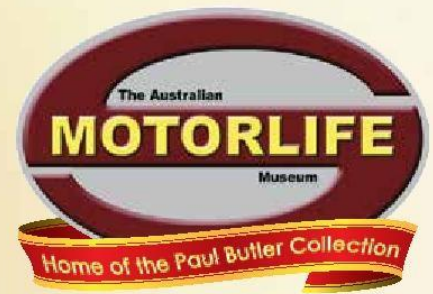


Motorlife News



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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

DECEMBER 2023

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The Australian Motorlife Museum wishes everyone all the best for the festive season. Your continued support for the museum is very much appreciated. Stay safe and see you in 2024!

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

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

Open Easter Saturday

Closed ANY PUBLIC HOLIDAY

2023 - 2024 Museum Xmas & New Year period days are:

Sunday 24th December 2023 - Closed

Monday 25th December 2023 - Closed

Tuesday 26th December 2023 - Closed

Wednesday 27th December 2023 - Open

Thursday 28th December 2023 - Open

Friday 29th December 2023 - Open

Saturday 30th December 2023 - Open

Sunday 31st December 2023 - Closed

Monday 1st January 2024 - Closed

Tuesday 2nd January 2024 - Closed

MEMBERSHIP RENEWAL REMINDER

**Membership fees for 2024 are due before the 1st January.
You must be a financial member to vote at the AGM.**

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.

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.

From the 3rd January 2024 TAMM working Busy Bee Days, will operate for Mondays only, excluding public holidays.

MEETING DATES:

No general meeting in December, 16th January, 20th February 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: David Neill, Kevin Johnstone, Lucas Fitzsimmons accepted to membership.

Papers issued to Peter Ellis, Georgina Ellis.

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.

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 organiser.

Wednesday December 13. Morning Coffee Run to Three Flamingo's Albion Park. Meeting at the museum before 9.30am, Marlene Matthew the organiser.

Sunday January 7. BYO breakfast at the museum, from 9.00am then a post breakfast run, yet TBA.

Wednesday January 10. Morning Coffee Run TBA.

Saturday January 20. Run to Cordeaux Dam, time to be confirmed.

Wednesday February 14. Morning Coffee Run TBA.

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

Numbers required, contact Chris Martin the organiser if you are going.

Expressions Of Interest. Is there any preliminary interest in a trip away for 4 or 5 nights next year? If sufficient interest, a brief itinerary outline will be drafted next year. Sarah Neill the organiser.

NEXT MAGAZINE DEADLINE: FRIDAY 26th January

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.

PRESIDENT'S REPORT

Another busy month just gone. Since the last Motorlife News we attended the Jamberoo Car Show in force; fifteen of our cars made the drive down there, all pre-WW2 (except editor Steve's 'nearly vintage' MG) as requested by the organisers who were delighted to have some really OLD cars in the mix. While the more recent cars of the '60s and '70s are always going to be more prevalent due to availability, perceived (if not actual) serviceability and the nostalgia of the newly retired generation, our demonstration that our genuinely old and vintage cars can be driven to such events appeared to surprise some people. Joined by another Ford Model A we numbered sixteen oldies all neatly lined up in the sun. Evan and Jane's Cadillac being the oldest, the Sunbeam or the Rolls-Royce the biggest and my Amilcar not quite the smallest as we had three Austin 7s there. Hopefully someone will have a report with some photos elsewhere in these pages. Likewise, our 'Coffee Run' to Windang Bowlo was a fun drive around the lake and well attended with fine weather and a suitably scenic parking area.

Tuesday 21st November I was invited by our patron Warren Brown to the Royal Automobile Club Australia (RAC) HQ in Sydney for the official announcement of his next big adventure; to follow in Frances Birtles wheel-tracks, and drive a 1925 Bean 14 from London to Melbourne next year. For anyone that does not know the story I recommend you read Warren's book 'Francis Birtles – Australian Adventurer' recounting the original 1927-28 drive.



Warren and his co-driver Matthew Benns, editor-at-large at the Daily Telegraph, will set off next year with the added aim of raising awareness and hopefully funds, for the Royal Flying Doctor Service. The RAC reception was well received with a film presentation and a Q&A for the guests who included state Premier Chris Minns. Warren's Bean was parked by the front door on Macquarie Street and attracted much attention, even the Chinese tour party

Warren, Matthew and the Bean outside the RAC HQ in Sydney.

that had just got off the coach heading for the Opera House stopped to take photos although I doubt they knew what they were looking at. Coincidentally, I was back at the RAC on Friday November 24th for my night of *fear*... sorry, I mean night of *fame*, after accepting the invitation to be guest speaker at the 'President's Dinner', an annual RAC event with Presidents of various other car clubs attending and allowing all the opportunity to meet and network. Introduced and presented by broadcaster and journalist David Berthon, this was originally planned as a talk about my history and experiences in motor racing, which I was relieved to find was well received and followed on with a brief talk about our museum.



I had never been comfortable speaking in public and was somewhat nervous of the occasion but encouraged by the memory of surviving my crazy French adventure last year and giving a ten-minute speech – in French – in front of a large crowd, and ably guided by David who had scripted the questions, I think I got away with it without too much hesitation.

A fabulous dinner and drinks were appreciated, and Karen and I offered the opportunity of staying the night in one of their splendid rooms. Committee members Andrea, Paul N. and Paul U. attended, hopefully approving of what was presented.

I am told the committee of the RAC are planning a group visit in the new year so we will do our best to give them something to look forward to. I also had a chance to talk with the representatives of the Jensen, Rolls-Royce, and Thunderbird clubs. They too showed interest in arranging club visits next year.

Other business? After a few hiccups it is great to see the Rugby and the Darley Motors Austin van are now running well and getting regular exercise. The Sunbeam is also impressing with its smooth powerful performance and its imposing presence on the road. It would be nice to see more members and volunteers get on board with helping get our cars out, it is well-known that for many reasons they benefit from regular running much more than remaining idle as static exhibits so let's all get motoring.

It was a nice surprise for those who attended our Member's Meeting on Tuesday the 21st to see Wendy Muddell back in the Brabham Room. She seemed happy to be back on a brief visit and was seen chatting to many old friends. Welcome back.

Finally, a reminder that all subscriptions are due by the end of the year, and as noted elsewhere in this magazine, we still need help staffing the museum. Marlene often has problems filling the roster due to our regular crew having inevitable holidays or necessary absences. If any members could spare just one day a month it would make a big difference to our volunteer's roster. If just four or five of you want to give it a go, that could answer all our needs. If you can help, please let Marlene, or one of the committee members know. At least try it for a day, you may be surprised to find it is not work, but good sociable fun. Thanks.

Chris Martin
President

Curatorial Report October - November 2023

The resprayed bonnet is back on the Sunbeam and looking fantastic.

One of the new glass cabinets donated by Shellharbour City Council has been relocated so that it has easier access to power.

Some time back a very old silent cop was donated to the Museum. It is cast iron with glass reflectors around the rim. The silent cop has since been cleaned up and repainted. It is now on display in the Museum.

The interior repair work on the Rover 9 has been completed and the car is back on display. The Committee's thanks go to the meticulous volunteers for the very time consuming work they have undertaken.

Our workshop volunteers have had a busy year and the achievements have been significant. Early in the year the work on our fabric bodied Fiat was finally completed, preparations were undertaken for Heritage Day including cleaning and sorting items for the sale area, and the sorting of our back store room which was a massive effort. There are always the regular jobs of outside maintenance, cleaning vehicles, moving vehicles around to alter the look of the Museum and to showcase different vehicles, and moving display items to accommodate new furniture or new donations.

Of course now that there are several Museum vehicles registered and on the road more regularly there are always little tinkering jobs which need doing to keep them running at their best.

The Committee would like to give a huge thank you to our workshop volunteers for their ongoing dedication and commitment to keeping the Museum and its displays looking good.

Curatorial Committee

Library Report October - November 2023

Donations since the last magazine:

Steve Lawrence

Steve has his 1960s Alvin go-kart on display in the museum which was one of the first in Australia. He has since donated a collection of go-kart related books and magazines as well as many binders of go-kart memorabilia.

Ed Holley

Ed has previously donated many early Australian motor racing magazines and has now added a mass of mainly historic car racing posters.

Peter Moore

Peter has donated a dozen car repair manuals for cars that he has previously owned.

Gillian Scott

Gillian has previously donated almost 1,000 magazines from her husband's estate and has now added several boxes of books and magazines.

Roslyn Mayberry

Henry Mayberry was heavily involved in the local Dapto trucking industry. Roslyn donated many trucking related items from her father's estate such as books, magazines and scrapbooks. Also included was a collection of 33 pewter pencil sharpeners from a bygone era which will go on display in the museum.

Thank you to everyone for donating the above items to the museum.

Brian Wye
Librarian
0431 417 775

Building Maintenance Report October - November 2023

No major maintenance jobs to report on this time, but with the help of Keiran Shepherd and a generous supplier we have been able to complete a job that caused issues a few months ago. It had been noticed that rain water and vermin had been entering under the Stage 1 N.E. Roller Door because the rubber seal on the bottom of the door had failed and also the concrete floor level at each end was low and leaving a gap.

The existing concrete slab was roughed up and then the level built up and bonded to the existing floor.

The Service Manager of the roller door manufacturer was contacted and after a bit of discussion agreed to donate a replacement seal, normally priced at \$100, if we could pick it up from the factory. He also gave us valuable information on how to change the seal as the door runs in continuous vertical tracks that are welded to the building frame. In fact, when I went to pick up the seal, he had cut and bundled a length suitable not just for 1 door, but for 4 doors in case we needed to do other doors in the future.

The new seal has now been successfully installed and thanks go to 'Austral Monsoon Roller Doors' which are part of the 'ASSA ABLOY Entrance Systems' company for their generous donation and advice.

I recently was in Sydney and called into the State Library to see their latest photography exhibition, 'SHOT - 400 Photographs, 200 Photographers, 3 Centuries'. I can highly recommend a visit to it as there were quite a few photographs on display from last century that showed automotive vehicles and history. The display comes from the Library's collection and covers from Australia's oldest surviving photograph (1845) up until 2020, divided into decades. The exhibition is free to enter and is on until October 2024. If you look on the State Library web site you will see more info.

Phill Harrigan

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More On The Renown

Following my report in the last Motorlife News I was contacted by Peter Kable who has done extensive research into the Palm, Renown and Spark, all dressed up Model T Fords but not necessarily all from the same source. The Pine and the Vigilant were fictitious models used in ads to scare people off buying the Palm or Renown.

This is his update on what is known so far; research is ongoing.

"There was never a Pine, the ads were taken out by Duncan and Fraser to show up the Palm for what it was (an expensive Ford with no features which did not come with the genuine Ford). The Pine name obviously was a close reference to Palm being also a tree with P as the first letter.

Duncan and Fraser also placed a similar ad referring to the Renown labelled the "Vigilant" in December 1922 the day before the SA agent for Renown placed their ad. This time D&F admitted they were the ones placing the ads for both Pine and Vigilant.

The bogus ad for a 'Vigilant' placed by Duncan and Fraser.

The "Palm" in the Birdwood Museum is only a Bitser Ford. The curator contacted me after several visitors questioned the car, he sent several photo's all of which showed it was just a normal Ford. They now just use it to give visitors rides and don't claim it's a Palm.

The radiator Palm tag on the radiator is not even an actual Palm signature so even that was wrong.; several originals survive. The museum paid good money for it, unfortunately before they were able to find out what a Palm would need to be to be correct.



Left: An original Palm script badge. Right: The crude copy on the Birdwood car.

The roadster labelled Renown (the old picture photocopied from Brass Notes) is not thought to be an actual Renown, the Rolls-Royce style radiator shell was available by many makers to replace the Ford one. More than likely the roadster was a special made for someone using the R-R style radiator. Brown advertised widely and no ads feature the roadster which would have been a good seller for him if he had sold it.

The Renown restoration project that was sold a couple of years ago at auction in Victoria was then bought back by the son of the owner (Dexter) who found it in the 1960's. It would restore into a very original example as it has all the features which Brown had built into it.



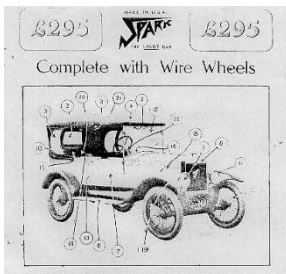
This Renown was sold at auction a year or two ago in Victoria and is being restored.

The Spark was a short-lived venture, Walker who was the NSW Renown agent in 1923 seems to have gone it alone and set about gathering investors to form the Spark company. The bodies were to be made in SA by Bagshaws and costs blew out fast and the whole venture bombed out very quickly. Only about 25 Sparks were actually built and sold and it's amazing that such a great example survived. Unfortunately, it was surmised by some early on that Brown also made the Spark and on this information a member of Brown's ancestors purchased the Spark.



Bagshaws Body Works in SA.

There is no connection that has been found to show there is a connection to Brown and he was still selling Renown's in Melbourne nearly 12 months after the Spark arrived and then failed.



Left: Part of an advertisement for the Spark.



Right: The only known surviving Spark was restored in SA and is

*Tied up with Walker's Spark story is a H.H. Marcus who was a bit shifty and was given the job of promoting the Spark, but put out false claims that Sparks were being purchased in big numbers when they were not. In an attempt to get some money in, the Spark was offered as a "lorry" and 3 are said to have been sold in SA. Marcus was fired in the middle of the company's life and went on to be involved in a big real estate scam also (he was American and had fled to Australia after having been in trouble).” **PK***

So that is as far as Peter has been able to ascertain about the known survivors, he suggested to me that the body on the Renown in our museum is similar to that on the Spark in which case it could have been one still in stock at Walkers and had a Spark type body fitted (from Bagshaws?) to get it sold. If either Peter or myself get another chance to inspect the Spark that is in Wagga Wagga we may be able to confirm that. Similarly, Renown in Victoria may be able to supply some clues.

Watch this space. **CM**

Jamberoo Car Show and Family Day

A big thankyou to Ivor and Ted for major repairs and the use of the museum Rugby for the day (went like a charm and didn't miss a beat). Special thanks to the 15 owners/drivers who came to an absolutely magnificent day.

Perfect weather and close to 600 cars on display (unbelievable effort by the Jamberoo Valley Classic Vehicle Club). The main street was closed with markets in the park and many many more attractions scattered around, including in the carpark museum member Steve Deacons 1922 Fowler Traction Engine on display and running.

A big thanks to an old mate Dave Wiggins (David Wiggins Classic Mechanical) who I consulted with about the day and for adding his late father's car (Model A Ford) to our display. Trevor was well known in Wollongong, a longtime member of South Coast Vintage Car Club, working in spare parts at T.W. Young and later with South Coast Agencies. Trevor Wiggins RIP 11.09.2023.

Next year's show is 27 October 2024, yes we are booked in see you there. Thanks for a great day had by all.

Waldo Walton





*Photo credits:
Garry Gibson car photos.
1922 Fowler Traction Engine, social media.*



Thank you to Absolute Towing Wollongong for transporting Steve Deacons 1922 Fowler Traction Engine



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Illawarra Light Rail Museum 100 year Burra Train Celebration

It was an early start for some members to get their cars ready to travel to the Illawarra Light Rail Museum for their 100 year birthday celebration of Burra the steam loco. Graham Gould with his granddaughters Alice and Abby in Dave Matthews Austin, Paul Nelson driving the Rugby, Steve Koster driving his MG, Don Matthew and Trevor Fletcher driving the Hupmobile and Ted and Dianne Hutchison driving the Sunbeam.

We left the museum about 8.30am as we had to be parked up by 9.00am. Don had a little hiccup along the way but arrived safely. We had a prime spot near the platform to show off the cars. There were also stationary steam engine machine displays along with two trains running and taking passengers for rides. The weather was kind and visitors were very interested in hearing about another museum in the area.



The train park supplied Motorlife Museum members with lunch and refreshments along with free rides on the trains, Graham's two young granddaughters enjoyed rides on both of the trains. For Dianne and myself it brought back memories as we ran the canteen and souvenir shops at the park for a number of years.



The attendance was down but according to staff a great day was had by all. They had an official ceremony and cutting of a very large cake, we left around 2.00pm and arrived back safely to the museum. We hope to have further joint ventures down the track.

Share Your Memories...Ed Holly

Steven, the Editor of the Motorlife Newsletter has asked me to write something about my racing, the Jack Brabham trophy and especially interactions with Sir Jack Brabham. So here goes...

The Aintree 200 trophy was presented to Sir Jack after winning the 1964 event at that circuit. Later, it was donated by Sir Jack to the HSRCA. It was Sir Jack's 2nd ever win in an F1 race in a car bearing his own name, the car being a BT7 Climax. It was only fitting that the trophy be awarded to the winner of the Group representative of 1964 in the single seat category and that category in Historic Racing is known as Group M and encompasses single seat racing cars, as the BT7 was of course, from January 1961 to December 1965.

Firstly, Sir Jack was very deaf, and getting a conversation going with him in a racing venue environment was always a bit difficult. I was lucky enough to meet him on a number of occasions once at the Melbourne GP on one of the times when the black BT6 Brabham was invited. Another was at Speed on Tweed at Murwillumbah when the same car was located next to Sir Jack in the "Brabham" tent. I was lucky enough to have quite lengthy conversations with him there over the weekend, and learnt quite a bit about that's car history not only in 1963 when Denny Hulme drove it as the "works" car but also it's later history as a 1.5 litre Australian National Formula and New Zealand National Formula car where it won 2 Championships in the hands of Roly Levis. Another time was at the 2009 Supercars round where Sir Jack was Patron and where son David drove the BT6 and grandson Matthew drove the BT24 on a parade lap with Sir Jack in an open car in front of the huge crowd.

At Speed on Tweed, Sir Jack told me that the BT6 actually cost him the Australian Grand Prix at Longford in 1965. McLaren was in the lead most of the race, but Sir Jack said he had his measure and was happy to be following in 2nd place. On around lap 16 of the 25 lap journey the BT6 driven by Roly (one of my heroes) was running 11th. As Sir Jack came up to lap him, the BT6 darted across in front of Sir Jack and collided with a wheel. Now the speeds attained at Longford were not for the feint hearted and with possible damage to the wheel Sir Jack called briefly into the pit to have it checked – rejoining the race in 5th spot with 8 laps to go, Sir Jack drove an incredible race, but there just wasn't enough time and Bruce McLaren won from Sir Jack now in 2nd spot by just 3 seconds. At Speed On Tweed where he told me the story, as did Roly at another time, the fault lie with a broken crown wheel carrier and this is what caused the coming together. Roly told me when Sir Jack found out the problem, he gave him a new forged one, which may still have been in the car in my ownership. It didn't end well for Roly though, the car darted off again before the finish (although he did enough laps to classified as a finisher) and Roly suffered facial injuries when the car took him through a barbed wire fence.

The 3rd time I spoke to him was when he presented me with the Jack Brabham Trophy as pictured. That was at the 3rd running of the Tasman Revival where Sir Jack kindly agreed to be our Patron. Was the greatest of honour's to be presented with the trophy by the Great Man himself, something I will always treasure. Of course one cannot forget the incredible input of Ron Tauranac AO who overseen the production Brabham (BT) racing cars totaling almost 600 in number, plus a few that went out the "back door"

To win the Jack Brabham trophy was not easy, it is for all single seat racing cars built from 1961 to 1965 (incl) and all capacities. I was lucky enough to win it on 5 occasions, 2004 in an Elfin 1.5, and 2008, 9, 10 and 13 in the Brabham BT6.



***Receiving the Jack Brabham Trophy from Sir Jack.
Photo credit Peter Schell.***

2008 was probably my best, managed to beat Don Thallon (just) in a 2.7 litre Cooper Climax just fitted with new tyres flown out from the UK. That race was another Tasman Revival over 15 laps. Don and I shared a lot of track time dating back into the early 90's and was a great competitor. (Many stories there) All Tasman Revival races were held at Eastern creek and in the Group M section there were cars from New Zealand, Japan, the UK, Switzerland and the USA brought in with the help of the organizers the HSRCA.



The Elfin leading a bunch of M and O cars.



***Vintage Racecar magazine cover 2012
with the wonderful Brabham BT6.***

My time with cars started early, helping my Dad with his taxi cab here in Sydney. Can remember him wiping grease on my nose to upset Mum as a little kid. Later helping was a bit of a chore, but I always loved cars and couldn't wait to get my license which I did on my 17th birthday. We used to do a bit of caravanning back then and as a 15 -16 year old used to drive off the main roads, leant to double shuffle the FE back to 1st to get up the steeper hills. Did 96 miles one day, but the main road stopped me doing the last 4.

I always did my own maintenance on the car I owned and when Lorraine bought a 1970 Mini K off a friend that was suffering from lack of use into its 8th year. I remember fixing things like the rear brakes and the radiator and thinking, wow I am enjoying this and that sowed the seeds to buy a sports car, that being my beloved 1959 MGA Coupe in 1984 from a guy who raced in Historics, Stuart Schofield.

Stuart introduced me to this wonderful sport and soon was doing lap-dashes and so forth. In the early 90's I got my racing license and in 1997 the Coupe carried me to a win in the Group Sa Championship. But the writing was on the wall, the car gave 100kg to the other A roadsters, and when one of them came up I grabbed it and that then took me to another couple Sa Championship wins, including the overall Group S Championship. During these years I restored a few sports cars, MG's Austin Healey and partially an E-Type.



1959 MGA Coupe



MGA Roadster

There were a number of factors that decided me to go to single seaters as the next challenge. In the end I owned a 1962 Elfin 1.5 ex Match as a "works" car and a, needing to be restored, Lotus 20 that was ex Geoghegan, so now I owned 2 single seaters despite never having driven one! My first drive of the Elfin seen me eclipse my best MGA time at Wakefield Park by some 5 seconds – I was sold!! The Lotus 20 was my first racing car restoration. The Elfin was a real joy to drive and in conversations with Frank Match about the car, we both agreed it punched way above its weight in terms of competitiveness. I found my first Brabham, an ex Radio London car raced initially as a 1 litre F3 car in 1965. It also raced as a 1600 twincam. Although it looked the goods, it was in fact quite bent, and it became my 2nd restoration. As a 1 litre car it was so much fun, no power under 5,500 rpm and 125 bhp at 9,500 – only allowed 4 speeds it was a car that you learnt to carry speed through a corner. Next came a BT21 replica built in NZ by Barry Leitch, indistinguishable from a real one, fell in love with it and so looked and found a real one, a true basket case from the USA. Restored that and with its big wheels and Avon tyres found a whole new world of grip. If you want to see how much fun that car was go to YouTube and dial up "Eastern Creek – June 2011 Qualifying in a Brabham BT21C 1600."



BT15 1 litre



BT21C leading a BT23 and a BT29

Next came my BT6 just in time for the inaugural Tasman Revival in 2006. This was one wonderful car with incredible history, ex Hulme as the Works Formula Junior 1963, fitted with a Cosworth 1500 by Frank Gardner and used by him for Alec Mildren Racing in the 1964 Tasman series, then to Roly Levis NZ to win 2 National Championships, then to Bill Stone who later founded Reynard with Adrian and later set up the BAR F1 racing team amongst many other achievements. The car went on to do 23 Tasman Championship starts, more than any other car.

I was very fortunate to meet all of these owners and drivers except of course Denny. Around 2002/3 I gave Leo Geoghegan a drive of the Lotus 20 a couple of times at Wakefield Park, and the joy he showed was wonderful to see, it set in train a series of thoughts that we should honour those guys who drove the racing cars in the 1960's and that eventually became to a series of biennial Tasman Revivals – a huge amount of work by a great team of guys over many years. I think 2008 we had in excess of 50 overseas cars visit for the meeting, mostly single seaters.



Leo Geoghegan in the first Lotus 20

Meanwhile I was busy elsewhere, restoring the Lotus Eleven from complete dis-assembly which won the National Lotus Concours in 2013, then restoring the Lotus Elite and the Lotus 7. The things I learnt in restoring those previous racing cars helped immensely in these later restorations. I let my license lapse in 2016, by then other constraints came along and it was time. As one last hurrah, I bought the 2nd ex Geoghegan Lotus 20 in which Leo did the 1963 AGP at Warwick Farm coming 9th. Sadly Leo had passed before this so he never got to see the car. I did a few GEAR events with it, but the passion had slowly diminished with time and my other responsibilities, however it is a car I treasure with Leo's history with it. More recently, along came model aircraft engines – but that's another story.

Finally, a few anecdotal comments.

The Elfin has the Group M class lap record at Oran Park GP circuit in perpetuity and the BT6 has the same class record for the Eastern Creek GP circuit since July 2012

I consider myself very privileged to have got to know my heroes as a kid, Frank Gardner who used to have me in stitches of laughter, Leo Geoghegan whom I got to know as a good mate, Pete, his brother who I worked for as a 18 year old, Ron Tauranac who I admired so much and used to chastise those that went back for seconds for sweets as he went back for his 3rd, Spencer Martin (Brabham Alfa) who I also shared track time with in the 2006 Tasman Revival meeting where he almost upset John Smith (Lotus 49) , also John Harvey who used to race in Groups S back in the late 90's, KB who I also shared track time with in Group S back then Frank Matich who I spoke to a few times and then there were a lot of guys who raced in period and never stopped. Roly and Bill Stone who welcomed me to their homes when I took the BT6 to New Zealand. But I must mention too, the guys who fettled these cars back then – just like airline engineers, they are often the unsung heroes without which nearly all the mainline drivers would never have got to where they did. Yes, I look back at my time with these wonderful cars and realize that I was very fortunate not only to have driven some of them, but to make the wonderful acquaintances of those that gave the era I love so much charisma.

Finally I would like to thank my wife Lorraine who allowed me to do these things which as Leo once said to me - it is a very selfish sport.

What do you do to celebrate your 105th birthday?

Museum members Janine Cullen and Gordon Critcher supplied this story from the **Illawarra Mercury** of their recent visit in the Austin 7 to the nursing home.

For David Napper, the decision was easy: get a ride in an original Austin 7.

The Illawarra Diggers Aged and Community Care resident in Corrimal is fighting fit for his years. He proudly doesn't use a hearing aid or walker, nor is he on any medication.

He puts his longevity down to leading a life of satisfaction and avoiding smoking.

"I've never expected too much and have always been satisfied with whatever I had. Even here at the aged care, I'm satisfied," he said.

In a celebration at the aged care residence, he gave a speech to those gathered and said that his decision to go into aged care at age 100 was without regret.

"I have been in care a little over four years, and I find it a lot better than going it alone. At 105, I am keeping well and should make it to Christmas."

He added that it was tough going growing up with no electricity and no hot water, but he added that you 'adjust to the times'.

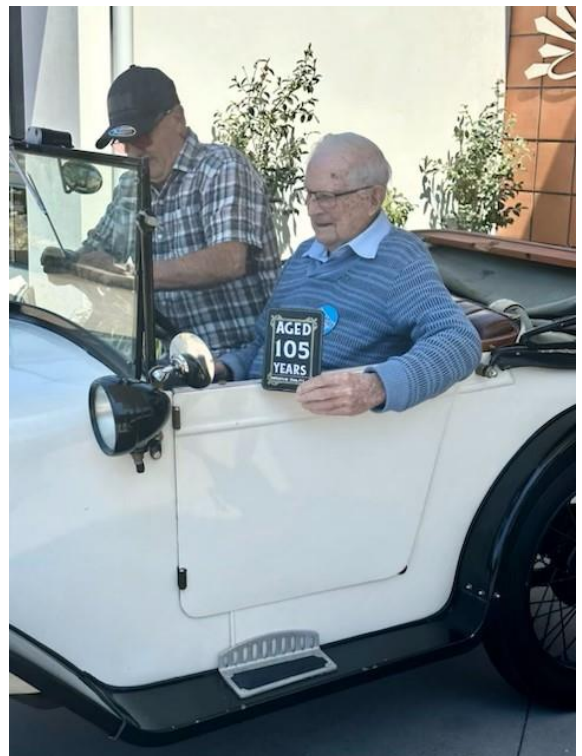
The Austin 7 was first launched in 1923, and it was one of the most popular cars produced in the UK.

The car ridden by Mr Napper has been under restoration for 30 years and is now fully registered and driven daily by its owner Gordon Critcher, of Woonona.

By Mercury Editor Kate McIlwain



Illawarra Diggers resident David Napper celebrates his 105th birthday on October 26.



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Letter from London

It has been four years since I last visited my son Ron who lives in London. Ron, who has inherited some of my passion for interesting motor vehicles provided me with an incentive which I was unable to refuse, namely the opportunity to attend the annual Goodwood Revival.

This is an attraction which I have previously experienced however, this year it included a number of special events which were of particular interest. In addition, Ron had invited Phil and Marta Redhead who were part of my support team during my racing career as well as being lifelong friends.

We flew to London on the same flight and spent the following two weeks as guests of Ron and his wife Chom in the suburb of Acton. Ron's personal cars are a Porsche Caneene, Porsche 911, Jaguar E-type and a replica Cobra.

The first event we attended was a meetup with the Hot Rod fraternity at the Ace Cafe, not far from Ron's home. This is a popular venue for many car and motorbike enthusiasts, some of whom were part of the crowd on the evening.

Ron had purchased tickets and passes for the three days at Goodwood which was just as well as each day was completely booked out well before the event. The trip to and from Goodwood of approximately 75 miles each way, would take us

about two hours in the Porsche Caneene depending on traffic conditions. The Waze navigation system selected various routes each day which made it interesting as well as getting us there in a timely manner.



Events at Goodwood are restricted to vehicles made prior to 1966 as well as the support vehicles. In addition, all personnel are dressed in period clothing as are many of the spectators. Apart from the races, there are hundreds of other attractions and exhibitors, which is more than one can take in during the three days. Each entrant is allocated a covered portion of the extensive pit area which is open to the public who can inspect the fascinating array of competition vehicles at close quarters.

Space does not permit me to go into detail about the events which are arranged to accommodate various makes and year models such as motorcycles, racing cars, sports cars, saloon cars as well as races for Ferrari, Porsche and Cobras.

Spectators are accommodated in huge grandstands around the circuit as well as numerous viewing points. It is just as well that ticket numbers are limited as the thousands of visitors leave little space for more people. Commentary can be heard in most venues as well as through a radio which rests on your ear and comes as part of the spectator package.

Parking is arranged so that ticket holders in pre-1966 vehicles are in a dedicated area away from the later models. You could spend hours looking at all the interesting modes of transport in the car parks.

After each day we would arrive home weary but looking forward to the next exciting episode so after three days we were ready for a quiet time and a rest.

After a day's rest from driving Ron and I set off in the Porsche 911 to visit Richard and Jackie Mack who live in Norwich some 110 miles away. Richard is the Spares Officer of the Pre-1940 Triumph Motor Club with whom I have been corresponding about some vital parts for the Triumph Gloria restoration.

The Waze navigator faithfully guided us via highways and byways to our destination.

We knew that we had found the right place when we spotted a magnificent Triumph Gloria in the driveway. Richard and Jackie greeted us warmly and invited us to have lunch with them. Richard showed us around his workshop which contained numerous machines which Richard uses to manufacture and repair parts for clients in need of his expertise. Richard also showed us his collection of classic motorcycles which he and Jackie have enjoyed for many years.



Ron Thorp and son Ron with Richard Mack's Triumph Gloria

The required parts were waiting for us, so after a very nice lunch, Richard invited us for a ride in his Gloria which reminded me of my younger days when the Gloria was my everyday transportation.

The return trip to Acton was as enjoyable as the outward journey as Ron guided the 911 down the motorways at a comfortable 80 mph and through the narrow streets back to his home.

The roads in the UK range from magnificent four-lane motorways to narrow country lanes which are not much wider than your car. The streets in suburbia are quite narrow as they were designed for horse-drawn carriages and the houses are close to the road.

Both sides of most streets are lined with parked cars as very few houses have car accommodation. Consequently, the remaining road is only wide enough for one vehicle which makes passing rather tricky. Remarkably traffic normally proceeds without contact with parked vehicles. In fact, we did not witness any accidents anywhere during my stay or any evidence of road rage in spite of the hectic traffic movement. Instead, drivers were considerate and courteous in conditions which would make many Aussies freak out. I was pleased that Ron did all the driving as his insurance did not cover drivers over eighty. Such is the benefit of advancing age.

Our next adventure was a visit to the Brooklands Museum which is situated on the site of the famous circular banked racing circuit where many land speed records were set during the formative days of motor racing. It is also the location where hundreds of aircraft were manufactured during war and peace times. During hostilities, it became a prime target for enemy bombers which were responsible for the death of ninety workers.

In spite of this most of the original buildings remain and house an amazing array of rare vehicles and aircraft. Some of the larger aircraft are displayed outside. They include a Concorde, a VC10 and several other passenger and military aircraft.

The Brooklands Museum has a membership of well over 7000 and is the focal point for many events including educational lectures, car club gatherings and demonstrations of some of the working exhibits. There were plenty of volunteers on hand to assist visitors and maintain the museum.

Situated within the museum grounds is a specialist car manufacturing and repair facility known as Brooklands Cars. We met Steve Gray and his son Charlie who runs the business which manufactures aluminium bodies for Cobra replicas using the original wooden buck which all the early AC Cobras were constructed upon. Their premises were packed full of cars such as Aston Martin, AC, MG, Triumph and other makes awaiting attention. They showed us the original AC Cobra factory drawings and a handwritten ledger with the details of the Cobra I purchased in 1964. Ron is a member of the 289 Register which consists of members who own various replicas of the original AC Cobra, some of which are quite authentic while others incorporate modifications according to the owner's preferences.



Charlie Gray and Ron Thorp Jr at Brookland Cars

The next day we were off to Bicester Heritage Park which is also situated on a wartime airport. The numerous buildings are occupied mainly by owners of historic vehicles or aircraft plus a large number of specialist businesses providing services for the restoration and maintenance of these types of vehicles. There is also a training facility for apprentices who wish to make a career in the historic vehicle industry which is a recognised trade.

The following Saturday they are expecting around three thousand historic vehicles for a coffee and cars event which illustrates the popularity of the historic vehicle movement in the UK.

We drove on to Gaydon where the National British Motor Museum is situated. It is a relatively modern facility which houses about 140 British vehicles plus another 200 in reserve situated in a new building which is also open to the public. This is a popular venue for conferences and car club rallies which was evidenced by the number of visitors' vehicles and tourist busses. The restoration of vehicles in a modern workshop facility can be viewed from the mezzanine level.

All too soon it was time to head for home in the comfort of the Cayenne with Ron negotiating the heavy traffic by travelling in the fast lane where the procedure is to flash your headlamps while approaching a slower vehicle ahead. The slower vehicle then moves across to the adjacent lane and allows unimpeded progress for overtaking. Back home again after another exciting day.



Bristol 411 buck and turbine-powered Rover at the National British Motor Museum

Today we were off to the Duxford Imperial War Museum, situated on another aerodrome used extensively during the Second World War.

The relatively quiet roads leading to the Museum caused us to think that there would be few people there. Much to our surprise, there was a queue of people lined up to pay twenty- nine pounds to get in the gate. There was certainly a lot to see as this is another wartime airport with huge hangars and aircraft of many different types.

Preparations were underway for a big display day tomorrow, which was expected to be much busier. We did see some activity in the air in readiness for the next day.

It is surprising that attractions such as this, appeal to so many people, especially as they are not close to major cities or public transport. Patrons would need to travel some considerable distance as we did. The price of fuel, at the equivalent of more than three Australian dollars a litre, does not seem to be a deterrent.

The next day Ron took us to the Kop hillclimb, also about an hour's drive away. Once again we were astounded by the number of cars and people who were already there when we arrived.

We spent most of the time looking at the vehicles in the participant's car park. There were a large number of rather exotic cars as well as the more mundane makes. It was a real family atmosphere with picnic tables, children and even dogs, on leads of course.



AC Aceca



Bristol 406

A lot of the vehicles were not part of the timed sessions but got the opportunity to drive up the hill in convoy as a display for the spectators who packed both sides of the course.

The entry fee was twenty pounds which seemed a lot at the time but we were satisfied with the interesting display and the carnival-like atmosphere. There was an announcement that the hill climb had raised over one million pounds since its inception. This money was donated to local charities which no doubt ensured that it would have the support of the residents in the area.

Sunday is the morning when a number of car and bike enthusiasts drop into a relatively small spare block of land in the suburb of Brentford for a coffee and cars event. It's a casual affair next to a pub, a coffee caravan and an indoor car sales business specialising in rare and exotic vehicles.



Ron and I went in Ron's replica Cobra which took its place along with the Rolls Royce, Aston Martin and Ferrari brigade etc. It was not the most elegant but would have been the loudest vehicle on display.

Some of the cars in the sales area were rather pricey. A 1968 Austin Mini Moke for 27,950 pounds or a 1952 Jaguar XK 120 roadster for 87,950 pounds. Double the numbers to give you the equivalent in Australian dollars.

After an enjoyable hour or two of inspecting the other vehicles and chatting with like-minded folk, we went, not so quietly, home to start packing my belongings in preparation for the long flight back to Australia.

I am most fortunate to have a son who shares the same interests as me and is so generous with his time and money to allow me the opportunity to be taken to such memorable places.

Thank you so much, Ron. I am very honoured to be your dad.

Ron Thorp



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70 years ago.

Motoring News and Views is a section in the South Coast Times newspaper for July 13th, 1953.

Wollongong Sporting Car Club News is written by 'Jack Shaft'. He tells us that the Club will be represented in the coming Redex Trial by Les Burrows. In 30 years of motor sport, Les 'has never scratched a mudguard, and has piled up enough tin ware (trophies), to make his lounge room look like a jeweller's window'.

Les competed in the Australian Grand Prix races a number of times. In 1937, 1938 and 1939 he drove his Hudson Terraplane special. He failed to finish in 1937; but in 1938, with the car much improved, he almost won. He was leading on the 30th lap, when car trouble occurred. He ended up 2nd, to the thoroughbred ERA car of Englishman Peter Whitehead. This was the first race at Bathurst. Races were on a handicap basis. In 1947 Les was in an 847cc MG J2, and first to start with a 37 minute advantage over the scratch car. That scratch car was a supercharged Alfa Romeo Monza.

Back to 1953, in the SC Times we are told that the WSC Club has a night trial, a hillclimb and a Records Day at Mt Druitt planned for the next few months.

Harrington Motors has an advertisement in the newspaper. Several vintage cars are for sale: 2 Essex for £50 and £145; Ford A for £95; and a 1927 Chev for £60. Motor cycles at special prices are a 1951 BSA Golden Flash for £195, and a 1952 Jawa for £165.

Howchin & Heather, of 3 Crawford Venue, North Wollongong, (near the Atlantic depot), is the business to go to for chrome and silver plating of car, motor cycle, bicycle and household accessory parts.

The newspaper includes a 'South Coast New Car Prices List'. 32 different makes are on the list. Cheapest is the Bradford 10 cwt utility at £592 and 13 shillings. Dearest is the Hudson Ultramatic sedan at £3142, (£39 more than a Humber Imperial or Pullman....probably from Harrigan Motors).

On another page is the 'South Coast Times Information and Business Directory. Under 'Car Sales', we find: Austin cars and trucks are available in Keira Street from J Alex Johnstone and Co, Hicks and Co. of Crown Street sell Dodge, Peugeot and Alvis, (phone B3725); Frank Bode Motors of 58 Flinders Street list Nuffield products plus Plymouth and Fargo; and motor cycles are sold by Jeff Martin of Gipps Street.

'Wrecking': D& D Engineering of 18 Phillips Street Thirroul, have 8 different makes from the 1920s in their yard - including an Armstrong Siddeley 6 and a Citroen 4.

The newspaper has a heading, 'Speeding fines'. Names and addresses of three drivers are given. Next to this is the heading SP bettors. Two Helensburgh men are named.

There is information about the Wollongong Motor Cycle Club AGM. The president is now Mr J Harmon, Vice President's are Mrs J Martin and D Crick. N Shipp is publicity officer. I assume that this is Noel Shipp, who had the motor cycle shop in Keira Street about 25 years ago. When I visited once I was startled by the squawk from his pet cockatoo.

Advertisers in the SC Times include Lindsay and Bruce, who will sell you an HMV radiogram for 99 guineas, or £4/8/11 monthly. Popular records sold by L and B are Indian Love Call and Wabash Cannon Ball.

If you are in the market for a bulldozer, an Ansaldo is advertised by Dominion Motors of Sydney. It can shift 700 cubic yards of material in an 8 hour day. Ansaldo were, (are?), a large Italian engineering group and made cars in the 1920s.

Does anyone remember Horan's bus service? The newspaper includes their timetable for travel from Wollongong to Appin, Camden and Campbelltown.

The SC Times was published twice a week, from 1902 to 1968, in a tabloid format - the same page size as today's Daily Telegraph. The Museum has a large bound volume, about 180 mm thick, of all the issues from July to December, 1953.

Sometimes when groups are visiting, I put this volume out on display. 'Senior citizens' remember some of the advertisers and products advertised. It is educational and hopefully interesting for younger people, as it gives an insight into life in the 1950s.

Back in 1979 I was involved in having all of the SC Times issues microfilmed.

The microfilmed version is available at several libraries.

Nowadays, digitising of old newspapers is becoming common. The National Library Australia hosts the Trove system online. You can search many newspapers for subjects of interest. However, while the Illawarra Mercury paper is on Trovè, the SC Times is not yet in digital format.

Keith Gaymer

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 DINKUM OIL #25

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

November 2023

From the CHMC NSW General Meeting, Armidale 28/10/23

- **Pink Slips** - CHMC is **not** proposing that annual pink slips be required for all HVS vehicle registration. Our adopted position **IF** TfNSW propose mandatory pink slips for HVS is:
 - For pre-1972 vehicles, clubs may use either club scrutineer inspections or AIS pink slips
 - For post-January 1st 1972 vehicles, clubs will require a pink slip for HVS (1972 the Australian Design Rules were introduced)
 - Vehicles over 4.5 t must pass a HVIS (Heavy Vehicle Inspection Scheme) “brown slip”.
- **60 Day Logbook** – CHMC is **not** proposing any change. Our adopted position is:
 - That status quo for Log Books be maintained.
 - Club Runs should continue in addition to the 60 day logbook general use and maintenance.
 - **Council’s CVS Policy**. In response to suggestions from our clubs, the Committee proposes that our current stance on vehicles we approve for registration under CVS be relaxed.
 - Peter Wright and Council’s Registration Sub-committee will prepare a proposal on CVS revisions for clubs to consider.

From the Dubbo TFNSW/CHMC/HMA Workshop 4/11/23 Much of the information at Dubbo our CHMC clubs were already well aware of from our previous HVS/CSV workshops and *Dinkum Oil* newsletters. However, it was another opportunity to get, or be kept, up to speed. Points for all clubs and their members to be diligent about:

- **Road Safety**, be aware of local and regional road toll issues and prevention strategies.
- **Log books** to be used for all vehicle movements except club organised events. Recommended to use the Log Book where there is any doubt regarding eligibility of Secondary Club event.
- **Loads** carried by HVS and CSV vehicles must not be for commercial purposes or work use.
- **Tractors**, there have been no changes made currently under HVS. Pink Slips are not available for tractors, process on Form 1259 as for other historic vehicles with a club inspection.

ANNUAL RALLY DATES and hosts clubs

2024 Parkes. 29.03–01.04.2024 hosted by Parkes Antique Motor Club (PAMC)

May 2024 Autumn Tour for pre 1931 Vehicles at Orange hosted by Central Tablelands Vintage & Classic car Club

2025 Dubbo. 28-31.03.2025, hosted by Dubbo Antique Automobile Club (DAAC)

AGM DATES and host clubs

2024 Goulburn. 26.10.2024, hosted by Veteran & Vintage Car Club of Goulburn (VVCCG)

2025 Cowra. 25.10.2025, hosted by Dinosaur Drivers Register (DDR)

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

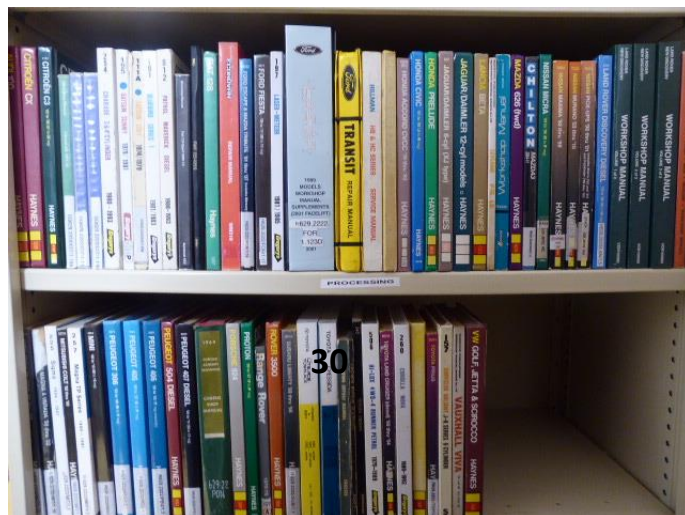
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Surplus ex-library Repair Manuals

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.

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- Child Friendly

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**

Membership Renewal Form

Due by 1st January each year

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.

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

A newsletter is published 6 times a year with an update news sheet alternate months

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^o: 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

*The Australian MOTORLIFE
Museum Hon. Committee
Yours in Motoring*



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

Name:

Membership No:

Postal Address:

Phone:

Mobile:

Email:

Subscription Fees

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

Please sign Membership Card when it arrives

I / We Renew

- Membership
- Membership plus partner
- Friend of TAMM
- Corporate Membership

Payment Options

Direct Deposit or Cheque
Please Include Name & Membership no:
as a Reference

Bank Account Name	WESTPAC The Australian MOTORLIFE Museum
BSB Account	032 695 256 315

Would like to have your Newsletter / Magazine sent electronically to your email?

Yes **No** **Newsletter Only**

The Australian MOTORLIFE Museum Membership Application Form



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

Name:

Partner:
(if applying)

Postal Address:

Phone:

Mobile:

Email:

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

Subscription Fees

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

1 / We apply for

- Membership
- Membership plus partner
- Friend of TAMM
- Corporate Membership

Must be signed by existing members Nominated by;

Nominated by:
Print:

Sign:

Seconded by:
Print:

Sign:

*May we send your Newsletter / Magazine
via your email*

Yes No

OFFICE USE ONLY

Date:

1st Committee Meeting:

Paper Issued:

Published:

2nd Committee Meeting:

Paper Issued:

Mailing List:

L & C:

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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.

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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