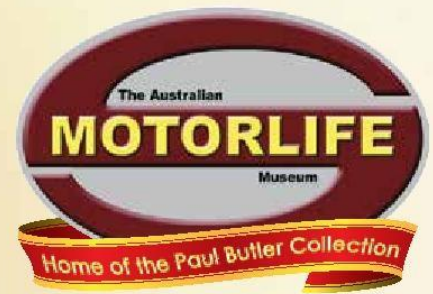


Motorlife News



*Driving the past into
the future*



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

Integral Energy Recreation Park
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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

JUNE 2024

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The AGM will be reconvened following the General Meeting 18th June 2024 for the presentation of the 2023 Financial Report.

MEETING DATES:

18th June, 16th July, 20th 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.

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 OPENING DAYS

In the Event of extreme weather conditions the museum may be closed so please ring first

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

Open Wednesday to Sunday 9.30 - 4.30pm

Closed Mondays and Tuesdays

Closed ANY PUBLIC HOLIDAY

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.

NEXT MAGAZINE DEADLINE: Friday 26th July.

Anybody who picks up a copy of the magazine or newsletter from the museum, please look in the office on the table for copies.

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.

Sarah (0409 658 154) and Barry organise our weekend outings, if you have an idea for an outing please let them know. It would be appreciated if you could let Sarah know if you are attending. As a courtesy, if you are going on any events please contact the organizer to let them know you are going.

JUNE.

Wednesday 12th Morning Coffee Run to Warilla Beach Café, Warilla Surf Club. Meeting at the museum before 9.00am. Ted Hutchison organising.

Sunday 23rd Garage Crawl. Leaving the Museum at 10am after morning tea for a visit to some great garages. BYO picnic lunch. Sarah Neill organising.

JULY

Wednesday 10th Morning Coffee Run TBA.

Sunday 14th Paws4aCause Dog Show – J.J.Kelly Park, Wollongong.

Anyone planning on attending we have been allocated parking space just off Swan Street and have to be in place by 9.30 so we will leave the museum at 9.00am sharp. Chris Martin organising.

Saturday 20th Gerroa Beach Race Celebration – Saturday 20th July. We had been planning for some time to arrange a trip to the beach at Gerroa to take some suitable cars to commemorate the centenary of the races along Seven Mile Beach. These races started in either 1923 or '24 and continued until WW2, possibly even into the late '40s, (research is ongoing).

Despite repeated attempts to get permission from Kiama Council to access some suitable parking near, if not actually on, the beach, (we were not asking to race on the beach) the answer was always “not possible”. One would have thought they may have shown a bit more interest in their local history but apparently not.

So, all we can do is drive down there, take our chances with public parking where available, take some photos, make some noise, and maybe go for a run along Crooked River Road parallel to Seven Mile Beach before stopping for lunch nearby at a venue to be confirmed.

So put the date in your diary, the more people we can get the better, and we particularly want to see as many pre-war cars as possible. Chris Martin

President's Report April-May 2024

Has it been two months since I penned the last report, time does go fast!

On the 6th and the 7th April, the Illawarra area experienced a considerable rain storm with many roads and buildings flooded. Unfortunately, we also had water find its way into the Museum and Conservatory area. Luckily, we had no real damage, but it did take two days' work by a team of volunteers to remove the water and the silt. We were lucky!

We are now in the process of organising a plumbing company to fix the problem so it will, we hope, never happen again. Thank you to all those helped and a thank you to Pro-Hire Unanderra who assisted us with wet vacuum machines and blow dryers.

It has also been a busy time in preparation for the National Motoring Heritage Day on Sunday 19th May. Can I thank all those volunteers that have been tirelessly working on the garden and the grounds to make sure they are in great shape for the event. They have done a superb job!

Unfortunately, I was away on a national Mercedes-Benz Rally so I could not make it, but I am told the day was a great success with several car clubs and individuals attending. It is our plan for next year to put in a concerted effort to make it even better! Once again, a big thank you to all the volunteers that assisted on the day.

While on the rally, I managed to visit a number of car museums.

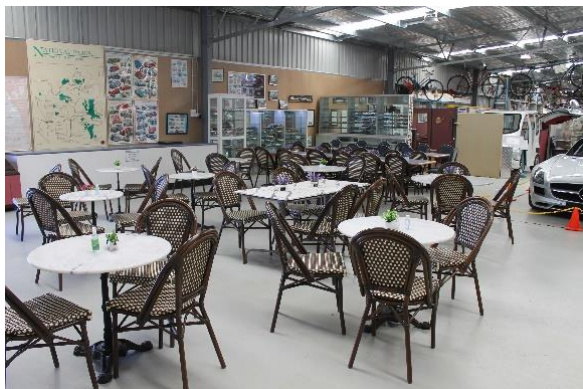
The first being the relatively new Brisbane Motor Museum in Banyo. It is a privately owned museum, has paid staff and is beautifully set up. I spoke to the full-time manager and left some of our brochures that will be placed in the foyer. He indicated that while they only really have space for about 50 cars, they have a policy of rotating all the cars every 3-4 months with a themed display. While I was there the theme was Movie Cars. They had a least 8 TV screens around the Museum playing movies depicting the cars that were on display. The entry fee is \$25 per adult.



The second Museum was The Sir Henry Royce Foundation collection in Cooloom. Again, privately run with two display rooms, the first dedicated to Rolls Royce products including aircraft engines, and the second for Army cars and vintage motor cars. Great display of cars and engines with a \$10 donation entry fee.



To round off the trip, on the way home, we dropped into the National Transport Museum in Inverell. For those that have not visited it should be a must as they have a similar display of cars to us. I had a chance to talk to their Secretary and left some of our brochures and picked up some of theirs. They have around 250 vehicles on display, and are displayed in ages. So, as you start on the left side and work through to the right you go from the early 1900's through to the 1990's. They have a café like us, but their café tables are inside the Museum surrounded by cars. Entry fees are the same as ours.



All the Museums are interesting in their own right, but the one common feature of all three is that the cars are not protected by chains or barriers. The Brisbane Motor Museum did have a rope around each car that was about 25cm off the floor which in my opinion was more a tripping hazard than stopping anyone touching the cars.

I am not advocating removing our chains, but it was just interesting to see how other Museums protect their cars.

The Paws4Cause Dog Show that was scheduled for the 7th of April was washed out by the torrential rain and has been moved to Sunday 14th July. The organizers have allocated 10 spots for us so let's try and get as many cars attending. If you would like to go and have not already spoken to Chris Martin, can you do that ASAP. Let's put on a great show!

Our Marketing Sub-Committee has held its first meeting with some great ideas to help spread the word of the Museum. If you have any ideas, please do not hesitate to contact me either via phone or email.

Once again, thank you to all the volunteers and if anyone one has any questions, please just pick up the phone or send me an email.

Thanks, and best regards,

Paul Nelson
President

Ph: 0412 55 8386

Em: paul@thenelsongroup.com.au

Curatorial Report April-May 2024

Some time back the Museum was contacted by Terry Cockerell to offer us a pedestal drill as a donation. The 20" camel back drill dates from around 1920 and was made by the Rockford Machine Company, from Illinois, USA.

The Melbourne Motor Body & Assembling Co. built a new plant in West Melbourne in 1925 and it is believed that the drill may have been purchased for the new factory. The building was the most modern in Australia at the time for body fabrication and assembly of complete motor cars. The company had 42 complete body patterns to choose from and the makes included Rolls Royce, Armstrong Sidley, Auburn, Amilcar, Cleveland, Fiat, Jowett, Nash, Rugby, Standard and Triumph.

That company was reorganised into the Ruskin Motor Body Works in 1930 and the drill has a Ruskin Motor Body tag, with Plant Number 64 stamped on it, attached to the drill frame. In 1949 Austin purchased the Melbourne based Ruskin Motor Body Works and used the factory to make bodies to fit to imported Austin A40 chassis.

However, in 1954 the Austin Car Company closed the factory and Edward Cockerell bought the drill. He had been a cartage contractor for Austin transporting A40 sedan bodies from Melbourne to Brisbane and Adelaide. The drill has been used by the Cockerell family since that time.

The drill has since been collected from the Lake Macquarie area by Paul and Ted and is on display in front of Darley Motors.

Also some months ago the Museum was offered a VeloSolex moped from the 1950s as a donation. The offer was accepted and the moped has been delivered. It will be in the workshop for a short time being checked over and cleaned up before going on display.

The Museum was offered an all wooden electric model of a 1918 Rolls Royce which would hold two small children. The car was made by a retired Royal Australian Navy shipwright. The Curatorial Committee agreed to accept the car and it is on display in the former Gardner Room.



Karen Cass has donated two full leather suits, leather leg spats and leather face masks, all worn by her father Kevin Cass. The leather gear will be cleaned up and it is hoped that we can display some if not all of the gear with his motorbikes.

The Museum was contacted and offered two electric mowers as a donation. The mowers are both Australian made and from the 50s and 60s period. The Curatorial Committee agreed to accept the mowers as a donation as we don't have an electric mower in the Museum's collection. They are on display under the verandah beside Darley Motors.

Curatorial Committee

Building Maintenance Report April-May 2024

- Carried out the 6 monthly test of all Emergency & Exit Lights. Four failed the 90 minute test and their batteries were replaced.
- Keiran Shepherd made improvements to the guarding on the 'Beading Machine' as exposed drive gears had been noticed when the electrical Test & Tag was carried out.
- Rearranged and improved the lighting in Store Room 301 to suit the arrangement of additional shelving that has been installed.
- Created a storage rack within Room 301 for the special use vacuum cleaners that had been purchased for cleaning up Stage 3 after the flood.

Phill Harrigan

Library Report February – March 2024

A large number of books relating to the MG “T” Series as part of a collection of 54 books was donated by a mate of our magazine editor Steve Koster. Thank you Steve for collecting them from Goulburn.

A recent donation still to be sorted was received from Helen Holmes. The collection belonged to her deceased husband and consisted of eight boxes of books and a lifetime of motor racing photos all in photo albums.

Another interesting donation was a register of vehicles bought and sold by a used car dealer from 1958 to 1970. See the separate article elsewhere in this magazine.

During the National Motoring Heritage Day at the museum, the library held a book sale of duplicate and surplus books in the Brabham Room and sold 42 books. All books were \$5 or less.

The library experienced some minor flooding with the recent heavy rain and flooding in Wollongong. The only damage was several early duplicate copies of Thoroughbred and Classic Cars magazine that had been inadvertently left on the floor overnight. The dehumidifier did a brilliant job in keeping the humidity to the required levels.

Don't forget that the library has over 300 surplus repair manuals listed online for sale at \$15 each with another 50+ to be added over the next few weeks. A link to the list is available in the library section of the museum's website.

Brian Wye
Librarian

library@motorlifemuseum.com
0431 417 775



Pipeline Rider

This photo from the mid 1910's shows Johnny Hogg and his wife riding on an aqueduct pipeline with a Harley Davidson sidecar rig. The pipeline ran about 15 miles through Los Angeles Mint Canyon. Mere days after this stunt was completed, another daring rider on a solo machine attempted the same stunt and found himself in the hospital.

Credit; Social Media

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Something to ponder, please –

During the 1980's the then Federal Government discussed the matter of retaining Australia's "moveable cultural heritage" in this country. In 1986 the "Protection of Moveable Cultural Heritage Act came into law.

Moveable items mentioned in the Act were agricultural machinery of which much was manufactured here. Aircraft get a mention, items with significant Aboriginal Heritage are naturally heavily protected as are many items of significance to Australia's past. Even meteorites get a mention. The Cultural Property Section of the Department of the Arts is the relevant authority within the National Government.

Motor vehicles are of course covered, which is the part of the legislation those reading this may be most interested in.

The process for someone selling a historic vehicle overseas is that the owner should apply for a Permit to export such a vehicle. The application is then handed on to one of the Federal Government appointed "Expert Examiners", each of whom has specified the area of their expertise within this group. It would be unlikely that anyone would have expertise across the very broad range of motoring history. The assessment usually takes two to three days of work as a volunteer, plus any costs incurred.

Some of the Expert Examiners found that in many cases getting the history of a vehicle from the Australian owner was difficult. Networks within the heritage vehicle movement are therefore an essential part of the scheme. The Examiners reports are then submitted to the Department.

At that point the E.E. is no longer a part of the process, and receives no further information from the Department.

A review of the legislation was undertaken in 2015 as a consultative process by Mr. Shane Simpson with meetings in Melbourne, Sydney and Brisbane – there may have been others, these are the gatherings of which I am aware. The proposed changes to "the Act" heartened those "at the coal face", but they have not been enacted, to the disappointment of all involved.

A further review by a committee in Canberra was established in 2022 but has so far, to my knowledge, not produced a result. There is a suspicion at the moment that a request for an assessment prior to export of an item MAY be handed out ignoring the stated expertise of the various Expert Examiners. For example, an assessment for a veteran vehicle could be handed to someone whose stated expertise is Formula 1.

Many motor vehicles (and other important items, e.g. tractors) have just disappeared, and then popped up in an overseas auction catalogue. There was on display at Alice Springs airport an intact and presentable, but "made into a ute" Silver Ghost of 1920 having belonged to the gentleman who founded Conellan Air. He had purchased it in 1939, the car having been in Australia since 1922.

Cattle King Sir Sidney Kidman's first car was a 1909 Thornycroft and was somehow allowed to be exported to England in 2007.

This situation is constantly being agitated on by a few but successive Federal Governments give the appearance of them having other priorities. At one stage it seemed that clubs looking after traction engines and portables were having some success. Many significant items of farm machinery have just disappeared, then turned up in other countries, mostly UK and USA.

As many have found, shipping containers are so convenient!

The entire historic vehicle movement should be aware of the problems inherent in this legislation and its management, and add their weight of numbers to support a major revision of the method of dealing with this historic and extensive problem.

Any Club reading this who might have a question on any of the foregoing can contact the writer, email wendymuddell@outlook.com, 0499 348 899.

Clubs are also invited to reprint this item, should they so wish, in their club newsletters or magazines.

Wendy Muddell OAM



Used Cars

We recently received a donation of a "Record of Used Motor Vehicles" which had to be kept in accordance with the second-hand dealers' act 1956.

Bill Storey (1916-1982) owned and operated the Junction Service Station at 64 Bronte Road, Bondi Junction from the late 1940's or early 1950's until the early 1970's initially as a Golden Fleece service station and later as an independent station.

The business expanded to include car repairs and as a Chrysler sales agent selling mainly Valiants from the premises next door.



This register documents all used vehicles that passed through the business from pre-war American vehicles in the early days to Holden and Valiant trade-ins from the Chrysler sales business and lists details such as make, model, registration number, engine and chassis numbers, and full details of the seller and buyer. Almost 1,000 vehicles from 10 March 1958 to March 1970 are listed.

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Telephones: BW 9730 - BW 7923

SECOND-HAND MOTOR DEALERS' ACT

FORM SCHEDULE G.
* Particulars concerning this item may be entered in a separate record.

RECORD OF USED OR RECONSTRUCTED MOTOR VEHICLES

Serial Number of Entry	Date Purchased or Received or Business Transacted	Name of Dealer or Representative effecting transaction	GENERAL DESCRIPTION OF VEHICLE					How acquired (Bought, or equipment Trade-in, etc.)	Price Paid or Agreed to be Paid	PREVIOUS OWNER OR CONSIGNOR		Date of Disposal by Dealer	How disposed of (Sold, exchanged, dismantled, etc.)	TO WHOM DISPOSED OF	
			Make	Type of Body	Year	Registration Number (if any)	Engine Identification Number			Chassis or Serial Number	NAME			ADDRESS	NAME
379	8.10.62	W. STOREY	JAGUAR	SEDAN	1954	B1A540	B4445	TRADE-IN	1	JOHN BRADEN BROWN	24 ELLINGHAM ST. SYDNEY	25.4.62	SOLD	Mr. Bethell	102 RUTHER ST. BENDI. JUNCT.
380	19.10.62	W. STOREY	FORD	SEDAN	1952	OP990	A4248P	CONSIGN		MRS. MURDOCK	P.M.C. STONEY	22.10.62	CONSIGN	Row Ferguson	82 GULL ST. BENDI. JUNCT.
381	10.10.62	W. STOREY	HOLDEN	SEDAN	1957	B62530	L343228	7-2017	BOUGHT	HARDEN-JONSON	DOONAN HURST RD. BENDI. JUNCT.	20.10.62	SOLD	CECIL WILTON	84 BRIGHT ST. RYDE
382	10.10.62	W. STOREY	HOLDEN	SEDAN	1955	BLT150	230607		BOUGHT	JACK GREENBERG	ROCKDALE	1.12.62	SOLD	WILLIAM STEWART	24 LEAH ST. PENNANT
	19.10.62	W. STOREY	PONTIAC	SEDAN	1940	BFD200	376		BOUGHT	EDMUND FLEISCH	COOBER PATTS. COOBER	9.12.62	SOLD	S. HOOD	MANLY
31	3.1.63	W. STOREY	HILLMAN	SEDAN	1952	CA1053	17006		TRADE-IN	R.B. DONAHUE	CLARENCE RD. BENDI. JUNCT.	21.6.63	SOLD	E. MILLER	495 ELLINGHAM RD. BENDI. JUNCT.
	3.1.63	W. STOREY	HOLDEN	SEDAN	1959	BTS279	L534576		BOUGHT	ARTH. HUSTON	CROWN ST. STONEY	18.2.63	SOLD	ALAN CHAND	2/11 DUNE ST. BENDI. JUNCT.
	9.1.63	W. STOREY	FORD	TRUCK	1952	CON-975	54904		TRADE-IN	E. MULLINS	455 GLEN RD. CLARE	12.2.63	SOLD	ALAN SPENCER	COOBER PATTS. COOBER
	30.1.63	W. STOREY	HOLDEN	SEDAN	1957	BTS278	L534579		BOUGHT	ARTH. HUSTON	RIVER ST. CITY	18.2.63	SOLD	ARTHUR CHAND	2/11 DUNE ST. BENDI. JUNCT.
	1.3.63	W. STOREY	HILLMAN	SEDAN	1950	CA1053	17006		CONSIGN	E. MULLINS	495 GLEN RD. CLARE	3.3.63	SOLD	SON YEASSELL	COOBER
	16.3.63	W. STOREY	HOLDEN	SEDAN	1952	BDM	411		CONSIGN	LEO JOSEPH	MARINE DRIVE BENDI.	11.3.63	SOLD	C. DEMETRIOS	15 PATTON ST. BENDI. JUNCT.
	16.3.63	W. STOREY	SIDDELEY	UTILITY	1950	PRE517			CONSIGN	LEO JOSEPH	MARINE DRIVE BENDI.		RETURNED		
	26.3.63	W. STOREY	CHEV	SEDAN	1961	57170	F16322		CONSIGN	LEO JOSEPH	MARINE DRIVE BENDI.		SOLD	DR. NORMAN	BRIGHT RD. BENDI. JUNCT.
	6.4.63	W. STOREY	HOLDEN	SEDAN	1955	ATS571	192531		BOUGHT	PETER FOLEY	BRIGHT RD. BENDI. JUNCT.		SOLD	P.D. ROUSE	2/4 R6 BENDI. JUNCT.
	6.4.63	W. STOREY	HOLDEN	SEDAN	1956	B76146	15711P		BOUGHT	S. HEAD	BENDI.	1.4.63	SOLD	L. HALL	126 GLEN RD. BENDI. JUNCT.
389	1.5.63	W. STOREY	HOLDEN	P/VAN	1957	L30037			BOUGHT	BORRETT MOTORS	PENNINGTON RD. BENDI. JUNCT.	25.6.63	SOLD	MOTOR MARKET	FIVEDOCK
397	1.5.63	W. STOREY	HOLDEN	SEDAN	1955	BNS377	62726	51715	CONSIGN	F. GORDING	21 MARTINS AVE. BENDI. JUNCT.	1.5.63	SOLD	MR. WILSON	41 DENHAM ST. BENDI. JUNCT.
	31.5.63	W. STOREY	HOLDEN	SEDAN	1960				CONSIGN	F. GORDING	21 MARTINS AVE. BENDI. JUNCT.	31.5.63	SOLD	LES. BRADSHAW	MILLERS CREEK, SYDNEY
	4.6.63	W. STOREY	HOLDEN	SEDAN	1950	CUL102			TRADE-IN	L. BRADSHAW	MILLERS CREEK, SYDNEY	6.6.63	SOLD	LEAH COOK	35 PATTON ST. BENDI. JUNCT.
	16.6.63	W. STOREY	HOLDEN	SEDAN	1948	BC618			BOUGHT	M. TANNER	15 BLENKIN RD. RYDE	2.7.63	SOLD	R. DAVIS	7 G/F. COOBER
	16.6.63	W. STOREY	HOLDEN	SEDAN	1957	B1A145	L37145	7-20407-5	TRADE	A.J. RYNOJMAN	30.9. ELLINGHAM ST. SYDNEY	22.6.63	SOLD	SOLIMAN LEHY	4 HATTON ST. BENDI. JUNCT.

Notice the police inspection of the register by a Det. Sgt. 3/C on line 2 which is the only recorded inspection in the whole register.



If you own a vehicle that was purchased through this business during this time, it should appear in this register.

Thank you to Lorraine Bower for preserving her father's history and donating the register to the museum.

Brian Wye
Librarian



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NATIONAL MOTORING HERITAGE DAY

Sunday May 19th - National Motoring Heritage Day

We were lucky again with sunny weather, particularly as we had a lot of rain the previous two weeks, so much so that the organisers of the Berry event were forced to cancel their car show. We already had a few enquiries from clubs planning to attend and when Berry was cancelled of course a lot more people came our way. No problem, we managed to fit them all in and while we were busy all day visitors were coming and going at different times so we were never at risk of running out of somewhere to park everyone.

Clubs in attendance included Morris Minors (about 16 of them), Rovers, Hillmans, South Coast Vintage, Dapto Classic and few members of the RACA came down from Sydney, one of them with a very clean Rolls-Royce Silver Cloud. When was the last time you saw an early-fifties Daimler DB18 Special Sports? Well, we were lucky enough to have two of them turn up. For the 'supercar' fans there was a Lamborghini and a McLaren but even they could not upstage Waldo and Graham giving rides all day in the Rugby and Dave's Austin respectively. I even took a few brave folks around the block in the Amilcar.

Ted manned the BBQ all day, helped by John and Gary and between them they shifted all the snags, while the girls in the café, Diane, Doreen, Helen and Jan served up as many coffees. Brian sold quite a few surplus books and a few old spares in the Brabham Room while Evan and Jane told stories of their much-travelled Model A Ford.

Busiest of all were Steve and Marion at the till with visitors coming through the museum all day.

Everyone seemed to have a good time, I only heard good comments from the visitors and it was probably our most successful N.M.H.D. yet. Here's to 2025!

Chris Martin









THE DINKUM OIL # 26

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

CHMC 2024 ANNUAL RALLY

This year's rally was hosted by Parkes Antique Motor Club who are to be congratulated for their efforts.

It was held over the Easter weekend from 29th March to 1st April 2024 and attracted a wide range of historic vehicles.

The rally incorporated a CHMC general meeting, plus runs to Eugowra, Forbes and Condobolin, and visits to various attractions in Parkes including the Aviation Museum and the Elvis Display.

Trophy winners:

Best Veteran	1912 Albion	Phil Dixon	Parkes Antique Motor Club
Best Vintage	1928 Chevrolet National	Chris Hogan	Veteran & Vint Car Club Aust ACT
Best Post Vintage	1934 Austin 10	Noel Bensley	Dubbo Antique Automobile Club
Best 1950's	1955 Holden FJ	Dale Dawson	Bellbird Workers CI Auto Rest Club
Best 1960's	1966 Valiant Regal	Bill Hogan	Lithgow Vintage Motor Club
Best 1970's	1976 Rover P6B	Lyle Constable	Newcastle District Vint & Classic CC
Best 1980's	1981 Toyota Celica	Terry Quinlan	Central Coast Historic Car Club
Best 1990's	1990 Mercedes Benz 420	Ray & Janette Ives	Newcastle District Vint & Classic CC
Best Commercial	1954 Holden FJ Utility	David Sullivan	Newcastle District Vint & Classic CC
Best Motorcycle	1921 Douglas TS	Roger Garment	Tamworth District Antique Mot Cl
Most Original	1948 Pontiac Silver Streak	David Spokes	Hastings Auto Restorers Society
Concours d Elegance	No Entries		
Mal Mason Shield	Central Coast Historic Car Club		

The **2025 Annual Rally** will be hosted by Dubbo Antique Automobile Club on 28th to 31st March 2025. This is 3 weeks before the Easter weekend and coincides with the Clubs 60th Anniversary. Entry forms will be available soon.

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

www.heritagemotoringcouncil.org.au



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Tasmania Trek Feb 2024

Evan, Jane and The Sundowner (1929 Model A ford)

Most people know of the stories around Dad and Mum travelling the length and breadth of mainland Australia in Sundowner, our 1929 Ford Model A ute. They took the car to every State except Tasmania, and travelled through some of the most remote areas, deserts and tracks in the country. Sadly, Dad passed before he could take the car to the most southern part of Australia, Cockle Creek Tasmania.

This is our story about fulfilling our promise to Dad to complete the Tasmanian trek, and completing the ‘full set’ of States that the car has travelled to.

Day 1

Wollongong to Bargo - We left home around 6.30pm after Jane finished work thinking we had plenty of time to make Bargo before dark. Encountered a multitude of road works which meant we got in well after dark by the light of Sundowner’s headlights. It was a beautiful evening motoring through Picton.

Day 2

Bargo to Gundagai - Down the highway initially in fierce heat, we then encountered heavy rain as we rolled into Gundagai. It cleared up as quickly as it came and after covering Sundowner up for the evening we visited the National Pen Museum in the main street. What a great little museum run by a man with the singular passion for collecting pens. The oldest was 2000 years old!

Day 3

Gundagai to Chiltern – another day on the Highway with moderate traffic. In our effort to experience all types of accommodation on this trip, we stayed in a Park Pod. What a great little idea, and very comfy and cosy. We had a few drinks with some of the locals for ‘happy hour’ in the park. They were very friendly and amazed that we were heading for Tassie in the Ford. Actually, I believe the words “crazy” and “unbelievable” were tossed around...



The Park Pod accommodation at Chiltern / Rugged up for the “Summer” weather!

Day 4

Chiltern to Kilmore – A wonderful day of motoring finding backroads that parallel the highway whenever we could. We found some perfect roads with no other cars to be seen, probably used only for moving stock these days but Sundowner loved them. A superb B&B for the evening and a chance to give the Ford a grease and general check over.

Interestingly, the most asked question to date had been: “Does it have air conditioning?”!! Not the one we had expected, having no windows, but a question we got very familiar with by the end of our trip!

Day 5

Kilmore to Geelong – Finally off the Highway now, through the backroads of Victoria. Jane found us some fantastic dirt roads which were reasonably good. We dropped in at Henry’s Model T&A Ford Parts in Darley and they let us do an oil change, as well as do some ‘shopping’ through their extensive array of new parts. Great guys. Had a confused butterfly catch a ride in the cab after a quick left hand turn on way! He/She stayed with us for a long time until we hit the outskirts of Geelong. Found some lunch and an antiques co-op shop then jumped in the queue to board the Spirit of Tasmania ship. There were a heap of muscle cars lined up as well, and they all asked us if we were on our way to the same show in Tassie that they were. Imagine their surprise when we said “Nah mate, just on holidays....”



Just driving into the Ship / The General Lee waiting with us for the Ship

We caught a quick movie on the ship (Wonka) with a choc top before heading to the cabin and bed. Woke up in Tasmania!

Day 6

Davenport to Stanley - First of many scallop pies in Devonport then on to the late Francis Ransley collection in the Wynyard car museum (same cars as we were driving really!) after quick stops in both Penguin and Burnie. Then onto Stanley for one of the best views possible from our room on top of the escarpment overlooking The Nut. Bit of maintenance to check wheel bearings, shackles, grease, and all brake rods as part of our scheduled maintenance program. Adjusted the throttle return spring to lower the idle speed a bit!



Wynyard Museum



Sundowner overlooking The Nut at Stanley

Day 7 and 8

Two nights in Stanley looking around this pristine area of Tassie. We walked up the Nut and caught the chairlift back down.



Yes, she drives in old cars but she also makes me walk up the side of The Nut when there is a perfectly good chairlift!



On the way back to our accommodation about 10pm after watching the Fairy Penguins come in, a stunning evening!



Watch out for Penguins!!

Day 9

Stanley to Strahan - Following the wild west coast down to Strahan for 3 nights in one of the best B&B's you could go to – a must stay is Harrison House and you HAVE to eat some of Ken's homemade bread for breakfast!! Please ask us if you want their details – you will not be disappointed! Ken even cleared the shed for us to give Sundowner a rest undercover while we were there, in what became one of the many kindnesses of our hosts!

Days 10 and 11

Strahan – Our Hosts Jo and Ken had organised a river cruise for us – saw Sarah Island and well into the Franklin River; then booked in for the longest running stage play in Australia– “The Ship That Never Was” – in the evening. Worth the tummy ache from giggling at the old-fashioned panto based upon the true story of the convicts from Sarah Island. Google “The Ship That Never Was” – it's truly a fascinating true story.



Sundowner at Harrison House

Day 12

Strahan to Bronte Park, via Queenstown.

The roads were narrow with plenty of sharp curves and mountain climbs. We did 6km in second gear climbing the 99 bends out of Queenstown. While she showed a little temperature, the Sundowner excelled during the brutal climbs. We found more back roads (much to the amusement of locals) and picturesque scenery that would have been missed travelling on the main roads. We arrived at Bronte Park to find that we were right on the edge of a significant bushfire which was blocking our intended path south – another example of the true care from Jo & Ken from Strahan, calling us with local knowledge and wind direction. The locals at Bronte Park were talking evacuations, but having a bit of experience with these things, we decided to stay put as planned and then head north at first light to go around the fire through the extremely remote high-country area of Tassie.



Smoko at Derwent bridge on the way to Bronte Park. The fire from our room. It was about 1km from us.

Day 13

Bronte Park to Franklin

Leaving at first light to be as safe as possible from the fire in the cool air, our detour meant a much longer days drive than normal. We picked our way through some remote, winding dirt roads (well, goat tracks really!). We finally emerged out of the bush (literally!) near Miena. The surprised locals refused to believe we had come through the mountain track which they called the 'bullock road'. I quote one of them, "I wouldn't take my bloody 4WD on that bloody goat track".

On to Franklin after a massive driving day chasing around the edge of the fire, we travelled over 300km in the day mostly on dirt tracks. A welcome night's rest at 'The Little Seed' B&B in Franklin (another 'must go to' accommodation) which was a stunning location with amazing hosts.

Day 14

Franklin to Cockle Creek and back to Franklin. THE POINT OF THE TRIP! Cockle Creek is listed as the furthest point south that can be driven within Australia. We endured ROUGH dirt roads but made it to the Cockle Creek Rangers Station. We then located a fisherman's 4wd track which went about 800mtrs further south. Of course, we had to give it a go but quickly found the track was SO bad that this took us nearly half an hour to drive it. Soft sand, sharp rocks, pot holes, and washaways that you could lose a dog in! But we made it! We even found a short walking track which went even further south and managed to back Sundowner up into the bush along the walking track for a picture (much to some bushwalker's disgust!).

At that moment in time, she was the most southerly car in Australia – just as dad had always wanted. We had a picnic basket prepared by the chef at The Little Seed of goat's cheese and onion tarts, champagne and frittata, much to the amusement of the fishermen and hardcore campers with their stale vegemite sandwiches and cold sausages! The local newspaper in Franklin tracked us down that night and did a beautiful story on Sundowner and our adventure for the Huon Valley newspaper.



Sundowner at Cockle Creek



Quite the gourmet lunch, again prepared by our hosts at The Little Seed



Sundowner – The southern most car in Australia!!

Day 15

Franklin to Port Arthur – Through Hobart and on to our accommodation which was a lovely cabin on the water. Here's a big tip...Getting lost in Hobart in a 95 year old car is super fun. Said no one. Ever.

Jane ran down a local jogger to seek directions, who luckily gave us an easy way out of the city. Arrived at Port Arthur accommodation – thank goodness for cheese, bikkies and WINE after going over Flinders bridge TWICE!!

Day 16

Port Arthur - The next day we walked to the Port Arthur Historic site to have a look around. We spent about 5 hours there, what a moving place and so interesting to hear the stories of life in the penal settlement. Still had the remains of our chef-prepared food from Franklin for lunch.



On the road again, some of the nicest vintage motoring roads in Australia



If it's cold outside – it's cold inside!!

Day 17

Port Arthur to Swansea – a lazy trip up the East coast stopping regularly to visit local berry farms and other little hidden gems along the way. Our accommodation this evening was stunning. We were directly on the water overlooking seals basking in the sun and watching the weather change every 5 minutes. At least the seals stay perfectly still for your camera!!



Swansea Accommodation with stunning views



Day 18

Swansea to Launceston – accommodation was a quirky miner’s cottage with quite the lean on the floor (and quite the concussion for Evan from low doors sadly!). Saw the monkeys in the park in the middle of Launceston, then a tour of the Boags Brewery with a taste testing of course! Chinese meal to celebrate/commiserate our last night in tassie.

The Miners cottage

Day 19

Launceston to Davenport (to board the Ship) – off to Davenport, stopping regularly for the last chance to have scallop pies! Adjust the fanbelt and a safety check over the car before we get ready to board the ship.



Waiting for boarding in Davenport



Celebrating our tassie trip on the boat

The overnight trip on the ship was much rougher seas than the trip over, the joke was made that Sundowner might be a ‘little green’ in the morning, and guess what – she was!!

Day 20

Geelong to Bendigo – Off the ship in the pitch dark, we took the opportunity to grab some fuel in Geelong before heading to the outskirts where we waited for the sun to come up.

Then straight through to Bendigo where we had the best Italian food ever; before sitting back and watching the antics of The Caravaners parking massive caravans for the evening! Well worth some cheese and wine on our front veranda – better than any paid show!

Tyre rotation on Sundowner to bring a couple of the spares into use.



Waiting for Sunrise outside Geelong



The Tiny House

Day 21

Bendigo to Rutherglen

Accommodation in a tiny house on a vineyard – turns out Evan isn't so much a tiny height so luckily not too many door frames in there!! Drove into town for dinner at a pub in Rutherglen, and of course some local wine, with some friends from Albury who came over to see us. Sundowner attracted a lot of attention in the main street outside the pub at night!

Day 22

Rutherglen – Local winery tours and some fabulous food made for a relaxing day. Quick grease of the Sundowners suspension and steering due to all of the dirt roads. The accommodation was right in the middle of a vineyard, which was beyond stunning!

Day 23

Rutherglen to Yass – Evan woke up very sick with the flu so we decided to head straight for Yass and then home. We had originally intended going over the mountains at Batlow then to Batemans Bay via Canberra, but agreed that heading home was probably wise. Trimming the trip down by a couple of days meant some bigger distances to travel to get home but was definitely prudent when there is man-flu in the air.

Day 24

Yass to Home – Straight up the highway (not our favourite) and hit lots of afternoon traffic on Picton Road. While we were both glad to be home safe, we were both equally as sad that it was over, definitely considered turning around and doing it all again!

Some Stats:

- 4000+ kms travelled over 24 days, ranging from 100 to 380km on travelling days.
- Average 20mpg (12litres per 100Km)
- Daily oil check and oil changes at Darley and Wangaratta (We like to change the oil about every 1500km)
- Greased and checked chassis every second day. Diff and Gearbox check once per week. Brakes, brake rods, wheel bearings checked/greased/adjusted once on trip.
- Nil breakdowns. Started first time, every time regardless of the weather.
- The only repair was when I broke the generator wire off after my sleeve caught it while I was checking the oil. 5 minute fix and we were up and running. My fault, not the car's!
- Tyre rotation Bendigo to bring spares into use.
- Nil oil used (other than changes).
- Wildlife that came along for part of the drive: 3 ladybugs and 2 butterflies (no penguins)
- Next trip already planned!!! Wollongong to Perth via the coast, then train back to Adelaide to head north through Northern Territory, Queensland and home. ALL MAINLAND STATES IN THE ONE TRIP!



Sundowner resting at The Australian Motorlife Museum before the next big adventure.



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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.

1925 Amilcar CS For Sale



Too many projects, not enough time, money or space!

So, this little gem is up for sale: A 1925 Amilcar CS assembled over a thirty-year period with a C4 engine, gearbox and rear axle. Everything has been gone through thoroughly to make it a good reliable runner now. Engine number dates it to 1925. Standard three-speed gearbox, clutch adjusted just right, new flexi-drive coupling fitted. Radiator had a more efficient modern core fitted in the past and it has a Motometer; runs cool on the move and it has an electric fan in case of traffic jams. Steering box and Hartford shocks rebuilt, front axle shimmed to approximately 3° caster, tyres have good tread on good Rudge wire wheels so it steers, rides and handles nice. Upgraded 12V electrics, Marchal head and taillights, Jaeger instruments, GPS speedo and AES hi-torque starter motor.

On club rego, it has been out on many club runs and now usually resides in our museum where it can be viewed and taken for a test drive by appointment. They were known as *'The Poor Man's Bugatti'* which is why I am only asking **\$45,000** ovno. I have a nice trailer to fit for an extra \$1,500.

Contact Chris Martin on 02 4295 5164 or 0459 907 893

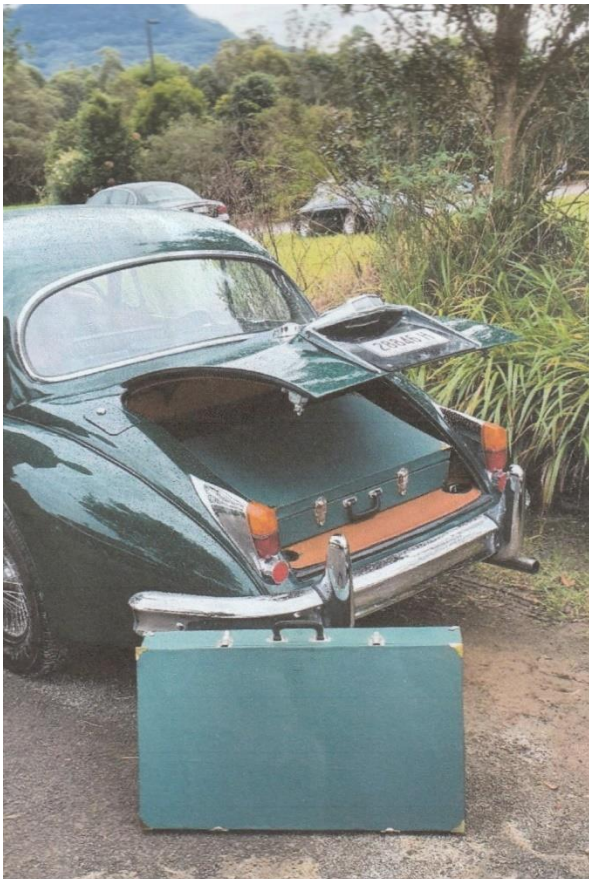
ROVER 9 spare parts

We have a selection of Rover 9 spare parts surplus to our needs. Please ring for more information. We will be holding these parts till July 2024 so get in quick. Pick up from Wollongong (we travel to Melbourne and Toowoomba occasionally so that could be an option).

For further info please ring Sarah on 0409 658 154

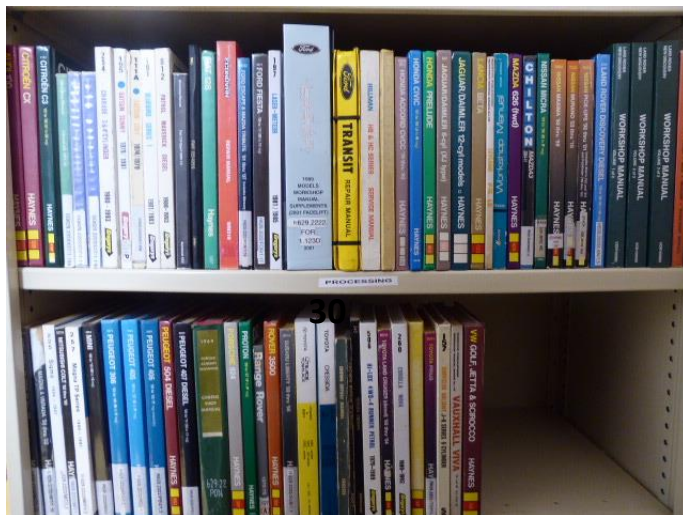
Jaguar XK150 for sale \$150,000

Reluctantly I have recently come to the realisation that I can no longer enjoy driving my XK150 Jaguar, so now it must go to a good home after 46 years ownership. The car has been restored, for further details on the car contact **Geoffrey Cuthbert 0438 255 627 gcuthber@tpg.com.au**



Surplus ex-library Repair Manuals

We have 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 of the museum on LibraryThing. Follow this link to browse availability. This link will only work if accessing the magazine in PDF and not in “preview file” mode.

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

Use the search option towards the top right hand corner (“Search this library” AND NOT “Search LibraryThing”) to search for a particular make of vehicle.

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

Additional items are continually being added.

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

Brian Wye, Librarian

The Brabham Function Room

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

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



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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

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**

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.

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

The Australian MOTORLIFE Museum Membership Application Form



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

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May we send your Newsletter / Magazine via your email

Yes No

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Published:

2nd Committee Meeting:

Paper Issued:

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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

We thank you for your support

Yours in Motoring

The Australian MOTORLIFE Museum

Hon. Committee

PAYMENT OPTIONS

PAYMENT BY CHEQUE	
Account Name:	The Australian MOTORLIFE Museum
Address	Integral Energy Recreation Park 94 Darkes Road, Kembla Grange 2526 N.S.W., Australia

PAYMENT BY DIRECT DEPOSIT	
Bank:	WESTPAC
Account Name:	The Australian MOTORLIFE Museum
BSB:	032 695
Account no:	256 315

Please Reference Payment

Name & Description of Payment

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

Cheers
Andrea Simmers

Hon. Secretary