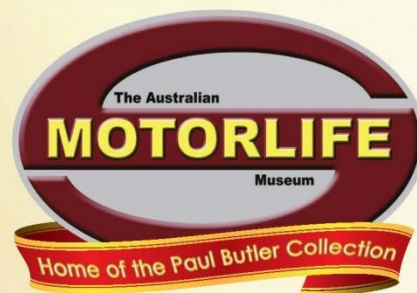


Motorlife News



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		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.



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Motorlife News : The Australian Motorlife Museum - ISSN 2209-3834

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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

OCTOBER 2020

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MUSEUM LIMITED OPENING DAYS

With the current situation with the virus the committee are keeping a careful watch as the situation changes, but for now the numbers of new cases seem to indicate the risk is low so we are open for business again from Thursday to Sunday. This does mean however that all staff and volunteers have to adhere to the strictest codes of cleaning and distancing and we need to make sure all of our visitors follow the rules.

The committee are monitoring the situation daily, any updates will be forwarded via our web and Facebook pages.

CLUB EVENTS

Important Club Run News:

Barry and Sarah Neill have taken on responsibility of coordinating the club runs and confirming the calendar dates in advance. This does not mean they are organising the runs, but if you regularly attend runs, or would like to, please let them know your ideas or suggestions of possible destinations and routes bearing in mind we primarily cater for the older cars. Of course we still need members to get actively involved with helping organising runs.

There may also occasionally be events that do come up that may require travelling in our modern cars too, but it is anticipated this will not be very often.

Dates for future runs will be announced in the newsletter in advance even when the details have not been finalised so you can at least plan your diaries.

For any enquiries contact either Barry 0409 658 149 or Sarah 0409 658 154

Saturday 17th October – TBA

Saturday 21st November

Destination Woronora Dam

Start Leave Museum at 9.30

Details Picnic morning tea and lunch with a visit in the afternoon to Darkes Cider

Wet Weather Contact Sarah on 0409 658 154

Basic Route Along the coast road, then to old Princes Hwy to The Dam, back along old Princes Hwy to Darkes Cider and then down Bulli Pass and home

Don't forget that our famous post Christmas BBQ with BBQs brimming with Christmas ham and of course the last of the celebratory bubbles and cake before we all take heed of our New Year resolutions! More details next issue.

REMINDER

Members using their vehicles on HCRS are reminded to carry with them each time they use their vehicle, their membership card, a current copy of Motorlife News, a Vehicle Movement Slip (if required), the RMS Registration Papers and the Certificate of Approved Operations. Failure to comply with the Guidelines issued to all members for the use of vehicles on Historic Conditional Registration Scheme may result in the suspension of this privilege. If in doubt please phone Waldo on 0408 425 650

NOTE: It is noted that trips to and from the designated 'running in' area and also Australian Motorlife Museum are considered Club Events for the purposes of the use of HCRS.

The trip must be from and back to the place the vehicle is usually garaged.

The Plates Registrar must be contacted before each return trip commences.

Trip must be via the most direct route that is practicable.

The 'running in' area boundary is West Dapto Rd, Illawarra Highway, F6 to Northcliffe Dr, Old Princes Hwy back to West Dapto Rd.

CAR CLUB DIGITAL MAGAZINES BY EMAIL

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

HELP NEEDED

Would any members like to get more involved with the daily running of the Museum? Even if you can only spare one day a month it could be an interesting day to help on duty with visitors, or get stuck in around the maintenance of the building and gardens, or if you prefer maybe working on the preservation of the collection in our workshop. We have a friendly crowd already but we can always use more help. If interested contact one of the committee to discuss the possibilities.

Reminder to all volunteers: Our opening hours are 9.30 to 4.30, as advertised, with last admissions at 4.00pm and anyone on duty in front of house is required to attend within those times; not going off early "because I thought we were not very busy", or "I only work until three...".

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 month newsletter.

Steven Koster

CLUB PLATE REGISTRATION DAY

Saturday 28th November - 10am till 2pm – Rego Day and sausage sizzle. Contact Waldo 0408 425 650

Note: All memberships must be paid up to date. The committee also plans to hold a meeting of all members with cars on club rego on the day to discuss whether we adopt the RMS 'Log Book Scheme' or stay as we are. Let us know your thoughts for or against.

The committee is discussing whether the club adopt the RMS log book scheme from January 1st 2021.

Many members have notified us of their support, but if any members have any objection can they either let one of the committee know or notify the plates registrar on Rego day.

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.

October 20th, November 17th etc

Due to the current situation any members thinking of attending the meetings are asked to check with the museum phone or a committee member on the day to confirm the meeting is on.

MEMBERSHIP papers issued to;
Jane and Evan Quarmby

AT LAST! For sale: Hot off the Press!

'A History of Motorlife' compiled by Wendy Muddell and Don Matthew.

An illustrated expose of the story behind this remarkable achievement, written by those leading the fight to keep together a major historical collection. \$25 plus \$5 postage to anywhere in Australia. See Don at a meeting or phone him on 02-42614627, or Wendy on 0499 348 899, or just send a cheque (remember them?) money order, even cash to PO Box 1353, Carindale, Qld 4152. (Limited print run)

Wendy Muddell

The book is also available in the museum gift shop.

PRESIDENT'S REPORT

Hello October! What? No Expo? Well unfortunately no, but we all know the reasons why. So, a year off but we will be thinking about something special for next year.

With all of the restrictions we have had in recent months it has been a worry but for now at least things seem to be getting back to normal. The committee would like to thank all members and volunteers for their efforts in these trying times, everyone has been doing their bit to help and implementing the measures needed to keep ourselves and our visitors safe. Just because the numbers of infections appear to be going down we cannot be complacent and think that the deadly virus will go away any time soon so it is very important that we all remain vigilant. It is a risk that as some people think they can forget about the dangers and we are all in the clear that such behaviour will spark a new wave of infections. I hope that does not become a problem but looking at what is happening in other countries, even Melbourne's recent numbers of infections, it is a reminder that this danger is still out there.

In other news, we have still been seeing decent numbers of visitors and the museum is looking good with an interesting turnover of new exhibits to keep everything fresh.

We also have just had some good news from the Wollongong council regarding their plans to apply for a generic D.A. to allow large events and gatherings in all their public parks and spaces. This plan is intended to make it easier for their relevant departments to authorise such things as music festivals, pop-up cinemas and temporary campsites on any of the council owned land, which although it may in fact be a good thing for the area in general the committee was strongly against all such events being held here. However due to the limited access and parking on site, along with the need to preserve the existing facilities for the running track in the grounds we joined the Kembla Joggers in voicing our concerns. After a couple of on-site meetings with council representatives and some correspondence back and forth the council have now decided it is not a workable proposition for the Integral Energy Park and have dropped it off their D.A. application.

So well done to all concerned, another worry has gone away.

I have to add a 'Well done' to Wendy and Don for putting together their book about the history of the museum from the early days in the shed up the hill through to how we got where we are today. The story needed to be recorded and who better to remember the efforts put in by those responsible. An interesting read for all members or interested parties it is available now in the museum gift shop.

Finally, with 'Rego Day' coming up in November the committee has had several requests from members that we adopt the RMS log book system for use of cars on historic registration. The committee is broadly in favour and a decision will be taken before the end of the year but if any other members, particularly those with cars on club plates, have any thoughts, for or against, let us know a.s.a.p.

Chris Martin

CURATORIAL REPORT - SEPTEMBER 2020

The Museum has received an extremely generous donation of a shipping container full of spare parts, including a variety of spoke wheels and headlights. Also a wide range of Austin spares including windscreens, radiator surrounds and body panels. There is still a large amount of items to be unpacked and sorted. At that time a decision will be made about what items will be available for sale.

Some time ago the Curatorial Committee was contacted by a resident of Dapto regarding his wish to donate his 1992 Harley Davidson Sportster motorcycle to the Museum. He and his wife had done several interstate touring holidays on the bike so it was well loved and enjoyed. He had visited the Museum several times over the years and thought that it would be an asset to the Museum. However he unfortunately became ill soon after discussions commenced and passed away. Subsequently his family contacted the Curatorial Committee and were interested in proceeding with the donation as it had been his wish. The Committee agreed to accept the donation. A couple of our volunteers spent considerable time cleaning the bike and it is now on display in Stage 3.

The Curatorial Committee also received an offer of temporary loan of a Variety Bash car which participated in the Bash every year from 1989 to 2018. The car is a 1964 Wolseley 24/80 and has been entered by different combinations of the same family, involving father, son and daughter, and grandchildren over that period. The father became the first entrant to participate in 30 events and several members of the family have been inducted into the Bash Hall of Fame. They have been fortunate to have Edgell Birdseye as their major sponsor for each of those 30 years.

Over the years the family have used the car to raise approx \$500,000 for the Variety Club to support disadvantaged children, and covered approx 160,000 km on the classic outback Australian roads such as the Gibb River Road, Birdsville Track and Gunbarrel Highway to name a few.

The Curatorial Committee thought that the car may be an opportunity for local Variety Club organisers to promote their wonderful work with some bonus publicity for us.

To continue our aim to have a more uniform style of presentation throughout the Museum, the "out the back" volunteers have been very industrious in recent weeks making a new style of stand for the information boards and some replacement posts for the chain barriers. The aim is to be able to provide information for more vehicles. Also to standardise the posts for the chain barriers and replace the ones that have wheels as a base.

Curatorial Committee

BUILDING MAINTENANCE REPORT AUGUST - SEPTEMBER 2020

All information and correspondence relating to the Solar System installation and associated Commonwealth Government 'Stronger Communities Programme' Grant has now been collated into a ring binder stored in the Museum Office back room. This is important to be kept for future reference as the warranties and performance guarantees extend to 25 years. Instructions for logging onto the on-line monitoring of the system performance are also included for Members who in the future may need access.

Investigations have commenced into options for the replacement of badly corroded verandah gutter support brackets. I have been assisted by the 'Maker Space' Department at University of Wollongong who have facilities for computer aided drafting of a design, and water and grit cutting of steel plate for some prototype brackets. I have also had assistance from some Members and Monday Volunteers so it looks like we may be able to do a lot of the required work in house.

Gary Pierce and Royce Ford have completed the last display cabinets to have their fluorescent lights changed to LED's. All cabinets in the Museum are now LED illuminated, greatly reducing the fading of objects by the U.V. radiation from the old style lights.

Tony Zuiderwyk has carried out some repairs to the concrete floor at the doorway between Museum Stage 1 and 2, where the concrete had been spalling.

Phill Harrigan

LIBRARY REPORT - SEPTEMBER 2020

The library has been described by at least one member as a room full of books behind a locked door. Not anymore. We have taken a major step forward by opening the doors of the library to a wider audience.

After many, many months of work, we have uploaded a significant portion of our magazines and general motoring books to online catalogues. By accessing the TAMM website page, there are links under the Motoring Library banner that link directly to the two catalogues.

All of our collection is available for reference/research by prior arrangement with the library.

Refer to separate articles in this magazine for greater details of the two catalogues and how to navigate them.

Brian Wye, Librarian

Impromptu Outing 12th September

'Steve hasn't been out in a while'

'That's true, why don't we ring around a few people to see if anyone is keen for an afternoon in the running in area'

'We could bring a Thermos and have arvo tea somewhere'

"I'll send a text to the people I have in my phone'

This is about the way our lovely afternoon on the 12 September came about. It has seemed so long since we had been out in Steve and we figured others were in the same boat. The response was amazing and we were so pleased to see about 6 of Steve's buddies come out to play and play a game of follow the leader to a great spot to have a socially distanced cuppa and a chat.

The running in area has changed so much since it was designated but there is still a bit of country road driving remaining out there and we managed to navigate most of it.

Steve Austin would like to thank Jane Austin, Sam Hupmobile, Vicky Morris, Rover 9, Marie MG, Bob Buick for being ready at a moment's notice for a bit of fun.

If you would like to be included in any future text messages about impromptu running in area outings or reminders about the outings themselves, please send me your name and number via text or by calling me on 0409 658 154

Take care all, Sarah



Run around the Lake....ish 20th September

8 am - Phone call from Alan – looks like rain are we still going. Yeh let's see how it goes once we are at the museum.

Happy morning tea/coffee over scones and muffins at the museum – time to decide are we going or not!

All in favour - Yes! (but we may cancel lunch if the weather is bad when we get there) so let's get the cars out, Steve Davis taking his Austin, Ted and his Diane taking the Rugby, Ross and Lyn taking their Humber, Alan and Sue in their Chev, new members Evan and Jane and border collie Bentley in their MG, Steve Koster with Helen and Christeen in his MG. Six Cars in all. Barry rode shotgun in Steve Davis' Austin – he has windows. (Steve Austin is not running at his best at the moment)



Route instructions handed out and paperwork filled out, – oh oh 4 of the cars need petrol, off to the station then back so we are all ready to leave at 10:45.

Steve's A40 lead the way with Alans Chev as tailender, through Albion Park and on to Jamberoo – some managed the hill better than others but safely into Jamberoo and short stop to confirm all travelling OK.

Back towards the Lake via Swamp Road – leisurely amble on a great country road with beautiful green countryside – easy to forget how good this area looks.

Onto the highway travelling north then off again to Oak Flats and there is the lake. Lake foreshore areas are well kept providing some wonderful views. Followed Reddall Parade around the lake and arrived at Lake South Reserve at about 12:15. As the weather had held out, we decided to stop and have lunch as per the proposed outing plan.

Evan, Jane and Bentley after a stroll around the lake foreshore headed off. The rest of us placed out orders for fish and chips etc.

Barry got his first and while standing outside at a table he was inundated with some, apparently very hungry, seagulls who can recognise an open chip wrapper from 2 miles – I am sure someone got a photo or two as all laughed and watched on as Barry fended off the flock of seagulls and a couple of pelicans, but once he moved under the fish shop awning they moved on in search of other, easier prey.

After all had feasted, Steve Koster and the girls with huge bacon and egg rolls, others with huge hamburgers, scallops or fish and chips it was time to head off. Steve Koster headed home and the remaining 4 cars headed off continuing north around the lake and back to the museum via Northcliffe Drive. We cleaned up the floor where these cars park and then put them to bed to cool down and relax until their next outing - all the cars did very well and not a drop of rain.

Most outstanding for me was looking back at the following cars as we travelled along Swamp Rd. The cars looked spectacular with the country scenery as a backdrop.

Watch out for future outing and come along - remember you don't need an old car to get out and enjoy the company of friends.

Barry



Auburn Cord Duesenberg Club Visit

On Saturday September 26th Ivor Wright arranged a visit from a couple of his colleagues in the Auburn Cord Duesenberg Club so we had the wonderful sight of these three gems in the front car park.

Apart from Ivor's own 1928 Auburn 8 Roadster, the grey and black 1936 852 Supercharged Phaeton belongs to Greg Stocks and Vice-President Ken Roberts brought his black 1936 Supercharged Sedan.

All three earned admiring looks from visitors.



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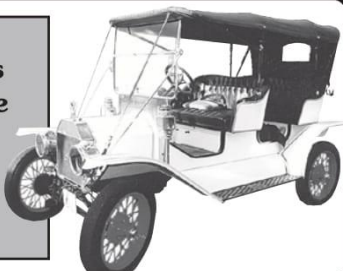
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TALES FROM THE PITLANE

Working in motor racing is not all champagne, helicopters and the glamour of mixing with the rich and famous. That is just the bits they show you on telly. Thirty years ago yours truly worked a year as a mechanic for a team contesting the Formula Ford championship in France. Just to make it more complicated our workshop base was at Brands Hatch circuit in southern England so we spent a lot of time on the road. One of the team sponsors was P&O Ferries which at least took care of our weekly trips across the English Channel, and we even got the full 'truckies' treatment which included a full breakfast in a restaurant lounge reserved for truck drivers. So at least our early morning starts were taken care of, but then on leaving Calais, and getting on what used to be the Autoroute A1 (now the A26) south to wherever we were headed this week was only the beginning.

Myself, and two other mechanics, Danny (who was at least half sensible) and Dave (21 years old and a bit wild) took turns to drive an old, slow Mercedes transporter with two race cars and many tools and spares on board, towing a four-wheel trailer with a third car and twenty spare wheels and tyres which could take ten minutes to get up to its maximum speed of 100kph. Dave, I believe I had mentioned before in a past story had a habit of getting us into trouble but I will not mention his surname as he eventually became the team manager of a current Formula One team.

So, one time we were headed for a race at Dijon but the engine needed for our number one driver was still at the workshop of the specialist engine builder when the truck had to leave to allow enough time to get to the circuit. The only option was for me to collect the engine in my car and chase down there after them. The engine builder was at the Snetterton circuit in Norfolk near the east coast of England, some 250ks from the ferry at Dover. After an early start from my home in north London I was at the workshop by 8am as arranged. I had a Mercedes sedan at the time and luckily the base of the rear seat comes out easily by releasing two clips and we lifted the race engine in and strapped it on the floor; I thought as I was going to have to be driving fast it would be better to have the weight between the axles rather than in the boot out the back, and luckily the weather was dry and sunny that day.

Off I went and I must have been going some naughty speeds because I made Dover in three hours and just caught the next ferry with minutes to spare. The crossing was easy and flat meaning it only took an hour and a half and I was off again across France by lunchtime. Today the A26 Autoroute runs direct from Calais to Dijon but back then I could only take the A1 half way and then drive cross country on the minor roads. Still the traffic was light, the weather still clear and the Mercedes in good tune so somehow I managed to knock off the 600kms in little over six hours, and that was including necessary petrol and coffee stops and arrived at the Circuit Dijon-Prenois just off the D971 a little north-east of the city in the early evening.



The old pits and control tower at Reims.

Passing Reims I even took a quick diversion to follow the route of the old road circuit just outside the city which was the site of many French Grand Prix and sports car races until the 1970s. The roads were still as remembered seeing from racing magazines as a kid but the old pits buildings and the grandstand opposite were near derelict and overgrown with some of the old signage still visible, though very faded. An interesting and historic site, which has since been restored by a local car club and is now used for historic racing demonstrations (though not real racing alas).

The truck had left Brands Hatch that morning and arrived shortly before me and we set to in the evening installing the engine in Raphael Del Sarte's car ready for Friday practice and qualifying. This alone is not a major job only taking a few minutes but then everything has to be checked and the exact setup of the steering, suspension, springs, camber and caster angles etc has to be adjusted so it is ready to run, hopefully just as the driver likes it. We had two other cars and drivers, Franck and Phillipe, but Raphael was one of the best and a genuine contender for good results.

Friday morning practice showed we had done everything right and the fresh engine allowed Raph' to start setting good lap times right from the off. Then we had qualifying, which is critical as the times set the order of the starting grid of the race. Again Raph' was on form and consistently setting fastest times. His penultimate lap was the fastest of everyone but that didn't stop him trying for one last flyer as he did not know at that time he was already at the top of the timing screens. Trying even harder he had a minor 'off',



Raphael centre, with another team driver Frank Thouvenel

an excursion over the bumpy kerbs at one of the corners which damaged the bottom of the car, peeling back part of the riveted aluminium sheet under the driver's legs.



Raphael at speed in the Olympic Motorsport Swift FF91

Formula Ford racers at that time were built around a spaceframe with a flat aluminium floor which extended from centreline of the front wheels back to the centreline of the rear axle and this had to be at least 50mm above the road for the whole length. This and other specifications could be checked by the 'scrutineers' at any time throughout a race meeting and as Raphael had set the best time inevitably they asked to check the car over. So it was pushed on to the flat area they used to take such measurements. The scales proved it was above the minimum weight but when they tried to pass the measuring bar under

the car it caught on the piece of the floor that was folded under. “Non conforme” was the decision from the officials meaning his times were disallowed. Much argument ensued with Raph’ standing in the car with his feet through the bottom looking like Fred Flintstone arguing that he only did that damage on the last lap and could not possibly have set the fastest time with the damaged panel dragging on the road, and the measurements either side of the offending aluminium were quite legal. It all fell on deaf ears, the officials were adamant, not helped by being egged on by a few rival team personnel who already had a grudge against Raphael for driving for a British team in a French championship.

Truly a scene from *Clochemerle* (Gabriel Chevalier’s comedy novel about political rivalries in a small Burgundy village) it is only a shame nobody thought to take a photo of the scene.



Left; Raphael battling up to 7th in the race. Right; Dave the mad ‘truckie’ on the road.



So, poor Raph’ would be starting the race from the back of the grid. He did, and made short work of passing half of the competition but he could only get so far in the 16 laps of the race and of course having to pass slower cars to get to where he could fight the front runners cost him more time so he finished 7th overall, just 8 seconds behind the winner Franck Guibbert.

Anyway, at least I did not have to travel back in the team truck with crazy Dave on this occasion and had a leisurely drive back home in the Merc’ so I took some of the back roads for the more scenic route, even finding, in a muddy field just north of Dijon the actual source of the Seine, a small spring bubbling up from underground and forming a small stream that gradually grew as it wound north, in many places parallel to the road.

Just one the many curious adventures from that mad year in France.

Chris Martin

Preston Tucker's Legacy

Before World War II, the American automobile industry had fallen into a rut. Most manufacturers continued to use traditional designs, operating within the firm belief that investing in something different was only needed if forced to do so by competition.

During the war, manufacturers had stopped building cars and devoted all their energies to producing war materiel. At war's end, when they were permitted to continue civilian car production, the philosophy continued and traditional products again began to roll off assembly lines. Enter a then 42-year-old Michigander by the name of Preston Thomas Tucker.

Tucker had spent many of his prewar years selling cars, working for several car companies in various capacities and combining efforts with Harry Miller, designer of winning car engines at the Indianapolis Motor Speedway. Tucker had a passionate interest in automobiles. His experience had taught him that there were many improvements and advancements already being used in European cars and in racing cars not being considered by American manufacturers. He knew that the American public would respond favourably to a new vehicle that incorporated some of these features.



Tremendous pent-up demand for cars after the war created a strong sellers' market, so Preston set out to build his dream car, incorporating many ideas still new to American buyers. He was a great salesman and an even better promoter. Today, the AACA Museum Inc. in Hershey, Pennsylvania, is both the headquarters of the Tucker Automobile Club of America and the host of a permanent display of arguably the most extensive Tucker collection in the world, assembled by the late David Cammack. With its three Tucker cars, movie replica car, eight engines, factory test chassis and a multitude of memorabilia, this display paints a broad

picture of the Tucker story within a conveniently small space. One leaves with a sense of awe about the almost miraculous achievements of the Tucker Corporation in the very short time it existed (1946-1949).

Although Tucker's attempt to produce his dream car resulted in only 51 units, his effect on the automobile industry in the United States was profound and long-lasting. Tucker was very interested in safety and many Tucker features were safety-oriented. Dashboards were padded to soften passenger contact during accidents, a feature Chrysler introduced one year after the Tucker had vanished.

Seat belts were proposed but not introduced because, if no one else has them, they seem to indicate that a car with them is unsafe. Tucker substituted a crash zone for passengers to crouch into during an accident. A pop-out windshield was designed to reduce head injuries during crashes. Intense Tucker publicity helped focus attention on automotive safety, which had not been a big concern among car manufacturers but has now become very important.

Beyond safety, in the decades after Tucker, features like disc brakes, independent four-wheel suspension, fuel injection, turning headlights, low center of gravity and other desirable Tucker improvement ideas were gradually introduced throughout the industry.

The philosophy had changed, pioneered by Preston Tucker and later picked up by Japanese car manufacturers who used it successfully to their advantage.

Competitive pressure was now being applied to justify expensive investments in changes to the status quo.

In addition, the long-standing philosophy followed by the automobile industry had been based on a kind of "Ivory Tower" mentality. When designing their vehicles, little thought was given to what customers wanted or needed. The designers were thought to be experts at their craft. The public need only sit back and wait for designers to create a product that they could not help but like.

John Gale

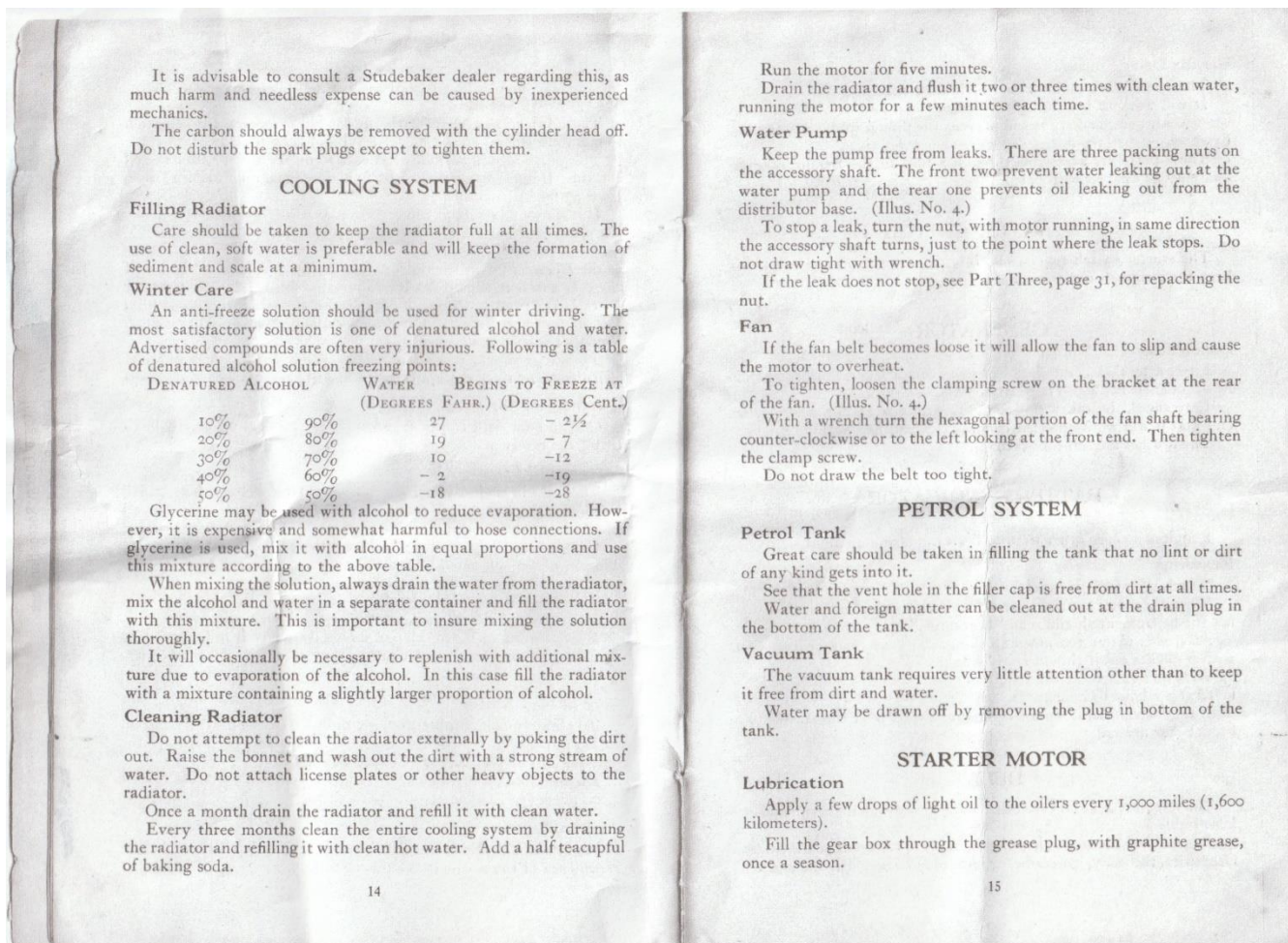
For Sale and Wanted

Adverts are placed in the magazine at the discretion of the editor for two magazine editions, any adverts no longer required please advise the editor.

Austin 1925 12/4 - totally dismantled but have most parts, stored under cover for many years \$450 the lot.

Collect from Burrawang Southern Highlands. Contact Rob McCarthy at libbery@bigpond.com

Page from a 1926 Studebaker Owners Manual





Introduction to the museum's magazine collection

Clicking on the magazine link on the Motorlife web page will take you to the museum's magazine catalogue on magazinecollector.net.

This will give you a choice of perusing the collection of car related or racing related magazines.

Selecting either will present a list of publications that we have in the library and have been catalogued.

Select your desired publication to peruse issues of that publication that Motorlife has in its collection. A red button to the bottom left of the cover scan indicates that the contents of the issue has been indexed and is available as part of the search criteria. Select the cover scan to peruse details of that issue. Note: the magazine articles themselves have not been digitized.

Search Facility

The category search box on the magazines page allows for searches of a magazine name.

Select the required publication.

The search box on the issues page allows for searching for a particular issue or a particular topic within the selected magazine.

The topic search will only return results for magazines that have had their contents indexed.

Proposed upgrades to the search facility include searching the entire Motorlife collection for a particular topic and not restricted to a selected publication.

The Motorlife collection is still work in progress as we have The Autocar from 1928-2004, The Motor/Motor(UK) from 1927-1973, two bays of motorcycle magazines and various truck/bus magazines still to be loaded to [magazinecollector](http://magazinecollector.net).

Select the "Exit collection x" in the top right corner of the screen to peruse the entire [magazinecollector](http://magazinecollector.net) site which gives access to the details of all of the magazines loaded onto the site by all of its members.

If you have any magazines that will help to complete the various publications in our collection, all donations are welcome.



Introduction to the museum's general motoring book collection

Clicking on the general motoring book link on the Motorlife web page will take you to the museum's book collection on TinyCat.

The moving carousel of books displays the books loaded to the museum's catalogue and selecting a book provides more details of that book.

The search box allows for a keyword search that searches the entire record of each book in the collection. When searching for a book, you can type the title e.g. "Rolls-Royce at Derby", an author's name e.g. "Tuckey" or keywords such as "Ford", "Holden" etc.

Note: when using keywords, the catalogue is subject to the information entered, so if your keyword is not in the record for the book, it may not find the book, but that does not mean that we do not have the book in the collection. Contact the library to see if we can help.

Selecting "Advanced Search" from the drop down menu allows for a more focused search criteria using specific fields.

Note: catalogue entries have been retrieved from various libraries (e.g. Library of Congress, British Library, Australian National Library) and the level of detail attached to a book will vary greatly depending on such things as its age, popularity or catalogue source.

To browse the entire Motorlife book collection, select any book on the carousel and then select "Your library" (highlighted in blue). The drop down menu in the top right hand corner of the screen allows for sorting in a different order (defaults to acquisition date i.e. date uploaded to the catalogue).

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.

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(if applying)

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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
- \$90 per year
- \$55 per year
- \$110 per year

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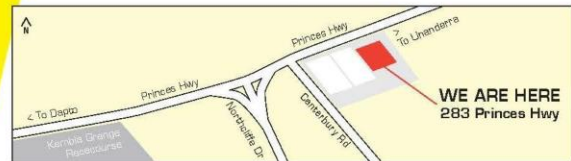
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