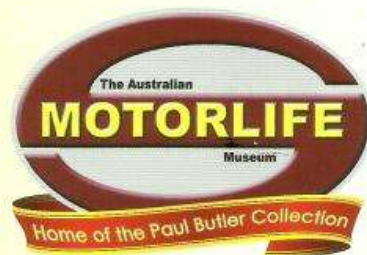


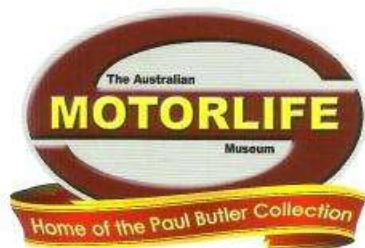
# Motorlife News



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www.motorlifemuseum.com

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Donations \$2 and over are Tax Deductible for the donor.

- 1992** - Opening of Illawarra Motoring Museum following purchase of land from AGA Club Germania
- 2006** - Purchase of land by Wollongong City Council and Integral Energy Recreation Park declared Building of Australian Motorlife Museum Commenced, using proceeds from the sale of Illawarra Motoring Museum
- 2008** - Opening of Australian Motorlife Museum  
- Winner of Wollongong City Council Community Award
- 2009** - Paul Butler Collection Awarded to Australian Motorlife Museum by NSW Supreme Court  
- NRMA Motoring & Services commenced major sponsorship of Australian Motorlife Museum
- 2010** - First Motoring Expo  
- Official Opening of 'The Brabham Room' by Sir Jack Brabham CBE, AO & Mr Ron Tauranic AO
- 2011** - Second Annual Motoring Expo  
- Opening of 'Paul Butler Motorhouse' which extended exhibition area  
- Finalist South Coast Tourism Awards
- 2012** - Third Annual Motoring Expo, featuring Vincent Motorcycle Display worth \$1 000 000  
- Approach by NSW Heritage Office led to recreation of historic mural at Motorlife
- 2013** - Australian Motorlife Museum successfully applied for 1904 Innes, an Australian built vehicle, to be declared an Australian Protected Object  
- Successfully applied for funding assistance from National Cultural Heritage Account to assist in the purchase of 1904 Innes, finishing entrant in 1905 Dunlop Reliability Trial
- 2014** - Acquisition of c1906 Spencer motor cycle, built in Brisbane  
- Acquisition of 1914 The Victor motor cycle and Melbourne built sidecar, original condition
- 2015** - Securing of Bluescope WIN sponsorship for Motoring Expo continuing

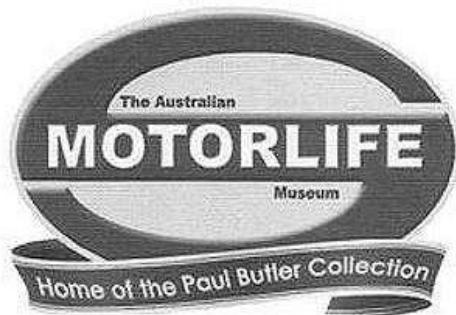
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#### LIFE MEMBERS

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

## JUNE 2019

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## COMING EVENTS

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

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

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

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

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

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

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

### Important Club Run News:

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

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

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

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

## REMINDER

Members using their vehicles on HCRS are reminded to carry with them each time they use their vehicle, their membership card, a current copy of Motorlife News, a Vehicle Movement Slip (if required), the RMS Registration Papers and the Certificate of Approved Operations. Failure to comply with the Guidelines issued to all members for the use of vehicles on Historic Conditional Registration Scheme may result in the suspension of this privilege. If in doubt please phone Waldo on 0408 425650

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

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

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

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

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

## WHEELS IN MOTION

Will continue to run on the **SECOND** Sunday of the month; **9<sup>th</sup> June, 14<sup>th</sup> July and 11<sup>th</sup> August** etc.

Members with suitable cars who can join in, please contact Waldo.



## MEETING DATES

General meetings are held in the Brabham Room at the Museum on the third Tuesday of the month at 7.00pm for a pre-meeting gathering and 7.30pm start.  
Supper follows and something tasty to go with the tea and coffee is always appreciated. Visitors welcome.  
**Tuesday 16<sup>th</sup> April, Tuesday 21<sup>st</sup> May and Tuesday 18<sup>th</sup> June.**

**NB:** Every **Monday** and **Thursday** are designated 'Working Bees'.

There are tasks which would suit anyone and it would be great to see you at the museum any time you can spare.

## MEMBERSHIPS

Papers issued to Geoff Murray of Balgownie.

---



*Saturday 28th March to* **2020** *Friday 3rd April 2020*

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**Australian Historic Motoring Federation Inc.**  
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Visit: [ahmf.org.au/2020Tour](http://ahmf.org.au/2020Tour) ✉: [2020Tour@ahmf.org.au](mailto:2020Tour@ahmf.org.au)



## REPORT FROM THE PRESIDENT

The committee has been busy again, getting results with various issues that have been outstanding. Good news regarding the brown tourist signs; Allan Mills has been working with the relevant authorities for quite some time, as these things have a way of dragging on through various government departments, but he finally got it sorted. You may have even seen a few in place at some key local junctions! (See photo on previous page) We are still waiting for another to be installed opposite the main entrance. These brown tourist signs should prove helpful for visitors trying to find us. Thanks for your efforts with this Allan.

Andrea has been flat out not only dealing with the daily business of the museum but pursuing various possible grants, compiling a list of car clubs email addresses so we can reach out to promote the museum itself and any occasional events which should improve visitor numbers. She has also updated the website, and finalised the printing of the new brochures. Many thanks Andrea; it is much appreciated by those who know what is going on.

Ted has also been busy dealing with other matters behind the scenes, not for general publication just yet but essential to the future of the museum.

Waldo has been organising cars for 'Wheels in Motion' days as well as in his VP role helping this President get up to speed with various procedures.

We are grateful to Lance for keeping the books up to date and we are now in a healthier financial position than ever before, which is fortunate as we have some rather large expenses looming.

Thanks to Paul, Ted, Don and Jan who have been occupied with matters curatorial, with so much being achieved in recent weeks 'out the back'. Thanks also to Ivor and the other volunteers for getting their hands dirty with the restoration projects.

Phil is still improving things around the building and Marlene has her hands full keeping the roster and juggling people and dates as well as looking after a few catered events.

There are probably more I have missed out but many thanks to you all for your efforts; we are lucky to have such a great team on board.

National Motoring Heritage Day was a success, as we expected. Ideas are already being discussed to improve NMHD in 2020. We cannot compete with the show day at Berry which is already a well established event, with the town itself a very popular destination for families with many cafes and shops, but we can try to entice a few to call in on their way to or from Berry. Our 'Wheels In Motion' was a popular draw on the day. Thanks to Gordon Critcher and Janine Cullen for bringing their charming Rover along, Steve Koster and Paul Unicomb for bringing their cars, to Waldo who was driving Dave Matthew's Austin and Garry Gibson in the Butler Austin Seven; even I had time for quick ride in that fun little car. Thanks to Barry Neill and Ross Davies for manning the sausage sizzle and the volunteers who helped with the visitors around the museum. For more on that event and a few photos see page 25.

I don't have much to add in my capacity as editor except to say thanks to those who have contributed; Mark G, Steve K, Marlene and Don M, Wendy M, Phill H, Jan M, Keith G and Bob W as well as Steve Brompton of the MG club who wrote a brief report about their visit forwarded by Steve K.

Keep your valuable contributions coming!

**Chris Martin**

# CURATORIAL REPORT

Our volunteers Ken and Ray have fitted a set of new re-lined brake shoes to the vintage Minerva over the last few Mondays. On Monday last they were keen to get it out for another run to test their work. They were pleased that the new linings are a vast improvement (the car will now stop) and will no doubt get better as they bed in.

After the novelty of their test driving waned they offered Ivor a drive. In his words "I found it a beautiful car to drive, it is big, mechanically quiet, extremely torquey. It would be a wonderful car to drive on our country roads out west far away from our congested fast lane roads. I must admit I am fortunate to have the opportunity to drive these famous marques."

The work on the donated Trojan has been completed and it is now on display in front of Darley Motors. If you had seen it when it first arrived you would marvel at the difference a small number of dedicated workers can achieve. More information regarding the company and the cars unusual features will be included in the next edition of the magazine.

Some of you may have already noticed that the tall street lamp has been moved from the foyer to a new position beside the lean-to attached to Darley Motors. It is hoped that this new position makes it more visible and draws more attention to itself.

The double Atlantic petrol pump will be moved to the foyer so it can be lit and show off its lovely glass features and the restoration work done by volunteers some time ago.

Our long time volunteer Ruth has been painstakingly cataloguing some of the many smaller items on display boards in recent months, including hub caps, car badges and spark plugs.

Members are reminded that the Motorlife library is an information resource for their use and that it holds over 5000 magazines including Wheels, Modern Motor/Motor, Sports Car World, Car Australia, Motor Manual, Road & Track, The Autocar from 1928, The Automobile, T&CC, Australian Classic Car Monthly and shorter runs of many others.

There are three ways to access the library's magazines:

- Visit the library and read the magazine while at the museum
- Visit the library and photocopy the required article
- Search for the required article online, and if the library has the magazine issue in question, email the library with the details and we will scan the article and email it to you.

The Motorlife library is also piggy backing onto [magazinecollector.net](http://magazinecollector.net) to determine which magazine issues contain what articles. Magazinecollector.net is a collaborative effort by its various members to add magazine details so that the database can be searched to locate articles about required subjects and the magazine issues that contain them. It is a work in progress with more magazines being added all of the time.

The Motorlife library is in the early stages of loading details of its magazine holdings onto [magazinecollector.net](http://magazinecollector.net) which will make the valuable information held in these magazines more accessible.

***Jan Molloy***

# LIBRARIAN'S REPORT

## **Four interesting new books in the Library.**

### **'Rickenbacker' by Eddie Rickenbacker.**

He was a famous World War One fighter pilot; but before that he worked in a machine shop and was fascinated by the first 'horseless carriages'.

He went on to be a race driver at Indianapolis. He founded his own car company – but then went bankrupt. Was the Rickenbacker car the most handsome of its day? Look at the six photos in the book and judge for yourself; and read why he failed and what he did next.

### **'Bunty: remembering a gentleman of noble Scottish-Irish descent'.**

This book is written by a German friend of the late David Scott-Moncrieff ['Bunty']. Bunty was a dealer in second-hand Rolls-Royce and Bentley cars and a prominent person in the vintage movement. He made some intrepid motor journeys before and after WW2. His wife raced a Bugatti Type 37. He wrote several motoring books [his history of Mercedes-Benz is in our library]; and cruised European water ways in his motor yacht.

### **'Huschke von Hanstein: the racing baron'.**

Huschke is famous to many as driver, racing director and public relations manager for the Porsche sports car company, in its history from the 1940s to the 1990s. In the thirties he was a competitive motor cycle trials rider. He moved into car trials and races, in Hanomag, Adler and BMW cars. This well illustrated book features some of these cars which you and I may not have been aware of. German companies were pioneers in streamlining, and there are good examples shown – particularly the Adler coupes that raced at Le Mans. Two-thirds of this book covers HvH's Porsche years. We see how this company grows to become a world-beater on the track and in sales and exports. Huschke mixed with the rich and famous: I think this the only motoring book to include pictures of both film director Roman Polanski and Indian Prime Minister Indira Gandhi.

### **'Phil Hill: a driving life'.**

Phil was a World Champion racing car driver [1961] and an all-round motor enthusiast who ran a restoration business after he stopped racing. This large full-colour book has his road tests of 20 great cars: from an 1886 Benz and a 1915 Packard to a 1967 Chaparral sports-prototype and a 2000 NASCAR stock car. Also there are Phil's impressions of rival drivers and racing personalities. Phil had many successes in sports car racing including three Le Mans wins. After 1961 his last three years in formula one were not successful, but in Australia he had one of his greatest races. That was the Australian Grand Prix at Longford in Tasmania in February 1965. He battled against fellow internationals Jim Clark, Graham Hill, Jack Brabham and Bruce McLaren, as well as local and New Zealand drivers to finish in a fine third place. Read and look through this book and you will appreciate what a great man Phil Hill was. [And like me, when in Tasmania make a 'pilgrimage' to Longford, one of the best ever racing venues in Australia].

**Keith Gaymer**  
**Librarian**



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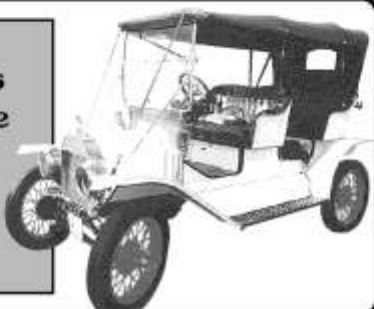
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# VISIT BY THE MG RESTORERS ASSOCIATION

The MGRA ventured south again and had a brilliant day at the Australian Motorlife Museum.

Blessed with perfect MG-driving weather, we met at the park by the lake for wake up coffee. One car got there very early and the owners were surprised how relaxed the organisers were, thinking we were all late. No...it was daylight saving changeover time!

As we drove in convoy from the lake at Berkeley, it was interesting to see the new car importation area full of cars soon to become museum pieces as we go electric!

Not having visited for a while, it was amazing to see the huge new building and expansion of the collections. Needless to say the Museum is a revelation – superb, varied examples of cars, with extensive collections of social history items which many commented on. It's great to find an auto place with exhibits that appeal to both men and women.

Club members brought a range of MGs, from Y Tourers to Fs. Special thanks to Steven Koster who assisted with organising us and Sarah and Barry, who couldn't do enough to make our visit comfortable. Sitting by the front entrance for a picnic was magic – sunshine, camaraderie and cars to admire. Thanks AMM for a wonderful day.

***Steve Brompton***





# A VAUXHALL, A GOAT AND A DISASTER

I have been interested in vintage Vauxhalls since I was a teenager. As a university student, at Sydney University, I often paused on my trudge to City Road along the back of the C.S.I.R.O. building to inspect Geoffrey Chandler's 23/60 tourer. It was usually parked near one or other of the Mark 6 Bentleys that belonged to other staff higher up the pecking order. The Chandler car was typical of the vintagents of the time, who used their cars as daily drivers. It was all there and functioning well enough to get a roadworthy certificate, but displayed a certain contempt for the cosmetic niceties, so much valued today.

I can also remember a few Vauxhall 14/40's sitting dejectedly in the back row at second hand yards. With scrubbed aluminium bodywork (probably Steelo) and painted guards, they at first excited and then disappointed when their bonnets were raised to reveal a very ordinary looking four cylinder, side valve motor. The cooling fan, in the shape of an aircraft propeller, added a bit of interest but not much.

Fast forward 20 years, and family life has been established on an acreage overlooking the bucolic hamlet of Jamberoo. A large shed has been built and the assemblage of vintage cars, bits and pieces, and more modern conveyances can now be placed under one roof. With room to spare, there is now an obvious need to collect more!! The source of much research became "Unique Cars".

An advertisement for a 1927 Vauxhall 14/40 caught my eye! Soon after, arrangements were made to go and see it. I wasn't offered a drive, but on the drive conducted by the owner, it became obvious that the bodywork was loose, the engine seemed OK, and the gearbox and diff. were serviceable, but probably no more than that.



Despite its faults and shabby appearance, it was a goer and I needed a goer and not another restorer! With a deal done, and a pickup day agreed I returned home to "put my case". On pickup day, the hired trailer was hitched to the Valiant ute and off to Sydney. The trip was uneventful, the loading of the car was uneventful and the last minute run through of switches, gauges, and controls on the Vauxhall, fortuitous!!

***Another Vauxhall 14/40 Tourer, not the actual car in the story!***



The return trip started well. The trailer was well balanced and the Valiant seemed happy with its lot. I was feeling pleasantly relaxed as we made the steady climb from the bridge over the Woronora River to the intersection with the Princes Highway at Heathcote. I imagined that the slight smell I had noticed was nothing more than the result of the braking of other cars travelling in the opposite direction down the hill.

The next few miles were uneventful until the ute and trailer started to slow and giving more accelerator didn't seem to be fixing the situation. Eventually we failed to proceed! As luck would have it, we had stopped next to an emergency phone. A call to base resulted in the prompt arrival of a tow truck.

It was quickly agreed that the Valiant auto had expired and a tow was necessary. It was also agreed that the tow truck could not tow ute and trailer. So a plan needed to be devised that avoided leaving something on the side of the road that would invite scavenging. I put it to the tow truck driver, that if he was prepared to tow the trailer with the Valiant on top, back to the depot, I could drive the Vauxhall home. The plan agreed, I found myself on the side of the road, in pitch dark without a torch, about to drive a car I had not driven before, with an unknown petrol supply ( I had a spare gallon tin from the Valiant), and about to attempt a forty mile drive home.

With the hood down, and a sky full of twinkling stars, the trip to the top of Mount Ousley was quite pleasant. At the top of Ousley, I knew that I had to select a gear that would see me to the bottom! The chances of dropping a gear, mid descent, would probably mean engaging Angel gear and that was to be avoided at all cost!! Third gear and judicious jabbing at the brake pedal saw a safe decent and the remaining twenty miles were without incident. With the car in the carport, a cup of tea in the kitchen was welcomed at about 1 am!

The Vauxhall was used a number of times on outings sponsored by IVCC, without incident and with much enjoyment. However on a particular Sunday, in preparation for an IVCC event, the Vauxhall was taken out of the shed with a view to loading all the "stuff" we seemed to find necessary to take on an outing, in the carport. At this point it is necessary to explain a little about the geography of the farm.

The shed used to hold the cars was across a bush track and up the hill from the house. Vehicular access to the shed was further complicated by the positioning of the shed in a fenced paddock which was also home to several horses and a goat. The horses treated me with contempt (my daughter's horses), but the goat was my special friend. Given half a chance, she would follow me into the shed to see what I was doing. She was also, not averse to sticking her nose into an open bag of Stud Mix given the chance. What I found remarkable however, was her ability to walk around in a confined space without knocking anything. The dog couldn't do that! All was not perfect.



***A goat.***

The animals in the paddock, lead by the goat, were happy to sneak through an unlocked gate and play "catch me if you can" to a point when I had run out of expletives and they had become tired enough to want to return to the paddock of their own volition. As a result, gate security became something that was handled carefully. On the Sunday in question, the Vauxhall had been driven out of the shed and stopped in front of the gate out of the paddock.

I got out, opened the gate, drove the car to the other side of the gate, pulled on the handbrake firmly and got out again to lock the gate. That was not the normal procedure! Normally at this point, the engine would be switched off and the car placed in first gear as a precaution against a runaway and the disaster that could cause. Left to gravity as the driver, the car probably would not stop until it got to the lounge room of the family home and given other features of the topography of the path it would take, it would probably enter the lounge room through the roof. As the chain on the gate clanged onto its hook, I heard a click come from the Vauxhall. Some car sounds need to be heard a number of times before an accurate diagnosis can be made. Not this one!!! I knew in an instant that I had just heard the handbrake click off.

Without hesitating to sum up the situation, I ran to the car, jumped onto the running board and tried to grab the handbrake. The handbrake was too far forward to grab so I grabbed the steering wheel instead. What for??? On either side of the house were small ravines. On one side a twenty metre drop with a running creek at the bottom and on the other side a fifty metre drop with a creek at the bottom. Directly in front in a few seconds would be the lounge room! The burning question was whether we would enter the lounge room through the side wall or through the roof. It's amazing how quickly the brain can process alternative strategies when you are in a state of absolute panic. Clearly, the only thing to do was to crash the car as soon as possible!! A large tree at the start of the formal driveway was selected and a direct hit on the right dumb iron and right front wheel brought matters to an immediate halt. Not so the person clutching the steering wheel. I ended up twenty-five metres further down the hill in a crumpled heap. But I was still breathing!!

After picking myself up, checking for blood, and offering a short prayer, I struggled up the hill to inspect the damage. Remarkably, there was no panel damage. The right dumb iron was crumpled to a right angle and the right wheel was destroyed, but I couldn't see any other damage. Given a rather scratchy start to the day, on the domestic front, it seemed of the highest priority, to get the car back to the shed and under covers. A full commercial assessment of the drama that had just taken place was to be avoided at all costs.

Getting the car back up the hill wouldn't be a problem, the four-wheel-drive tractor could easily handle that, but where to tie the ropes. With cantilever rear suspension at the rear, there are no rear shackles and almost any other attachment point means ropes under the petrol tank and damage to it. After much head scratching, the rear axle housings looked best. Thus tempted, and ropes attached, a test pull commenced. With the ropes tightened and forward movement of less than thirty cm ( honestly ), I got off the tractor to check. I could now see the crown wheel!!! I couldn't see that before!!

I had obviously had a very, very, bad idea!!! Laurence Pomeroy when designing the Vauxhall 14/40 had not felt it necessary to brace from the torque tube to the ends of the axle housings. I should have noticed that when making plans. Pulling on both ends was like pulling on the ends of a banana, it splits in the middle. The car was returned to the shed and further assessment revealed that doing anything less than a full restoration was a waste of time! That was 1989, what waste of time???

With a bit of luck the car will be back on the road by Christmas. The process has taken too long to be called a restoration, perhaps odyssey would be a better word to use.

**Mark Gray**



**A disaster !**

## T(R)OPICAL NEWS

Surprise! Last year I had a very friendly phone call from the (lady) President of the Vintage Car Club of Queensland, which celebrates its 65th birthday next year. So President offered to pick me up to attend a meeting, join if I felt like it. The end of the evening saw me as a member, and as the Treasurer seemed a bit busy, I offered to take on the meeting night raffles, which I am still doing, and loving it.

The annual Concours is held in the grounds of the very historic Ormiston House, on an acreage running down to a beautiful part of Moreton Bay. The house was built by the chap who established the sugar industry in Queensland. Some years ago it came on the market and was widely expected to be demolished. An order of nuns purchased the home, still own it, and thereby saved this wonderful old home. It is now in wonderful condition, in regular use and an example of farsightedness seldom shown by Governments. June will see this event again, VCCQ inviting other clubs to stage their own displays, making it a day for everyone.

The first weekend in May saw the Autumn Tour held in Orange, hosted by Orange District Antique Motor Club. This event, for pre-1931 vehicles ONLY has gone from strength to strength, rotates around a few clubs in the general area, and will be hosted in 2020 by Western Districts Antique Automobile Club in Dubbo. I was fortunate to be invited to attend as a "swagman" drove down from Brissie and enjoyed a wonderful few days rattling around 140 veteran and vintage vehicles. The only Motorlife members in attendance were the Neilsens and the Saywers. Friday rained well, but no one complained. Our group went shopping, coffeing,, etc. I drove home over two days with some excellent memories.

There will be many who have known Alan Payne from the Parkes Club. Alan was a friend to many, in my own case for about forty years, and passed away on the Tuesday after the Autumn Tour. Sadly I had just returned home from Orange, and felt another trip so close might be too much of an ask. Alan was one of those few who were instrumental in founding the Elvis Festival

A family wedding beckons on 25th May, looking forward to it!

If these scribbles are acceptable to Editor Chris, (*very acceptable Ed.*) there will be another episode for the next full magazine, so see you then.

Best to all,

**Wendy M**

## BUILDING MAINTENANCE REPORT APRIL – MAY 2019

29/4/19 – 20/5/19 - Royce Ford, Gary Pierce, and a new electrical volunteer David Davies, continued the LED lighting installation using the funds received from the NSW Govt. CBP Grant. Areas that have been done this month are:- Stage 2 Restoration Area, Stage 2 Curatorial Office, Storeroom, and Kitchen, Stage 2 Workshop, Toilets, Main Kitchen and Gift Shop

6/4/19 – 13/5/19 - Ted's outdoor crew installed a new ground level drain from along the wall outside the Brabham Room fire exit door, to the main stormwater pit in the lawn. With the assistance of a number of the Monday Volunteers, attended to other maintenance issues that had been listed in the Maintenance Log Book.

**Phill Harrigan**



## THE NEW AMILCAR PROJECT

I have written before about the hunt for, and attempts to buy the Montier-Ford that is in storage at the Mullin Automotive Museum in Oxnard, California. It took a few years investigation to track down its whereabouts and a couple more years of 'on again, off again' correspondence to enquire if it might be for sale as Mr Mullin had no plans to restore or display it in the museum.

Meanwhile my second choice should this not work out had been to look for another French sports car of the same period – 1920s – and obviously a Bugatti was out of the question. Early last year I had seen an Amilcar advertised in southern Victoria as a complete rolling chassis needing some assembly and bodywork and made some preliminary enquiries while waiting for a yes or no from Mr Mullin. Unfortunately by the time I got the reply that the Montier-Ford was not for sale the owner of the Amilcar had changed his mind about selling and had started fabricating a timber frame for the body.

Early this year I received a strange email from a Richard Adatto which simply read "Fords. I have one of these cars. Do you know what car ran what race??" Now I knew Mr Adatto was a well known author of some fine (expensive) books about French classics; Delage, Delahaye etc and was also a friend of Mr Mullin so although I suspected what he was asking about I didn't let on and just asked for more information; "what Ford might that be?" to which he replied; "It's a model T based car with a Montier head, reported to be a Le Mans car. I can send photos". From the photos I recognised the car and replied that it had been with Mullin's collection, outlined what I knew and that it had no known competition history, and that it was certainly not one of the Le Mans race cars.



***The complete but rather tired ex-Schlumpf Montier-Ford at the Mullin warehouse.***

Anyway, this correspondence dragged on a while, he admitted he was enquiring on behalf of Peter Mullin and I suspect he had been asked to write to me to see why I had been so keen to buy what was basically a modified Ford in poor condition, maybe suspecting I knew more than I had let on and hoping it had a

significant past. He said Mullin was planning to sell it, along with all of the other non-Bugatti cars he had acquired from the estate of the late Arlette Schlumpf, widow of Fritz, one half of the famous Schlumpf brothers. He had bought the whole collection just so he could get the fifteen Bugattis and had not really had any interest in the rest. I was told Mullin was going to sell them all in France next year, I guess at the high profile auction held annually at the Paris 'Rétromobile' show in February. I pointed out given the cost of shipping it to France and auctioneers commission he probably would not do better than my previous offer of US\$10,000. Mr Adatto then said he would discuss this with Mr Mullin and let me know at the beginning of May. I have heard nothing since. I have given up on their games.

So, meanwhile, the Amilcar project was again advertised for sale, and not having heard back from either Adatto or Mullin I decided to not let it go this time. I spoke to the seller, confirmed my interest and paid a holding deposit online as I would not be able to get there to collect it for a couple of weeks. Fortunately an early Amilcar only weighs 350kgs and the sale included a small boat trailer modified to fit the car so it would be easy enough to tow behind the Subaru.

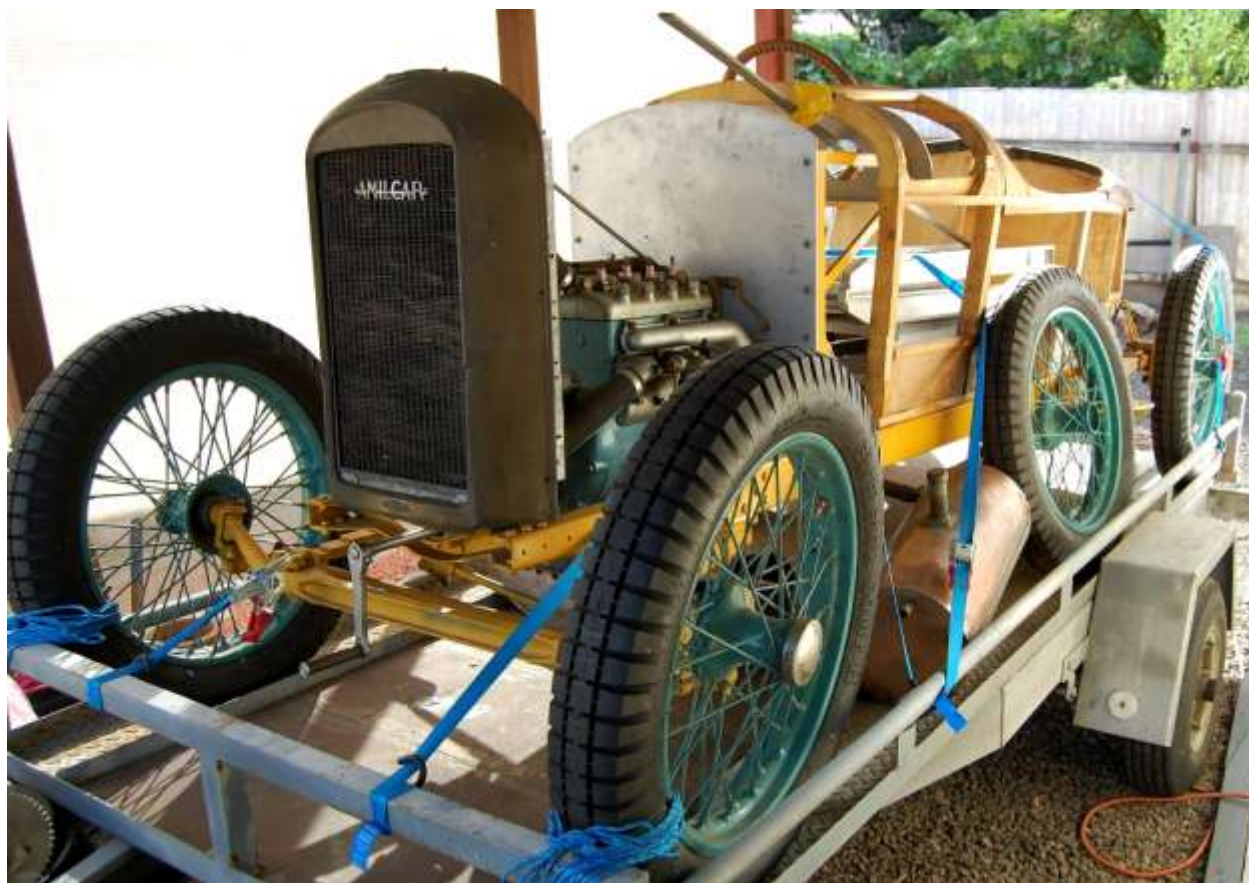
Now, a long trip south. Coronet Bay is an hour and a half south-east of Melbourne and I booked a motel room for Friday 25<sup>th</sup> May in San Remo the last town on the road to cross over to Phillip Island and only about fifteen minutes from Coronet Bay (well it would be if you did not get lost along the way!). Rubbish motel, no hot water, TV only got three channels working and the fridge was so loud I had to turn it off to sleep! Anyway, got to Craig's place about 8am, had to fiddle about swapping the towbar and ball over again to match the trailer, I had guessed wrong from the photos, hitched up, loaded boxes of spares and back on the road before nine heading north to Melbourne hoping Saturday morning traffic would not be too bad. Apart from missing the turn to the Princes Highway at Cranbourne and following my nose and keeping the rising sun to the right I only lost ten or fifteen minutes finding the M1. Then on to the M2, M80 and M31 and Melbourne was behind me by ten-thirty.



***One of many stops along the Hume Highway; junk food all the way!***



It is a long boring drive back up the Hume but with a few rest stops I got home about 9.30 in the evening. Recent house renovations have meant the garage is full of stuff for now so Sunday morning I reversed the trailer round the back and manhandled it under the car-port where it will now sit for a few weeks until the rest of the reno's are done.



So what have I got? Hopefully most parts to build a 1923 CC model. The chassis, suspension, axles and steering have all been gone through and ready to roll, the engine has been checked over too, bores good, crank and bearings good and the gearbox has new bearings and clutch. The original Solex carburettor has been rebuilt but the tank and hand pressure pump have to be fitted. The magneto is untested, the starter motor is missing (new ones are available from the UK) and it needs a new radiator; there are bits of the old side tanks and a core but it would probably be better to make a new one.



The brakes, rear wheels only, need relining and the rods reconnecting. Craig, the previous owner had five new wire wheels made with Rudge hubs and fitted with new tyres so with all of the above attended to it



should be not too much trouble to make it a running chassis. The timber frame is based on the typical pointed tail design with the two seats staggered so the passenger sits slightly behind the driver allowing elbow room for both in what is quite a narrow body. Craig had also made a start on panelling the tail but there is much left to be done to finish the body and make up the seats. There are many other little jobs of course, wiring the lights (Ducellier) and instruments, fitting a windscreen, painting etc but I'll get there.



***A typically sporting Amilcar CC.***

Amilcar started production in Paris in 1921, the name a combination of founders Joseph Lamy and Emile Akar and the CC was the first model designed for what the French authorities called the 'Cyclecar' class. These had a reduced rate of annual car tax, fixed at 100 francs per year, for powered vehicles weighing no more than 350 kg (dry weight, without fuel or water or such extras as a spare tyre and wheel), providing seating for no more than two people and powered by an engine of not more than 1100cc. Later models did get bigger and heavier and these were categorised as 'Voiturettes'. Amilcars were popular as light sporty cars and sold in large numbers to many customers who competed at all levels through the 1920s. The most famous model of all was the CGS "Grand Sport" of 1924; this featured a 1074 cc sidevalve engine and four-wheel brakes. This in turn evolved into the more sporty CGSS "Grand Sport Surbaissé (meaning lowered)" and later the factory raced more powerful six-cylinder models. Often referred to as 'the poor man's Bugatti' (I am well qualified then!) their main rivals were similar models from Salmson and some lesser known marques like Rally or BNC. An ill-advised expansion into more diverse models to compare with the smaller Peugeots and Citroëns coincided with tough economic times in the early 'thirties and the company was taken over by a company owned by Briès and Sée, called "Sofia" (Societe financiere pour l'automobile), but this was not enough to save Amilcar and after a new range was launched in 1934 named the Amilcar Pégase featuring a four-cylinder Delahaye engine, the Sofia company came under the control of Hotchkiss which in turn had acquired a new front-wheel drive design from Grégoire, and this resulted in the new Amilcar Compound which although an advanced car for its time was not enough to save the marque. Production was not resumed after WW2.

A saga to be continued..... **Chris Martin**

# STORIES FROM THE STORE

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

Before we get into the technical stuff I would like to reveal a secret heroine in our midst.

As everyone knows there are various groupings within the organisation that might not be found on the official company organizational chart. There are the Renovators, Custodians (sub-group Pelicans), Minders, Maintainers, Historians and last but not least, the Recorders.

It is one of these Recorders that back in March (news travels slowly through the Store) participated in a fund-raising charity walk from Shellharbour to Bulli along the bike track. A total distance of 40kms, accomplished in exactly six hours!

That's an average speed of 6.8kph without stops!

So when she stopped for a breather or a chat or go to the loo, the walking time is faster again.

An amazing effort, finishing in the first group of ten along with her sister and daughter.

All the Renovators, Custodians (sub-group Pelicans), Minders, Maintainers, Historians and other Recorders say well done!



Now, we have a mystery. (There are mysteries in every store).

There has recently been discovered amongst the intense, brutal work of sorting nuts and bolts, a matching pair of castellated nuts. These are not just any castellated nut nor even a slotted nut, they only have three parapets (the lumps on the top). The others have not been ground off, or chiselled or otherwise removed. They weren't there when the nuts were made.

They have become a mystery because the all-knowing *Restoration Masters* had never seen anything resembling them. So if anyone outside the store has knowledge of these things, feel free to go one-up on the experts and let the storeman know.

Thanks.



***Bob The Storeman***

Told you he is nuts ! Ed.



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## COFFEE MORNING OUTING – 10<sup>TH</sup> APRIL

Have just returned home from the Roundabout School Run – so called because we passed four schools and countless roundabouts on the way – and would like to thank all participants for making it such an enjoyable outing. Our destination, Passionate Pallate, in the Forest Grove village, was reached via the back streets of West Dapto, Dapto, Koonawarra and Kanahooka with a short history stop to explore the remains of the old Dapto smelter on Kanahooka Road. The retaining wall of the smelter made a great backdrop for a photoshoot as did the sign in the café. By the animated discussions around the tables everyone seemed to enjoy their coffee/tea, cakes or big breakfast -yes Steve and Helen did us proud again, and there was certainly lots of goodies to choose from. Looking forward to the next run on May 8<sup>th</sup>. More news about that elsewhere.

Thanks again for coming,

***Marlene and Don.***



***Left; Don's Hupmobile and Bob and Wendy's Morris made the trip.***

***Below; The usual suspects get stuck in.***



## MORNING COFFEE RUN – 8<sup>TH</sup> MAY

The May morning coffee run was to Ratha's Place in Oak Flats, Ratha's provides training and employment for people with intellectual and developmental disabilities. A cool clear day with the run leaving the museum for the half hour drive via Warrawong along the lakes shore to Oak Flats. Another great turnout to the popular morning coffee runs saw 17 adults and 1 child enjoy the offerings from Ratha's Place, well worth a visit if you're ever in Oak Flats.

### **Ratha's Place, the help to help story:**

**help2help** was born from a family holiday to Cambodia back in 2011. Upon identifying families in dire poverty, subject to child trafficking, a lack of education and health services, they were moved to take action.

One young boy, Ratha, who suffers significant disabilities, was found in a secluded location and in need of urgent assistance. The Webb family, along with the support of family and friends, were able to assist local villagers in need and later, established a skills training facility and training restaurant in rural Cambodia to provide assistance with education and health care.

With many of its goals achieved and the operations of the facility in Cambodia now under the control of the Cambodian people, in 2017 the focus turned to Australia. As a big part of the **help2help** family and seeing him rise above significant challenges over the years, the decision of naming the café after Ratha was a simple one. Although Ratha will never truly understand the impact he has made on this world and the people who he meets, we will know. Ratha's Place has been established to provide training and employment opportunities for people with intellectual and developmental disabilities. The aim is to show, through a cup of coffee, that disability is simply a label and that the people behind that label are just bursting with ability.

Take the time to get to know our staff, they're worth it.

**Steve Koster**





## MYSTERY CARS

April's Mystery Car was the Romesch VW which was identified by Keith Gaymer, our librarian; he had seen it on the same website as I did.

The People's Car made its bow at the 2019 Amelia Island Concours d'Elegance, held March 10th on the fairways of the Golf Club of Amelia Island in Florida. The 24th annual event highlighted an overlooked segment of Europe's carrozzeria culture with a class of custom coachwork Volkswagen vehicles.



*The Romesch Beeskow Coupe, not bad looking for a VW?*

Among the 12 vehicles, the winner of the Volkswagen of America Trophy for the Most Elegant Coachwork on a Volkswagen turned out to be the 1951 Rometsch Beeskow Coupe of Traugott Grundman from Oldendorf, Germany.

Rometsch was a Berlin-based coachbuilder founded in 1924. Their first VW-based project was a stretched wheelbase four-door taxi in 1950.





The new sports coupe project was spearheaded by Johannes Beeskow, whose name was applied to a special-bodied aluminum sports car displayed at Geneva in 1951.



***Above left; There was also a convertible version offered. Above right; One has to wonder if the Romesch influenced VW's decision to later make the Karmann Ghia model .***

***Below left and right; The later Bert Lawrence designed Romesch VW.***



Beeskow was lured away by Karmann in the mid-1950s and Rometsch hired furniture designer Bert Lawrence to produce a modern sports car body. The company continued until 1961, when the Berlin Wall was built, effectively separating the company from half of its 90 employees.

SO....any guesses for this one?



# NATIONAL MOTORING HERITAGE DAY – SUNDAY 19<sup>TH</sup> MAY

The committee decided that as the day is widely publicized to encourage all car clubs and individuals to take to the roads in their various classic 'pride and joy' wheels that we should promote the museum as a suitable destination for one and all. We have not done this for a couple of years and rather than try to compete with the very successful show put on at Berry Showground as well as focusing our efforts on making the most of our annual Expo in October it was decided to just advertise our facility as a place worth visiting for anyone out for a drive, hopefully also diverting some of the traffic heading to or from Berry.

Of course it is always a help to have a sausage sizzle going and one thing Berry does not have is our 'Wheels In Motion' rides which proved very popular all day. The visitor numbers justified the effort and we are already thinking how to do better next year.

Thanks to all who helped on the day.



***Some of the visiting cars; above a very clean original '32 Ford Pickup and a unique Chrysler Roadster.***

***Below; early Holden Monaro Coupe and Geoff Murray's Lotus Elise, he has applied for membership too.***





## NATIONAL MOTORING HERITAGE DAY 'WHEELS IN MOTION'



*Gordon brought this Rover along from Woonona and dickey seat rides were much in demand.*

*Paul's Buick provided possibly more comfortable transport than the Austin Seven but both were popular.*



*Dave's Austin was kept busy with Waldo driving and Steve did put the roof down when the visitors asked for rides around the lanes.*





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