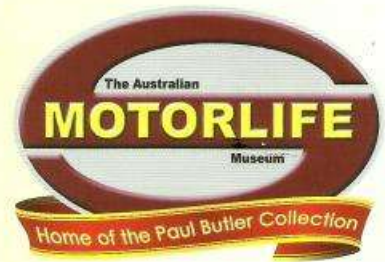
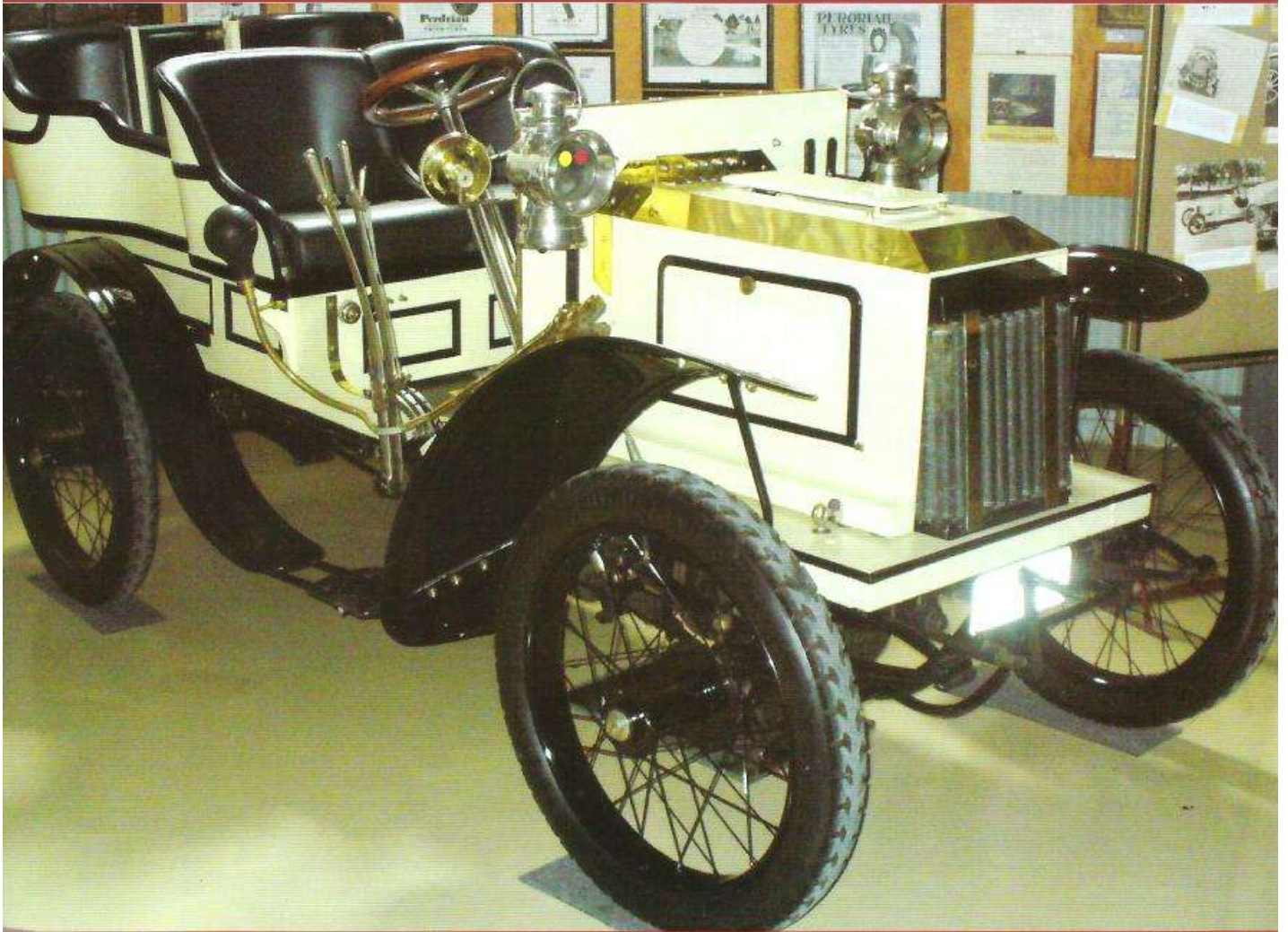


# Motorlife News



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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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**APRIL 2019**

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## COMING EVENTS

**Wednesday 10<sup>th</sup> April** – Morning Coffee Run TBA.

**Saturday 27<sup>th</sup> April** – Joshua Bell Cancer Run. Meet at Museum at 12.00. More details on page 5.

**2<sup>nd</sup> to 5<sup>th</sup> May** – Orange District Antique Motor Club Pre-1931 Rally – details on page 5.

**Wednesday 8<sup>th</sup> May** – Morning Coffee Run TBA.

**Sunday 19<sup>th</sup> May** – AMM will be an advertised destination for National Motoring Heritage Day.

**Sunday 2<sup>nd</sup> June** – A trial run just to see if those members who do not use their cars much might want to have one day planned when they can all take a drive around the running in area. It does not have to be a fixed time although this could be discussed among those interested, but at least you are not going far from home base and if there are a few out together it might help with 'safety in numbers'.

**Wednesday 12<sup>th</sup> June** – Morning Coffee Run TBA.

**Saturday 29<sup>th</sup> June** – Run to Audley Weir.

**Wednesday 10<sup>th</sup> July** – Morning Coffee Run TBA.

**Saturday 20<sup>th</sup> July** – Run to Bowral and around.

**Wednesday 14<sup>th</sup> August** – Morning Coffee Run TBA.

**Sunday 25<sup>th</sup> August** – Fish & Chips run to Shellharbour.

### **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

## 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 16<sup>th</sup> April, Tuesday 21<sup>st</sup> May and Tuesday 18<sup>th</sup> June.**

**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; **14<sup>th</sup> April, 12<sup>th</sup> May and 9<sup>th</sup> June.** etc.  
Members with suitable cars who can join in, please contact Waldo.

## NOTE: MUSEUM CLOSED ON THESE DATES

**Good Friday 19<sup>th</sup> April**  
**Anzac Day Thursday 25<sup>th</sup> April**

## THE JOSHUA BELL CURE CANCER RUN – Saturday 27<sup>th</sup> 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 27<sup>th</sup> April, 2019, 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 30<sup>th</sup> May 2015; so this year will be the fifth 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.

## ORANGE DISTRICT ANTIQUE MOTOR CLUB PRE 1931 RALLY – 2<sup>nd</sup> – 5<sup>th</sup> May

For more details go to their website at; <http://odamc.org.au> and use the link Autumn Tour 2019  
Email; [orangedamc@gmail.com](mailto:orangedamc@gmail.com)  
Phone Rally Director, Peter Amos 02 63663152 Mob: 0412 699 905

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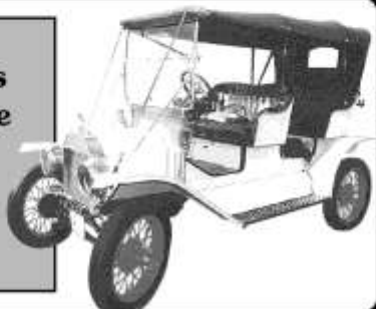
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# THE PRESIDENT'S REPORT

Well who would have thought it? Brian had let it be known that work commitments would preclude him from continuing as President and as the last year working with the Committee showed we could get a good team together who could get things done in a professional and friendly manner I suggested I would be happy to stand as President if the rest of the Committee would be available for another term, and so it turned out. The AGM was well attended and all ran smoothly and yours truly is now learning the correct procedures from the middle chair. I am still relying on Waldo, the VP to give me nudge if I miss some part of the order of proceedings but so far all has gone well.

Possibly a lot of the members do not get to know how much work goes on behind the scenes to keep things running but there is a lot to do and I am privileged to have such an efficient and hard working team on top of things. I will not go into detail here as some things are still in progress but Ted has been busy attending to fixing some important outstanding issues, Phill, as well as installing more efficient LED lighting has been pursuing various grants and funding for future projects aided by Andrea and Bob and Wendy T.

Bob W has revisited the Volunteers Handbook and has taken on responsibility for training and inducting volunteers, so thanks to him for that too.

On another track Allan has spent most of the past year jumping through hoops for various government departments such that we now, finally, have approval to have some brown tourist signs installed at key junctions in the area. These not only point the way, but also act as permanent advertising such that even if a motorist passing by does not immediately take the next turn they may, if seeing them often enough, make a note to come along some other time. Also our front desk questionnaire has shown that although many people these days find us through Google maps, the various GPS and Sat-Nav systems still often send them down the wrong road leading to confusion, so these signs will mean no more tourists getting lost looking for us.

Ah yes, the questionnaire; can I please remind all who do duty at the Museum that it is there for a reason so can we all please continue to use it. There have been many days where the till shows we have had visitors but there were no entries on the sheet. All it needs is a simple question like asking where they are from and how they found out about us. In the past we have been spending a lot on advertising and it seems very little, if any, commercial advertising is getting results these days. The most common answers are that people have been before, been told by others, family or friends, looked on the internet or picked up one of our brochures at a hotel, motel or campsite. It is significant that most people come to the museum as a result of free advertising but we need more volunteers to be asking and noting the answers to enable us to make decisions regarding any potential advertising. For this year, our entire advertising budget will be spent on the brown signs and hopefully as they will be permanent they will advertise us and point the way for years to come.

These projects have only been a part of a lot more work to keep the Museum working well and improving the facilities so we can continue the work done by members past and present, particularly of course Wendy, so we owe it to them to ensure the future of the Museum.

One thing did occur to me over the last year though, and that is how the Car Club side of things has been neglected; the Committee had been so busy attending to Museum business as well as organising Expo that there was no time left to consider anything for the members who like to use their cars and what runs we did organise were usually a result of last minute preparations and hurried decisions. So, I had also considered it an important priority to get matters back on track and to that end the Committee asked Sarah and Barry Neill if they can act as Club Run Coordinators (see page 3) so for anyone interested in these events please do keep in touch with them and let them have any suggestions for future runs.

**Chris Martin**

## NOTES FROM THE EDITOR

So now the Editor is also President I get to write two pages, (actually, a little more) no rest for yours truly then. Well there has been a lot to report this month but hopefully I will be able to combine my waffling on one page in the future.

Thanks as always to Pedr for his contribution about another of the less well known motoring pioneers; Henry Sutton, and more thanks to the various members who have written the reports about the recent club outings. We have had a few successful club runs recently, the run to the Tramway Museum at Loftus in February, the run to Gerroa Fisho's in March and a couple of the increasingly popular Wednesday morning 'Coffee Runs' so rather than fill the magazine with too many photos of the regular participant's cars parked at various cafes I have combined all of the reports together and used a couple of the better photos to go with each one. Keep 'em coming though, all good fun.

Keith has sent in some notes about the latest acquisitions in the library, and thanks also to Bob Williams who thought (while sorting nuts and bolts in the back room) we might like to know a little history about screw threads.

The Curatorial Committee have been busy and sent a brief update of the work being done 'out the back' and in the Museum and Phill Harrigan added a note about the latest upgrades to the lighting.

At the February AGM Wendy Muddell questioned why her eulogy for Ron Stewart was abbreviated in last October's magazine. I checked back through the files and old emails and there was a good, although unfortunate, reason at the time. As Ron's funeral was on Saturday 22<sup>nd</sup> September it coincided with the deadline for the magazine. This had to be finished a week early as we had already arranged for volunteers working to prepare for our Motoring Expo the following weekend to have time to print extra copies for the giveaway rally bags. I had other engagements on Sunday 23<sup>rd</sup> so had finished the magazine and sent the file by email to the office on the Saturday. Brian Capewell had already sent a half page obituary which I had included and added a photo of Ron's MGA to fill the bottom half of the page. Lance then sent me an email late on Saturday evening with Wendy's eulogy attached.

I found this when I checked my mail on Sunday morning but as I was about to go out for the day I wrote to Lance (rather shortly, sorry) pointing out that the deadline was for any copy to be received BY Saturday as it was intended that I could finish the copy that day, the deadline did not extend to late Saturday night. On returning Sunday afternoon I read Lance's reply that Wendy had handed a hand written note to him on Saturday afternoon, after the funeral and he had finally got around to typing it all up and sending it to me that night. I then read the content of the attachment and thought it best to see if I could fit it in below Brian's piece by deleting the photo. The way the magazine is compiled on Microsoft Word means that any changes have to fit exactly in the same space to avoid affecting the spacing and page numbering of all of the following pages and the only way I could do this was by deleting a paragraph. I felt the meaning of the text gave the same message as well as possible. I then resent the amended copy by email to the office with a note to say delete the previous version. Apologies therefore to Wendy but it was a case of very unfortunate timing.

Wendy also asked to explain that the note about the AHMF National Motoring Festival 2020 in the February Motorlife News was only forwarded by her as it may be of interest to members but the text was not hers; I just copied it from the AHMF website, the author of which was not identified.

I had over the last few years been scribbling notes relating to my years in motor racing with a vague idea they might one day make up a of 'Tales From The Pitlane' but a couple of people have said they found a few odd bits I had used in the magazine were interesting so there is another this month; not so much fun as some of the other tales but relating to a significant anniversary. Ok, that is enough from me, read on and enjoy.

*Chris Martin*



# CURATORIAL REPORT

Minerva 1922: Recently the maintenance team have been working on this vehicle to assess its suitability for a Wheels in Motion vehicle. The magneto has been re magnetized, the starter motor brushes and drive end replaced and a service performed. The vehicle has been tested and drives very well except for the braking system which is performing well below satisfactory. An investigation into the brakes revealed the nearside shoes were oil soaked and all shoes appear to be a hard bonded material more suited to modern braking systems. The foot brake acts on the rear wheels only and consists of one cam operated internal leading shoe and a trailing shoe each side. Dapto Brake and clutch recommend a woven material more suited to vintage mechanical brakes be fitted and BCA have advised the cost would be \$600.00.

Work on the Rugby has discovered two seized valves, despite the fact that it appeared to be running well. A new valve guide has been manufactured, and a head gasket has been obtained and both fitted. Ray and Ken have commented how lovely it is to drive now that this work has been completed.



As you will have noticed from the articles in the last magazine the Austin Chummy has been featuring on Wheels in Motion days along with other vehicles. This is largely thanks to the work that Garry Gibson has been doing on the car. He is continuing to work on it to maximise its smooth running.

Wheels in Motion days have been very popular recently with visiting clubs and other groups so a big thank you to the members who come and volunteer themselves and their vehicles for the delight and enjoyment of other people.

Cleaning and minor repair work has commenced on the Trojan thanks to a couple of enthusiastic volunteers. The plan is to restore the radiator to its correct position and possibly the addition of some suitable headlights from the Museum's stock in hand.

The work being undertaken to replace the lighting in the Museum has necessitated a lot of vehicle movements. To ensure that the vehicles were moved safely and without damage a group of volunteers were given some assessment and training with the help of members. During this time, some vehicles have been moved to provide better access to external doors for outings and to improve the display.

In addition, Phill has put together an operating procedure for use of the scissor lift and a number of volunteers have been undergoing training and assessment.

# HENRY SUTTON – AUSTRALIA’S GREAT INNOVATOR

Thanks to Lorayne Branch, we now know the full story of the man who built one of Australia’s early cars and became one of our most prolific inventors. As Henry Sutton’s granddaughter, Lorayne has written an authoritative biography, the recently published *The Innovative Man*.



HENRY SUTTON

She says Henry Sutton was born in September 1856 in Ballarat, Victoria, the son of Richard and Mary Sutton, who had gone to the Ballarat goldfield to seek their fortunes. One night, when playing his home-made concertina in his tent, Richard found his music was attracting plenty of attention, so he began making concertinas for friends. Then, realising there was a worthwhile demand, he bought a dray-load of musical instruments from Melbourne and sold out within a few days. The demand encouraged him to buy land in Plank Road, Ballarat, where he built a music warehouse.

Henry came from a family of six children who were educated mainly by their mother. In their younger years, the youngsters were expected to help in the family business except for Henry who was too shy to speak to strangers. However, he had other talents. From the age of 10 he would place insects in front of smoked glass to observe how they fluttered their wings. These observations led to his theory on how birds were able to fly and he outlined his conclusions in a paper read to the Aeronautical Society of Great Britain. It was published in the society’s annual report in 1878, well before the dawn of aviation.

Such was Henry’s interest in science and engineering that he had devoured all the scientific books in the Ballarat Mechanics' Institute by the time he was 14. Although he had little access to current literature - apart from the *Engineer* and *Engineering* magazines - he managed to make several ingenious models of machines and his concepts revealed great talent. He went on to win a silver medal and thirty other prizes for his drawings from the Ballarat School of Design.

When around 18 years of age, Sutton built a clockwork-powered ornithopter, the word used for a machine that could fly by flapping its wings. And his model certainly could fly, being able to zoom around a circle with a circumference of twelve feet. It could also shoot upwards at any desired angle. His early experiments with heavier-than-air machines that could fly may well have been the first of their kind in Australia.

According to his friend W. B. Withers, Henry Sutton designed a continuous current dynamo with a practical ring armature as early as 1870. A similar device had been invented in 1860 by an Italian inventor named Antonio Pacinotti. Then, in 1871, the Belgian innovator Z. T. Gramme showed the French Academy of Sciences his own improved version, the Gramme Dynamo, which employed the same principles as Sutton's. In 1873, someone else discovered that the device was reversible and could be used as an electric motor and the rapid development of the industry began.

In March 1876 - less than a year after Alexander Graham Bell had received his famous patent - Sutton devised and constructed more than twenty different telephone designs, sixteen of which were subsequently patented by others. It was reported that Bell visited Ballarat to see the complete telephone system Sutton had installed in the family warehouse. Thomas Edison's carbon lamp was announced in December 1879 but Sutton had been independently working along similar lines for some time. And, in January 1880, R. L. J. Ellery, the Victorian government astronomer, publicly acknowledged that Sutton's lamp experiments had been very successful. Ellery also named Sutton as one of the best lecturers at the Ballarat School of Mines, where he taught electricity and applied magnetism from 1883 to 1887.

On one occasion, Sutton declared that 'eight hours' work won't lift a man in this world' and he clearly practised what he preached. He toiled so tirelessly that one observer declared: 'daylight sometimes surprises him every morning for a week'. Sutton was invited to contribute papers to scientific societies in Australia and overseas and his topics were as diverse as electricity, colour photography and a photographic engraving process. The paper he wrote describing an electric storage battery that he had developed was read to great acclaim before the Royal Society of London in December 1881.

Sutton rarely applied for patents, partly because they were costly to obtain but also because he spurned material gain. He wanted his inventions 'to benefit fellow workers in science'. According to available records, only two patents were taken out in his name in Victoria. One, in 1886 was for 'Improvement in electric circuits for telephonic purposes'; another, a year later, was for 'an improved process of converting a photographic image on a gelatine surface into a relief or intaglio printing surface ...' (Intaglio means a design sunk below the surface).

Records lodged in New South Wales included a patent for 'explosion engines' and details of his mercury air pump were published in the *English Mechanic and World of Science* in July 1882. It was recommended for the manufacture of lamp bulbs and later successfully developed by others. A vacuum pump, operated by a water jet, was presented to the Ballarat School of Mines for use in chemistry classes.

In some respects Sutton's most interesting work was in the field we now call television. In the late 1880s, he claimed to have designed, but not constructed, an apparatus that would transmit images of the running of the Melbourne Cup race to Ballarat. This was nearly 40 years before the world's first successful television signal was publicly demonstrated by John Beard in January 1926.



***The Sutton car.***

Meanwhile, Sutton's father had died in 1876 and the family business was being run by his mother and brothers. One brother, Alfred, opened a music store in Elizabeth Street, Melbourne in 1884, and the firm became Sutton Bros. In 1894 the four brothers formed a private company, Suttons Pty Ltd. From then on, Henry concentrated on business, although he experimented with radio and built a portable transmitter with an operating range of 457 metres. Interested in the new-fangled motor cars then appearing in magazines, he designed and built two successful vehicles both equipped with a carburettor of his own design. The first, built in 1900, was later claimed to be the first front-wheel-drive car ever, though in fact some crude attempts had preceded it. Sutton followed with a conventional car and, at a meeting of fifty-five motorists held at the Port Phillip in December 1903, Sutton moved the resolution that led to the founding of the Automobile Club of Victoria.

When aged 25, Sutton married Elizabeth Ellen Wyatt at Ballarat. Some 20 years later, he married Annie May Patti at Malvern and they had three sons. He died of heart failure and chronic nephritis in July 1912 and was buried in Brighton cemetery, survived by his second wife, and his four sons from the two marriages. Although Henry Sutton died intestate, he left property worth ten thousand pounds, then a very tidy fortune.

At the very least, Sutton was a gifted innovator. Despite the relative isolation of Ballarat from Europe, he developed a wide range of ideas. Here are some:

In 1869, at the age of 14, Sutton constructed a continuous current dynamo. He went on to build a very early telephone and a light bulb. He also designed a prototype helicopter.

In 1881 Sutton developed and patented a new type of battery that was later used worldwide. Other designs included several vacuum pumps, a dynamo and a number of radio transmitters/receivers. He built what was probably the world's first portable radio; he also designed an early form of television and patented an improved process for converting a photographic image on a gelatine surface into a relief or intaglio printing surface. Remarkably, Sutton also devised a colour-printing process.

As previously mentioned, Sutton built a clockwork-driven ornithopter and presented two papers on flight to the British Royal Aeronautical Society in 1878. He built Australia's first telephones and installed them in the fire stations in Ballarat and Ballarat East. These devices allowed communication between the two brigades helping them more accurately locate fires from their watch towers. Two years before an official Australian telephone system existed, Henry had wired up his family's Music Stores and offices with a private telephone network. This led to Alexander Graham Bell coming to Ballarat to discuss their respective discoveries.

After a cholera outbreak on a ship in Queensland, Sutton obtained a slide and managed to photograph the cholera bacteria. Sutton's letter to this effect was published in *The Argus* on 28 December 1885.

Sutton patented a process for converting photographs into a printing surface in 1887. He subsequently travelled to England and, in 1890, he set up a company to market the process.

In the 1880s Sutton devised a colour photography process and, although examples of this work still exist, he did not commercialise the process.

In 1897 a tricycle fitted with a Sutton designed and built engine was driven from Melbourne to Ballarat. Despite atrocious road conditions, the trip was completed in eleven-and-a-half hours, and was greeted in Ballarat by a crowd of several thousand.

From 1898 Sutton held patents for improvements in carburettors for combustion engines. By 1900, he had built and demonstrated the Sutton Autocar, one of Australia's first motor vehicles. Built in Ballarat, it was later claimed to be the world's first front-wheel-drive vehicle.

The inaugural meeting of the Automobile Club of Victoria was held on December 10, 1903, and Sutton proposed "the objects of the club" which were unanimously accepted by all present.

He built the world's first portable radio.

Henry Sutton in July 1912, aged 56. Although such eminent inventors as Bell, Tesla, Preece and Lord Rayleigh mourned the loss of a great friend, no official accolades were bestowed on Henry Sutton. However, thanks to Lorayne Branch's biography, he is now rightly acknowledged as one of Australia's most prolific and successful inventors

***Pedr Davis***

# CLUB RUNS

+++++

## MORNING COFFEE RUN TO STANWELL PARK KIOSK - 20/02/2019

A total of 18 people enjoyed the morning coffee run to the new Stanwell Park kiosk on February 20. Ivor and Gill in their Auburn, Steve and Helen and friends in their MGY, Lance in his 39 Buick and Garry and Jan in their MGTD, together with Bob and Wendy and Bob and Antoinette in moderns, gathered at Motorlife in cloudy conditions. Allen and Sue together with new members Ross and Lynn, who own the Humber Super Snipe on display in the museum, travelled directly to the kiosk in the Chev', as did Jan in her modern.

On the trip to Stanwell Park it started to rain. On arrival at the kiosk we realised that Steve's MG was missing. Nearing Stanwell Park the car had backfired and stopped. On learning this Lance left the kiosk and assisted in getting the car restarted, with the problem likely being the electrics after Steve had cleaned the engine the previous day.

With everyone at the kiosk, food and drinks ordered and the tables rearranged (leaving some of the ladies exposed to the rain) a good time was had by all. Bob and Wendy showed how organized they were by handing out route instructions for the March outing, and everyone left looking forward to the run to the Seascape Café at Battery Park.

*Garry Gibson*





*Allan's Chev and Steve's MG Y made the trip.*



*The hungry hordes at the Stanwell Park Beach Kiosk*

+++++

### **RUN TO THE SYDNEY TRAMWAY MUSEUM AT LOFTUS – 24/02/2019**

A 9am start at the Museum with Ivor and Gilly Wright 1927 Auburn, Barry Neill 1928 Austin, Paul Unicomb 1970 MG, Waldo 1969 Falcon Wagon and Don and Marlene Matthew in their 'modern'. Head up Mt Keira (great area for Sunday drives) across the top on the old Hwy to Helensburgh to meet up with Allan and Sue Mills with Bev (Sue's mum) in the 1929 Chev' and new member Ross and Lyn Davies with the Humber Mk4.

Continue on old Hwy to Sydney Tramway Museum where our cars were put on display for the public to enjoy. A great job by the Tramway Museum announcer of the day promoting the Motorlife Museum in Kembla Grange (Wollongong) and how great the cars looked.

Trams Running On The Day were 1900 L/P class, 1906 N class, 1912 O class, 1922 P class, 1933R class; all carry 70 to 80 passengers and the AEC Double Decker that we know from its visits to Expo was giving rides

around the Sutherland area. The Museum has a great and interesting display with the 1879 Steam Motor Tram as the centrepiece. Some of us were lucky enough to get a guided tour of the workshop, and of course Don Matthew found a job repairing the single headlight on a 1950s cable car.

A great day had by all.

*Waldo*



## COFFE RUN TO SEASCAPE CAFÉ PORT KEMBLA – 20/03/2019

I'm getting the '39 out and Ruth said she would come along so we head off about 8.45am and after getting fuel we get to the museum with 5 minutes to spare. The Auburn is out and the other cars parked around. At around 10am people are making a move so we head off following the directions.

We turned right at the PK Court House and headed for the next round-about – turning right we might as well be on Mars we had never been down that road before. Tentatively turning into the car park it was gratifying and much relief to have Ivor pull up beside us. A lady came over to our cars gushing that she wished her son was here. Just then the row of four came up the road – Ray Fahey's White Sprite, The Museum's Austin Seven Chummy, Don and Marlene's 1917 Hupmobile and Bob and Wendy Turford's Ducky little Morris Tourer; the Lady was clearly beside herself at such a spectacle.



Across the garden and up the stairs to one of the Illawarra's best kept secrets. Ray regaled us with stories of seals, whales and dolphins often frolicking nearby. There are ancient gun emplacements that rival anything that Wollongong has to offer.



Ruth goes to order but not before I have to hand over my card. After coffee Bob Turford takes us to see the gun that is to be refurbished – arriving at its last known location there are only tyre tracks in the mud so clearly it had just been moved the day before. Bob is very happy because that means that work will soon commence on the refurbishment. We inspected other artefacts around the area and headed back to the café. The coffee party is breaking up so back to the car park and return to the museum the way we had come.



## COFFE RUN TO SEASCAPE CAFÉ PORT KEMBLA – Part 2

After several days of intermittent rain, Wednesday dawned with blue skies, promising well for the morning coffee run. Whether it was the change in the weather or the promise of what lay ahead, but there was what can only be described as a carnival atmosphere at the museum as members prepared their vehicles and those not involved in the exercise exchanged banter. The only fly in the ointment was an apology from Alan Mills whose garage had been flooded the previous evening. We missed you Alan and hope that no serious damage was incurred. The convoy set off just after 10:00am heading toward the Port Kembla Breakwater and the Seascape Cafe. It was a comparatively short trip but it certainly aroused the interest of the residents of Warrawong as they clapped, waved and sometimes cheered. Of particular interest was Garry and Jan's Austin 7, gamely trying to keep up with its bigger brothers and sisters. The numbers of vehicles involved were six oldies, and three youngsters. The ever popular Seascape cafe, forewarned of our invasion, had reserved a table and our group of twenty-one members and friends were able to sit together enjoying a magnificent view, with excellent food and service. Steve and Helen opted for the big breakfast; their faces were a study when it was placed before them. The coffee run has proved to be a very successful concept and we urge those who are able to do so to join in the fun.

**Bob Turford**

## SATURDAY RUN TO JERRARA DAM & GERROA – 23/03/2019

I had heard nothing from anyone so it was with some trepidation that I wrote up some route instructions the night before.

**Everyone** – it is important to let the run host know if you are coming, even just a text. From last meeting Barry Neill has offered to be a run coordinator so in future people can let Barry know and he can pass it on to the run host. So with me being in the dark I gave an alternative to go to Berry for morning tea if there was only a couple of people or it was wet.

Pleasant surprise after arriving early a steady stream of takers for the run began assembling. Me in the '39 Buick, Garry and Jan in their MG TD, Don and Marlene in the 1917 Hupmobile, Barry in his 1928 Austin and Steve and Helen in his Cream MGC. Jan and Marlene had their picnics packed so I put a cross through the Berry alternative and we headed for Jerrara Dam. Right at the round-about follow the Princes Hwy to Albion Park Rail, right again onto the Illawarra Hwy everyone seems to be with me and through the lights at the Pub I get going so that I get clear of Woolworths and Rogers St and I stop in the shade before the last round-about on Terry St. I wait and I wait and I wait – the big straight eight will idle for 20 minutes without an overflow of water – hang it – up to the round-about and turn back. (Marlene has a story of what transpired).

As I get opposite Woolworths I see Hup moving off followed by Barry – I wheel left into Rogers St and by the time I get back onto Terry St they are nowhere to be seen so that is good I can be Tail End Charlie all the way to Jerrara Dam. I get there as the last car turns its engine off. Steve rings complaining about his navigator and will see us at Gerroa. Thermos's are soon out and we sit in the sunshine just gazing at another wonderful part of the Illawarra. It is half eleven so it is time to make a move and once again I lead everyone across Spring Creek and into Kiama. I briefly stop under Kiama bypass bridge but Hup is coming up fast so out goes the clutch and I head through Kiama's many a round-about and at the third one I turn left and follow around onto the bypass. I find a clear spot on the left and wait and wait and wait – again I head back into town near the old Austin garage and come around.

Once through Kiama I see no one so I resign myself to being Charlie once again and head for Gerroa and as I approach the Fisho's Garry and Jan flash past me going the other way. I park in the car park next to Hup



***Top photo; Hup, Austin, Buick and MG and above, fine pair of MGs.***

who has a cold engine by now and I sign in. Barry indicates where everyone is and I go and order and get a drink. Everyone else got up and ordered and it wasn't long before the buzzers start going off. I try to get something to do with fish as a steak can be got anywhere – I selected the Lemon Sole with chips and salad. Later I washed down a Sticky Date Pudding with a Flat White Coffee – I'll pay for it on the scales tomorrow. No one was in a hurry to leave but at around 2pm I said I will be Tail End Charlie and I will let them go a few minutes. I waited for three minutes but I should have waited five as I caught them at Kiama. It was a pleasant run through to the Museum and we had a more successful day than the Museum attendants as they had no one through all day.

***Lance Jenkins***

+++++

### **HUP'S LITTLE PROBLEM**

On our way through Albion Park last Saturday Hup decided she needed a break and stopped about fifty metres away from the traffic lights. How embarrassing! Don, being a bit flustered, tried to start the car before retarding it (No Comment) and in doing so jammed the starter motor.



The most amazing thing happened next. Three super heroes, Captain America, Spider Man and Ninjago ran across the road from the gym where they had been directing cars into the car park and pushed Hup to safety. Actually only one would have probably done it with his little finger but we were very grateful for all their help.



Moral of the story is "If you're going to break down make sure you have super heroes on hand"

***Marlene Matthew***



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# STORIES FROM THE STORE

*An irregular column aimed to educate, titillate and generally provide background information on the various components housed in our storerooms for use on restoration, repair or renovation of displays.*

In modern times, screw threads are something that we tend to take for granted. We were taught in school that Archimedes invented the screw as a means of raising water from the river to the local village. Since then, the concept has been adapted to join materials together.

Like a lot of ancient history, there is little actual evidence of where the first threads were developed. Although there is evidence of the Egyptians and Romans using threads in wine presses and in jewellery.

The part that interests us is the beginning of the Industrial Revolution when lathes were adapted to cut threads in iron bar (1750). The first purpose-built thread cutting lathe came into operation in 1770.

This development enabled new technology to be utilised in faster production of steam engines, railways, canals and bridges.

The problem was that each and every manufacturer was making their own version of a thread. So while the Industrial Revolution was literally building up a full head of steam, very few components were interchangeable across the various machines being invented.

Enter Joseph Whitworth who spent considerable time and energy considering this issue and collecting samples of the various threads from all over Britain. In 1841 he came up with a proposal to standardise the threads based on the best features of the samples he had collected. The Whitworth thread was adopted by the Engineering Standards Committee (forebear of the British Standards Assoc.) as the standard thread in Britain.

Not to be outdone, the Americans thought they should have a standard of their own, and in 1864 William Sellers came up with a totally different arrangement to achieve the same thing.

Around the same time the Europeans decided to standardise their systems, but because they had a long history of throwing rocks at each other, each nation adopted its own thread pattern. Eventually the Germans and French agreed on a design and the Metric thread system came into being.

Some sanity seeped in after WW2 when Britain, USA and Canada agreed that their individual standards should be replaced with the Unified and Metric system. This new thread combined the best features of each of the previous national threads. In the late 20<sup>th</sup> century all industrialised countries have moved to the ISO metric thread.

***Bob The Storeman***



## MORE TALES FROM THE PITLANE

May 1<sup>st</sup> this year will mark the twenty-fifth anniversary of the death of Ayrton Senna at the San Marino Grand Prix.

At that time I was working for the Arrows Grand Prix team in Bletchley U.K. in a factory based job building the carbon fibre chassis and components. This was mainly a Monday to Friday job (except when we were trying to catch up replacing damaged parts in a hurry) so on free weekends I also helped a local team, Lanan Racing, looking after a few different cars racing in various categories.

The first weekend in May is a public holiday long weekend in Britain and we were running Formula Fords in the support races at the very popular British Touring Car meeting at the Snetterton circuit in Norfolk. As we were for this meeting only running one car for a wealthy French amateur driver, Hubert, there was no budget for hotels and consequently four of us were sharing a caravan parked at the circuit which was not the most comfortable way to spend a night in cramped conditions, but we all got on with it with good humour. I do remember it was not the most pleasant place to be waking up on Sunday morning after going in to Norwich for a beer and curry the night before, but jumping out of the door to get some fresh air meant that was soon forgotten.

I can't remember the exact timetable, we probably had a practice session on the Saturday followed by qualifying and the two Formula Ford races were scheduled for late in the afternoon after the feature Touring Car races, so after checking, and double checking all the preparations on our car on Sunday morning we had to wait around all day. This was not so bad as it was a warm sunny day (yes, it does happen in Pommiland sometimes) and we had a table and chairs under the awning on the side of the truck in the paddock behind the pit garages. There were always other things going on and by early afternoon while tucking into some greasy burgers and chips, cooked down to the expected race track catering standards somebody remembered the San Marino Grand Prix was about to start so we turned on the truck radio, left the door open and tried to listen in as best we could given the background noises around us. News had already reached us of the death the day before of Austrian driver Roland Ratzenberger who had crashed in the qualifying session for the Grand Prix and this had left a dark cloud over the proceedings at Snetterton as he had been well known there, having driven a few years before for a local Formula Ford team in the British Championship. Many at Snetterton had known him personally. Brazilian Rubens Barrichello was recovering in hospital from another horrific accident. I had known him since I built the Formula 3 RALT he had raced in the British F3 series in 1991 and worked with him again later on at Stewart Grand Prix before he achieved his dream of driving for Ferrari.

I think it was Simon Taylor, a well known racing journalist who was commentating on the GP on BBC Radio Five that day. There was a fearsome pile-up at the start of the race when Pedro Lamy's Lotus, unsighted, hit the back of J J Lehto's Benneton which had stalled at the start resulting in injuries to the latter as well as eight spectators hit by flying debris. The rest of the field were therefore obliged to follow the Safety Car at reduced speed for the next laps while the mess was cleared up. On the restart on lap six Senna led from Michael Schumacher, the latter noticing that Senna's Williams FW16 appeared to be running too low resulting some high-speed airborne moments going through fast left turning Tamburello curve. Back up to full speed a lap later Senna, still leading, hit the same bump in the road but this time was not able to regain control and the car speared off into the outside wall, the onboard data showing a speed of 193mph. The car hit the wall with what appeared to be a not too serious angle and then spun back to the outside edge of the track minus both right-hand wheels. Later watching the replays on TV it was obvious that Senna seemed to move his head once and then slumped down to one side of the cockpit, but at the time of course, listening to the radio we were not to know immediately although the commentator's voice took on an increasingly worried tone as the safety marshals and medical crew arrived, removed the now unconscious Senna from the wrecked car and proceeded to attempt resuscitation by the side of the track

and then loading the stretcher on to a helicopter. The race had this time been stopped and the rest of the drivers returned to the grid to await the restart not knowing how badly hurt another of their rivals was.

The race was restarted and won by Schumacher but it was four hours later that doctors confirmed Ayrton Senna's death at the nearby Maggiore Hospital in Bologna.

After the day's racing at Snetterton, and I can't even remember where Hubert finished in the results, many of the drivers and crew had retired to the Tyrrell Suite, the only café and bar facility at the circuit. Many others had, of course, gone off to various hotels in the area for the evening as the news came through. Strangely, I don't remember anything else about the rest of that night, but as there was more racing the next day, the holiday Monday, everyone was back at the track in the morning but the mood was sombre to say the least; everyone was scouring the morning newspapers for more information, many did not want to believe the driver rated by most as the best of his generation could really be gone.

Coincidentally Senna had also raced in Britain for a Formula Ford team based at Snetterton in the early 1980s so many there had worked with him. There was a young Brazilian driver, Marcello Battistuzzi in the Formula Ford races that weekend and he was seen to be in tears all day. The Alfa Romeo team cars came to the grid for the Touring Car race with wide black stripes across the red front of the car; I think a few drivers even declined to race at all that day.

Reports later explaining what happened stated that apart from a serious head injury caused by a steering rod piercing the visor of his crash helmet he was otherwise unmarked and if that front wheel had not bounced up into the cockpit he would have walked away from the accident as he had done many times before. The cause of his car leaving the track was never decided for certain but it seems the most likely scenario according to the onboard data, and as witnessed by the closely following Schumacher, was that during the slow laps behind the Safety Car his tyre temperatures, and pressures had dropped too low and as the suspension on the cars was set up to run as low as possible anyway, the effect of having slightly flat tyres caused the floor of the car to ride up over the bump in the road resulting total loss of steering for that critical fraction of a second.

The following Tuesday I was back at the Arrows factory and heard more reports from the rest of the race team who had flown back Sunday night, and one of our drivers, another Brazilian, Christian Fittipaldi called in to talk to everyone but there was not much more to be said.

The Brazilian government declared three days of national mourning and the funeral procession brought Sao Paolo to a standstill as an estimated three million people lined the streets. Many of the top drivers of the time and a few retired stars attended but Rubens Barrichello who was one of the pall bearers later said in an interview he remembers nothing of that day.

Racing went on as always, Damon Hill became team leader at Williams where Senna was replaced by the young Scot David Coulthard and Damon went on to challenge Schumacher for the title that year only losing out when the German deliberately drove him off the road in the season finale at Adelaide. Damon won the title in 1996, and Schumacher won a lot more.

My old friends at Lanar Racing are still competing, having dominated the British Formula Four Championship in recent years even taking one of this season's new Formula One stars, George Russell, to the title in 2014 and are currently competing in British F3 and in the LMP3 class at the Le Mans 24 hour race.

New design rules were introduced including a minimum height for the underfloor so the cars could not lose control over minor bumps in the road surfaces, and there have been ongoing improvements to the safety of the cars since, but that weekend will always be remembered by race fans as the day we learned even the best can pay the ultimate price.

**Chris Martin**

# LIGHTING UPGRADE REPORT

In December 2018 Motorlife was awarded a N.S.W. Government 'Community Building Partnerships' Grant to allow us to upgrade the lighting in the Museum, and also to fund thermal insulation in areas of the Museum. Work has now commenced on both these tasks which are aimed at reducing our energy costs.

The lighting being installed is LED batten type light fittings to replace existing fluorescent light fittings. Each LED fitting uses half the power of the fluorescent it is replacing and gives about 20% more light output of a 'whiter' light.

The other big benefit of LED lighting to a museum such as ours is that the LED's do not emit any ultra violet (UV) light which is what causes fading on painted items ranging from water colour paintings to motor vehicles. Fluorescent lights do emit UV light that can cause fading and deterioration of some plastics.

The awarding of our C.B.P. Grant was facilitated through our local Member of Parliament, Ms Anna Watson. I would also like to acknowledge the help that Bob and Wendy Turford gave to Andrea and myself in researching and applying for the C.B.P. Grant.

***Phill Harrigan***



*A couple of views in the museum showing the new lighting.*

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## LIBRARY NEWS

'Vintage Trucks & Commercials Magazine'. We have a sample copy of this Australian publication – please ask if you would like to see it.

The Library also has copies of "The Commercial Motor", a British magazine, from the 1920s and 1950s; 'The Leyland Journal', from 1952 to 1968; and many workshop manuals and history books relating to trucks and vans.

'Thorp's Way: The Memoirs of Ron Thorp, entrepreneur. A life of action in motor racing, aviation and community service'. Compiled by Warren Brown.

Our member Ron Thorp has donated this new book for the library. Also we will have copies for sale in the museum shop.

This is the fascinating story from Ron's teenage years at Dwyers Holden in Wollongong to his 'Bargain Barns' at Figtree and Yallah, his racing days with the mighty AC Cobra and his move to Inverell, and further adventures.

To quote our friend and patron Warren Brown, 'The story of a man whose veins contain not blood, but motor oil'.

**Keith Gaymer**  
**Librarian**

+++++

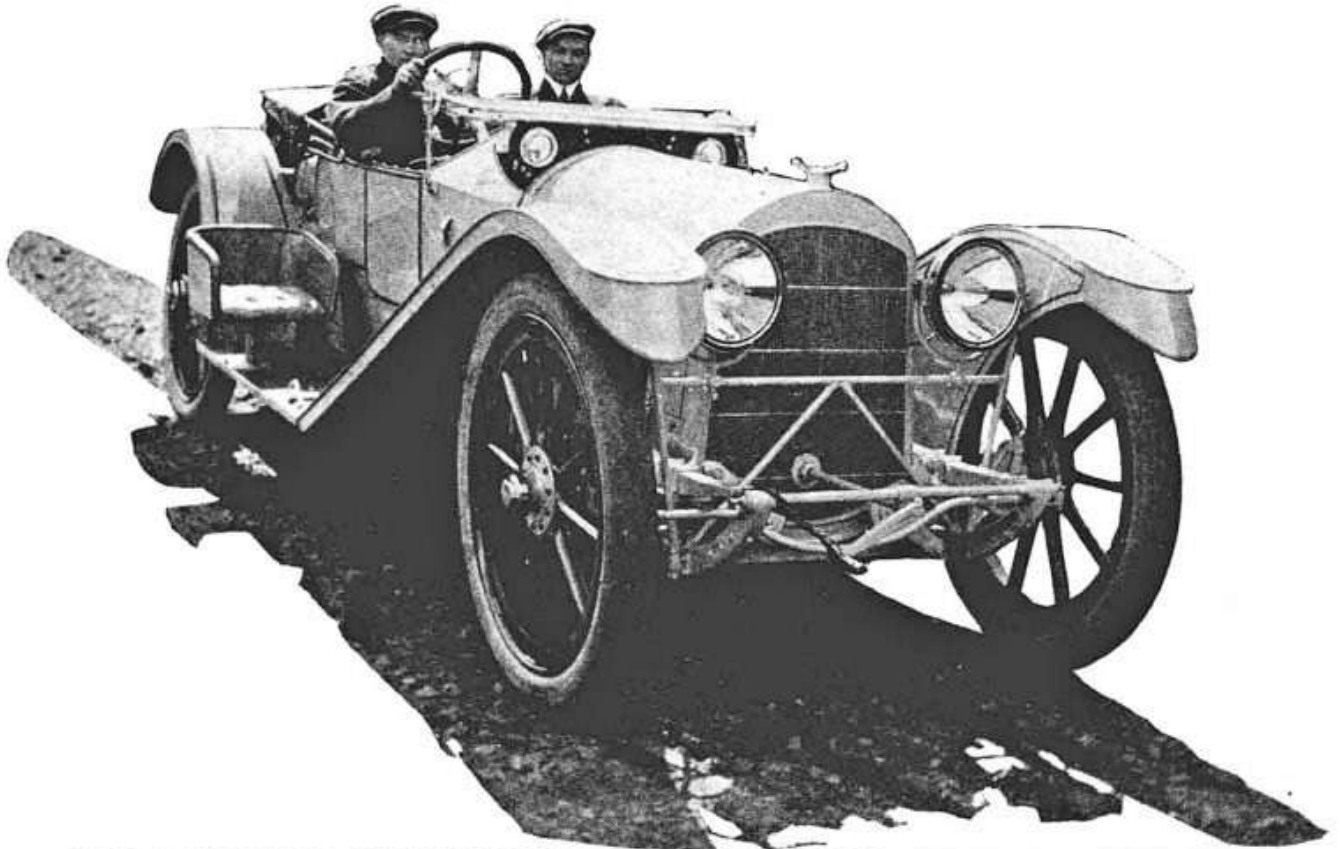
## MYSTERY CARS

The Mystery Car in the February Motorlife News was a Norwalk Underslung from 1914 as correctly identified by George Seymour, sorry no prizes, especially no bottle of Grange!



The Norwalk Motor Car Company originated in the town bearing its name in Ohio, just south of Sandusky in 1910. The effort by Arthur E. Skadden who had earlier built the Auto Bug was short-lived, and ended apparently after only four cars were built by going bankrupt within the year. Skadden next connected with several investors in Martinsburg, West Virginia, who liked his ideas, equipped a factory to build cars, and put him in charge of running the new facility. After making a few lesser models starting in 1912 they introduced the luxurious Model B Underslung Six-Passenger Touring. Standing on wheels and tires that

stood 40 inches tall, it shared the same basic design of the American Underslung but took the concept to new heights with the use of the Vulcan Electric Shift Transmission, and the electric brake lock. Both devices eliminated the shift and brake levers and were operated by a pushbutton-controlled switch box, located just in front of the steering wheel. As often happened with many ambitious attempts to make the best car in the day, financial difficulties affected company, and it was reported to have gone into receivership in 1914. Very few Underslungs were built from that point on, and the factory was ordered to be sold in early 1915.



TWO-PASSENGER SIX-CYLINDER NORWALK MODEL

So, any guesses for this one?



# The Australian MOTORLIFE Museum

## Membership Renewal Form Due by 1<sup>st</sup> 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 3<sup>rd</sup> Tuesday of the month @ 7pm for 7.30pm (except December)

The TAMM runs a lively calendar of motoring, social and special events which is open to all.

TAMM is a Guarantee Company (i.e., not for profit to members) and reports to the ACNC

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