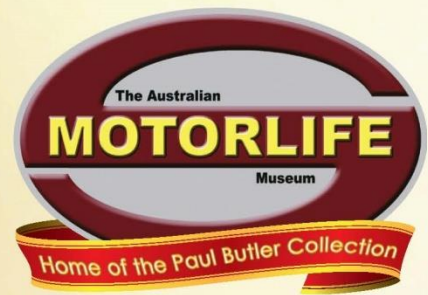


Motorlife News



Proudly sponsored by the



*Driving the past into
the future*



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

Integral Energy Recreation Park
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 Facilities & Parking	Opening Hours 09.30 am – 4.30 pm Tuesday – Sunday <i>Monday's & Group visits, & Meals by prior arrangement Only</i>	Entry Fees <i>Prices and entry fees are subject to change</i>	
		Adult \$17.50 Concession & Seniors Card \$15.00 Child (6 – 16 age) \$6.00 Groups fees by Arrangement <i>(Coach Driver & Carer Free)</i>	

A Brief History

- 1992** Opening of Illawarra Motoring Museum following purchase of land from AGA Club Germania
- 2008** Opening of Australian Motorlife Museum
 Winner of Wollongong City Council Community Award
- 2009** Paul Butler Collection Awarded to Australian Motorlife Museum by NSW Supreme Court
 NRMA Motoring & Services commenced major sponsorship of Australian Motorlife Museum
- 2010** First Motoring Expo
 Official Opening of 'The Brabham Room' by Sir Jack Brabham CBE, AO & Mr Ron Tauranic AO
- 2011** Opening of 'Paul Butler Motorhouse' exhibition area.
 Finalist South Coast Tourism Awards
- 2013** Australian Motorlife Museum successfully applied for 1904 Innes, an Australian built vehicle, to be declared an Australian Protected Object.
 - Successfully applied for funding assistance from National Cultural Heritage Account to purchase 1904 Innes, finishing entrant in 1905 Dunlop Reliability Trial
- 2014** Acquisition of c1906 Spencer motorcycle, built in Brisbane
 - Acquisition of 1914 the Victor motorcycle and Melbourne built sidecar, original condition

Membership Benefits

- Members - **Free** admission to the museum
- You don't have to have a vintage vehicle to become a member
- Eligibility to join in Motorlife Club Events, with or without a vintage vehicle. Just come along and join in the fun in your own car.
- Use of the RTA's Conditional Registration scheme for pre-WW2 vehicles.
- Free subscription to *Motorlife News*, our leading magazine
- Access to one of Australia's finest library of technical reference and vintage motoring books
- Connect with likeminded people
- Get advice from widely experienced technical experts
- Working Bees Monday's & Thursday's where you can come along and bond with the crowd to share your knowledge or learn from the experts. A great place to exchange helpful insights for both men & women.



Integral Energy Recreation Park
Darkes Road, Kembla Grange, NSW
2526

NSW Auth. To Fundraise CFN 10468
Tax Exempt Charity

Donations \$2 and over are tax
deductible for the donor.

Telephone: 02 4261 4100
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Motorlife News : The Australian Motorlife Museum – ISSN 2209-3834

PATRONS

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

LIFE MEMBERS

John Dawson, Don Matthew, Ray Muddell (deceased), Wendy Muddell,
Paul Unicomb, Mark Walton, Marlene Matthew

APRIL 2020

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To All Members re Corona Virus

Please note as a safety precaution the museum will be closed to the public until further notice.

At this stage we cannot know how long that will be but it is safe to guess it will be at least a month, possibly two or three until the authorities advise it is safe to get back to business.

Any developments will be posted on the Facebook page and website.

The committee will carry on with essential duties in the office and any basic maintenance as necessary for now but as we have been advised that it is no longer possible to guarantee the safety of our volunteers we have had to cancel our normal Monday and Thursday working bees and all non-essential activities until further notice. Stay safe!

Editors Comment

We will still be sending out the magazine and newsletters to keep everyone posted on further news!

To help with correct email addresses, could all members email their current email address to admin@motorlifemuseum.com this will ensure we have the correct email address, many times a dot or an underscore is left out and newsletters have not been able to be emailed.

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.

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.

MEETING DATES

General meetings are held in the Brabham Room at the Museum on the third Tuesday of the month except December at 7.00pm for a pre-meeting gathering and 7.30pm start.

Supper follows and something tasty to go with the tea and coffee is always appreciated. Visitors welcome.

Meeting Dates To Be Advised

CAR CLUB DIGITAL MAGAZINES BY EMAIL

As many car clubs now distribute their magazines to their members by email the museum office now regularly receives these too. If any members would be interested in having them forwarded to them please let the secretary know by forwarding your email address to; admin@motorlifemuseum.com with the subject line 'Digital Car Club Magazines'. The catch is you either receive all or nothing, so you can read what interests you and delete the rest; it is not possible to send separate magazines to individual addresses.

VOLUNTEERS NEEDED

We always need more volunteers to help keep the museum open and take turns on duty. It can be interesting to meet and talk to visitors and show them around and if ever there is a quiet minute there are several other small jobs to be done to help keep everything looking good and running smoothly. Even if you can only spare one day a month it all helps.

If you think you might like to try it contact Marlene or one of the committee, your help would be much appreciated.

NEWSLETTER DEADLINES

I aim to have each newsletter finalised by the end of each month to send to the office for distribution. It would be appreciated if any reports/articles etc. that need to be in the newsletter could be sent in the week prior to the end of the month or earlier. Any reports/articles received after deadline will be placed in the following months newsletter. The articles and opinions expressed in this newsletter are not necessarily those of The Australian Motorlife Museum.

Steven Koster

PRESIDENT'S REPORT

As I write it is the last week in March and the news regarding the nasty virus is changing daily so while everything is on hold it is hard to know where we will be in the next few weeks and months in all of our daily lives and routines so needless to say all museum business is shut down until further notice.

All bookings and club events and runs are of course cancelled and the Committee will try to attend to the basic essential daily duties around the office regarding mail, bills, security and so on but it has been necessary to tell all members and volunteers that we stay way and keep all personal contact to a minimum.

Nobody can tell at this stage what will happen next, and of course we have to have faith in all of the government departments and agencies and particularly the health experts to guide everyone as to what to do for the best.

Meanwhile, if you are reading this it is because some of us managed to get to the office to print it and mail it out and we will hopefully try to keep everyone informed about what plans we have for the re-opening of the museum whenever that may be, in future newsletters next month and so on.

The news as of today would seem to indicate we could be shut down for a few months but we all hope to get to the other side of this problem as soon as is safely possible.

For those members who have access to Facebook we will be posting updates as and when anything changes and we will also try to keep the website updated but if anyone has any questions you are welcome to contact any of the Committee at any time.

The Committee for now is planning to keep having meetings every month to review the situation but even if that becomes impossible we will be keeping in touch by phone and email.

So apart from all of that, and before the virus took hold we have been busy enough up until last week.

The AGM came and went without any major changes, but I have to pass on the Committee's thanks to Don Matthew who has decided to step back from Committee duties; he will hopefully have more time to devote to the Curatorial and Butler Committees where he is much needed, and his place has been taken by our editor Steve.

Some of you may have seen the car show in the park last month which was organised to raise funds to help a local couple who were badly injured in an explosion at their Oak Flats home and I have added a short report elsewhere in this magazine.

Solarhart who have been contracted to install a solar energy system on the roof have had a couple of delays due to weather problems recently but that is still planned to go ahead in the next few weeks (weather and health and safety recommendations permitting).

There have been a few changes within the museum displays with some vehicles being replaced by new exhibits but you will of course have to wait now before seeing them; it will be worth the wait though.

Meanwhile, keep safe, keep well and we will all get together when this current trouble is behind us.

Chris Martin
President

CURATORIAL REPORT FOR MARCH 2020

The working bees in the workshop area had a disrupted start to the New Year with the Australia Day long weekend and then road closures due to flooding around the Museum.

Some carpet tiles in the Brabham Room got saturated during the heavy rain and the volunteers did a good job of pulling them up, hanging them to dry in the workshop for a few days and re-laying them later in the week.

Vehicles in the Stage 3 area have been re-arranged, with some of the taller vehicles going to the back and the smaller vehicles, including our collection of Austin 7s, coming close to the access into the area. The re-arrangement provides a better vista of all the vehicles. A life scene has been created with a suitably dressed mannequin sitting on the running board of our veteran Fiat with his picnic accessories set out around him.

The changes in Stage 3 have given us space to accept a Dennis Ace fire truck on loan from Unanderra Volunteer Fire Brigade complete with wooden ladders and brass cannisters.

The dissected Mitsubishi Verada was offered to the Parkes Motor Museum as a donation and they gratefully accepted the offer.

The Curatorial Committee was contacted earlier this year by the Deputy Director of the Queensland Art Gallery – Gallery of Modern Art (QAGOMA) following a visit to our Museum by Professor Charles Falco & Ultan Guilfoyle. They are currently working with QAGOMA to develop a major exhibition called ‘The Motorcycle: Design, Art, Desire’ to be presented at the Gallery of Modern Art (GOMA), Brisbane from 28 November 2020 to 26 April 2021. They are hoping that the exhibition will include some of the most important historical and contemporary motorcycles in existence.

QAGOMA has contacted the owners of private collections and public institutions both in Australia and internationally to obtain the loan of motorcycles they want for the exhibition.

Professor Falco is a motorcycling historian and Ultan Guilfoyle was a Guggenheim adviser when they were part of a team which chose motorcycles for “The Art of the Motorcycle” exhibition at the Solomon R. Guggenheim Museum in New York City in late 1998. The exhibition was considered the most successful exhibition of industrial design ever assembled.

One motorcycle from the Museum’s collection has been identified as a key inclusion for the Brisbane exhibition, and QAGOMA has sought our permission to borrow the 1906 Spencer motorcycle and associated wooden casting patterns for the exhibition. They appreciate the Spencer’s rarity, its Queensland origin and its position in the story of motorcycles in Australia.

Following considerable research and having received assurances from QAGOMA that they will cover agreed insurance and freight costs, the Butler Committee agreed to the request. All members of the Butler Committee agreed that it would be an excellent opportunity to have the Spencer included in this exhibition, to acknowledge its importance and to promote the Museum.

You can learn more about the exhibition by visiting this link:

<https://blog.qagoma.qld.gov.au/the-motorcycle-object-of-desire/>

Curatorial Committee

MOTORLIFE MUSEUM LIBRARY REPORT – APRIL 2020

The cleaning regime is progressing faster than anticipated as we are devoting considerable time and effort to the task. It has highlighted that we are missing six shelves from the central shelving units and we will be trying to find some second hand pieces to fill-in the gaps.

We have created a separate list of the general interest books in the library and have commenced a stocktake of the books. As there are over 1800 books, this will take considerable time and effort to complete and as such is probably the first time for the library because of the size of the task.

The magazine giveaway in the December magazine was repeated for the February magazine which resulted in more magazines going to good homes. One member took 40 magazines which included the London to Sydney marathon issues mentioned in last month's library report as well as some others. Another member took over 800 magazines to help build his own collection.

We had nearly 1000 owner club magazines from overseas Ferrari and Mercedes-Benz clubs and after an approach to the local car clubs, all of these magazines have now joined their respective libraries.

The Parkes museum took 24 boxes of magazines (circa 700 issues of Road & Track plus circa 650 issues of MotorSports) that were surplus from previous donations when they picked up the Mitsubishi Verada. The floor of the old spinning room is now looking a lot clearer.

Look for Giveaway#2 elsewhere in this magazine.

HELP WANTED

The Library has a collection of VHS tapes and we need a member that still has a VHS player, the software to convert the tapes and the time and enthusiasm to digitize the tapes so that we can share the contents with our other members.

Also, if any member has any old Castrol motorsport films on VHS or DVD from the 1950s to 1970s which they would like to share with our membership, the museum would be happy to receive any donations.

MAGAZINES WANTED

The library is trying to complete its collection of **Racing Car News** magazines from 1961 onwards. If any member has any of these magazines that they no longer need, the library would be grateful for any donations.

Brian Wye

Librarian

library@motorlifemuseum.com

BUILDING MAINTENANCE REPORT FEB - MAR 2020

1. - Integral Energy Park Report

16/3/20. Continuing communication with W.C.C. via e-mails and phone calls regarding the lack of water in two of the roadside fire hydrant points alongside the road through the Park. One point that does have water is near our stormwater retention basin, the two without water are in the garden near our carpark, and opposite the Kembla Joggers entrance.

As of yesterday (March 16th) Steve Maidment from W.C.C. has told me “The plumber said last week that there is an issue with the valves and he was going to attend to it”.

A month ago they told me they were going to “follow this up as a matter of urgency” !!

2 - Building Maintenance Report

24/2/20 – 9/3/20 - Ken, Gary, & Royce completed the annual test and tag of all electrical appliance leads and extension cords. There were 110 yearly checks and 65 five yearly checks that were done, total of 175 items. At the current rates charged for this type of testing, Ken, Gary & Royce have saved Motorlife over \$1000.

16/3/20 – Completed final preparation for Solar Panels, ready for installation next Monday & Tuesday (March 23rd , 24th) so long as the weather is fine.

16/3/20 - Royce and Gary installed 3 more LED light fittings in the old Spinners Shop room, replacing existing fluorescents. These had been purchased with the last of the CBP Grant funds.

Attended to other maintenance issues that had been listed in the Maintenance Log Book.

Phill Harrigan

STORIES FROM THE STORE

An irregular column aimed to educate, titillate and generally provide background information from the experiences of our busy Stores Attendants as they go about their activities in the world of restoration, repair or renovation of Museum displays.

The Store Attendants don't usually allow their political biases to surface, but in this case, something needs to be said.

During a recent rare lull in store organising, the Store Attendants were discussing over a cup of tea on the verandah, the state of vehicle manufacture in Australia. In particular, the follow-up decision by GMH to not only stop making cars in Australia, but to abandon Australia altogether.

The original company was no fly-by-night, get-rich-quick scheme. It was founded in 1856 in Adelaide, South Australia.

Yes, it was a couple of years before horseless carriages made their entry, but it was a strong multi-faceted company built on a range of partnerships which eventually gravitated toward motorised vehicles after the turn of the century. They supplied upholstery, moved on to rebuilding body work and manufactured motorcycle side car bodies for various companies. After WW1, they moved to full scale vehicle body production. By 1926, they were supplying vehicle bodies to nine different vehicle brands. They even supplied tram bodies to Melbourne Tramways!!

1931 saw the completion of the takeover of the Holden company by the U.S. based General Motors. At the end of WW2, the new company produced the Oldsmobile Ace, and in 1948, the first of the long line of Holden cars.

At the risk of upsetting the Ford Fanatics, Holden's were very popular, outstripping their competitors in annual car sales over most years.

From 2000 onwards, many Australians, (including the Store Attendants) were scratching their heads at the shenanigans going on in the vehicle industry world-wide, and the fall-out bringing grief to the Australian section. Various Australian Governments reacted by throwing big chunks of money at the whole industry and GMH in particular. By 2017, all the major manufacturers had retreated to their home bases, leaving mere skeletons of their former enterprises in Australia.

The original company started out making horse saddles. It was able to observe changes in society and adapted its business directions to meet the new needs.

As their tea was getting cold with a chill wind blowing onto the verandah, the Store Attendants' musing turned to modern companies' reactions to change.

It seems that today, none want to adapt or move towards meeting new challenges, it's easier to pack up and go somewhere else.

The Store Attendants know life will go on, but wonder how much better it could be if new products, invented in Australia, in demand around the world, manufactured by well-run companies, could actually be made by Australian workers.

The Storeman

MARCH COFFEE RUN

Perfect weather created a great opportunity for the Wednesday Coffee Run. Six oldies, a couple of moderns and the most people we have seen in a long time.

Helen & Steve and Marion & Howard in their MG Y; Marlene & Don accompanied by Kristine & Antoinette in their Hupmobile; Ian & Pam In their Jaguar; Gillian & Ivor in their Auburn; Wendy & Bob T. in their Morris 8; Paul in his Buick Tourer accompanied by Andrea; Janine & Gordon in their 1924 Rover; along with Bob W. and Jan M. in their moderns.

However, as usual, there always a side story (or two).

Firstly, the Rover didn't want to rove. Don provided valuable road-side assistance and everyone was able to keep moving.

During one such stop, Antoinette was invited to ride in the Hup. This arrangement created three female navigators and one male driver. With such high-standard prowess overseeing the route instructions, what could possibly go wrong? It became a deep, perplexing mystery as to why the Hup embarked on a journey of its own, touring the Northern Suburbs of Wollongong on its' way to Woonona.

The destination was eventually achieved by all who set out from the Museum. Great coffee, huge delicious meals and wonderful camaraderie. Some took a hint from the route instructions and went for a walk along the beach. The rest just enjoyed the weather and the hospitality.

Thank you to the Management and Staff at North Break Café, the experience was well worth the effort.

Thank you to all who participated, it was great day out.









FUND RAISING CAR SHOW

When local couple Ben and Colleen were injured in a gas explosion at their home in nearby Oak Flats in January a few friends organised a car show in the park at The Australian Motorlife Museum at Kembla Grange NSW on Sunday 23rd February to raise money to help with ongoing medical costs. There was a fine turn out of Holden's old and not so old, some restored, some modified and this poignantly coincided with the announcement from General Motors only the week before that the Holden brand was to be axed by the end of this year which was a common talking point on the day. That didn't stop many owners of examples of Holden's old rival Ford turning up to add their support. There was also a variety of other classic cars from an early unrestored Model T Ford 'Center Door' Sedan to a Jaguar E-Type as well as many American models and Hot Rods.

The proceeds from the show and raffle will be a big help to the couple who are recovering from severe burns.



Murray Alcock's Ford T 'Center Door' Sedan won 'Best Old School' trophy

Best Euro' went to this Jaguar E-type.





VW Karmann Ghia Coupe

1956 Chevrolet



Holden Torana GTR; if it looks vaguely familiar to UK readers the shell was based on the Vauxhall Viva HB

Cars Ahead Of Their Time

It can be dangerous to be ahead of your time if you're a car maker. If you put an idea into production too soon, you may lose a fortune but if you leave it too late someone may get in first and make a fortune. It's a truism of the industry that many cars once considered unglamorous eccentricities went on to pave the way for some of the world's most successful models. Here are a few examples:

NSU Ro80 (1967)



Originally labelled the most significant car since WW2, the Ro80 featured front-wheel drive, advanced aerodynamics and a radical, wedge-shaped body that provided outstanding packaging efficiency. Moreover, it had a Wankel

rotary, a concept that many once believed was the greatest advance ever in engine design.

The engine failed to match expectations, mainly because of its heavy fuel consumption. But, had the Ro80 employed a conventional power plant, it may well have ushered in the “aero era” a decade-and-a-half before it actually arrived. Unfortunately, the Ro80's other great attributes – the huge cabin, flat floor, semi-auto transmission, excellent visibility, smoothness, refinement and an ability to slice silently through the wind – were quickly overlooked in the criticism of its fuel-hungry rotary engine. So, despite its great promise, all the Ro80 achieved was to bankrupt its maker.

It was not until 1982, when the Audi 100CD appeared, that the Ro80's “aero” shape came into its own. And many ex-NSU engineers had helped to develop it.

Subaru Leone 4WD (1972)



Long before the Forester appeared, Subaru answered a question that no-one had asked apart from a few Japanese farmers. Why not build a small car with four-wheel drive?

In 1971 Subaru produced an all-wheel drive version of the fragile-looking FF-1 1100 wagon. Displayed at the Tokyo Motor Show, it went into production with the slightly beefier Leone sheet metal and a 1.4-litre engine. And Subaru showed the world how easily front-wheel drive could be extended to all-wheel drive.

Thus the FF-1 became the first of the so-called 'cross-over' cars.

Unfortunately, the original four-wheel drive Subaru lacked a central differential and, on sealed surfaces, it had to be driven in 2WD. Nonetheless, it was as tough as nails and could access many places a much heavier 4WD could not reach. It was also a great deal cheaper to buy than other 4WDs and more economical to run. Most importantly, it was as comfortable and refined as the conventional sedan of the day. Unlike many stories of cars with a pioneering bent, this one had a happy ending. Subaru stuck to its guns and developed the concept into the more sumptuous Legacy (aka Liberty). The newcomer gained a centre differential and became a truly mainstream "all-wheel drive".

Mini Minor (1959)



Why increase a car's weight and reduce the usable space by placing the engine in the front and the driving axle at the rear? Why not shorten the bonnet length by turning the engine sideways? Why use heavy steel suspension springs? Why add costly production processes to hide the body seams and conceal the door hinges? Alec Issigonis asked himself these questions then turned convention on its head. His Mini became a masterpiece

... so good that the basic concept is still employed 60 years later. However, the original Mini was costly to build and, for several years BMC, lost money on every one it sold. Despite this, almost every successful small car that followed owed some design features to the fabulous 'Brick'.

Range Rover (1970)



During the 1960s British car-makers realised that the civilian market for four-wheel drives was not restricted to farmers and tradespeople. Many traditional luxury car buyers became convinced they needed an impressive looking 4WD, even if it seldom left the bitumen.

By then, Jeep had enjoyed some success with its 4WD wagons but the design was closer to a light truck than a passenger car. It took the sometimes unreliable 1970 Range Rover to create a 4WD that drove and rode like a car.

The original “Rangie” had a V8 engine, luxury trimmings and a near classic body shape. Its suspension and braking systems were more refined than anything previously seen on a 4WD.

Of course the occasional horse-float owner wanted a leather-trimmed off-roader but a significant part of Range Rover’s success was that it offered an alternative for those who could no longer afford to update the Bentley. By buying a 4WD, they were seen to be making a “lifestyle choice” (even though the term hadn’t yet been coined), rather than simply economizing.

The luxury off-roader was born and – today - most prestige vehicle-makers have a classy 4WD in the range.

Nissan Prairie (1982)



Many industry watchers were excited when the Prairie was launched. Being a seven-seater laid out like a conventional wagon, it seemed ideal for the large family with a transportation problem. And, unlike rival people-movers based on forward-control vans, it also drove like a car. The Prairie’s dual sliding side doors – without the usual central pillar – and the high roof line provided

amazingly easy access and there were other attributes as well. Unfortunately, the Prairie felt too much like a commercial van when on the road. What it did do, however, was to inspire Mitsubishi to produce the Nimbus - a much better rendition of a similar theme. Almost every major car-maker went on to create its own version of the people-mover concept.

Honda Civic 4WD Wagon (1987)



A decade before the CR-V arrived, Honda built a rather unimpressive all-wheel drive wagon that was quietly dropped from the range. Years later, when the motoring scene had changed, Honda took another crack at the 4WD wagon market. The result was the 1997 CR-V which soon became Honda Australia’s best-seller; it was soon joined by the smaller HR-V. The original design used a viscous-couple

arrangement to bring the rear wheels into play if the front wheels should start slipping. That idea worked well but the problem was that the 4WD was neither a svelte wagon nor a rugged recreational vehicle. But when Honda made a second attempt with the Civic 4WD, it reworked the appearance but kept the “go” just the way most buyers liked it. The result was a classy new concept.

Falcon XY 4WD Ute (1972)



The race to build Australia's first mainstream cross-over vehicle would have been won much earlier had Ford put more support behind a little-known 4WD version of the XY Falcon. Ford's 1972 effort comprised a utility body crudely mounted on a four-wheel drive Jeep platform, but there were also plans for a more highly developed utility version of the upcoming XA

Falcon and - possibly - a wagon variant. The XY 4WD came about because Ford Australia sold engines to power the Jeep CJ5s, which were then assembled in Brisbane. Someone in Ford reasoned that this arrangement might work in reverse; that is, Jeep running gear would work nicely on a Falcon without the need for many extra parts. A prototype was built followed by a run of 430 production vehicles, each with a "250" six-cylinder engine, leaf springs at each end and a winch on the nose. The result was rather agricultural but that was OK because the newcomer was aimed at agricultural buyers. However the new model took longer to develop and cost more than anyone had imagined, so the XY utilities were actually delivered after production had started of the XA sedan. Unfortunately, the utes were dogged by several bugbears including a lack of refinement, large turning circle and heavy fuel consumption.

Plans to build an XA version were abandoned not only because of ADR certification problems but by concerns that the XA model, with its frameless doors, would require costly body strengthening.

VW Golf (1974)



In some ways the Beetle was a success in spite of itself, being cheap to buy and as durable as the proverbial axe. As a result, it was still racking up sales long after its design had been surpassed in every area by almost all the competition. Further, history had long since judged that it was not a good idea to hang the engine over the rear axle (indeed – it was tradition rather than sound practice that kept the Porsche engine out-back).

Compared to the Beetle, the 1974 Golf was a design pace-setter. Thanks to a transverse engine, roomier cabin, lift-up rear door and a lay-down rear seat, it was the first major advance on the 1959 Mini concept. It was the type of vehicle we later called a hatchback. Space-efficient MacPherson struts were fitted up front, with rack-and-pinion steering, a wind-tunnel developed body and a water-cooled engine. Shortly afterwards, VW unveiled a variant that became the original 'hot hatch' and an instant classic - the GTi sports.

Citroen DS (1955)



One can argue about which car was most ahead of its time, but no mainstream model has ever looked more futuristic than Citroen's Goddess. The DS designation was in fact a pun: Deesse being the French word for Goddess. At a time when Holden was trying to convince buyers that the FJ was modern, the big Citroen looked like something from outer space. From

its low-line curves, grille-less nose and removable outer panels, to its disc brakes, power steering and hydro pneumatic self-levelling suspension, the DS resembled nothing else on the road. However, although one can argue that Citroen broke the mould, it failed to change the motoring world. The DS was built for nearly 20 years yet no-one copied its styling. And, while others followed the power brake/power clutch/power steering route, Citroen kept hydro pneumatic suspension to itself. But what a car!

Other pacesetters to remember:

1899 Henry Sutton of Melbourne built a car with front-wheel drive.

1900 Fiat developed the essential elements of the modern power steering system.

1903 De Dion Bouton developed a gearbox employing the basic principles of today's auto transmission.

1905 The Renault AG1 became the first car built on an assembly line.

1905 Rolls-Royce made cars with V8 engines, it also sold the first station wagon.

1907 Sydney's Alfred John Swinnerton built a small car in which the chassis frame and body were integrated into a single unit to add strength and save weight.

1909 Sizaire-Naudin introduced independent front suspension.

1911 Peugeot manufactured the Bugatti-designed B  b  , the first successful mini car.

1912 Wolseley made a two-wheel passenger car that used a gyroscope to stay upright when stationary.

1913 Caldwell-Vale of Sydney built a four-wheel drive passenger car.

1914 Delage built the first double overhead camshaft engine with four valves per cylinder.

1919 The US-made Convertible Twelve had two banks of cylinders, one of which could be shut down to save fuel. General Motors (and others) produced similar prototypes during the 1970s/1980s but the idea did not catch on.

1922 Lancia produced the first production car with a monocoque body and integrated boot.

1926 Britain's Trojan company made a small family car with a four-cylinder, two-stroke engine placed amidships.

1933 Mercedes sold the Porsche-designed Model 130 family car with a rear engine and many features that later appeared in the VW Beetle.

1934 Citroen unveiled the Traction Avant, the first volume-produced car with front-wheel drive.

1938 Holden fitted a locally-designed body to a Chevrolet chassis. With a top-hinged boot lid and fold-down seats, it was probably the first hatchback.

1955 Lloyd – a division of Germany's Borgward - produced a baby car with an east-west engine driving the front wheels. Four years later BMC followed with the Mini.

Some glorious failures:

1928 - Melbourne's Howard Hobbs designed an auto transmission and transferred the project to England, taking a fully automatic Austin Seven with him. Immediately after WW2, he produced the world's most advanced auto transmission, the four-speed Mecha-Matic which was the lightest and most efficient auto of its day. It was also the first auto to allow the driver to engage and hold any of the lower gears. Ford of Britain and Borgward of Germany offered optional Mecha-Matic transmissions on some models but unfortunately European motorists had little interest in automatic gearboxes during the 1950s.

1935 - The Chrysler Airstream Six set a new styling direction.

1942 - VW built the amphibious Schwimmwagen for the German army. The world is still waiting for a practical amphibious car.

1950 - Rover unveiled the first turbine-powered passenger vehicle. Chrysler followed with a turbine-powered sedan which they called 'the car of the future'. This writer had the good fortune to get a run in it.

1951 - The US-built Aerocar was first genuine attempt to produce a flying car. Dozens of similar designs followed but none reached volume production.

1960 – A few fully amphibious Amphicars were sold in Australia and this writer was lucky enough to 'drive' one on Sydney harbour.

1961 – Harry Ferguson built a 4WD wagon that incorporated Dunlop anti-lock brakes and other highly advanced features.

1968 - William Lear (*think Lear jet and Lear stereo*) embarked on a plan to revive the steam engine.

Employing 150 engineers, he tested every known steam design and announced he would develop an entirely new concept with 'space age' technology. After spending several million dollars on a reciprocating steam engine, he abandoned the idea and developed a lightweight steam turbine. It developed 186 kW and was tested in several cars but no major car company became interested. Sydney's Gene Van Grecken also developed a revolutionary steam engine that debuted at the 1972 Sydney Motor Show. Like so many other great ideas, it failed to reach production.

Pedr Davis

Ray Muddell Trophy



2019 Ray Muddell Trophy winner
for highest point scorer was
Steven Koster.

T(R)OPICAL NEWS



Social distancing, VCCQ-style

Pictures taken at last Wednesday's coffee morning, observing social distancing and the 5 of us had a lovely morning.

Wendy Muddell

Another Magazine Giveaway

Magazines available FREE from the Library

As a result of some generous donations over the last twelve months, the library has many duplicate and excess magazines that are not required.

The following magazines are available FREE from the library on a pickup/collection basis ONLY at the museum at Kembla Grange on a first come basis.

Contact the library on library@motorlifemuseum.com

- Autosport
 - 15 issues 1957-1964
 - 164 issues 1965-1969
- Historic Racing
 - 5 issues Vol#1/1,2,3,4 & Vol#2/1 1994-1995
- Sporting Motorist – monthly British motorsport
 - 12 issues Jul 1963-Oct 1965
- British Racing – British Racing and Sports Car Club
 - 18 issues Feb 1965-Mar 1968
- Australian Motor Racing - 7 issues 1981
- Classic Automobile Register - 3 Issues # 3,5,7 1997/1998
- Automobiles Classiques (French text)
 - 24 issues #47 - #137
- Classic & SportsCar
 - 298 issues Apr 1982 issue #1 – 2019
 - 130 issues assorted duplicates
- Thoroughbred & Classic Cars
 - Vols. 1, 3, 5 hardbound
 - Vols. 2 & 4 loose bound in publishers binders
 - almost complete set Oct 1973 to Jul 2008, 9 issues missing
 - 71 issues Oct 1973 issue #1 to Dec 1979, 4 issues missing
 - 109 issues 1980 to 2006
 - 91 issues assorted duplicates

Membership Application Form for The Australian MOTORLIFE Museum

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



Please complete, detach & return this side and keep the information on the left for your information.

Name:
Partner:
(if applying)

Postal Address:

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Membership is over a calendar year with membership commencing after the 30th June by payment of 50% plus fee for the next year

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

1 / We apply for

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Must be signed by existing members Nominated by;
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Would like to have your Newsletter / Magazine sent electronically to your email?

Yes No Newsletter Only

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Published:

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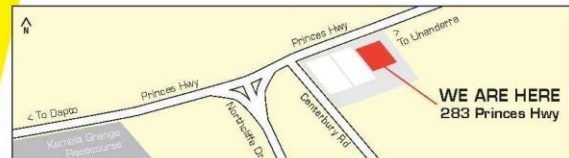
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