cork and importantly does not need to be overcoated with a sealant. The manufacturer says it is impervious to modern fuels and additives, and it is used for many modern fuel float applications. The photos below show the block of Nitrophyl in raw block form and after drilling.



So once the original float was glued back together and measured as a template, the nitrophyl block was turned and shaped in the lathe to the correct dimensions. Some work with a file and further fettling helped us to arrive at a perfect and far superior replica of the original float. In the case of the Vauxhall, it was also necessary to make a brass ferrule with a square hole for the centre – but that’s a story for another day!



As usual, once we made one for our car there were several Vauxhall owners that wanted replacements for their cars “while we were at it”, and the Caddy has also been updated with a new Nitrophyl carby float as well. For us and others, this has proven to be a reliable fix to eliminate problems created by 21st century fuels and additives in our vintage and veteran cars.

Til next time, see you on the road,

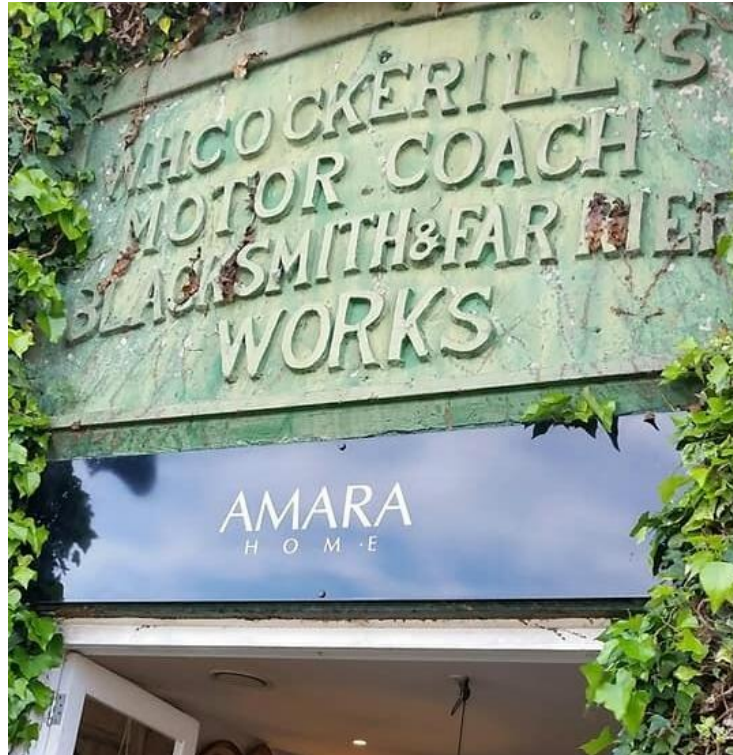
Restoration Jane



The first driver of the “Green Machine” in the last 40 years.

W. H. COCKERILL'S MOTOR COACH, BLACKSMITH & FARRIER WORKS

If you are ever walking along Queen Street in Berry, look for number 83 and you will see this old sign above the door to what is now a furniture and accessories retail shop.



Opened on this site in 1919, the family lived in number 81 which is the house on the left side of this photo.



Chris Martin

August Lunch Run to The Oaks Hotel.

Overcast skies, but a great turnout for the August run to The Oaks Hotel. The Rolls Royce misbehaved travelling up Mt Keira Road having to turn around and return back to the museum, the Nelson's traveling to the venue in a modern. A great place for a run, along some bumpy roads (if you misread instructions) with some great food and company.



September Picnic Run to Woronora Dam.

A beautiful day saw Barry Neill driving Steve Austin, Jan and Gary Gibson driving Maggie MG and Marlene and Don Matthew in the modern making the trip for the picnic lunch up to Woronora Dam. Lunch included an unexpected visit from a couple of local guests hunting for chicken scraps.



Photo Credits; Marlene Matthew, Jan Gibson.



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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.

WANTED – Loan or purchase of a hydrolastic pump to re-pressurise classic Mini fluid suspension (floats on fluid). Many thanks in advance Peter Grimston 0412 939 350

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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



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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

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Hon. Committee

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Cheers
Andrea Simmers

Hon. Secretary