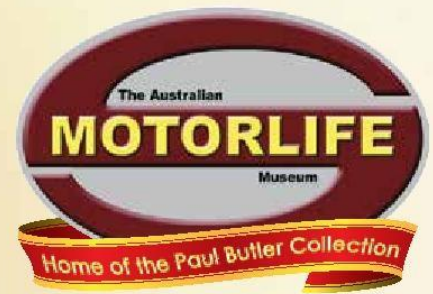
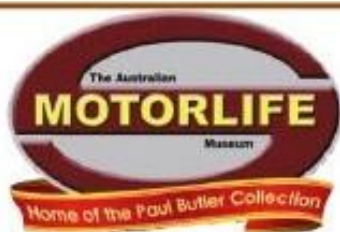


Motorlife News



*Driving the past into
the future*



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

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

phone: (02) 42 614 100

email: admin@motorlifemuseum.com

web: www.australianmotorlifemuseum.com

FB: www.facebook.com/TheAustralianMotorMuseum

Tax Exempt Charity

N.S.W.Auth. To Fundraise: CFN 10468

ACN: 001 673 070 ABN: 50 254 219 543



Donations \$2 and over are a Tax Deduction

 Facilities & Parking	Opening Hours 09.30 am – 4.30 pm Wednesday – Sunday
--	--

A Brief History

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

Membership Benefits

- Members - Free admission to the museum
- You don't have to have an historic or vintage vehicle to become a member
- Eligibility to join in TAMM Club Events. You don't have to have an Historic Car, just come along.
- Use of the RMS's Conditional Registration scheme for pre-WW2 vehicles.
- Free subscription to *Motorlife News*, our leading magazine
- Access to one of Australia's finest library of technical reference and vintage motoring books
- Connect with likeminded people
- Get advice from widely experienced technical experts
- Working Bees Monday's & Tuesday's where you can come along and bond with the crowd to share your knowledge or learn from the experts. A great place to exchange helpful insights for both men & women.

PATRONS

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

LIFE MEMBERS

John Dawson, Don Matthew, Ray Muddell (d), Wendy Muddell OAM,
Paul Unicomb, Mark Walton, Marlene Matthew, Steven Koster

AUGUST 2024

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MEETING DATES:

20th August, 7th September, 15th October etc

General meetings are held in the Brabham Room at the Museum on the third Tuesday of the month, except December, at 7.00pm for a pre-meeting gathering and 7.30pm start. Supper follows and something tasty to go with the tea and coffee is always appreciated. Visitors welcome.

TAMM admission pricing;

Family pass (2 adults & 2 children) \$45, Adult: \$20 pp

Child: 6-16 yrs: \$5.00 pp, Child Under 6 yrs: free

Concession & Seniors Card: \$15.00 pp

MUSEUM OPENING DAYS

In the Event of extreme weather conditions the museum may be closed so please ring first

LAST ENTRY TIME: 3.30pm (to give you time to look around)

Open Wednesday to Sunday 9.30 - 4.30pm

Closed Mondays and Tuesdays

Closed ANY PUBLIC HOLIDAY

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.

NEXT MAGAZINE DEADLINE: Thursday 26th September.

Anybody who picks up a copy of the magazine or newsletter from the museum, please look in the office on the table for copies.

The magazine needs to be finalised before the end of each month to send to the office for distribution. Please send any reports/articles etc to steven470@ozemail.com.au before the date displayed, anything received after the deadline will be placed in the following magazine.

Be advised that letters and articles submitted to be posted in the newsletter are not necessarily the view of The Australian Motorlife Museum or the editor.

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.

Save the dates! These have been confirmed as upcoming events with more dates/details to be added.

Sarah (0409 658 154) and Barry organise our weekend outings, if you have an idea for an outing please let them know. It would be appreciated if you could let Sarah know if you are attending. As a courtesy, if you are going on any events please contact the organizer to let them know you are going.

AUGUST

Saturday 10th TAMM Annual Birthday Party. See reminder for details.

Wednesday 14th Morning Coffee Run to Zues's Bar & Grill Tullimbar.
Meeting at the museum before 9.30am. Steven Koster organising.

Saturday 24th Mystery Run in and around Wollongong.

SEPTEMBER

Wednesday 11th Morning Coffee Run. Meeting at the museum before 9.30am.

Sunday 15th Loftus Tram Museum.

OCTOBER

Wednesday 9th Morning Coffee Run. Meeting at the museum before 9.30am.

Saturday 19th Campbelltown Steam & Machinery Museum steaming day.

Sunday 27th Jamberoo Car Show and Family Day. Kevin Walsh Oval, Churchill St, Jamberoo.
Waldo Walton organising.

NOVEMBER

Wednesday 13th Morning Coffee Run.

Saturday 23rd Greenwell Point for fish and chips

DECEMBER

Wednesday 11th Morning Coffee Run.

Saturday 14th Christmas Party in evening

Sunday 29th Brekkie BBQ

President's Report June-July 2024

Thank you to Steven Koster our Editor for reminding me about this report – it seems to up come quickly!

The Paws4Cause Dog Show that was once scheduled for the 7th April, then moved to 14th July, was again washed out. It was a shame as it was so close to us and an ideal opportunity to spread the word about the Museum. The organizers have cancelled it for this year, but we are on the invitation list for next year.

One of the main topics of conversation amongst your committee, is how do we get more volunteers to help. We have positions available in both the conservation area and as a museum attendant. Our Museum only operates on the generous time our volunteers give us, so if you have some spare time why don't you consider helping out. Give me a call or send an email and we can have a chat. I know you will love helping out and we would love to have you!

It was great to see the WaveFM as it is known today or 2WL in the past, first radio transmitter arrive at the Museum. It is a perfect addition to the "Don Matthews" row of radios and musical items. It was also great that WaveFM thought of us as a suitable home for their prized possession.

Also, the Curatorial team have been hard at work getting the duck tailed Citroen back on the road. I have a soft spot the Citroen brand and it will be an ideal addition to our ever-growing road drivable fleet.

In the upcoming months we have a number of events that you are invited to attend.

Apart from the second Wednesday of each month's coffee run, we have our Birthday Party on Saturday 10th August. If you have never been to our birthday party before, please ring Marlene and let you know you are coming – you will have a great time! For those that are regular attendees I will see you on the night.

On Sunday 15th September we are having a drive to the Loftus Tram Museum. The plan is to have a scenic drive through the National Park leaving the Museum at 9.30am. While I understand there are some hills to be tackled, it would be great to get as many old cars as possible. The full route is still to be determined but the plan is to go over the Sea Cliff Bridge. For some of our members with older cars who are not keen on car shows, this a ideal opportunity to give your car a run. So, lets change the oil, fill up the water, pump up the tyres, and join us on an enjoyable run. Can you let Sarah know if you are coming or even if you are thinking of coming so we can let the Tram Museum know numbers. It would be great to have a convoy of old cars going. PS if you have a modern car, you can come too!

In October we have two events to put in your diary.

The first is on Saturday 19th to the Campbelltown Steam and Machinery Museum Family Fun Day. This should be a great day with rides and attractions. Can you put this in your diary and we will ask for numbers closer to the event.

The second is on Sunday 27th which is the annual car show at Jamberoo. This is a brilliant event for us to promote the Museum. Last year I believed we had 16 cars attend so let's see if we can get more this year. Mark Walton will be chasing numbers shortly.

Our Marketing Sub-Committee has been busy in the background coming up with ideas to promote the Museum. The Marketing Committee presented to the General meeting in July, a couple of ideas they will implement soon. We will re-introduce the Ambassador Card. This will allow people to bring their guests to the Museum on a regular basis without having to pay each time. We are also going to ramp up our social media presence by having two official posts each month, the first being a "car of the month" and the second being either a volunteer or an item from the Museum. To attract people driving past the Museum we are going to get two larger tear drop flags to be placed in the driveway. The aim is for the movement of the flags to catch people's eye.

Last but by no means least, Darkes Rd is getting a round-about. This will be at the bend just down from the Museum. This will mean there will be no road access to the Museum on Darkes Rd from West Dapto Rd. We have asked the developers for an electronic sign on the corner of Princess Hwy and Darkes Rd to say we are OPEN for business! We are looking to see whether we need something on West Dapto Rd.

Once again, thank you to all the volunteers and if anyone one has any questions, please just pick up the phone or send me an email.

Thanks, and best regards,

Paul Nelson
President

Ph: 0412 55 8386

Em: paul@thenelsongroup.com.au

Curatorial Report June-July 2024

WaveFM contacted the Museum offering to donate 2WL's first radio transmitter, which is currently on display in WaveFM's reception area. After viewing some photographs, and undertaking a physical inspection of the item, the Curatorial Committee agreed that the radio transmitter would be accepted as a donation. It is an important part of local history and we considered that it complemented the early radio artefacts already on display in the Museum. The transmitter has been collected and is on display.

The wheels on the duck tailed Citroen in Stage 3 are not the correct wheels for the car. Fortunately, the correct wheel rims were supplied when it was purchased but they were in very poor condition. After some repair work undertaken by our volunteers the wheels are now away to be blasted and painted. New tyres will be purchased so that the correct wheels can be fitted to the car at a later time.

The Committee has come to the conclusion that the donated MG YA has done very limited time on the road since its restoration some years ago. A number of issues have been identified to date, including a loose exhaust manifold and a starter motor that needed overhauling. The distributor has also been replaced due to worn bushes.

In addition, it has been identified that the steering wheel control for the horn, indicators and semaphores needs significant work to make it operational. The wiring through the steering column had melted and caused a short due to its proximity to the exhaust pipe. The wiring is being replaced with high temperature insulation wiring.

We have a new female mannequin dressed in suitable period costume donated by our President. In addition, we have had a significant number of umbrellas and parasols donated by a couple of people and the best of those will be displayed on or around some of the vehicles.

Some time ago it was identified that the blasting cabinet and dust collector needed some improvements. Some ducting parts were made and have been fitted. In addition, an extractor speed control has been purchased, fitted and tested.

Additional guards have also been made and fitted to the beading machine and power hacksaw. These changes have been identified and undertaken to improve user safety.

Some of the regular tasks that our workshop volunteers undertake include regular maintenance on our registered vehicles, including charging batteries, checking tyres etc.

The last couple of months our volunteers, and in particular a recent newcomer to our group, have undertaken significant pruning and hedge shaping, tree trimming, and weeding around the Museum grounds.

Curatorial Committee

Library Report June-July 2024

A recent donation still to be sorted was received from a local car repair business. The owner has sold the business but still works in the business five days a week even though he has just turned seventy. There are seven boxes of rather dirty repair manuals ranging from MG TC to late 1980s Toyota Hilux with the highlight being five very clean manuals from the Prince Motor Company including the Prince Skyline GT from the late 1960s. The repair manuals are being cleaned and appropriate ones being added to our collection and those covering later vehicles or are duplicate will be added to the surplus sale list. There are two more boxes still to be delivered.

Another recent donation was from local Hilary Brown whose father has just moved to an aged care facility. Hilary delivered a box of motoring books to us and another nine boxes of general books to the Lifeline book sale. Thank you.

Recent activity in the library has been adding more of our magazine collection to the online catalogue which now numbers over 15,000 with still several thousand still to be added.

Don't forget that the library has over 300 surplus repair manuals listed online for sale at \$15 each with more still to be added over the next few weeks. A link to the list is available in the library section of the museum's website.

Brian Wye

Librarian

library@motorlifemuseum.com

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REMINDER

Your Museum is having a Birthday Party on the 10th August to celebrate our 16th Birthday. It will be fully catered, 6pm for drinks and nibbles provided by the museum and 6.30pm for dinner from Thunderbird Chicken Shop. The cost is \$10.00 per person. Names and numbers are required by Marlene before the 6th August, payment to the Treasurer or to Marlene would be appreciated prior to the night. We hope to see you all there.

BIRTLES AND THE BEAN ENGLAND to AUSTRALIA

The Australian Motorlife Museum Patron Warren Brown AM has placed our "Save The Planet" stickers on his 1925 Bean ready for his London to Melbourne trip.



A link is provided to subscribe for newsletter updates from The Australian Motorlife Museum patron Warren Brown AM on his epic journey this year from London to Melbourne in his 1925 Bean. Warren and his team are following in the footsteps of Francis Birtles who did the same trip in 1927 in a 1925 Bean.

[BIRTLES AND THE BEAN THIRTEEN \(campaign-archive.com\)](http://campaign-archive.com)

“Reminiscing”

A bike rally from long ago.

Parkes 2-4 October 1982. Graham, Meaghan and the boys arrived at our place around 9.00am with the Norton on the trailer. The Harley was already on its trailer so we set off via Macquarie Pass, Goulburn, Gunning where we caught up to a huge Wesco dump truck being taken to Adelaide on a huge Mack low loader. He had three tender cars with him and boy did he need them, then onto Yass, Cowra, Forbes and Parkes. The kids were kept interested counting sheep that were being driven along the road between Gooloogong and Forbes, boy is it dry out there, talk about a pommies towel. I don't think I have seen the back blocks looking as bad as they do now.

After booking into our motel we went up to the Sawyers camp and found Ivor and Jill and Fred who had arrived about an hour before with Clem and Helen, they had gone via Bathurst. The Sawyers and my clan went around to the Wrights for tea and a talk until about 8.00pm when we all retired to our respective motels for the night.

Saturday morning dawned fine and warm so around 10.00am it was time to book in at rally headquarters and start looking at other 112 bikes that were starting to arrive. Saturday Afternoon at around 2.00pm we all left for a run out to Bogan Gate and boy was it great to see all those bikes on the open road and did they sound great, especially under full grunt. Saturday nights do at the Parkes Leagues Club was a smorgasbord and what a spread, I don't think anyone could complain about the amount, we went home around 9.00pm to get ready for Sundays run.

Like Saturday, Sunday was a great day. The run was due to start around 9.30am so we went down to the museum and car park to have another look at the rest of the bikes. I noticed a mob of blokes standing around a bike so wondered over there to have a look myself, to my surprise there was a really great looking 1150cc Brough Superior, nearly next to the Brough was a 1000cc Vincent Black Shadow. But we had to get going so with Kevin, Helen and Ben Cass in Kevin's Henderson leading our group, away we went. Pop Cass on the 350cc Douglass, Graham and family on the 490cc Norton, us on the 1200cc Harley, Clem and Helen on the 500cc BSA, Ivor and Jill on the 1200cc Indian, Fred on the 250cc BSA, George Huse had left half an hour before us all on the 1903 300cc FN. George was made a new member at the last committee meeting.

We went about 30 miles out along the road towards Orange where morning tea was set up and partaken off delicious homemade goodies then on to Molong RSL for lunch. The bikes were being judged while we were all feeding our faces on another really great meal then back to Parkes along the same way. What a really great run, I spent most of the time tailing Kevin on the Henderson listening to the exhaust note, that thing really sounds great. I don't know why kids have to smoke funny cigarettes to get high when there are bikes like that around.

Sunday nights meal was in the Starlight Room at the RSL, another fantastic meal. After the meal the presentations started. Best Veteran Noel Napier 1918 Rover, Best Vintage Len Seach 1929 Harley, Best Post Vintage Jack Forrest 1934 Brough Superior, Best Sidecar our very own Graham Sawyer, Oldest Bike another one ours George Huse. George also won the VMCC Concourse Award, very well done. He also should get the Gould League of Bird Lovers award because he was attacked by a magpie and did not end up hitting the it or anything else, just abused the thing verbally that is. We all had a great time at the dinner and went home quite satisfied with our little group.

Monday dawned cloudy and cool but no matter we were on our way home so with any luck it might rain up there anyhow. We went around to the museum for a goodbye cup of tea then the Grahams, the Sawyers and our left for home via Eugowra, Cowra, Yass and Goulburn. We were going to go down to the Explorers Way and home via Wilton heard over the CB there was a one hour delay at Mittagong so we turned off at Berrima and went down Macquarie Pass and home. The trip to Albion Park took around five and half hours and the last 7km took half hour.

Those present:

1903 FN 300	George Huse.
1923 Henderson 1300	Helen, Kevin and Ben Cass.
1926 Harley 1200	Gail, Dave, Grant and Ryan Matthew.
1926 Indian 1200	Ivor and Jill Wright.
1929 BSA 500	Clem and Helen Daniels.
1929 Douglas 350	Wally and Pam Cass.
1939 Norton 490	Graham, Meaghan, Darren and Michael Sawyer.
1951 BSA 250	Fred Wright.

I would like to thank Parkes Antique Motor Club for putting on such a terrible rally, it was just great. Also Kevin for letting us take the Harley, it was much appreciated.

Dave Matthew



Dave & Gail Matthew on Kevin Cass's 1926 Harley Davison

PARKER ANTIQUE MOTOR CLUB'S 6th ANNUAL MOTORCYCLE RALLY 1982.

COMMITTEE
RALLY DIRECTOR REX VEAL
SECRETARY BRIAN COOPE
TREASURER JOHN FROGLEY

LIST OF RALLY ENTRANTS AND MACHINES.

1. ERUCH GOW	NORTON INTER. 500	1935	31. N. NAPIER	ROYER 680	1918
2. L. DICKSON	J.A.P 1000	1929	32. P. RUSSELL	A.J.S.	1924
3. CLIVE BROOKS	HONDA 250	1960	33. W. BIRD	HARLEY DAV. 1000	1927
4. P. BARNES	INDIAN 600	1927	34. K. DAVIS	VELOCETTE 350	1951
5. R. LINBY	NORTON 350	1939	35. E. ELLIOT	B.S.A. 250	1937
6. G. DANIEL	B.S.A. 500	O/FIT 1929	36. K. ELLIOT	ACME 98	1940
7. A. PRIDE	VINCENT 1000	1952	37. G. EVANS	A.J.S. 500	1954
8. I. WRIGHT	INDIAN 1200	1926	38. D. EVANS	A.J.S. 500	1951
9. P. WRIGHT	B.S.A. 250	1951	39. D. EVANS	B.S.A. 150	1954
10. R. DOBLE	A.J.S. 799	1924	40. T. BENTON	B.S.A. 500	1942
11. J. KADAR	WATCHESS 500	1929	41. A. MITCHELL	NORTON 500	1934
12. M. ROOPER	OM SUPREMS 350	1937	42. J. GEE	NORTON 500	1938
13. A. ROBERTSON	DOUGLAS 500	1928	43. G. STEWART	A.J.S. 799	1927
14. G. SAWYER	NORTON 490	1933	44. K. MOSS	VELOCETTE 500	1936
15. R. O'NEARA	B.S.A. 500	1933	45. G. KEATS	B.S.A. 350	1946
16. W. THEODORE	M. EFFIELD 500	1938	46. L. ROBERTO	B.S.A. 500	1935
17. B. HODGE	ARIEL 500	1947	47. C. STINSON	NORTON 490	1924
18. M. HENFORD	A.J.S. 350	1927	48. D. STINSON	NORTON 490	1921
19. J. JEREMY	A.J.S. 350	1926	49. R. SCOTTFELL	INDIAN 1200	O/FIT 1944
20. A. SQUIRES	B.S.A. 500	1954	50. H. GULLICK	DOUGLAS 500	O/FIT 1914
21. J. SQUIRES	B.S.A. 500	1947	51. G. GULLICK	B.S.A. 150	1934
22. K. WARSLETT	NORTON 500	1934	52. A. GULLICK	COY. EAGLE 250	1937
23. E. MORRIS	ARIEL 998	O/FIT 1939	53. B. MAXWELL	RALEIGH 350	1926
24. D. LIDDLE	INDIAN 750	1929	54. P. SCOTT	RUDGE 500	1935
25. D. FULLER	DOUGLAS 350	1924	55. R. HART	RUDGE 500	1937
26. G. ROWLEY	B.S.A. 350	1947	56. G. REIDGILL	B.S.A. 500	1935
27. J. NEWTON	ARIEL 500	1939	57. M. JONES	RUDGE 500	1927
28. P. STIBBEARD	A.J.S. 600	1950	58. J. FORREST	BROUGH SUP. 1150	1934
29. G. BAY	HARLEY DAV 750	1942	59. P. FLEMING	VELOCETTE 500	1946
30. H. LEMRY	NORTON 500	1927	60. G. WOOD	TRIUMPH 650	1961

PARKES ANTIQUE MOTOR CLUB'S 6th ANNUAL MOTORCYCLE RALLY 1962.

LIST OF ENTRANTS AND MACHINES Cont'd;

61. W. GASE	DOUGLAS 350	1929	86. D. MacDONALD	VELOCETTE 350	1938
62. E. GASS	HENDERSON 1200 O/F	1923	87. B. GLEESON	VELOCETTE 500	1949
63. J. HORNIGAN	D.M.W. 500	1962	88. G. CHAMBERS	INDIAN 1200	1936
64. M. BAILEY	MATCHLESS 500	1955	89. L. SEACH	HARLEY DAV. 10/12	1929
65. R. CHAPMAN	RUDGE 500	1939	90. J. PACKHAM	WARATAH 147	1924
66. E. LOMAS	B.S.A. 650	1958	91. J. FROGLEY	TRIUMPH 550	1931
67. R. TWIBLE	HARLEY D. 1200 O/F	1938	92. R. VEAL	HARLEY DAV.	1929
68. T. HANLY	MATCHLESS 500	1930	93. K. PENSON	DOUGLAS 350	1924
69. D. OSBORNE	SUNBEAM 500	1935	94. J. REIS	B.S.A. 350	1939
70. E. JOHNSON	HARLEY DAV. 750	1942	95. F. ASGILL	TRIUMPH 500	1930
71. P. CROCKER	MATCHLESS 1000	1929	96. G. KING	A.J.S. 500	1937
72. A. SCHUCK	KING DICK 500	1912	97. S. GRAY	B.S.A. 500	1947
73. E. PARKES	B.S.A. 2 1/2 H.P.	1926	98. A. MILL	RUDGE 500	1938
74. D. CRINKWOD	B.S.A. 500	1940	99. J. MARTIN	DKW 350	1939
75. B. KEYS	VELOCETTE 500	1947	100. L. BROWN	TRIUMPH 650	1962
76. C. PETERS	A.J.S. 800	1925	101. D. DELAPP	MATCHLESS 650	1962
77. E. O'NEILL	B.S.A. 150	1953	102. M. HOWELL	A.J.S. 500	1949
78. G. HUSE	F.H. 300	1903	103. J. JENNINGS	TRIUMPH 500	1909
79. B. WATERS	HARLEY DAV. 750	1942	104. A. MILL	RUDGE 500	1936
80. B. HODGE	APRIL 500	1939	105. A. MILL	NORTON 500	1957
81. E. COMANS	B.S.A. 250	1947	106. J. LOVELL	A.J.S. 500	1952
82. R. WOOLLEY	RUDGE 500	1915	107. S. SHERRY	RUDGE 350	1925
83. G. HAMPSON	A.J.S. 350	1926	108. K. JENNINGS	B.S.A.	1954
84. M. THEARLE	RUDGE 500	1930	109. D. JENNINGS	VELOCETTE	1962
85. D. MATHEN	HARLEY DAV. 1200	1926	110. J. MILL	TRIUMPH 650	1961
			111. M. SHERRY	F.N. 300	1913



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PARTS FROM THE PAST

With so much interest in preserving our motoring heritage, I thought your readers might be interested in how some vehicles have managed to survive with the supply of donor parts from vehicles which were not so fortunate.

I commenced my used car business in Wollongong in 1958, specialising in cheap transport for those people who could not afford to buy later-model vehicles. All the other used car businesses catered for the more well-off and were happy to sell me their cheaper trade-ins which were normally hidden at the rear of their premises.

My first boss, Austin Dwyer at Dwyer's Garage, where I served my apprenticeship, suggested that I should call my business Ron Thorp's Bargain Barn as he had seen similar businesses in the USA. He also rented me a vacant block of land at the corner of Auburn and Swan Streets in Coniston which appeased the Council Inspector who objected to me displaying the cars in the street.

The business grew exponentially from that point until a neighbouring business decided that they needed the property for expansion. Thus a search commenced for another site which materialised in the form of a vacant block on the Princes Hwy. at Figtree opposite the Gladstone Ave, intersection. I was fortunate to be able to purchase it with the help of my father who, by that time, had become somewhat more supportive of my emerging entrepreneurship.

The new location on the Princes Highway was a much better position with a steady stream of potential customers driving past each day, eagerly looking to see the latest bargains. By this time some of the original clients were on the lookout for a more suitable vehicle so trade-ins were replenishing the current stock.

In addition, we offered to finance their purchase with monthly repayments made at our premises which ensured regular visits often resulting in another purchase when they spotted a "must-have" before they left the yard. The business continued to flourish with sales of around one hundred vehicles a month. Some of the trade-ins were unsuitable for resale so a collection of these vehicles were moved to the back of the yard and became our first supply of used parts. In no time it became obvious that we would soon run out of room so the search was on for larger premises.

As luck would have it we became aware of an area of farmland which had been rezoned for a sawmill which did not go ahead. Its frontage to the Princes Hwy, at Yallah, was an ideal location being on the southern side of Wollongong with no other development nearby.

Once again my Father financed the purchase and allocated six acres for my new venture. The total undeveloped land needed a shed, fencing, power, water, telephone and an outdoor dunny with a pan service. In due course, a relocatable house became available at Tallawarra Power Station several kilometres away. It was transported in two pieces and erected next to the new 12 x 18 metres shed. To enable ready access to any vehicle for the removal of parts the available area was set out to accommodate 17 rows with an average of 30 vehicles in each row which was designated by the letters A to Q. Row A was all Holden's, B was for Ford V8's, C was for Zephyr, Consul's and Falcon's, D was for Anglia's, Prefect's and Fordson's. E row accommodated Austin's, F was for Morris's, G for Standard's and Triumph's, H was for Routes Group vehicles, I was for Chevrolet, Pontiac and Buick's, J was for Dodge, DeSoto and Plymouth. The remaining rows were made up of the more obscure makes while the Q row was for commercial vehicles.

Vehicles were numbered according to their position in the row, for example, A1, A2, A3 etc. As a vehicle was replaced with another in the same location the number was prefixed accordingly. For example, A1 became 2A1 which in turn became 3A1 when it was next replaced. A ledger was used to record every sale from each vehicle which gave some indication of what parts remained. Computers were unheard of in those days.

Clear areas between each row allowed vehicles to be moved about, often on a forklift, so every vehicle could be accessed without disturbing anything else. In addition, each vehicle was supported by two steel leg trestles with a hardwood 4-inch x 6-inch beam between the legs.



Before long most of the spaces were occupied and a holding area had to be created for vehicles awaiting processing.

An area was needed for the remains of vehicles which had been moved out to allow another to be placed in that position. These expended bodies were stacked in a big heap awaiting a suitable time for a fire to consume all the combustible substances leaving a steel shell free of non-ferrous materials. This operation always coincided with a wet day when the thick black smoke was washed away by the rain and caused no objection from authorities.



Feeding car bodies into the Crusher at Yallah.

After the heap of scrap steel had cooled down the forklift would carry the remains over to our flattening machine. This unique piece of equipment consisted of a five-tonne plate suspended between sturdy supports and attached to a cable which passed over a pulley and down to a pile-driving winch which was powered by a six-cylinder Chevrolet engine.

As the operator, I would raise the plate with the winch, apply the brake and after the forklift driver had delivered a body I would release the brake and the plate would impact the load reducing it in height to several inches. Another body was then delivered and placed on top of the flattened predecessor and the same process was repeated until a

package of steel about a foot thick was moved off ready for the next consignment.

On one of my trips to Sydney to buy stock for the car sales yard, I noticed an old Thames Trader truck with a long dog trailer attached, broken down beside the road with a for sale sign on it. Inquiries revealed that it had been a car carrier until terminal engine trouble brought it to an undignified stop. The prospect of being able to transport three cars at a time clinched the deal and I was faced with the task of transporting it back to Yallah.

I had recently purchased a 1950 Mercedes tow truck with a hand winch so the obvious thing was to press it into service and tow the stricken Thames and trailer to its destination. With the front of the Thames lifted and attached to the tow truck the entire length would need a special permit these days as well as additional braking.

Fortunately, the gods were with me on this occasion and the journey was completed after carefully descending the long steep inclines into Wollongong which have claimed so many lives over the years. After the necessary repairs were made to the Thames diesel engine the truck and trailer were used to transport the flattened car bodies to Simms Metal in Mascot and then backload three vehicles for stock at the car sales yard or the used parts division at Yallah.

The ungainly load of scrap steel was secured with chains and load binders which needed to be tightened regularly as the load settled. Also, the driver needed to be on the lookout for pieces of metal which tended to slide out periodically.



Mercedes Tow Truck with the next offering for the Used Spares Division.



Ford Thames and dog trailer ready for a trip to Sims Metal at Mascot.

On a trip to New Zealand, in 1962 I noticed that most of the vehicles on the roads were a couple of decades older than those in Australia. The reason for this was that New Zealand had strict import restrictions for cars and spare parts.

We had an abundance of spares as vehicles of that age were being scrapped to make way for later models. Only holders of the appropriate import licences could import these parts and these were major motor industry companies. I sensed opportunity knocking.

When I approached several of the licence holders they expressed considerable interest and in due course placed orders for various parts, some of which were to be prepared as exchange units.

We were able to pack the parts in small shipping containers and transport them to Port Kembla on the Thames truck where they were loaded on cargo ships sailing to New Zealand.

Each year one thousand calendars were printed with an aerial photo of the premises at Yallah and a current list of all the makes and models of which parts were available.

The calendars were distributed far and wide representing our total advertising budget.

A prominent location on a main thoroughfare was a huge advantage which saved having to pay for other forms of advertising.

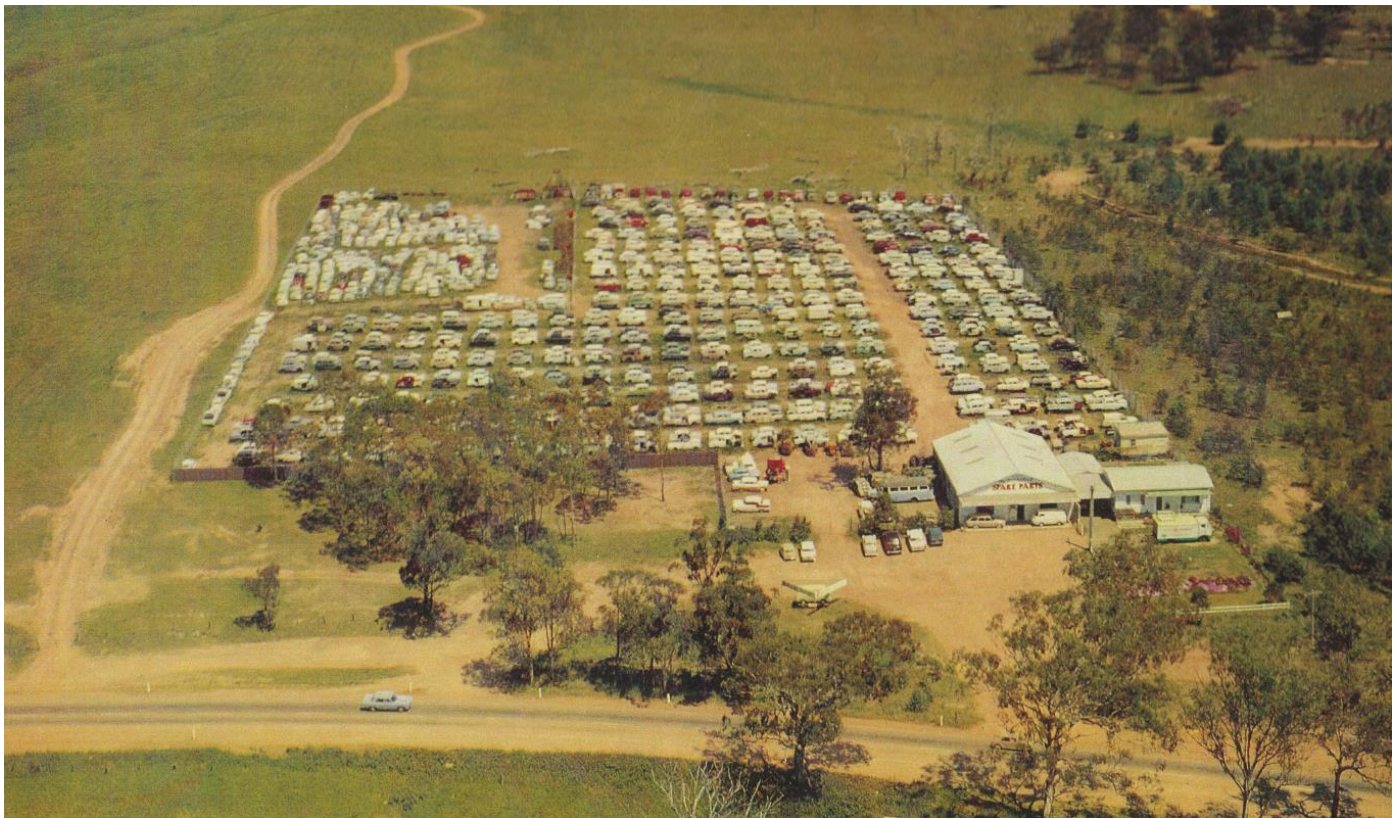
Today, the Princes Highway in this area has been bypassed by a motorway and another motorway has been built across part of the property. The buildings are used for other purposes, however, the cottage remains occupied.

I hope that some of the vehicles from that era have survived because of the availability of spares from Ron Thorp's Bargain Barn.

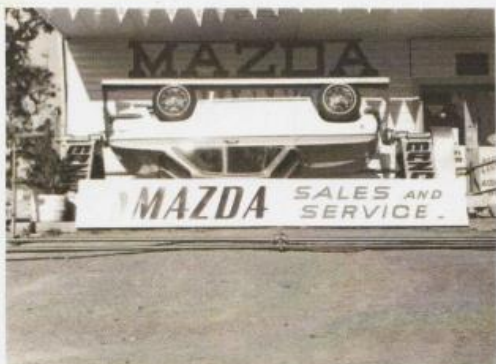
Ron Thorp

PARTS ARE CURRENTLY AVAILABLE FOR THE FOLLOWING MAKES and MODELS

Armstrong Siddeley	Eighteen, Sapphire 346	49 - 59	Ford	V8	32 - 61	Peugeot	203, 403	49 - 61
Austin	A30	52 - 56	"	Freighter	49 - 54	Pontiac	Most Models	46 - 52
"	A40 Farina	59 - 62	Goggomobile	T300	56 - 61	Renault	760-750 Dauphine	48 - 57
"	A40	48 - 54	Hillman	Husky	54 - 61	"	Fregate	51 - 53
"	A50-A55	54 - 58	"	Imp	64 - 67	"	Gordini	60 - 64
"	152 Van Series I	57 - 60	"	Minx	42 - 65	"	R4, R4 DL	62 - 67
"	Lancer Series I, II	58 - 62	"	Hunter, Arrow	67 - 70	"	R8 1100, R10	64 - 69
"	A60 Cambridge	59 - 61	Halden	FX, FJ, FE, FC, FB, EK, EJ, EH	48 - 65	Rover	75, 90	49 - 59
"	A70	49 - 54	"	Torona	67 - 69	"	3 litre Mk. I, IA	59 - 62
"	Westminster A90-A95	54 - 59	Hudson	6 and 8	35 - 56	Simca	Aronde, 1300	51 - 67
"	A125 Sheerline	47 - 54	"	Hawk	49 - 60	"	Vedette	56 - 61
"	Freeway, Mk. I, II	62 - 65	"	Super Snipe	49 - 69	Singer	SM 1500 — Hunter	49 - 54
"	1800	65 - 68	International	KB, AL, AR, AS	46 - 58	"	Gazelle	56 - 58
Bedford	PC, CA, KM, OL, D, A	49 - 64	Isuzu Bellelt	1500	64 - 67	Skoda	1102 Octavia, 440	49 - 64
Buick	8	37 - 48	Jaguar	Mark 5 - 7	49 - 56	Standard	Eight, Ten	46 - 61
Chevrolet	All Models	34 - 59	Jowett	Javelin	48 - 54	"	Vanguard	48 - 61
Chrysler	Royal, 6 Cyl., V8	57 - 64	Land Rover	Series I	48 - 58	Studebaker	Most Models	38 - 58
Citroen	Light 15	45 - 52	Lloyd	600	56 - 63	"	Lark	59 - 65
Commer	J Van	61 - 66	M.G.	T.C., Y, A, A Mk. II	45 - 62	Sunbeam	Talbot Eighty, Ninety	45 - 54
Daimler	DB18	46 - 50	Mazda	800, 1000, 1200, 1500	65 - 70	Toyota	Tiara, Crown, Corona, Land Cruiser	63 - 70
Datsun	Bluebird 1200-1300	61 - 68	Mitsubishi	Colt 1000	64 - 68	Triumph	Mayflower, Herald, Herald 1200	51 - 64
"	1000	67 - 68	Morris	8/40	37 - 48	Valiant	S, AP4, AP5, APC, VC, VE	62 - 69
"	Utility	62 - 66	"	850	37 - 48	Vauxhall	Tan, Twelve, Fourteen	40 - 48
"	Fairlady 1500	64 - 66	"	Major Series I - II, Elite	61 - 66	"	Wyvern, Velox, Cresta PA Series	49 - 63
De Soto	Most Models	32 - 56	"	Messenger	58 - 64	"	Velox, Cresta PB Series	63 - 66
Daihatsu	Berlina 800	64 - 67	"	Minor	57 - 64	"	Victor	57 - 64
Dodge	Most Models, 6 Cyl., V8	32 - 59	"	1100	49 - 61	"	Viva	64 - 68
Fiat	500	58 - 62	"	Ten	64 - 68	Volkswagen	1200, 1500 Car and Commercial	54 - 66
"	600	55 - 60	"	Oxford	45 - 48	Willys Overland	Jeep	37 - 55
"	1100 - 11000	49 - 66	"	Six	49 - 59	Walseley	4/50	48 - 53
"	1100 T Van	64 - 68	"	Isis, Marshall	49 - 52	"	6/80	48 - 54
"	1800	59 - 62	Nash	Most Models	56 - 60	"	4/44	53 - 56
Ford	Anglia and Prefect	46 - 64	Oldsmobile	Most Models	38 - 49	"	15/60	59 - 62
"	Corina 220-440, G.T.	62 - 69	Packard	Most Models	46 - 50	"	24/80	62 - 67
"	Consul and Zephyr, Mk. I, II, III	51 - 65	"		37 - 47	"	1500	58 - 59
"	Falcon XK, XL, XM, XR	60 - 68						



Aerial view of Ron Thorp Pty Ltd, Used Spares Division, Yallah, NSW



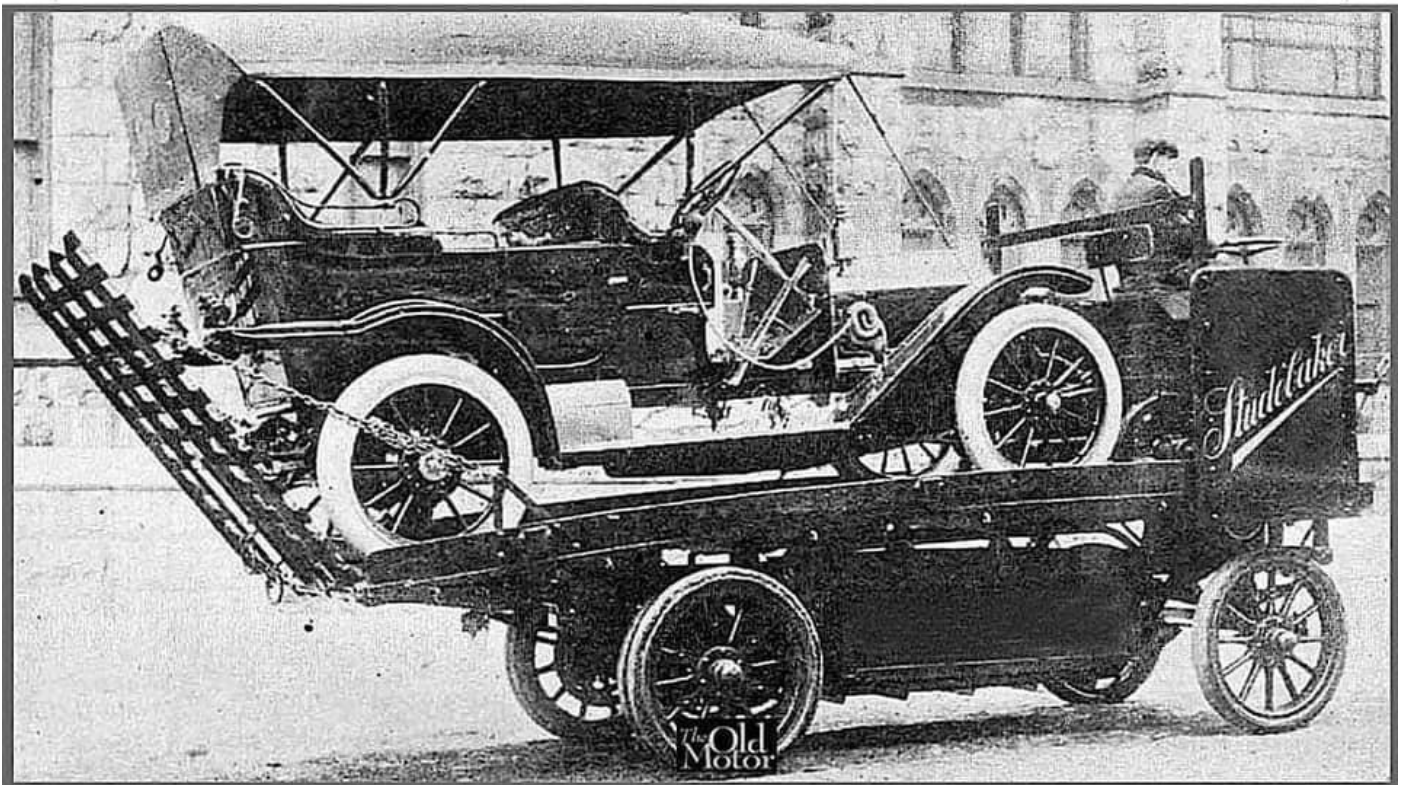
New Mazda R100 on the car roller display unit at Yallah.



Ron greets one of his guard dogs



A repair truck outside of a Firestone tire shop in St. Louis (1900's)



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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.

1925 Amilcar CS For Sale



Too many projects, not enough time, money or space!

So, this little gem is up for sale: A 1925 Amilcar CS assembled over a thirty-year period with a C4 engine, gearbox and rear axle. Everything has been gone through thoroughly to make it a good reliable runner now. Engine number dates it to 1925. Standard three-speed gearbox, clutch adjusted just right, new flexi-drive coupling fitted. Radiator had a more efficient modern core fitted in the past and it has a Motometer; runs cool on the move and it has an electric fan in case of traffic jams. Steering box and Hartford shocks rebuilt, front axle shimmed to approximately 3° caster, tyres have good tread on good Rudge wire wheels so it steers, rides and handles nice. Uprated 12V electrics, Marchal head and taillights, Jaeger instruments, GPS speedo and AES hi-torque starter motor.

On club rego, it has been out on many club runs and now usually resides in our museum where it can be viewed and taken for a test drive by appointment. They were known as *'The Poor Man's Bugatti'* which is why I am only asking **\$45,000** ovno. I have a nice trailer to fit for an extra \$1,500.

Contact Chris Martin on 02 4295 5164 or 0459 907 893

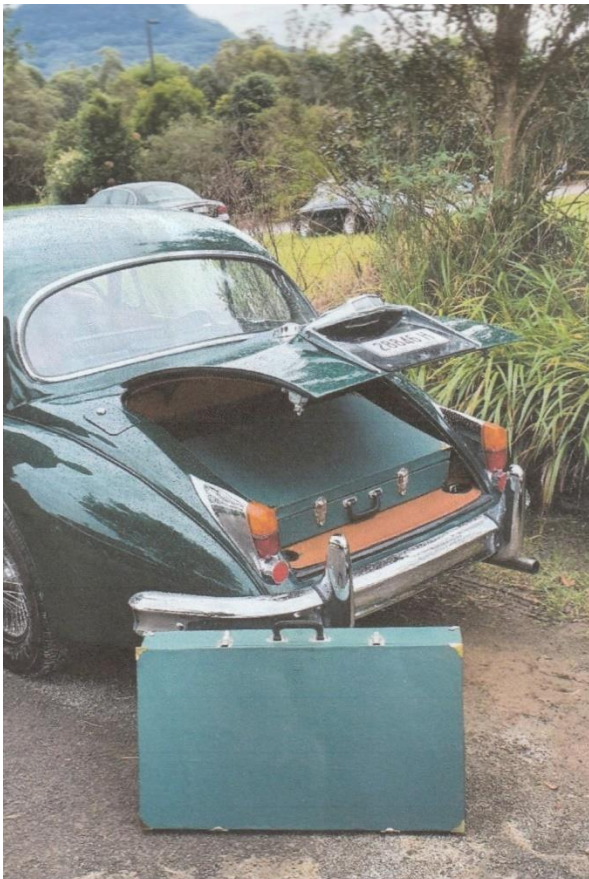
ROVER 9 spare parts

We have a selection of Rover 9 spare parts surplus to our needs. Please ring for more information. We will be holding these parts till July 2024 so get in quick. Pick up from Wollongong (we travel to Melbourne and Toowoomba occasionally so that could be an option).

For further info please ring Sarah on 0409 658 154

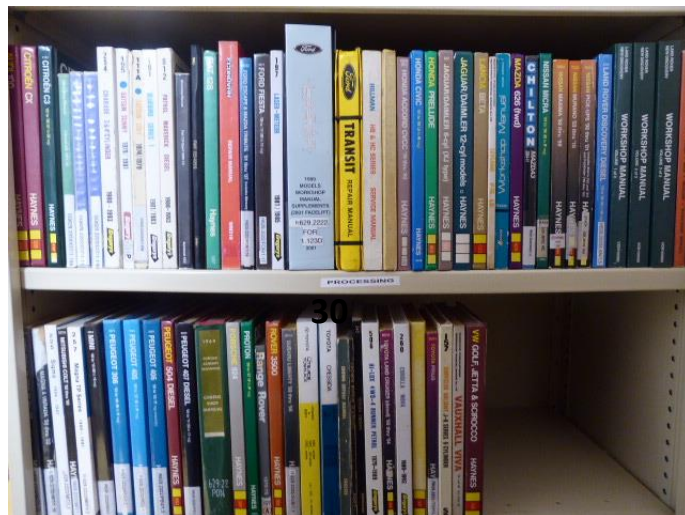
Jaguar XK150 for sale \$150,000

Reluctantly I have recently come to the realisation that I can no longer enjoy driving my XK150 Jaguar, so now it must go to a good home after 46 years ownership. The car has been restored, for further details on the car contact **Geoffrey Cuthbert 0438 255 627 gcuthber@tpg.com.au**



Surplus ex-library Repair Manuals

We have received a large quantity of repair manuals from a regional library that was discarding them and most do not relate to a pre-1945 motor museum and we are therefore offering those for sale. The later ones seem to be from the reference section as they appear to have never left the library and have no signs of wear and tear. We also have many others including from the closed NRMA Technical Service and from other recent donations that we are adding to the sale.



The manuals have been uploaded onto the “Surplus” collection of the museum on LibraryThing. Follow this link to browse availability. This link will only work if accessing the magazine in PDF and not in “preview file” mode.

<https://www.librarything.com/catalog.php?view=Motorlife&collection=766765&shelf=list>

Use the search option towards the top right hand corner (“Search this library” AND NOT “Search LibraryThing”) to search for a particular make of vehicle.

There are over 300 available and priced at \$15 each plus postage within Australia by Australia Post pre-paid Parcel Satchel at \$14.80.

Additional items are continually being added.

Contact the library at library@motorlifemuseum.com if you are interested in purchasing any of these repair manuals.

Brian Wye, Librarian

The Brabham Function Room

Our function Room, The Brabham Room, opens onto a veranda and grassed area which is included in the hire and is a great place to continue the party outdoors or for kids to play in full view.

The layout of the Brabham Room can be changed to best suit the needs of any occasion



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SHARE YOUR MEMORIES

In future Newsletters there will be a couple of pages set aside for people to share how you became involved with the museum and motoring, be it thru your love of cars, bikes, collecting or volunteering. Feel free to share your memories, photos, interesting stories and daring escapades.

Steven Koster

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

An illustrated expose of the story behind this remarkable achievement, written by those leading the fight to keep together a major historical collection. \$25 plus \$5 postage to anywhere in Australia. See Don at a meeting or phone him on 02-42614627, or Wendy on 0499 348 899, or just send a cheque (remember them?) money order, even cash to 65/1160 Creek Road, Carina Heights, Qld 4152. (Limited print run) The book is also available in the museum gift shop.

Wendy Muddell

CAR CLUB DIGITAL MAGAZINES BY EMAIL

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

REMINDER

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

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

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

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

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

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

CLUB PLATE REGISTRATION

Note to all members with cars on club registration; the committee has voted to opt into the RMS Historic Log Book scheme.

Members who wish to take advantage contact Waldo.

This will come into effect on January 1st 2021, but it is not compulsory if you prefer to just use the vehicle for club events under the existing rules.

Notes:

The Committee has set a cut-off date for rego for club vehicles at December 31st 1954. This is to allow types of vehicles based on similar pre-WW2 technology without having to allow some and not others within the grey area of what counts as a 'continuation'. This date is fixed and 1955 or later models will not be allowed as a further claim to a 'continuation' of a 1954 model. The club's aim always was, and remains, to promote the use of pre-WW2 vehicles and this date was chosen as most production cars prior to then used basically the old technology after which more modern systems (disk brakes, OHV engines etc) came into common use defining what were thereafter to become 'modern' vehicles.

It is also noted that the Club Committee will have to take care to select and approve prospective membership applications on the basis that the applicant will be an active participant in club activities and not just seeking cheap rego.

DRIVE Lite publication

The Council of Heritage Motor Clubs NSW Council of Heritage Motor Clubs NSW Inc (heritagemotoringcouncil.org.au) advises free publications are now available for Historic Vehicle (HVS) and Classic Vehicle (CVS) Schemes. Links available below or on the CHMC web site.

DRIVE Lite - Historic and Classic Vehicles



Welcome to DRIVE Lite - Historic and Classic Vehicles



A new publication from TFNSW for club members on the Historic Vehicle (HVS) and Classic Vehicle (CVS) Schemes - **DRIVE Lite**

The first issue, June 2023, features a Registration Workshop with TFNSW staff hosted by CHMC's member club, Ballina Classic Vehicle Club, AND the 2023 Pre-31 Autumn Tour, the annual Tour is an initiative of CHMC clubs in Central West NSW.

To receive DRIVE Lite direct by email follow the link here to [DRIVE Lite online](#) and at the end of the publication Join the Mailing List

The Australian MOTORLIFE Museum Membership Application Form

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.

Please contact the museum for details on Corporate membership and benefits.

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

Our Magazine called *Motorlife News* is published and distributed to members 6 times a year with a newsletter the corresponding alternate months with updates.

Members meet for General Meetings at the Museum on the 3rd Tuesday of the month @ 7pm for 7.30pm (except December)

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

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

The Company holds Authority to Fundraise N°: 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

Yours in Motoring

The Australian MOTORLIFE Museum

Hon. Committee



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

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Partner:
(if applying)

Postal Address:

Phone:

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

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- \$90 per year Member & Partner
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- \$110 per year Corporate Membership

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Must be signed by existing members Nominated by;

Nominated by:
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Sign:

Seconded by:
Print:

Sign:

May we send your Newsletter / Magazine via your email

Yes No

OFFICE USE ONLY

Date:

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Paper Issued:

Published:

2nd Committee Meeting:

Paper Issued:

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BSB:	032 695
Account no:	256 315

Please Reference Payment

Name & Description of Payment

Or Name & Membership no, Booking Group, Date of Booking

Cheers
Andrea Simmers

Hon. Secretary