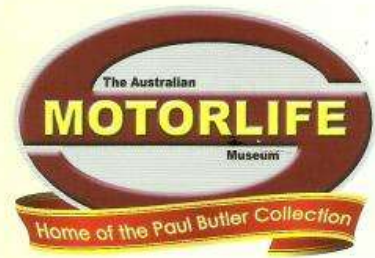
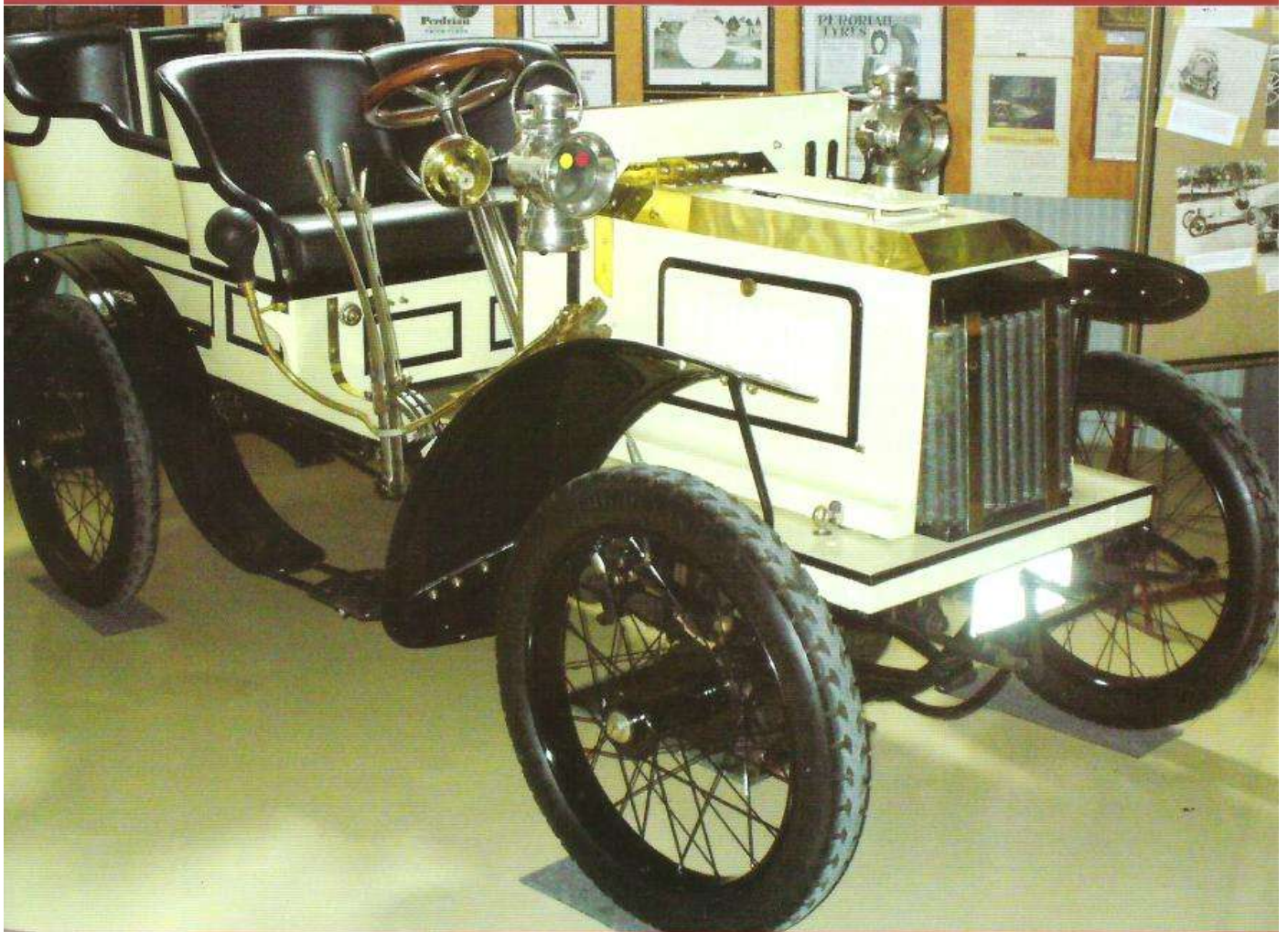
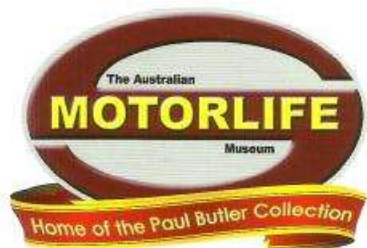


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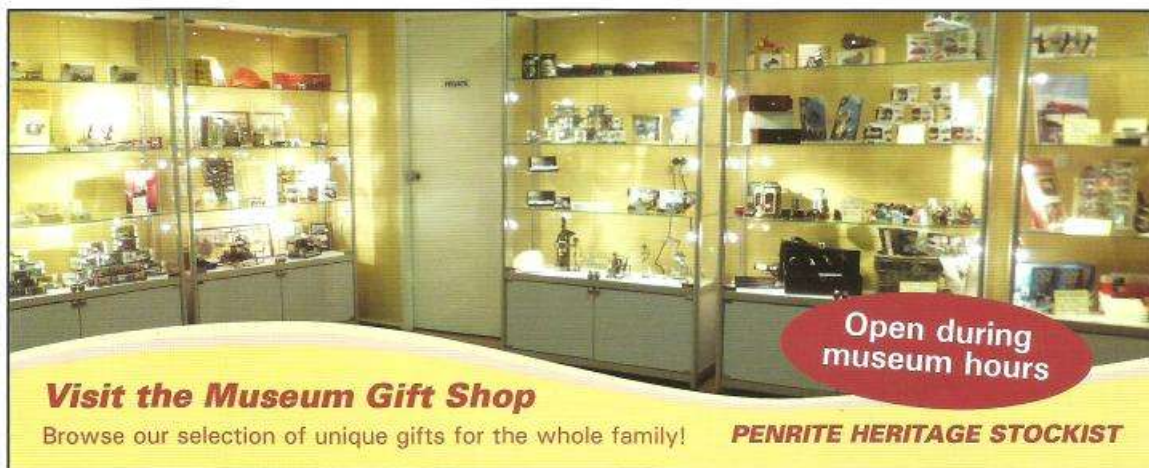
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-
- 1992** - Opening of Illawarra Motoring Museum following purchase of land from AGA Club Germania
 - 2006** - Purchase of land by Wollongong City Council and Integral Energy Recreation Park declared Building of Australian Motorlife Museum Commenced, using proceeds from the sale of Illawarra Motoring Museum
 - 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** - Second Annual Motoring Expo
 - Opening of 'Paul Butler Motorhouse' which extended exhibition area
 - Finalist South Coast Tourism Awards
 - 2012** - Third Annual Motoring Expo, featuring Vincent Motorcycle Display worth \$1 000 000
 - Approach by NSW Heritage Office led to recreation of historic mural at Motorlife
 - 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 assist in the purchase of 1904 Innes, finishing entrant in 1905 Dunlop Reliability Trial
 - 2014** - Acquisition of c1906 Spencer motor cycle, built in Brisbane
 - Acquisition of 1914 The Victor motor cycle and Melbourne built sidecar, original condition
 - 2015** - Securing of Bluescope WIN sponsorship for Motoring Expo continuing

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FEBRUARY 2019

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COMING EVENTS

Wednesday 20th February – Morning coffee run to the kiosk at Stanwell Park Beach.

Meet 9.30 for 10.00 start. Contact Garry Gibson 0458 715000.

Sunday 24th February - TBA

Saturday 21st April – Joshua Bell Cancer Run. Meet at Museum at 12.00. More details on page 5.

ANNUAL GENERAL MEETING

Notice is hereby given that the **Annual General Meeting** of The Australian Motorlife Museum will be held at the Museum on **Tuesday 19th February 2019**.

This meeting will follow the General Meeting which commences at 7:30pm.

The business of the AGM is to accept all reports including the Financial Report and the elections of new officers to the committee.

All members are reminded they must be financial to be eligible to vote.

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 425650

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.

MEETING DATES

General meetings are held in the Brabham Room at the Museum on the third Tuesday of the month 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.

Tuesday 19th February AGM

Tuesday 19th March

NB: Every **Monday** and **Thursday** are designated 'Working Bees'.

There are tasks which would suit anyone and it would be great to see you at the museum any time you can spare.

WHEELS IN MOTION

Will continue to run on the **SECOND** Sunday of the month; **February 10th**, **March 10th**, **April 14th** etc.

Members with suitable cars who can join in, please contact Waldo.

MEMBERSHIPS

Accepted to membership Ken Robinson of Fernhill NSW.

IMPORTANT REMINDER !!!

If you have not paid already membership renewals are due by December – if you are not a financial member you can not vote at the upcoming AGM.

NEW WEBSITE ADDRESS & EMAIL ADDRESSES

Our new website is now online at; <http://www.australianmotorlifemuseum.com>

For those who use Facebook any new posts on the website will automatically go to the Facebook page:

<https://www.facebook.com/TheAustralianMotorMuseum>

Note also there is a new email address for the museum; admin@motorlifemuseum.com

And for any library enquiries; library@motorlifemuseum.com

THE JOSHUA BELL CURE CANCER RUN – Saturday 21st April

This event is organised by Elwyn Jordan to raise funds for research into children's cancer, in memory of his grandson Joshua Bell, who passed away in January 2015 from a brain tumour. It is an afternoon for motorcycles and classic cars. With this event, the "run" is really all about the destination, which is Dapto Anglican Church Hall, Moombara Street Dapto. Entry is by donation, of \$10 per vehicle, with all money going to The Kids Cancer Project to assist research into children's cancer. The event is on Saturday 21st April, 2018, at 2pm.

That is where the event is. Your entry automatically puts you in the running for a variety of prizes, and there are more prizes available through raffle tickets sold on the day including our major one of a holiday package in the Blue Mountains - and free tea / coffee / snacks etc. The cars become a display for all who attend.

The inaugural event was held on 30th May 2015; so this year will be the fourth time it has been run. In total, from the previous three runs we have raised almost \$7,000; which was all given to help research into children's cancer.

How you travel to there is not part of the event, but the committee has agreed to make this the club run for April.

Meet at the Museum at 12.00 for a run down to the Nungarry Rest Area just south of Dunmore where we will meet up with members of the South Coast Vintage Car Club (Elwyn is a member).

From there we drive down to Kiama and back through Jamberoo (a nice run through the countryside!) to arrive at the hall by 2pm.

REPORT FROM THE CHAIR

I would like to start with wishing everybody the very best for the New Year.

I was very pleased to see the turnout for the Volunteers Christmas Party and I must give my apologies for not being able to stay for what looked like a very fine spread.

In the past it has been easier to hold separate parties for different areas of volunteering but over the past few years we have tried to organise a party for everyone who works on different days to come together and meet the people who they never see and it also gives us the opportunity to thank everyone at the same time, one person who was very passionate about this was Ron Stewart so it was very nice to see it that it worked so well.

Once again on behalf of the Committee I would like once again to thank all our Volunteer for their hard work in every area of the Museum and I hope that everyone enjoyed the get together and we look forward to many more in the future. Also let us not forget the team of people working with Marlene Matthew to put this party on.

I would like to take this opportunity to thank the committee for their hard work this year. Many of them have carried out extra tasks to ensure the work was done along with the assistance from members who have helped with a local government grant and council inspections, and also for our events through the year

We also need to thank our Curatorial Committee and Butler Committee for their efforts with all our exhibits and displays making sure people's second visit is different which always adds to the experience.

This was pointed out to me by three separate groups who came through on my last roster day. All had someone who had visited before and had suggested the visit, one new visitor was a car and bike restorer from USA who came in with his son-in-law from Corrimal and he was impressed with what we have achieved here so I gave him a tour of the conservation area which added to his experience. This is the sort of feedback I love to hear it tells me we are doing the right thing.

We are at that time of year again with the AGM on the Tuesday 19th February so we all need to be sure we are financial members so we can vote on the appointment of the new committee.

I always feel that every member should take part in selecting the committee, you pay your membership fees and you all seem to be very proud of what has been achieved here so it is important that you choose the right people to keep us moving in the right direction.

Come along to nominate and vote for your choice remembering that all positions will made vacant.

Hope to see you at the AGM and that you keep on enjoying your Museum.

Brian Capewell
Chairman

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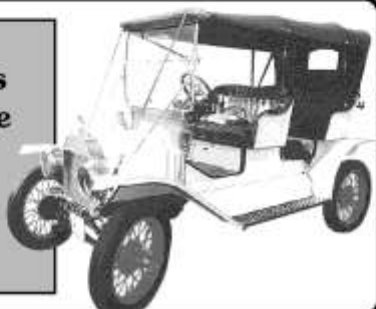
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FROM THE EDITOR

Greetings all.

Another bumper Motorlife News brought to you by some of the usual suspects with extra help from a couple of others. So thanks this month to Lance and Doreen for their photos and to Garry for his two reports about a couple of busy days entertaining visitors. Thanks also to Steve for his notes on some unusual Model T Fords.

As usual, I have to ask any and all members to have a think about any old car (or bike) related stories that might be of interest to the rest of us, or even if you have some old photos of Grandad's old wheels, share them with our readers.

Whenever there have been a few empty pages staring back at me from the computer I have had to dig back in the (fast fading) memory cells to come up with whatever I can think to write about, but if my old racing stories are getting boring then maybe it is about time some of you came up with something we can read about!

Anyway, I have been doing this for a few years now and as I have a lot happening this year I wouldn't mind a break so if anyone fancies taking on editing the magazine and newsletter, either get in touch or put your hand up at the AGM. It is easy enough for anyone who uses Microsoft Word and I will help set it up to get you going with all the necessary files etc.

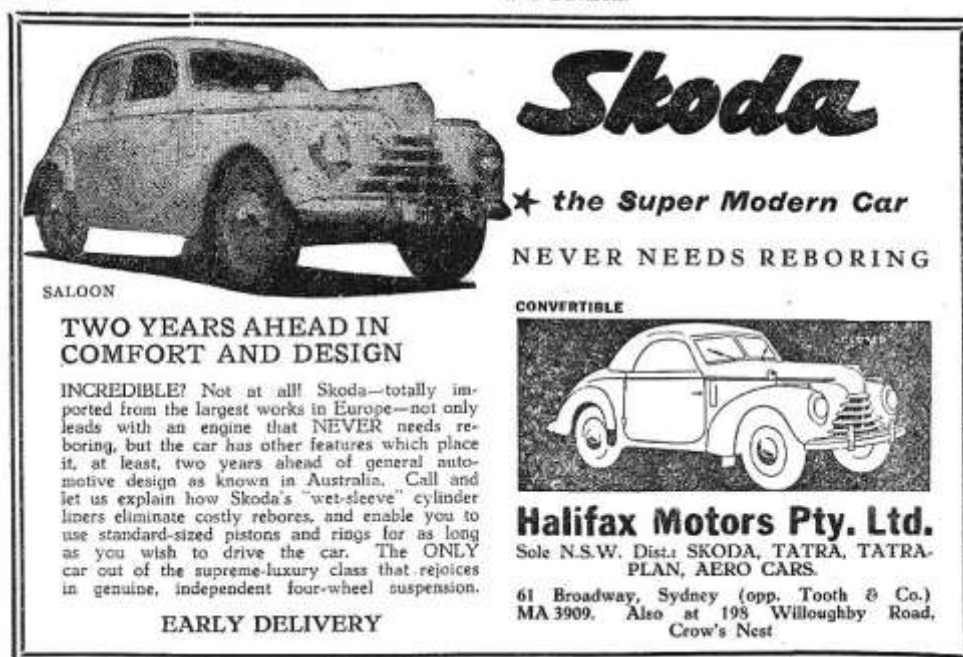
Ah yes, the AGM.

So, you all know the drill by now, so if you care about how the Museum and club is run make sure you attend and take part, whether as a nominee, a nominator, or just with your vote; your chance to have your say.

See you there!

Chris Martin
Editor

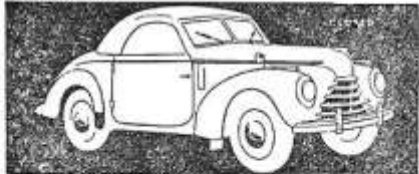
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CURATORIAL REPORT FOR DECEMBER / JANUARY

The Austin Chummy has been driven for a couple of Wheels in Motion events by Gary who is continuing to improve its running and reliability.

Ken and Ray have rebuilt the starter motor in the vintage Minerva which greatly increased the cranking speed. The Minerva has been moved to the workshop area to investigate the brake issue where it appears that the brake linings are modern inappropriate braking material.

Bob has been continuing to do an excellent job to sort out the “nuts and bolts” room in the workshop area.

Over recent months some vehicles have been moved to allow easier access for vehicles which are used regularly by their owners and to accommodate new loan vehicles.

Jan Molloy

++++++

THE MYSTERY OF THE AA PATROLMAN SOLVED

Following our request for information, or even clues, about the little statue of the AA patrolman and specifically the significance of the sign that reads ‘Loopway’ I received a reply from Steve Davis as follows:

“An article from a visitor to the AA Museum in Basingstoke who is relaying information provided by the museum;”

“ A Loopway was the AA's name for what eventually became a by-pass or alternative route. Enamel signs were used when it was a planned diversion and printed canvas (as per photo from the museum), carried in a small bag by the patrolman, when needed in an emergency at a road closure. “



The name on the back of the sculpture is that of the artist, Chas C Stadden who was a painter and sculptor and who specialised in military figures. For further info:
<https://www.acstadden.co.uk/c-c-stadden>

Thanks Steve.

A BUSY DAY IN DECEMBER

By Garry Gibson

Motorlife Museum was a popular destination on Sunday December 9th. In the morning 30 members of the Jamberoo Valley Classic Vehicle Club (JVCVC) called in for morning tea and a tour through the museum, followed by 62 members of the MX5 club who held their Christmas party in the Brabham room, as well as tours through the museum.



Members of the MX5 club in the Brabham Room.

The cars with the JVCVC included Holdens ranging from FJs to Brock Commodores, classic Fords including a Crown Victoria and a 'sixties Mustang, a Studebaker ute and a beautiful MG TC. The MX5 club arrived in a mixture of every model MX5 produced, one an early nineties model NA recently purchased from Darwin with only 10,000kms on the clock, two Abarth spiders, a Mercedes and a track prepared Westfield Clubman.

As this was a Wheels in Motion day members from both clubs enjoyed rides in the vintage cars. Alan Mills had his 1929 Chev' in action and Waldo was driving Dave Matthew's Austin 16. The day marked the debut of the museum's Paul Butler Collection Austin 7 Chummy as a Wheels in Motion car. This car has an interesting history as it appeared in the seventies TV show *Aunty Jack* and was also driven by Mike Whitney in his travel show. One of the JVCVC members recognized the driver of the car, in the period *Aunty Jack* photo in the museum, as her friend and sent him a photo on the day.

The three cars were busy throughout the day and all the guests enjoyed their rides immensely. Later in the day when finished with his other duties a sartorial Bob Turford, with bowtie and clothing the rest of us could not match, joined in and chauffeured guests in his Morris tourer.

Steve Davis was particularly taken with the Westfield clubman, which looked great in its Martini racing colours. He arranged a deal that in return for a ride in the Westfield he would take its owner and family for a ride in his Austin. A good result both ways, though Steve's ride was somewhat quicker.



The Westfield Clubman; probably a little faster than Steve's Austin 10.



Speaking to many members of both clubs during the day they were amazed at both the quality and variety of exhibits at the museum and the friendly service and meals they received from Marlene and her entire crew at Motorlife and wished to thank them for a most enjoyable day.



Alan's Chev', the Austin 7 and Dave's 16 kept busy giving rides.



AND THEN IN JANUARY.....

More from Garry again.

My second Wheels in Motion day in the Paul Butler Austin 7, along with Barry in his Austin 16 and Alan in his Chev', began quietly, however after the first visitors arrived a steady stream followed. One of my first customers, a young Polish couple, looked at the Austin and asked if such an old car could be driven on public roads. Assured that it could be both thoroughly enjoyed their ride and took many photos to remember the experience.

Around mid morning we were awaiting more customers when we heard some exotic sounds approaching. The cars, four McLarens and an Alfa Romeo 4C, came into the museum and parked among the vintage cars. It was interesting mix. The McLarens, three MP4s and one 720s, were beautiful and the Alfa had the classic Italian styling of the 1960s. I asked the Alfa owner about the distinctive exhaust sound of these cars and there was a simple answer. They do not have a muffler. The only luggage compartment, directly behind the engine, takes the prime spot.

After the drivers had completed their tour of the museum, I was offered a ride in a McLaren MP4. It took me 1ms to accept. I swiped a spot on the upward opening door to open it (there are no door handles) and strapped myself in. The car was superb, with amazing acceleration, thanks to the 600hp 3.8 litre twin turbo V8, 7 speed dual clutch gearbox and light weight, and adjustable comfort ride due to the hydraulic active suspension (there are no shock absorbers).

The level of modern technology among the Motorlife members was shown when none of us had a mobile phone to take photos of the cars. Many thanks to visitors Greg and Sue Pitt who took these photos for us.

Another memorable day at Motorlife Museum.





Not the normal 'Wheels In Motion' choices!



MORE TALES FROM THE PITLANE – MAGNY COURS

By Chris Martin

A tale of political skulduggery in typical French style and a Mr Bean lookalike.

Magny Cours is a small town in the centre of France a few kilometres south of Nevers, a slightly larger town which sits on the Loire river about 250kms south of Paris in the département of Nièvre. A race track was built there in the 1960s by a previous mayor Jean Bernigaud which was used for small club events and a racing school but it fell into disrepair in the 1980s.

The then mayor of Nevers Pierre Bérégovoy had ambitions to put the area on the world map and could call on some significant connections. President François Mitterrand was elected a deputy for the département as long ago as 1946 and later represented the region as a senator, and Bérégovoy, who served as Mitterrand's Prime Minister, was mayor of Nevers from 1983 onwards and deputy of the département three years later. Together Mitterrand and Bérégovoy organised funding for the inadequate Magny-Cours race track to be bought by the local council and then, at great expense to the tax-payer, (some 250million Francs from various government agencies) converted into an F1 standard facility in the early 1990s, which resulted in the French GP being switched from the Paul Ricard circuit in the south, near Marseille, to the Nièvre, a move that was considered scandalous at the time. It was never a popular F1 venue because of the lack of access and poor accommodation, but the French GP was held there between 1991 and 2008.



An aerial view of the circuit; it is still used for many car and bike races.

Mitterrand left office in 1995 and died soon after of prostate cancer. He escaped any criminal charges but his reputation was subsequently tarnished by several revelations and scandals; he had personally

authorised secret police to use 'wire taps' supposedly in the interests of national security but this secret cell was also employed to hide evidence of an illegitimate daughter and his wartime part in the Vichy Régime. It was also revealed twenty years after the event that Mitterand had personally ordered the sinking in New Zealand of the Rainbow Warrior the Greenpeace ship that was leading protests against French nuclear testing in the South Pacific. Pierre Bérégovoy committed suicide by shooting himself on 1 May 1993. Friends of Bérégovoy claimed that he had been depressed ever since he lost the March legislative elections in which his Socialist Party won only 67 out of 577 parliamentary seats. Bérégovoy was also being investigated concerning a one-million-franc interest-free loan he received from businessman and close friend, Roger-Patrice Pelat. Pelat died of a heart attack on 7 March 1989, less than one month after being found guilty in the Péchiney-Triangle affair in which he was accused of using government information and contacts to profit from share dealings involving the sell-off of a state-owned company. Coincidentally or not, at this same time Bérégovoy served as Minister of Economy and Finances from 1984 to '86 and 1988 to '92 under Mitterand's presidency. At Bérégovoy's funeral, held at Nevers in an atmosphere of tension and shock, François Mitterrand stated that media pressure in connection with the Pelat scandal was responsible for Bérégovoy's suicide.

All of which is a typical tale of French political intrigue but while it played a part in the financing of the new race track at Magny Cours it was the decision of the then president of the FISA (the then governing body of motor racing) Jean-Marie Ballestre to announce that the Grand Prix would move there from the Paul Ricard circuit near Marseille in the south in July 1991. There were hints of some dubious financial incentives to arrange this too.

So what? Well while I had been working for Ron Tauranac at RALT in England building what then were the winningest Formula 3 cars around I had got to know a few of the French racing teams and as I had always liked travelling around France and felt like a change of scenery I took up the offer of a job as a mechanic working in the French series for the '91 season. The next two weeks just happened to coincide with the first 'Gulf War' and the worldwide effect on businesses caused panic in financial circles which had a knock-on effect with the many sponsorship deals necessary to keep such an expensive show on the road. All of which meant that by the time I flew down to Lédénon (near Avignon) in March for the first race of the season there was a much reduced field of entries and I was moving between teams in a race by race musical chairs working on both Formula 3 and Formula Ford cars.

By April I was working with Olympic Motorsport, a British team based at Brands Hatch in Kent and racing in France which meant driving back and forth using the Dover to Calais ferry (the Channel Tunnel was still being built) and driving a two-car transporter with a third car in a box trailer behind all over France. I was one of a three man crew, the other two being Danny and Dave. The latter was a 21 year-old who had also worked at RALT and although a very competent mechanic he was also a trouble magnet although he did grow up eventually ; more about him another time. To add to the stress I was the only one with even a slight grasp of the French language so it always fell to me to explain our way out of our latest dilemma. There are many more stories to tell of that team and our adventures but one Tuesday in April we arrived in Nevers and checked into our hotel ready to set up at the track the next day. We were to run three Formula Ford cars for three French drivers the following weekend.

As usual the team owner had booked us into the cheapest hotel in town which made Fawlty Towers look palatial. The owner was a tiny white-haired lady who was assisted by her forty-something very large, and very gay, son.

Over the next few days whenever he saw me come through the reception area and head for the lift he would find an excuse to join me on the long slow ascent to the third floor. I never did work out whether he really fancied his chances with a scruffy hairy grease-monkey or whether he just wanted any chance to practice his English skills, but as the lift was the size of a telephone booth and he was built like a sumo wrestler it made for uncomfortable travelling. Later I found where the staircase was!

Next morning up and out early and off to the track.

The first impression on arriving at the grand new main entrance was positive, a very smart clean and spacious new facility and after setting up in our allotted space in the paddock adjoining the main building we were keen to have a look around. The Formula 3 teams had the use of the proper garages in the pit lane and we were directed to a space on the freshly laid tarmac behind. There is always a lot of work to do just unpacking and setting up the awning that extends from the side of the truck which was to be our workshop for the next few days. Then the cars themselves were unloaded, followed by toolboxes, the stacks of spares, tyres, jacks, and other paraphernalia which all needs to be arranged neatly allowing plenty of space to work on and around the cars. There was to be a full race meeting the following weekend but most teams had arrived early to allow a couple of days testing on the new track before official practice started on the Friday. So we went for a walk through one of the garages to have a look from the wall in front of the pits. We didn't get more than ten metres before we were halted by armed guards demanding to see our passes. As the Formula Fords were not on track at this time we were told we were not allowed access and would not be allowed back until whatever time our cars were scheduled to run. This all seemed a bit heavy handed, normally at these race meetings all the teams mix together and even help each other out if needed, and certainly we had never had to deal with this level of security but maybe some of the hired goons were getting carried away with their new authority and it will soon blow over. Ok, with some time to kill the map of the circuit showed there was a cafe over to the north side just past the new factory where the Ligier Formula One team was based. This cafe was owned by some local ex-racers known to many and became a popular hang-out for the mechanics. Dave decided to take the team quad bike and told me to jump on the back. Ok, off we go, as far as the first roundabout back down the main road to the entrance where we needed to turn right, but before we could do that another security guard waved a large gun at us and shouted at us to stop. The quad was not road registered but we had often used it in and around the race tracks without a problem so I thought I was just in for another attempt at explaining ourselves in my tourist French and getting let off with the usual Gallic shrug but Dave had other ideas, he swerved right on the newly laid turf and gunned the hand throttle which resulted in the machine doing a wheelie and throwing me off the back on to the grass. The security guard continued gesticulating at Dave's fast disappearing back and ignored me so I considered in the circumstances I would be safer to walk to the cafe anyway.

One of our race drivers joined us after having attended a driver's briefing and explained the apparent over the top security was because the circuit was to hold the French Grand Prix for the first time in July and the various staff and hired hands were treating this week as a practice run, a sort of dress rehearsal for the big event. Thus we were told to keep our respective passes on us at all times and stick to the program regarding access to the pits, track times and even not hooning around the surrounding park on an unregistered quad. Well that told us!

Anyway, the weather was fine, lunch had been ok and we were ready for action. The three cars were unloaded and prepared for some testing laps that afternoon, and at the prescribed time we were allowed

to go to the pit lane, which also meant carrying spare tyres, jacks, pit signal boards for relaying information to the drivers as they passed (no two-way radios back then) and various tools and equipment. The cars had been 'set up' back at base in England which means any adjustments to the suspension geometry, gear ratios chosen and spring rates set, all of which could only be guessed at as nobody had previously driven the new circuit and we had no data to go by. This meant we would be fine tuning these settings through the various test sessions between now and the weekend.

Our drivers, the 'Three Musketeers' were a mixed bunch. The best was Raphael, who also happened to be a young and very rich trader from the Bourse, the French stock exchange. He had been racing a few years and did well not just because he was rich. Second was Franck, a talented young driver but most certainly NOT rich, he only scraped up enough to pay his way from one race to the next with some small local sponsorship from a smash repair business in his Normandy home town. Broke or not, he always gave us all a bottle of the finest Calvados after every race. The third driver Phillippe, was also from the stock exchange and a friend of Raphael, so he also had a few quid, but was an inexperienced racer treating this as a learning year. As the new boy on the team, I was designated his mechanic.

Of course the drivers were keen to find the fastest way round, and the easiest way to discover the limits is to exceed them which resulted in a few 'offs'. As the track had been designed for Formula One cars there were very wide gravel traps at the points where cars were likely to leave the road, and each mistake by our three usually meant there was little real damage from impact but nevertheless a long and tedious strip down and rebuild to remove every single piece of gravel. This is important for several reasons. Apart from not wanting to carry any unnecessary weight, the small stones could get in everywhere and cause worse damage; getting sucked into the engine would have obvious consequences, or worse they could get caught between the brake calipers and the wheel rims eventually cutting through the latter causing a sudden tyre deflation, not something you want to happen at racing speeds.



Yours truly removing more gravel from the Swift FB90.

With more bravado than skill Phillippe tried to learn the fast way round by following Raphael but lacking the finer skills he had a few more off-track excursions than most which meant I got to collect quite a lot of

gravel between Wednesday and Sunday. If the car was stuck in the gravel unable to rejoin the track it had to be left there until the end of the practice session (unless it was in dangerous position and a potential hazard to others) when various tow vehicles would go and retrieve them.

Over the next few days I got quite friendly with one old boy who waited at the end of the pit lane in a black Jeep for just such a purpose. I would jump in and we would drive off to find wherever Phillippe was stranded, attach ropes and retrieve the car from wherever it was half buried and then drag it back to the paddock for yet another rebuild and clean up.

One benefit of hosting the Formula One show was that the circuit had to have a state of the art fully equipped hospital adjacent to the track and paddock facilities. This proved interesting as one morning I woke up with my left thumb swollen to twice it's normal size and an odd shade of red. After arriving at the circuit and being somewhat useless with only one hand operational it was decided I should seek medical attention. So, I wandered over to the new hospital to be greeted at the door by the doctor on duty. He spoke good English and was dressed in the standard bright orange fireproof overalls obligatory for all marshalls and emergency crew. The thing that struck me though was his uncanny resemblance to comedy actor Rowan Atkinson later famous as Mr Bean. Still I managed to stifle a laugh and showed him my thumb. He seemed very pleased to see me and explained that as this building had only been open for business since yesterday I was the first patient for the new hospital and insisted on showing me around. I was of course impressed and then he finally got around to looking at my injury. "Hah, you 'ave heet your therm with a 'ammer" was his diagnosis, strangely I am sure I would have remembered doing that, but could offer no other explanation. Anyway, he painted a brown solution all over it (some sort of iodine cocktail) and said it would be fine by tomorrow, which indeed, it was.

Anyway, the rest of the week continued with me having to strip down and rebuild Phillippe's car just about every day and he fared no better in the two races at the weekend.

In recent years France has been run by right wing Presidents Jacques Chirac and Nicholas Sarkozy and more recently another socialist François Hollande. They have done little to aid Magny-Cours which had been written off as an embarrassment to the local socialist party, the planned improved access and high-speed rail link never happened and the facility is now used once again just for lower profile national and club races. When the French Grand Prix was re-instated on the F1 calendar in July last year it was held again back at the Paul Ricard circuit; undoubtedly a much better facility for today's ultra-corporate F1 circus.

More tales of the French season to follow.....

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MYSTERY CARS



Nobody sent any correct answers to the December mystery car which was the 1954 Dodge Granada show car. Creative Industries fabricated the fiberglass body panels and assembled the vehicle and Ionia furnished the trim and interior. According to the March 1954 issue of Popular Science, the Granada was the "...first car ever built on conventional chassis with a one-piece, all-plastic body, the Granada

Even has bumpers, structural body members and body-attaching brackets of glass fibers". Power was from a 241 cubic-inch Red Ram Hemi engine offering 150 horsepower.



The car made its debut at the Los Angeles Auto Show and then was shown at various locations, mostly in Florida, in 1954. It appeared in magazines, newspapers, and Dodge dealerships. The car is now restored and in private ownership.



So, any guesses on this one?

17,000 MILES IN A 1925 BROCKWAY FIRE ENGINE.



In January of 1959 to celebrate the 75th anniversary of the De La Boca Volunteer Fire Department, located in Buenos Aires, Argentina, four of the Department's Firemen (Bomberos) set out on an extraordinary journey with their 1925 Brockway fire truck to Cortland, New York. The reason for the amazing seventeen-thousand-mile trek to the Brockway Truck Company located in Upstate New York was to trade in "El Viego (The Old Man)" in on a new Brockway truck after the arduous fifteen-month long road trip.

The truck and the four crew members Albert Bonillo, Pedro Centrone, Felix Dimango and Leonardo Antico suffered through three broken axles, multiple burned out clutch and brake linings, and other breakdowns along the way on the grand adventure.

When finally entering the US at the Texas border on April 15, 1960, the story was picked up by the news media and the nation followed their drive until their arrival in Cortland on May 7, 1960. At that point it was reported that the truck was only capable of traveling at five mph.

After sprucing up "El Viego" at the Brockway Factory the crew members and the machine were treated to a hero's welcome.



City residents, Firemen, and the Brockway Motor Company organized an immense parade and celebration that included a large number other fire departments that traveled many miles to attend.

Brockway accepted "El Viego" in a straight across trade for a new 1960 truck and shipped it by boat to Buenos Aires, and the crew was treated to a flight back home. The vehicle remained with the Company until it closed in 1977. The Cortland Fire Department now owns the truck which is on display at the *Central New York Living History Center* in Courtland, New York in the Brockway Truck Museum.

DRIVING TOWARD A DIGITAL LICENCE

Forwarded by the CHMC

In a move towards more convenient services for customers, Roads and Maritime Services and Service NSW are introducing a Digital Driver Licence across NSW in 2019.

The Digital Driver Licence is an electronic version of the NSW Driver Licence, which will be available on smartphones and can be used as proof of age, identity and permission to drive.

It's already being trialled in Dubbo and in late November 2018, the trial was extended to Sydney's eastern beaches. The trial will test the convenience and functionality of the Digital Driver Licence and help identify any improvements which need to be made ahead of the statewide roll-out in 2019.

One of the most important aspects of the digital licence is enhanced security features. It will provide increased protection against identify fraud compared to the physical driver licence.

Drivers in eligible postcodes can now download the Service NSW app and link it to their Roads account to access their digital licence as part of the trial.

More information for drivers and tools for licence checkers are available online at www.service.nsw.gov.au/digital-driver-licence.

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PAUL UNICOMB RECEIVES THE RAY MUDDALL AWARD



A SPECIAL EVENT TO PLAN FOR

Forwarded by Wendy Muddell

The "National body" for heritage vehicle clubs is planning and hosting a National Rally to be held in the Albury-Wodonga area from Saturday 28th March to Friday 3rd April, 2020.

This event is open to all pre-May-1995 vehicles, and has been titled AHMF 2020 NATIONAL MOTORING FESTIVAL. Because of laws regarding the import of vehicles with asbestos as a part of their being, it is no longer possible to host an INTERNATIONAL RALLY in Australia.

Information available on www.ahmf.org.au/2020Tour, or email 2020Tour@ahmf.org.au



Welcome to the most important date on my calendar – the week of Saturday 28th March to Friday 3rd April 2020. If you have even a passing interest in veteran, vintage and historic motoring, I suggest you put this into your diary, calendar, your phone or write it on your wall. This is the one event you will not want to miss! The festival we have planned for you is not "*just another rally*", not even a variation of the traditional rally. If you have been to Cooly Rocks, Chrysler's on the Murray, Golden Oldies Tours or Bay to Birdwood you will know there is more than one way to skin a cat. We are turning tradition on its ear; we are giving you something new, fresh, family-fun and affordable. We will showcase the fantastic motoring roads, scenery and attractions Albury-Wodonga districts on the Murray have to offer and, more importantly, we will have fun! We have started with a clean slate. Most of the committee putting together this Festival have never organised a national event. We have no preconceived ideas of what should or shouldn't or can or can't be done. We have the attitude of, "*Why can't it be done!*" We will deliver to you, a festival you will not want to miss! We know John does not wish to cover the same ground in his 1908 Renault as I will cover in my 1970 Morgan yet both are eligible. We need to cater for both

vehicles to make it enjoyable for the drivers and passengers, therefore there will be shorter and longer routes available. We start from the same location each day. The SS&A Club in Albury (The Albury Sailors Soldiers & Airmen's Club Limited) is our base for the festival. SS&A Club will open their outdoor dining area each morning and have barista-trained staff to provide coffees, etc. for purchase before you hit the road. They will also have a daily BBQ breakfast special, e.g. 2 egg and bacon rolls for the price of 1, with any coffee purchase. Like the ages of our cars we have a wide range of age in entrants and passengers. Let's be honest, the type of entertainment which keeps me enthused is going to be quite different to what many others may enjoy. The layout of the SS&A Club lends itself perfectly to having a variety of entertainment, activities, bars and food every night. This is an international event. Most of us have friends overseas involved in the old car movement. Tell them about the Festival. Convince them to come along. Make it easy for them; lend them one of your spare vehicles. We already have attendees from Singapore. It will be great to welcome entrants from several other countries also.

Soon we will have a full colour single page flyer which can be emailed to anybody who may be interested. Email it to your friends from overseas also.

LET THE FESTIVAL BEGIN!!

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A Pierce-Arrow showroom in 1931 for no other reason than it is a nice old photo!

WEDNESDAY JANUARY 16TH RUN TO RUBY'S CAFÉ, BULLI.



Some photos from the car park.

NOTES ON SOME OF THE MODEL T FORDS AT EXPO LAST YEAR

By Steve Fleming



1921 Sweeney Roadster

I acquired this car from Roy Wheeler in Canberra in about 2004. It has a typical Sweeney body manufactured in South Brisbane. The windscreen may not be a typical Sweeney screen as Roy had an accident with the car and I think the original was destroyed. The original 1921 motor suffered a broken crank which destroyed the block, so the car is currently running a 1923 motor built by a local in Canberra. The car came with a spare 1921 motor which needs reconditioning. Roy participated in the Geelong and Griffith National rallies.

Roy told me how he had taught Bob Trevan at school and that Bob had assisted him in purchasing the car from Northern NSW in the early nineties. Many years later, when I was talking to Bob about this car, it jogged his memory and he was able to provide me with photos of the car painted yellow when he owned it. (I had always wondered why they had used yellow undercoat on this car, so the mystery was solved). After Bob sold the car, it spent some time in central Queensland before returning to Northern NSW and then to Canberra.

In 2008, accompanied by Vic Boardman I drove it from Camden to the National Rally in Echuca. I have used the car in the Barossa Rally in 2013 and Gippsland Rally in 2016. It is a joy to drive and very reliable.

(Note: Bob Trevan is a well known collector of Ford Ts based in Lismore where his grandfather started the local Trevan Ford dealership. *Ed.*)



1926 Speedster “Rattletrap” #999 & V8 Speedster

James Rodriguez purchased this car as an incomplete project with the aim of competing in the “Rattletrap” beach races at Crowdy Head in 2017. Assisted by his father, Joseph, they assembled the car and ran in in the inaugural “Rattletrap” race in 2017. Being new to Model T’s they experienced a few problems with the car. Inspired by their experience, Joseph and James decided to build an early Ford V8 powered speedster for the beach races. They sourced a rolling 1927 chassis from Steve Fleming and used this for the basis of their new speedster which ended up running an early V8 Ford engine and gearbox with a Model A differential and Model A wheels. This speedster was built in 8 weeks and completed successfully in the 2018 Rattletrap races where it won the trophy for most original looking car. For the 2018 races, #999 was given a tune-up, bands adjusted resulting in it running a lot better than the previous year. James has recently joined the MTFCA (NSW) proudly displaying his cars at events and is keen to gain experience with Model T’s.

+ + + + +



Could somebody ask Barry to park his ute round the back?

The Australian MOTORLIFE Museum

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
Nº: 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*



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