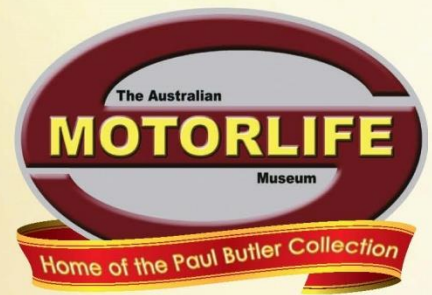


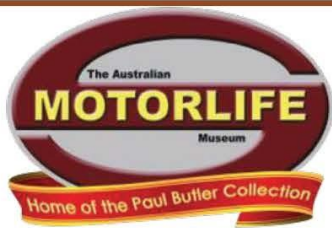
# Motorlife News



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### Donations \$2 and over are a Tax Deduction

 <b>Facilities &amp; Parking</b>	<b>Opening Hours</b> 09.30 am – 4.30 pm Tuesday – Sunday  <i>Monday's &amp; Group visits, &amp; Meals by prior arrangement Only</i>	<b>Entry Fees</b> <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 (Coach Driver & Carer Free)	

## 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  
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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

## **FEBRUARY 2020**

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## CLUB EVENTS

**Wednesday 12<sup>th</sup> February – Coffee Run to Three Flamingos Espresso, 138 Terry Street, Albion Park  
Meet at museum 9.30am**

**Saturday 15<sup>th</sup> February – Gerringong Lions Club Motorfest at Michael Cronin Oval, Blackwood Street, Gerringong.**

**Sunday 23<sup>rd</sup> February – Run to Southern Highlands, Bundanoon Pub for Lunch**

**Wednesday 11<sup>th</sup> March – Coffee Run TBA**

**Saturday 21<sup>st</sup> March – Fitzroy Falls Picnic Lunch**

**Saturday 18<sup>th</sup> April – Joshua Bell Cure Cancer Run, details will be in March newsletter**

### **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.

**February 18<sup>th</sup> AGM, March 17<sup>th</sup>, April 21<sup>st</sup> etc**

## **IMPORTANT NOTE!!!**

**The AGM is on February 18<sup>th</sup>; all members must be financial to be eligible to vote.**

**If you have not renewed your membership which was due December 31<sup>st</sup> there is a renewal form attached on page 25**

## **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](mailto: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.

***Steven Koster***

# REPORT FROM THE PRESIDENT

Hello and Happy New Year! We can only hope things get better for everyone from now on.

This summer has not been a good one for half of the country with problems caused by fires and floods still going on and it certainly makes one realise how lucky one can be if your life can carry on as normal while others are doing it tough. For most of us in the Illawarra area the worst of it has been somewhere else, not far away, but not directly affecting us, so far, but we are not out of danger yet and it remains for all of us to be careful, be vigilant and hope for the best, both personally at home and for the museum itself and the surrounding parks.

The last year otherwise was a good one for the museum with progress made on several fronts all helping to consolidate the future of the building and the collection within. We hope to have some final answers to some long outstanding issues as well as many practical improvements to the facilities. A lot of that is thanks to Phill Harrigan and his helpers for the continuing work on lighting and insulation and he is about to oversee the installation of a solar power system that will mean we are self-sufficient electrically and with little or no future bills to pay. The funding for this and other projects have come from various community grants for which Phill and secretary Andrea have put in a lot of time working through the various application procedures. Phill (thanks) has also been like a dog with a bone about chasing the council for answers regarding the water supply to the fire hydrants in the park, and given the fire issues everywhere else his timing was perfect, but it looks like we finally have that answered and fixed too. Likewise, much correspondence to and fro dealt with by Allan Mills and Andrea finally got the brown tourist signs installed at various key junctions. It was thought these were necessary to help visitors who are not familiar with the area to find us without getting lost, but we have been pleasantly surprised how many people have dropped in just because they had seen the signs while passing; so that is a win-win too.

Expo was a great success last year, so much so that we have been having a hard time thinking about how to follow it this year. The committee certainly had a lot of work on organising and promoting that and it did take a lot of time away from other committee matters for while, but if we are to do it again this year, we really do need a few more people to come on board to help with that. We have done it often enough to know most of the logistical needs inside out, but it is the details of organising the extra displays and attractions and the relevant correspondence that needs taking care of. If there are a couple of members reading this who would be willing to help with an 'Expo sub-committee' please let the committee know.

So, talking of committee matters, it is that time of year again and this is the last newsletter before the AGM on February 18<sup>th</sup>. You probably all know the form by now, I feel the current committee is doing a good job but you may have other ideas so that is the time to have your say. Oh and by the way, don't forget that you need to make sure your membership is paid up to be eligible to vote. SeeYa there !

***Chris Martin***

## **CURATORIAL REPORT FOR JANUARY 2020**

We have received a 1949 1.5 litre Riley Saloon and a 1969 Morgan V8 Moss Box Race car on loan.

We have recently purchased a large amount of sheet metal working, panelbeating and engineering tools from a new member at a very fair price. These will be used by our members and volunteers for restoration and maintenance.

Slow and tedious work has been done on the fabric bodied Fiat, refurbishing the window winders and associated cables and pulleys.

Don is reorganising the taxi meter display area.

There has been repositioning of the vehicles in Stage 1 and 3. Stage 3 has been redesigned for future loan cars to be put on display. The 1910 Fiat has been positioned to make a display of a picnic setting for that era with a mannequin, picnic basket and gramophone.

The Museum accepted the Lord Mayor's giving tree from the 2019 Toy Run on loan. The tree sculpture was constructed in memory of Ivan Zgela, who sadly passed away in 2019. To honour Ivan and the 30th year of the Bike Run, the Giving Tree was designed and made from recycled motorbike parts by Mike Tikkeros and was on exhibition in the Mall as part of the Bike Expo.

The NRMA has exchanged the HD Holden for a Toyota panel van temporarily.

*Curatorial Committee*

## **MOTORLIFE MUSEUM LIBRARY REPORT – FEBRUARY 2020**

We have a new volunteer in the library. Tracy is a fully qualified librarian and archivist and has worked in various educational libraries. She brings many fresh ideas to improve the running of the library.

Following up on the recommendations in the archivist's report from three years ago, a cleaning regime has been started in the library. This consists of removing all of the items from the shelves, thoroughly cleaning the shelves and then replacing the items. We will aim to complete one bay of shelves each week which will take just over a year to complete the entire library. Like the painting of the Sydney Harbour Bridge, it will then be time to start all over again at the beginning.

Lead by head curator Ted, we picked up the third load of items donated by Bristol Car Club member Russell Olsson at Ashbury. It consisted of 19 x 50 litre plastic storage boxes containing over 1500 items.

I also picked up a generous donation from new member David Savage consisting of 40+ books and over 100 magazines.

Our collection of Motorsport magazine is now almost complete with only three issues missing from 1957 to 2005. We are still processing many boxes of magazines and will be offering another free giveaway in the April club magazine.

From the magazine giveaway in the December magazine, we have sent three boxes of magazines to a reader in Adelaide. In return he has supplied a remanufactured distributor for the museum's Rugby car and is going to join as a Friend of the museum. A good result all around.

For anyone with an interest in the **1968 London to Sydney Marathon**, as part of a recent donation, we have acquired 12 issues of SpeedWeek International (a weekly British motorsport magazine) from late 1968 which over 5 issues has detailed reporting of this event from Crystal Palace in London to Warwick Farm Racecourse in Sydney. These magazines are superfluous to the museum's collection and are available free. Contact the library and we will put the collection aside for you for pickup/collection from the museum at Kembla Grange.

For the jigsaw enthusiasts, the museum has received two 1,000 piece jigsaws; Denny Hulme at Monaco and Jaguar XK120 NUB120 on the Alpine Rally. I have personally completed both jigsaws but unfortunately, the first has three pieces missing and the second only one piece missing. Both jigsaws are available free to the first person to contact the library.

***Brian Wye, Librarian***

## **BUILDING MAINTENANCE REPORT – FEBRUARY 2020**

Our main task over recent months has been making good use of the last of the remaining funds from the N.S.W. Government Community Building Partnerships Grant, awarded to us through our local member Ms Anna Watson. It has allowed us to install an additional LED ceiling light in the Shop and purchase LED light fittings to replace all fluorescent lights in Museum display cabinets.

Royce Ford and Gary Pierce have commenced these replacements, finding that no two cabinets are the same, hence needing an individual solution for each cabinet. Once finished on the general display cabinets they are going to finish off the project with the lights in the Typewriter cabinets, but at least they are all the same.

***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.*

After a gruelling day's work allocating car bits and their fasteners into containers from where they can be found and retrieved, the Store Attendants sip a refreshing cool drink, put their feet up and review the progress of those working nearby.

On the forecourt just outside the entry to the Stores Complex, two Very Industrious Vehicle Restorers (VIVR)(together with a lot of Fly In – Fly Out Assistants) have been de-constructing, then re-constructing a 1929 Fiat 509. With very little thought given as to who might be doing this job in the second decade of the 21<sup>st</sup> Century, all the manufacturer's instructions are written in Italian. So our VIVR have undertaken a crash course in "What does this mean?" The other thing the manufacturers did was to make the bodywork out of wood and fabric. So the VIVR have also learnt carpentry and sewing.

The Store Attendants were very curious as to why anyone who was already developing a good reputation for making steel bodied vehicles would want to change to wood and fabric. If we read a Car Salesman's pitch of the time;

*"Absolute silence; As durable as any other body; Withstands rough roads and speed; No squeaks, rattles, or draughts; Absence of drumming and rumbling; Lightness increases operating economy and speed; Most luxurious; Perfect comfort in any weather; Less expensive than coach built composite bodies of similar quality; Easily cared for; Easy to wash and clean; Easily repaired in case of accident".*

Nobody wanted to mention that it was prone to insect attack and rot, nor contemplated the result of coming into contact with another vehicle or tree.

The first wood and fabric body was produced by Charles Weymann (1889-1976) in Paris in 1921 and within a decade, it had met its' demise. His company produced bodies for almost all the European car manufacturers as well granting 123 licenses to British and other car makers.

The frame joints were designed in such way that intersecting timbers did not touch and were held together with special metal joints. Straining wires were used to keep the doors in shape when stressed by rough roads or people using them as hand-holds to gain entry and exit. The frame was covered with chicken wire, then overlain with muslin and batting (padding) and finally a layer of fabric. Sometimes the outer layer would be pigmented synthetic leather. External joints were covered with aluminium moulding. The seats were fixed directly to the floor. Passengers were then exposed to the full effect of the firmly mounted engine vibrating back through the bodywork.

If the customer had enough money, he/she could have luxurious seat springs fitted, topped with pneumatic cushions to reduce the harmonics coming through the chassis.

Flexible engine mounts and crude leaf springs came into existence too late to stave off the inevitable failure of something that seemed to have great promise but could not meet the high expectations.

Which is something that can't be said for the Dynamic Duo putting this great example of engineering experimentation back together. They are doing a great job within the limitations of the Stores Complex forecourt and can be very proud of the final result.

***The Storeman***

## RUN TO RED COW FARM

We left the museum a little late and, disregarding the route directions which had a little part missing, we braved Macquarie Pass dodging many motorbikes whose riders have obviously never heard of the rule about crossing double lines. However we arrived unscathed at the Sutton Forest café and enjoyed a coffee with choice of yummy cakes and pastries. While there we received a cheeky message from Steve Koster who claimed to have been held up by an MG Midget, a TD MG and a white Commodore while driving up the Pass on his way to Canberra.

Suitably refreshed we drove the short distance to the Red Cow Farm and paid our entrance fee of \$9.00. We were given a map of the gardens but elected to just wander wherever the pathways took us. What we found over the next hour or so was amazing - 2.5 hectares of landscaping and 22 garden rooms formed by perfectly trimmed and shaped hedges and pergolas and entered and exited by archways which invited us into each new experience. We explored the grottos each with interesting statues, (Jan found one particularly interesting), and pond areas loud with frogs and reflecting the beauty of the gardens. There were so many unfamiliar plants, trees and flowers to be seen. Garden Guru Antoinette cleverly named many of the unknown species and, though we weren't sure she was correct, we couldn't argue!

We finally made our way back to the entrance and after finding out the names of some unknown plants (nothing like Antoinette's guesses) e.g. smoke bush and elderberry tree, we made our way to Sutton Forest Hotel where lunch was enjoyed by all.

Many thanks to all those who came and made the day enjoyable, and special thanks to Steve Davis and Chris Martin who manned the museum and allowed Don and me to attend the run.

*Marlene.*



# A CHRISTMAS CAROL

Well, there was Marlene, Gail, Wendy and Antoinette already on the job. Carol was nowhere to be seen.

The Fab Four started on the Friday, organising furniture, laying-out tables and setting the scene.

Saturday night was the AMM Christmas Party. It was thought that if everyone brought a plate, it would be less work for the Catering Staff. Well, it was a nice thought. They worked themselves to a standstill, pausing to enjoy the meal and festivities with everyone, then back into the cleaning up. However, there was some light entertainment. Several pages of trivia questions were produced and the Entertainment Director lead participants through each segment. Every second question had a vehicle theme which caused some consternation and hilarity. Participants took great delight in pointing out the errors and lack of precision in some of the questions. All in all, a most enjoyable evening among enthusiasts and friends.

Sunday morning saw the Fab Four back on the job to prepare for the Mazda MX5 Club Christmas Party with 72 members in attendance. Carol still hadn't surfaced but Jan was on hand to ensure the liaison between the two Clubs went very smoothly. In fact, there was some concern over copyright when the trivia questions from the night before were re-run with the Mazda group. (With a different Entertainment Director). The consensus was that the Mazda people didn't know any more than the Museum people. After it was all over, the Fab Four (plus Jan) were back on the job cleaning up and getting ready for the next day.

Monday is traditionally working bee day with the Museum closed to the public. What an ideal time to hold the Volunteers Christmas Party lunch!! So the four slightly sleepy servants stepped forth to present a very nice barbecue lunch for 50. As the morning was treated as an ordinary work day and everyone had to sign-on, it was noted that Santa had also arrived. At least he had signed on, Carol was still nowhere to be seen. There were several speeches thanking the Volunteers for their efforts through the year, but thankfully, no trivia. A very good day was had by all which meant that it took a long time to draw to a conclusion. Which also meant that the Catering Staff had a late knock-off.

Three parties in a row, plus the Friday night preparation, it was a big job. Well done to all involved and a very grateful thank you from the Museum membership.

*C. Dickens*





## Bike Expo for the Lord Mayor's Giving Tree Toy Run

Wollongong City Council invited the Museum to participate in the Bike Expo on 7th December in the Wollongong Mall to celebrate the 30<sup>th</sup> annual Bikers Toy Run. This was considered another opportunity to promote the Museum to our local community and display some of our motorbike collection.

The Bikers Toy Run over the years has delivered thousands of gifts for children who might otherwise go without a present at Christmas. All gifts donated to the giving tree are distributed by St Vincent de Paul and Anglicare. Many of the bikers who participated this year were members of the Harley Owners Group (HOG).

This year's celebration also acknowledged one of the founding members of the toy run, Ivan Zgela, who sadly passed away in 2019. To honour Ivan and the 30<sup>th</sup> year of the Bike Run, the Giving Tree this year took on a different shape. A special Christmas tree was designed and made from recycled motorbike parts by Mike Tikkeros and was on exhibition in the Mall as part of the Bike Expo.

Paul Unicomb, Ivor Wright and Jan Molloy worked on the day and the Museum's bikes attracted a lot of attention, particularly in comparison with the motorbikes ridden by the participants



## **NOVEMBER 2019 run to Bendigo to look at the Sunbeam**

In about August we started telling Committee members and members that we planned to visit the Sunbeam in November. Don had hinted once that he wouldn't mind going but we were a bit concerned as he had struggled the year before. However those that were coming had firmed, by November, to Paul Unicomb, Keith Carter, Ruth and Myself – Larissa would not make it to Bendigo this year. On Friday morning the 15<sup>th</sup> we woke at 4.30am and Keith arrived first then Paul we had agreed to be on the road by 6am. Skoda loaded and gone by 5.55am but once I picked up a paper it was 6am and we headed up the pass. I pulled over at Yass Maccas and Keith said I was about to say when are we going to have a break. Ruth then drove to Wangaratta and we had lunch at the usual bakery in a side street – I then continued driving down the Hume.

We arrived at Castlemaine at around 3pm and the workshop was open with lots of people about. The workshop was full of cars which is a good sign. We couldn't immediately see the Sunbeam as it was in the workshop quite a few metres and behind a bench. First impression - how incomplete it was – front right guard off, bonnet off both rear guards off and scattered inside were the seats and other upholstery pieces for the door trims etcetera. The complex missing pieces are the 4 window winder handles. This is unusual because normally you would have at least one as a sample so they must have been sent somewhere as a job lot – probably a metal-plater and never picked up. So the gentleman in the blue overalls is their trouble shooter/come make something from nothing sort of a guy. So he has a period handle with the wrong turning (splines) which he explained about making out of Brass and silver soldering back into the period handles. The problem is that the drives to the window winders are not a spline or a square or a keyed shaft but are a unique 4 sided pyramid on its side with a threaded hole in the middle – so not only is it 4 sided but they have quite a sharp taper on each side. I imagine they worked quite well if they got a little loose just tighten the screw and it would settle further down the taper. It looked feasible but fiddly and could run into a week's work.

We were also told that the back seats had never been fitted to the body there is no framework to hold them – there isn't a car in the next suburb to go and visit and take some measurements!! So it appears to be a car that has been completely re-wooded at some time in the past and probably tackled by several people including Paul Butler. We were told that it is a very unique car and we will really have a one off once it is finished. The front guard is away for a crack repair which involves rewiring of the edge. The rear guards can't be done until the whole car can get to the metal shaper so I imagine that they will be last. The whole interior has to be sorted luckily the seats are in usable repair. The roof has to be upholstered as the fabric has too many tack holes to provide a professional finish.

So when will it be ready? If they worked flat out on it maybe July 2020 – but in reality I think end of 2020 (this is just my opinion). We were there nearly an hour and we left with assurances that work would continue, that nothing was insurmountable and we will end up with something special at the end of the wait. Got to the same house we shared last year and Ruth stayed to make it homely from a bunch of bags thrown in the door. Arrived at the swap meet and everything goes so smoothly when you are a site holder!! Thanks must go to Keith Gaymer and Peter Hamilton for providing a site that is the Rolls Royce, Sunbeam and Darraq register. We were given a book and instructions and 4 wrist bands and we were able to drive into the red building to unload our table and camp chairs. We didn't get to wander much as the gates shut at 6pm. Back at the house we went and had tea at a club we knew from last year then Ruth went to Woolworths to get a few things for breakfast and we turned in for an early night.

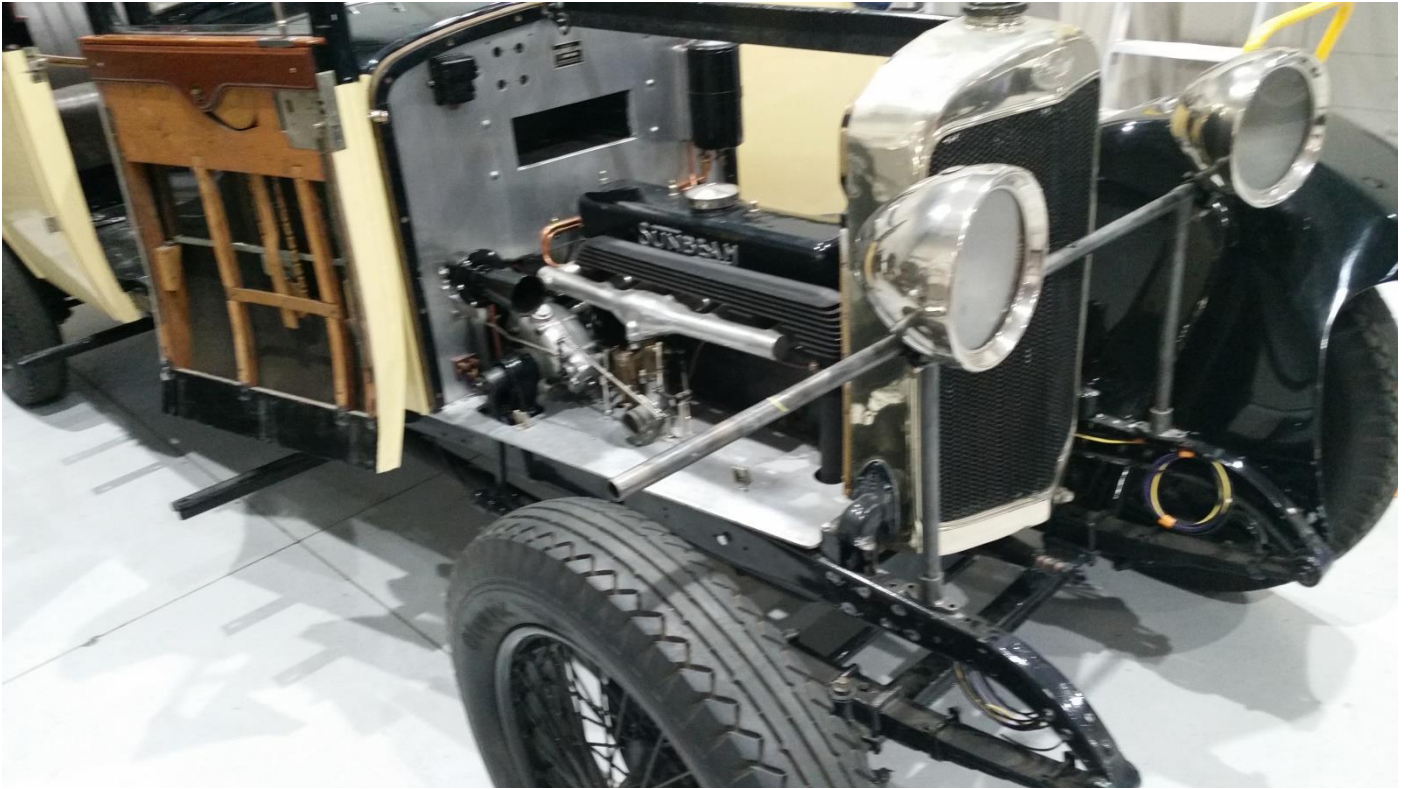


Next-morning we were up early and Ruth took us to the swap meet by 6am and we all went our own ways. It was good having the site in the red building to come back to. It is always a long day my hips ache and 10,000 steps is got by mid-morning. I wasn't looking for anything in particular and around lunch time I caught up with Keith at his mate's stall in the middle of the oval. One can only wonder at the money that changes hands over GT Falcons and Toranas and the like. This is basically what the swaps have become – there is the occasional rusty part for early stuff but they would have been rejected back in the 70's, 80's and 90's as having no value. I noticed advertised that here was a baked tea for stall holders for \$18 each and I put that to everyone including Ruth. I met Ruth and she had her wrist band on so we all had tea at the top of the Red Shed cafeteria. Back at our base by 8pm and we were all worn out so there was not much talking about the day.

We agreed to sleep in a bit so after a quick breakfast we made the swap by 7.00am. There wasn't much I wanted to see but I found the stall with a tractor book I had my eye on and I got 2 wheels and 4 tyres for my next pedal car project. I rounded up everyone to be at the red shed site by 11.00am – Paul had a few nik knacks but Keith had bags full of stuff. We just managed to get the picnic table in and close the back. The sat nav took us through the back blocks again and we didn't get to the Hume until just before Glen Rowan where we had a late lunch. We stopped at Gundagai as the coffee cup emblem had shown twice on the Skoda Dash - we got home around 9.30pm and Keith thanked us for a safe journey and an enjoyable time. By the time we unloaded the car and got into bed it was 11pm – so until next year.

***Lance Jenkins***













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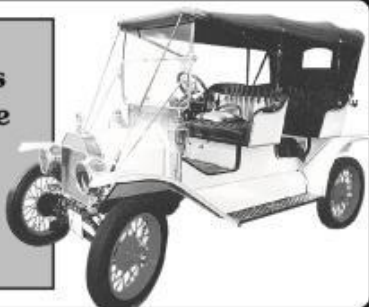
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### Sir Vival has survived

By R. Perry Zavitz

To some degree automobile safety has always been a concern to motorists. Even before the name of Ralph Nader was heard, there were people devoting much of their time and talents to safer automobiles. One such person was Walter Jerome of Worcester, Mass.

Using a Hudson four-door sedan of 1948-51 vintage as the basis, Jerome made revolutionary changes to transform the car into a vehicle loaded with safety features. After some six years of work, at a personal cost of around \$100,000, his car was completed in early 1958. He called his odd looking creation Sir Vival.

Only a portion of the rear could be identified as Hudson. The front — the engine and wheels section — was separate from the rest of the car. From above, this segment looked quite circular. It was attached to the rest of the car by a swivel arrangement. In other words, this was an articulated car. The purpose was so the car could give safety in case of a broadside collision.

Surrounding both sections of the car at bumper level was an extra frame for added protection. Also, there was a rubber cushion to withstand little scrapes and nicks that would put many little dents or scratches in other cars. This protection even encircled and hid the front wheels.

One concession to useless trim was quite a plain hood ornament. However, it was mounted far enough back so as to practically eliminate any lethal qualities.

A high-mounted seat in the front part of the car's rear section gave the driver an excellent view of the road and traffic removed.) Though the doors looked normal, they were considerably changed. To open, they moved outward slightly, then slid along the side of the car. This was a forecure of the sliding doors common on today's cars.

A roll bar was built into the Sir Vival. It ran up each side by the original center post, just ahead of each door, and into the top of the frame.

The original two-piece Hudson windshield was mounted in each front corner of the car's rear section. This gave the passengers some forward vision. Their visibility was rather restricted by the driver seated so high in front of them. He had an excellent 170 degree view, and the relocated windshields in the lower part would help him see the curb right behind the front wheels.

The car's rear was totally altered from original Hudson. A center hump ran from the trunk down to the trunk. The back window was in the lower end of this. The window seems to be turned upside down and placed on a more upright angle.

Fins were part of the back shape. (Remember this car was a product of the 1950s.) At the top of the fin, 1953 Chevrolet tail-lights were mounted. They were about the level of today's high-mounted brake lights. Hudson taillights were moved around to the sides of the rear window, and served as side markers for the rear. But there was nothing like this on the front section of the car.

Sir Vival was powered by a Hudson Horner six-cylinder engine. It was sold to Jerome by Donald Moore, a Hudson dealer in Bellingham, Mass. Moore, along with his son Ed, is still running this car business. Ed bought the Sir Vival after Jerome died in 1988.

The car is now in dilapidated condition, and imperable. So Moore hasn't driven it, and doesn't know how it feels to drive through traffic, sitting in Sir Vival's control tower, or how easy — or difficult — it is to parallel park a car that bends in the middle.

Some people, no doubt, dismiss this car as too odd, even ugly in appearance, and many of

(SIR VIVAL, Page 22)



The Sir Vival, built during the late-1950s, was quite a strange looking car. It incorporated many safety features before government legislated safety.

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**SIR VIVAL**  
(From Page 19)  
its features as totally impractical. Was Nader's approach to car safety any more approping? The Sir Vival is an example of one man's courageous and positive effort to lead the way in building a safer car.

Jerome exhibited his Sir Vival at many auto shows in the east, and even at the 1964 New York World's Fair. It was driven to all these displays.

## This month's mystery vehicle



## **LETTER FROM LONDON – Part 3**

### **A reunion with old friends**

When I was a student at Homebush Boys High School I met Tony Webber. We immediately had something in common. Tony and his family had recently migrated from the UK and I was a kid from a small country town trying to adjust to life in a big city.

Apart from time at school we had little contact. It was not long before Tony's family had decided that Australia was not for them and they all returned to the homeland.

Tony however kept in touch, being a good correspondent and I used to reply spasmodically. Knowing how interested I was in cars Tony would, each year, send me a booklet from the London Motor Show detailing all the new models which were on display. I still have these publications and the information within is invaluable when researching cars in that era.

When I ordered the AC Cobra Tony was able to check on its construction and send me photographs.

Tony went on to work for IBM when computers were in their infancy and remained as a valued employee until his retirement. He also met a lovely lady and, after 31 years of unwedded bliss, they married and, as the saying goes, lived happily ever after.

Ron, Chom and I spent a couple of hours with Tony and Jeannie at their home in Rownhams, catching up on the news since my last visit several years ago. A tight schedule meant that we had to move on but we agreed that we should keep in touch more often.

### **Bristol Aerospace Museum**

The recently opened Museum at Filton is a tribute to the Bristol Aeroplane Company who were one of the pioneers in the manufacture of aircraft and aircraft engines.

The highly professional display features examples of most of the aircraft and engines which powered many of the aircraft which have been used around the world, both in civilian and military roles.

The star attraction is a Concorde which is housed in a special building and can be boarded and inspected by the public. Filton airport was where the British made Concorde's were constructed and tested utilizing the 8000 feet runway. Although the airport is no longer in use there are various allied industries still based in Filton

The Museum also features flight simulators for the B320 and Concorde aircraft. While they cannot be operated they are running to simulate the view from the cockpit.

Of course a Bristol Museum would not be complete without examples of some of the vehicles for which they are famous. A vintage Bristol truck and a sectioned Bristol 403 car are on display as a small example of what the Bristol Aeroplane Company was able to achieve in the automotive field.

The extremely high standard of this and some other museums in the UK is to a large extent due to the funding provided by the UK Lotteries. One benefit from gambling!

### **Imperial War Museums Duxford**

The famous wartime airfield at Duxford has been transformed into a huge complex of historic aircraft and memorabilia covering both the first and second world wars as well as civil aviation.

Duxford is a working airfield with aircraft taking off and landing on a regular basis

Many of the original hangars and buildings remain and form part of the display. In addition some newer purpose built structures house a magnificent collection of aircraft and related exhibits. For example the Airspace building contains over 30 military and civil aircraft including the first Concorde built and only used as a test aircraft to ensure the safety and success of subsequent Concorde's.



The American Air Museum is another unique building where you can view a large selection of American Aircraft, some suspended in flight over others on the ground

The cost of the second world war is staggering with over 80,000 allied airman having lost their lives.

On a beautiful clear sunny day the airfield was fairly busy. Scenic flights were being conducted in a Dragon Rapide, a Tiger Moth, a Harvard and a Spitfire. We were curious to know how much a flight in the Spitfire would cost. Two thousand seven hundred and fifty pounds for a 30 minute flight! We settled for a four pound experience in a simulator

To get the full value of your visit to Duxford you need to come for a full day 10am to 6pm

Even then you will not have seen and experienced everything it has to offer but your legs will be a bit tired as it is a huge area to cover.

### **The Shopping Experience**

After many miles on the road it was time for Ron to take a break from driving.

Time to polish the Porsche which had become a little travel stained.

Time also to do the weeks shopping so Ron, Chom and I went in the Mazda to Hammersmith where Chom likes to check out her favourite op shops

We enjoyed lunch at their favourite Japanese Restaurant, different but very nice

Grocery shopping was conducted at Sainsbury's at Chiswick where a scanner is collected at the entrance and the customer scans the items as they are placed into the trolley. The scanner keeps a running total of the price and payment is made at the checkout

We decided to visit the Westfield Centre at Shepherd's Bush. This is reputed to be the largest shopping centre in Europe. From Acton the easiest and quickest way is by train, commonly known as the Tube. In case you ever need to come to Acton by train just be aware that there are seven railway stations in Acton. There is Acton North, Acton South, Acton East, Acton West, Acton Central, Acton Town and Acton Main. The nearest one to Ron's place is Acton North. Not a long walk but you need to cross seven busy roads which require due care

The shopping centre is not far from Shepherd's Bush Railway Station but it can be a long walk to find the items you are looking for. One cannot help but notice the diversity of nationalities in London. The British would seem to be well and truly outnumbered.

Throughout the day aircraft have been departing Heathrow Airport at about two minute intervals. Their flight path today takes them just to the north of Ron's place as they climb out to their various destinations. I cannot imagine how the logistics at Heathrow can process about three to four hundred people on each of these flights and send them on their way every two minutes. Bearing in mind that there would be an equal number of arrivals as well makes the situation even more amazing.

### **National Motor Museum Beaulieu**

A visit to the UK would not be complete without a visit to the National Motor Museum

Ron and I set forth in the Porsche to firstly check out a coffee and cars event on the way. The venue was at an industrial area where some cars were stored and others were for sale. There were also some allied businesses in the complex.

A selection of cars turned up which were mainly later model classics and modified vehicles. One notable exception was a 1913 Rolls Royce which had been in the one ownership in India for 80 years. Appropriately it was called Taj Mahal.

The road to Beaulieu was heavily congested. Being Sunday of a long weekend, everyone seemed to be going where we were heading.

Finally we arrived and joined the queue waiting to pay the entry fee which is now 24.75 pounds for adults and 23.75 pounds for seniors. The only redeeming feature being that the ticket is valid for six days and if you chose to treat it as a gift its validity is for 12 months.

Being ready for a bite of lunch we joined the queue and bought a sandwich and drink which cost 14 dollars. Not a cheap day out here.

There was a large gathering of MG cars in the display area so we checked them out before entering the Museum. The layout had not changed much since we were here last time but the exhibits were very interesting and well presented. There is reputed to be over 250 vehicles on display but we did not think that there were quite that many.

One unique feature is the monorail, which takes passengers through the roof of the Museum and around the estate, stopping at the Palace House, parts of which can be viewed by the public.

Surprisingly, we had a good clear run home and stopped for a meal and a pint of Guinness at the Red Lion Pub. This is one eating house we can thoroughly recommend for good food and drinks at a very reasonable price.

### **Porsche Night at the Ace Cafe**

Once a month one of the Porsche Clubs meets at the Ace Cafe for a noggin and natter

Ron suggested that we get there early as parking could be a problem. They normally roll up from 6pm but when we arrived at 5.30pm the car park was already three quarters full. Two parking attendants, employed by the Ace Cafe, were directing cars into available parking spots so they could drive out in a forward direction.

It was not long before the later arrivals were forced to park in the street. I would guess that there were about sixty Porsches in total. Ron gave me a rundown on the various models and versions. Every car had different features which dictated its value in many cases. The older versions were some of the most valuable.

The Ace Cafe has been a popular meeting place for car and bike enthusiasts for many years. Every week several clubs gather either for a meeting or casual get-together.

The licensed venue serves a range of basic tucker at a reasonable price. I am told that the Ace Cafe can now be found in other parts of the world.

We had an interesting evening talking to various owners and learning more about this unique make of car.

### **Summary**

The last two weeks and two days have been packed full of fascinating places and exciting experiences. We have met up with old friends and new friends and shared their passions and problems. We covered nearly 3000 miles in Ron's cars through several countries on motorways, byways and the narrow streets of London.

Not once did we see a bad accident or even a minor one. We did not encounter any police breath testing and only once did we see a motorist pulled over. The traffic travel faster, particularly on the motorways, but also on the city streets. I was fortunate to have a competent driver which enabled me to observe the scenery and the activity on the road. I am most grateful to have a son who is happy to share our common interests with his old dad.

Thank you Ron and Chom for making me feel so welcome and looking after me so well.

***Ron Thorp***



## 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. Motorlife Museum members will be given first access to the available magazines. Contact the library on [library@motorlifemuseum.com](mailto:library@motorlifemuseum.com)

Sports Car World	196 issues	June 1960-1990 + 87 additional duplicates
Sports Car Specials	4 issues	
Sports Car Road Tests	3 issues	
Worlds Fastest Sports Cars	7 issues	
Aust. Sports Driver/Best Car	7 issues	
Racing Car News	55 issues	May 1967-July 1982
Restored Cars	66 issues	#1 Nov/Dec 1973-#72
Aust. Classic Car Monthly	36 issues	January 1994-
Survivor Car Australia	9 issues	#1-#18
Grand Prix International	21 issues	#14-#100 1980-1986
	7 x Special Editions	#1-#7 June 1982-1983
GP Quarterly	3 issues	#1,2,3 Sep 1982-Dec 1983
Prix Editions	1 issue	Vol2/#1 Jun 1988
Fast Lane	16 issues	#2-#29 May 1984-Jul 1986
F1 Racing	39 issues	Jan 2001-Apr 2010(#151)
Le Mans and Sportscars	3 issues	Oct-Dec 2001
The Encyclopedia of Supercars	issues #5-#120,	#16 & #66 missing + 15 duplicates
Auto Italia	72 issues	#149-#278 Oct 2008-Apr 2019
Sports Car International(US)	68 issues	January 1991-May 2006
Sporting Cars International(UK)	Vols 1 & 2 complete in publishers binders	
	15 loose issues	Nov 1984-Dec 1986
Road & Track Exotic Cars Special/Classics/Quarterly	9 issues	
European Cars	10 issues	1994-1997
EVO	58 issues	#016-#211
EVO Australia	53 issues	#002-#072
Australian Jaguar	50 issues	#16 Aug/Sep 1987 - #179
Jaguar Quarterly	16 issues	Vol1/#2 Winter 88/89 – Vol4/#6 Jun/Jul 1992
Jaguar World	14 issues	Vol5/#1 Sep/Oct 1992 – Vol10/#3 Jan/Feb 1998
Christophorus(Porsche)	26 issues	#241 April 1993-#336 Feb/Mar 2009
Excellence(Porsche)	7 issues	August 1990-August 1998
The Star (magazine of Mercedes-Benz Club of America)	5 issues	1996/1997
Queste (Rolls-Royce and Bentley)	12 issues	#16-#56(Spring 2001)
Superclassics	4 issues	
Car Classics	8 issues	#1-#7, #9
Motor Trend	29 issues	November 1970-June 1996
Sports and Classic Car Australia		14 issues Apr/May 1986–Dec 88/Feb 89
Collector's Car	6 issues	Apr 1980-Sep 1981
Old Motor	18 issues	Sep 1979–March 1982

# Membership Renewal Form

## Due by 1<sup>st</sup> January each year

The Australian MOTORLIFE Museum (TAMM) members are a group of people interested in heritage motoring and also parallel advancements in technology during the same period that saw the evolution of the vehicle.

TAMM is managed by an annually elected committee and our membership takes a keen interest in the life of the Museum by attending meetings, events and by volunteering time to assist in the running of the Museum in some way. The aim is to use your skills and some time to help achieve its goals.

TAMM offers several different types of membership. Membership plus partner with full voting rights for both. Applicants who are not known by Members will be offered membership as Friends of TAMM (without voting rights) for 12 months when upon agreement of both parties' membership can be transferred to full membership.

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

A newsletter is published 6 times a year with an update news sheet alternate months

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

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

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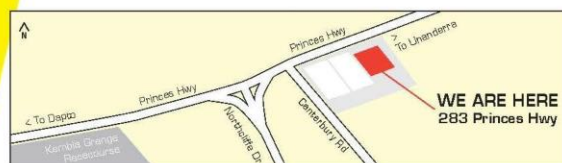
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