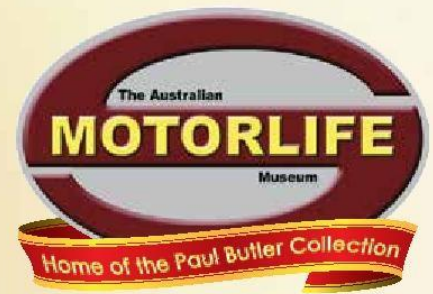


Motorlife News



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Opening Hours

09.30 am – 4.30 pm

Wednesday – Sunday

A Brief History

- 1992** Opening of Illawarra Motoring Museum following purchase of land from AGA Club Germania
- 2008** Opening of Australian Motorlife Museum
Winner of Wollongong City Council Community Award
- 2009** Paul Butler Collection Awarded to Australian Motorlife Museum by NSW Supreme Court
NRMA Motoring & Services commenced major sponsorship of Australian Motorlife Museum
- 2010** First Motoring Expo
Official Opening of 'The Brabham Room' by Sir Jack Brabham CBE, AO & Mr Ron 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 motor cycle, built in Brisbane
 - Acquisition of 1914 The Victor motorcycle and Melbourne built sidecar, original condition

Membership Benefits

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

PATRONS

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

LIFE MEMBERS

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

APRIL 2024

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MEETING DATES:

16th April, 21st May, 21st June etc

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

TAMM admission pricing;

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

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

Concession & Seniors Card: \$15.00 pp

MUSEUM OPENING DAYS

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

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

Open Wednesday to Sunday 9.30 - 4.30pm

Closed Mondays and Tuesdays

Closed ANY PUBLIC HOLIDAY

HELP NEEDED

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

NEXT MAGAZINE DEADLINE: Friday 31st May

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

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

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

CLUB EVENTS

Important Club Run News:

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

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

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

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

UPCOMING EVENTS

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

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

EXPRESSION OF INTEREST

If there are enough people interested Sarah and Barry will further investigate a 4 or 5 night run for the second half of 2024. A few people have already indicated interest so let Sarah know (0409 658 154) if you are interested so planning can get underway.

APRIL.

Sunday 7th Paws4aCause Dog Show – J.J.Kelly Park, Wollongong.

Anyone planning on attending we have been allocated parking space just off Swan Street and have to be in place by 9-30 so we will leave the museum at 9.00am sharp. Chris Martin organising.

Wednesday 10th Morning Coffee Run to The Fern & Anchor Café, 76A Addison Ave, Lake Illawarra.

Meeting at the museum before 9.30am. Steven Koster organising.

Sunday 14th Shoalhaven Heads Hotel for lunch. Leaving the Museum packed and fuelled by 9.30am, byo picnic morning tea and buying own lunch at Shoalhaven Heads Hotel. Travelling down via the M1 and coming home via Gerringong and M1.

MAY.

Wednesday 8th Morning Coffee Run to Honest Don's 2a McCauley St Thirroul. Meeting at the museum before 9.30am. Ted Hutchison organising.

Sunday 19th National Motoring Heritage Day at the museum.

JUNE.

Wednesday 12th Morning Coffee Run. Meeting at the museum before 9.30am.

Sunday 23rd Garage Crawl.

Ex-President's Final Report

First I have to say it was an honour to serve as President of our wonderful museum for the last five years. Coming up to the February AGM I had thought it was time to step back and have a rest as I have a lot of other projects that were always getting held up, hopefully now I have less of an excuse not to crack on with some overdue reno's at home, and now at least as the Amilcar is going well, I may also start on getting the other one in my garage back on the road. Or maybe not, I recently found I may now have the chance to finally buy something else even rarer I have been chasing for a few years, in which case it will be all change on the motoring front.....again.

Having decided I needed a break and ignoring some rumours of trouble being stirred up by certain parties interfering as always, I thought it would benefit the museum and the committee to have a change and elect a new President who could bring in some fresh thinking. Paul Nelson has served on committee for some time, and he has considerable experience in business as well as with other car clubs so I asked him if he would be willing to replace me, a proposition to which he agreed and was duly elected unopposed at the AGM. I also hoped we could keep most of the committee as it had all been working very well. I never regarded the President's job as being some Trump-like dictator; apart from the occasional need to show up for some event or presentation the role should be mostly about steering the discussions and debates of the committee and chairing the monthly meetings.

While much has happened to improve the facility over the last five years I don't claim any credit for that other than to say I have encouraged a healthier, and hopefully happier, way for the committee to get along and share the responsibilities, and all of that has certainly helped get us where we are now. In the past it was hard to get anything agreed because of friction and confrontation often resulting in shouting and table-thumping and rarely any consensus on the way forward. If I have achieved anything as President it was to find a way for a committee to work together and share the load. The demands of running the museum and the car club are such that we could not just rely on a meeting once a month to get through everything and by delegating responsibilities among the eight committee members and keeping in touch by email and phone we have been able to trust each other to get things done without delay; even when there has been disagreement matters have been resolved in a civilised and co-operative manner.

So, if I have achieved anything to be proud of it is just that we now have a committee that works well and gets things done, and hopefully Paul will be able to keep that going. I must also thank all of the members who have served on committee over the last five years for helping to make my job easier and for their contribution to making the museum what it is today. I am still on the committee so you have not got rid of me yet, but please join me in welcoming Paul as President and know it is all in safe hands.

Chris Martin
Ex-President

President's Report March - April 2024

First of all, a big thank you to everyone that attended our AGM in February, I know for some of you it was a considerable distance to attend.

On behalf of the new committee, I would like to thank the members for putting their faith in the new committee to manage the affairs of the Museum for the next year.

For those members that don't know me, I thought it may be worthwhile to introduce myself.

I have been coming to the Museum every January since it moved to our new building, and I became a member about 6 years ago. I joined as a volunteer and was elected to the committee a year or two later.

My professional background is that I run an accounting practice, and in a past life I was the Deputy Managing Director of Faber-Castell Australia and NZ.

More importantly I love cars, especially Veteran, Vintage and Classic cars.

My first exposure to classic cars happened when my father purchased a 1954 Rover P4 75 in 1975 to restore. Over time I purchased another three P4 Rover's as the logic was you never have enough spare parts!

At some point later I then purchased a 1926 Morris Cowley but with a growing family I did not get to use it as much as I should.

Not only do I have a fascination for classic cars but also a passion for racing cars.

While I was going to University, I purchased a Leyland P76 rally car that had rallied in the NSW Championship. The problem with rallying is that you need a navigator, but I struggled to find anyone silly enough to sit beside me. In the end I sold the P76 and purchased a Formula Vee race car as the only person I could hurt was myself!

I always loved watching the Bathurst 1000 and like every other race car driver, always had a dream of racing in the Great Race. In 1997 and 1998 I managed to do just that driving a BMW 320i Super Touring Car sponsored by Faber-Castell. The 1997 race was the highlight in that we finished 7th outright and 1st Privateer. While we could not replicate that in 1998, we did finish 9th outright.

In 1999 I sold the race team and purchased a 1915 Model T Ford. I like to say to people that I went from doing 280 kph down Conrod Straight to doing 55 kph flat out!

I currently am restoring a 1923 Dodge Tourer that was literally in pieces and have a 1971 Mercedes-Benz 280SE 3.5 that belonged to my grandfather.

From the Museum point of view, in February we had a great run to the Gerringong car show with 9 cars attending. While it was not as hot as the year before it was still in the 30's and most of us that attended were getting very sun burnt.

Around 2.00 pm we decided enough was enough and it was time to head home. Luckily all the cars managed to get up Mt Pleasant without having to stop to take on water but the road works near Albion Park did. Unfortunately, Paul's Buick decided to be a kettle, but with a couple of stops for water, made it safely home.

These events are important for the Museum as we hand out a lot of brochures and spread the word!

Our event with the cars will be the Paws4Cause Dog Show on the 7th of April at the JJ Kelly Reserve. I hear you ask, why are we going to a dog show? Two reasons; first the West Wollongong Rotary Club are raising funds for an Interplast surgical mission for children, and second as we are the only car club that has been invited, we can promote the Museum without any distraction of other car clubs. The organisers have allocated a space for 10 cars so if you would like to come, please contact Chris Martin.

Our Wednesday coffee runs are attracting a significant number of cars which is great, but the longer weekend runs are to some extent, poorly attended. In reading some of the other car clubs' magazines this seems to be a common problem. The Committee are looking at ways to increase the attendance.

Various members are currently dropping brochures to Hotels, Motels, Caravan Parks, and Visitor Information Centres around our area. This will be an ongoing program with the plan to do this before Easter and Christmas each year.

Hopefully I will get around to meet everyone and if you have any questions or comments, please do not hesitate to contact me.

Best regards

Paul Nelson

President

Ph: 0412 55 8386

Em: paul@thenelsongroup.com.au

Curatorial Report February – March 2024

The steering box on the 1925 Rugby has been overhauled. The front wheel bearings and seals have been inspected resulting in the seals being repaired and the bearings adjusted. A rear chassis stay has been fitted to give lateral support to the rear spring chassis frame mounts.

Indicators have been fitted to the Austin 7 van and work has started on fitting them to the Chummy. This work will improve the safety and visibility of the vehicles when they are travelling on the road.

Eight vehicles represented the Museum at this year's Gerringong Car Show. Some photographs of our cars taken by visitors were posted to a couple of British and MG sites. In the photos the Motorlife flags and the windscreen banners were clearly visible which is a great promotion for the Museum.

After travelling to Gerringong for the car show it has been discovered that the supercharger pulley on the recently donated MG YA had an A size pulley while the crankshaft was B size, causing it to slip badly and give out a very loud belt squeal. The A pulley has now been machined to suit a B series belt and a new belt has been purchased and fitted. The system has very limited belt adjustment and if correct belt tension can not be achieved with an available belt size we will need to make a V pulley to suit.

In non vehicle related news, an early blacksmith blower and a veteran beaded edge tyre remover have been cleaned up and are now on display in Stage 3 and under the awning beside Darley Motors respectively.

Work on a blasting cabinet and dust collector is nearing completion. The final ducting parts have been made and are ready for fitting. An extractor speed control has been purchased and tested.

James Simmons, the NRMA's Senior Advisor – Community, recently reported to the Committee that there were some issues with the NRMA Land Rover when he drove it. We offered to investigate the problem and the necessary repair work was undertaken by some of our very capable workshop volunteers, in particular Kevin Smith. This work involved extensive repairs to the generator and regulator, and repairs to the generator bracket. We have also offered to fit a battery isolator. Fan belt adjustments were also done.



Some but not all of our regular “out the back” volunteers on the occasion of Allen Ford’s retirement. Al is seated on the mower.

Curatorial Committee

Building Maintenance Report February – March 2024

The annual ‘Test & Tag’ of all electrical appliances, tools, and leads used in the Museum has been completed. There were a total of 170 items tested and I really appreciated the help of fellow ‘Electrical’ Members, Gary Gibson, Ken Robinson and Keiran Shepherd to get this work done.

Also an additional GPO has been installed outside the Library for Gramophone display cabinets, and other maintenance jobs have been attended to as per the maintenance log book.

Phill Harrigan

Library Report February – March 2024

Donations since the last report:

Helen from Kiama is sorting through her late husband's collection and has so far donated 80+ magazines with additional items still to be assessed.

Member Mark Dixon has donated 20+ books plus several magazines.

Peter has lost his storage due to a development and has donated part of his extensive lifetime collection to fill some specific gaps in our collection.

We have also done some magazine trading to fill some other gaps in our collection.

Thank you to everyone for donating the above items to the museum.

The main activity recently has been cataloging over 100 books received over the last several months. This includes technical as well as general motoring books.

Brian Wye

Librarian

library@motorlifemuseum.com

0431 417 775

Vale

It is with sadness that I report the recent passing of Eileen Higgins, mother and mother in law of Doreen and Mark Walton and much loved nan and great nan to their sons, daughters in law and grand children. Our sincere condolences to the whole family from all at Motorlife.

It is likewise sad to report the sudden passing of an old member Reg Mc Farlane and our condolences go to his wife Penney.

Marlene Matthew

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NATIONAL MOTORING HERITAGE DAY

SUNDAY 19TH MAY 2024

9.30AM TO 4.00PM



The National Motoring Heritage Day gives owners of all types of Veteran, Vintage and Classic vehicles, an opportunity to get out for a drive and meet other like-minded enthusiasts.

Proud to have been an approved destination for the National Motoring Heritage Day since 2008!

Sausage sizzle and refreshments available.

Ample parking for everyone!

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Gerringong Motor Fest Car Show

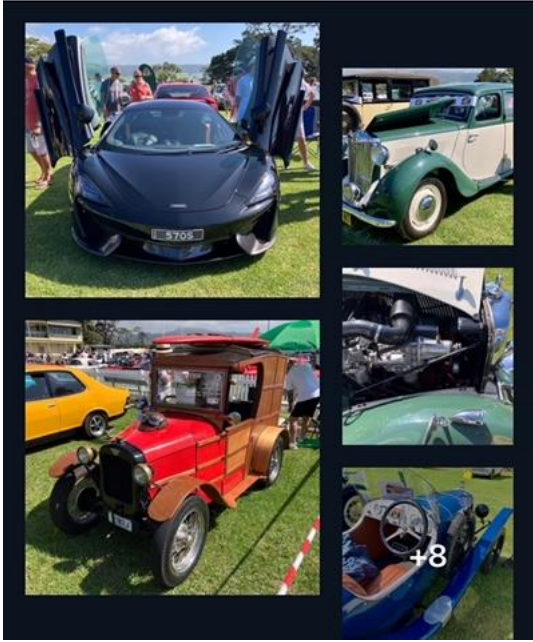
The Australian Motorlife Museum were well represented at the show, plenty of museum brochures being handed out and people enquiring about the museum. A few of our cars making the social media pages.



Congratulations to Warren Hazelwood for winning the Best Classic Car with his 1930 Ford Model A.



The Best of British, at today's Gerringong Motorfest! A big congratulations to the Gerringong Lions Club for a super successful day! 👍 🚗 😊



AINTREE 200 TROPHY

This trophy was awarded to Jack Brabham for winning this Formula One event in 1964.

Sir Jack Brabham AO, OBE was a 3 times World Champion in 1959, 1960 and 1966.

The win at Aintree, near Liverpool in England, was the 2nd time of many more that Sir Jack won a Formula One race in a car bearing his name. The first F1 win was at Solitude in Germany in 1963.



This trophy was donated to the Historic Sports and Racing Car Association (HSRCA) by Sir Jack Brabham and is used by them as the perpetual annual trophy awarded to the winner of their main event in NSW for Group M Racing Cars (1961-1965) each year.

The trophy is very kindly on loan to us from the HSRCA.

One of our members, Ed Holly, has won this trophy five times. On one occasion he was lucky enough to have the trophy presented to him personally by Sir Jack Brabham himself.



**The first motorcycle made in Port Pirie by Archibald Limb.
State Library of South Australia B22029, taken 1908.**



The first Mazda in Australia, Early 60's Mazda 600.

***Credit:
Gary Gibson***



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Napier- Nth Island New Zealand. A Step Back in Time

Peter Grimston

On a recent New Zealand cruise we sailed into Napier for a day and what a surprising city it turned out to be! In some ways the main street area has been rebuilt in 1931 Art Deco style.

Napier is a coastal city on New Zealand's North Island, located in the wine-producing region of Hawke's Bay, usually very peaceful but in 1931 a disastrous magnitude 7.8 earthquake left at least 256 people dead, 161 in Napier, 93 in Hastings, and two in Wairoa. Many thousands more required medical treatment.



The earthquake was felt in most of New Zealand, apart from the Auckland peninsula and Otago. The hands of the clock on the band rotunda in Napier stopped at the time the earthquake struck, 10:47 am.

Telephone and telegraph lines were down in Hawke's Bay, so information about the earthquake and requests for help had to be sent by wireless operators on the *HMS Veronica* and other ships. The sailors collected supplies of food and other goods from the evacuated buildings in Napier and took them to the emergency camp and hospital set up at Greenmeadows. This camp stayed in operation for six weeks after the earthquake.



The sea floor just off Hawke's Bay was lifted more than 2.7 metres, and the Ahuriri Lagoon and tidal flats were drained. The present Napier airport stands on land which was once part of the lagoon.

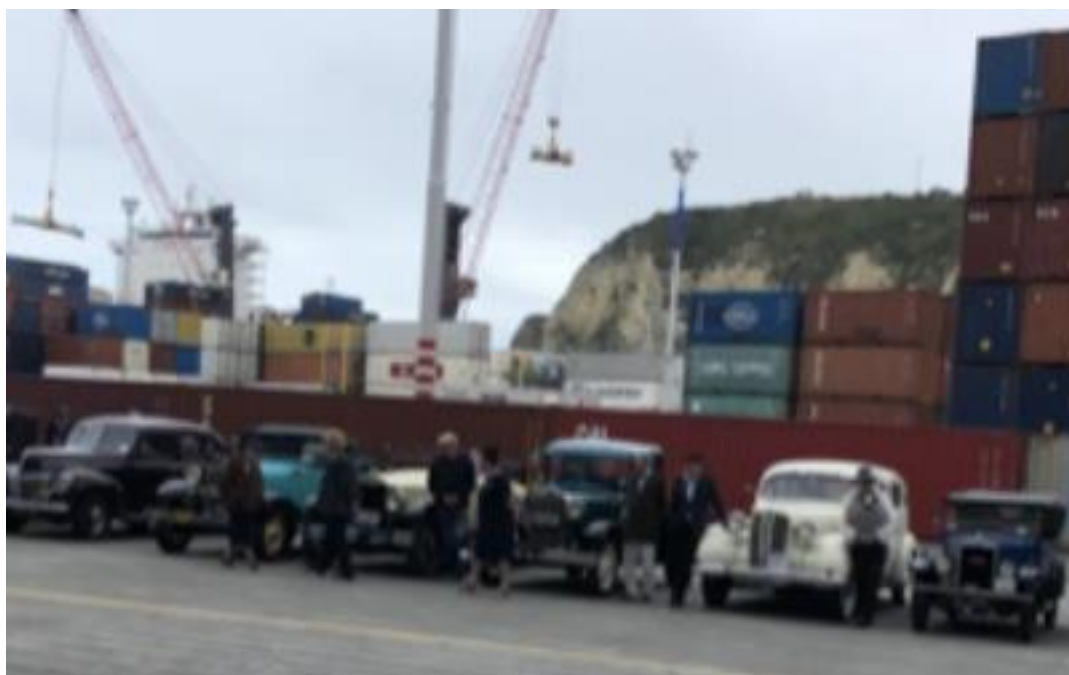
Rebuilding began almost immediately, and new buildings reflected the architectural styles of the times - Stripped Classical, Spanish Mission and Art Deco. Napier is often referred to as a 1930s film set, and one of the best ways to enjoy the streetscape is on either a guided or self-guided walk (contact Napier Tourist information office to arrange)

Every February, Napier celebrates its heritage with the Art Deco Festival - a stylish celebration of all things 1930s, including vintage cars, fashion and music.

Street after street of stunning and beautifully-restored Art Deco buildings have made Napier famous as one of the most complete collections of Art Deco buildings in the world.



Art Deco Festival



When it came time for the ship to leave Napier classic period cars lined up on the dock for a lasting tribute

The Legend of Brogan Doodlebug: The Tiny Car That Defied Expectations.



In the annals of automotive history, there are tales that transcend time and leave an indelible mark on the industry. One such story is that of Brogan Doodlebug, a diminutive car that emerged amidst the turmoil of World War II. In this journalistic account, we delve into the fascinating journey of this 1944 tiny car, exploring its unique origins, innovative design, and the lasting impact it had on the automotive landscape.

A Tiny Car for Troubled Times

In the midst of the global conflict of World War II, scarcity and rationing reigned supreme. It was in this era of limited resources that Brogan Doodlebug was conceived—a visionary response to the challenges faced by automobile manufacturers in providing efficient and affordable transportation during wartime.

The Inventor's Dream

The brainchild of automotive engineer Brogan Doodlebug, the car aimed to be a practical solution for individuals navigating the war-torn world. Doodlebug's vision was clear: to create a vehicle that would be compact, fuel-efficient, and accessible to the masses. The journey from concept to reality, however, would prove to be an arduous one.

Overcoming Adversity

As Doodlebug faced numerous obstacles, including limited resources and government regulations, his determination remained unwavering. Undeterred by the challenges, he enlisted a small team of dedicated engineers and set about designing a car that would defy expectations.



Ingenious Design and Innovation

The essence of Brogan Doodlebug's brilliance lay in its innovative design. With its tiny frame, streamlined shape, and lightweight construction, the car maximized fuel efficiency without sacrificing functionality. Doodlebug's relentless pursuit of simplicity resulted in a vehicle that showcased remarkable engineering ingenuity.

Impact and Enduring Legacy

Although production numbers were modest due to wartime constraints, the impact of Brogan Doodlebug was far-reaching. Its affordability and practicality made it an attractive option for individuals seeking economical transportation during a time of scarcity. Moreover, its influence extended beyond the war years, serving as a precursor to the development of microcars and inspiring a new wave of automotive design philosophy.



1944 Brogan Doodlebug 10hp. The Doodlebug could achieve a top speed of 5mph and travel 70 miles on 1 gallon of gas.

Remembrance and Collectors' Delight

Today, Brogan Doodlebug is cherished by collectors and enthusiasts who recognize its historical significance. Restored models stand as a testament to the ingenuity and resilience of the wartime era, capturing the hearts of automotive aficionados worldwide.

Credit:
allchronology.com

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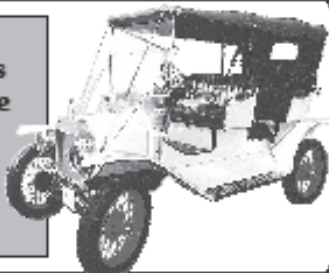
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262-264 Kiera Street Changes

A. D. THIRLWELL workshop that was in Keira Street, Wollongong 1940's
Information from [Jane Beatty Sim](#)

City Coast Motorcycles is 262-264 Keira St; funny how that side has changed from odds to evens. It was also previously Kevin Cass Motorcycles. When the false ceiling was removed in the 2000's, the internal structure revealed railway tracks and the (rumoured) awning recycled from the original Wollongong Rail Station. These can still be seen today.



Kevin Cass with his 1923 Henderson motorcycle and sidecar outside his dealership at 264 Keira Street, Wollongong, 14 August 1990.



Present day, City Coast Motorcycles 262-264 Keira Street, Wollongong.

*Credit:
Heather Smith, Back in time; Photos from the Illawarra.
Jane Beatty Sim*

E Fuel in Chile

Words Steve Sutcliffe. Wheels Australia

So, E-FUEL; what is it, how's it made, how much does it cost, can you actually buy it right now, and is it going to save the world? In the simplest terms e-fuel is petrol that's made entirely from clean energy (in this case wind and water) that can be used in any internal combustion engine on the planet. It requires no mining or burning of fossils to produce but actively removes CO₂ from the atmosphere during its manufacture, hence the reason Porsche refers to as a 'virtually carbon neutral' fuel. Which is nice.

It's made by splitting the hydrogen from oxygen that you get in plain old water (H₂O) using a machine called an electrolyser that's powered entirely by the wind, in this case one that's harnessed by a huge Siemens turbine down on the southernmost end of Chile, where the wind blows hard all day and, as Lionel Richie might put it, all night long.

The hydrogen that's harnessed from this process is then mixed with CO₂ that's extracted from the air by a radical new process called 'air capture technology' to create e-methanol. This e-methanol then goes through a final process called MTG (methanol to gasoline) that's been developed by Exxon-Mobil at the end of which, hey presto, you get raw 93-octane fuel that can be brought up to whatever octane rating you require with final additives. And not a single fossil is set fire to during the entire process.

The resulting e-fuel can be used in anything from a 1970s FI car on carburettors to a Porsche Panamera Turbo S to a commercial passenger jet. It really is *that* flexible in its potential usage but also, more crucially, that clean. In cars that emit less than about 100g/km it's closer to being carbon negative rather than carbon neutral because the CO₂ that's removed from the atmosphere during manufacture very nearly outweighs the amount of CO₂ that's emitted when it burns. So in theory that makes e-fuel a very big win indeed.

But inevitably there are caveats. For starters, it costs a crazy amount of money right now, mainly because there isn't any of it in circulation yet. The shiny new plant I've just visited in Chile, the first of its kind anywhere in the world, has only just fired up and can produce a mere 130,000 litres of e-fuel in one year. So at the moment the notional stated price of around A\$25 a litre is, firstly, ridiculous, and secondly, not remotely realistic because you can't buy any of it. Yet.

But as with any commodity, price is always relative to supply, and the whole idea of Porsche's involvement with e-fuel is not to make or sell the stuff - it makes and sells cars, not fuel - but instead to be the suave-looking front man for a technology that, in truth, is being financed and developed by the same old energy companies that have trousered zillions over the years making conventional fuels. The main financial stake in the Porsche plant (which is run by Highly Innovative Fuels Global - HIF) has been put up by a Chilean mining company called Andes Mining Energy while the most expensive piece of tech within the plant itself - the MTG system - is provided by Exxon Mobil. So in many ways e-fuel is old fuel but remade cleanly, then remarketed with a sexy new Porsche badge on the paperwork.

Yet whoever makes it, and whichever companies end up earning the most money out of it, e-fuel has to be embraced as good thing overall. A very good thing if Porsche manages to persuade our law makers en masse to legislate for it, rather than against, in the short to medium term.

Because what Porsche is trying to say here is; look folks, we can't afford to ignore this technology any longer because for the next 15-20 years, the internal combustion engine is here to stay, like it or not. And right now the infrastructure for widespread electrification is not there globally, and won't be there realistically for at least another decade, possibly longer, which means there's an enormous gap that needs plugging if we're truly going to become a carbon neutral world by 2050.

After all, it's estimated that well over a billion ICE vehicles will still be on our roads by 2030, and will still require fuel to run on - but if they run on e-fuel rather than conventional gasoline then far less bad stuff will end up in the atmosphere between now and then.

And in case you're still wondering, it's not what comes out of the tail pipes that's the problem. It's the process of *making* the fuel that powers our cars, planes, trucks and ships that's the real issue. The key difference is (as already alluded to) the manufacture of e-fuel is clean; the production of conventional gasoline is anything but.

Ultimately a vehicle will produce the exact same CO₂ emissions running on conventional or e-fuel, and it will consume the exact same amount of fuel, too. Same g/km and MPG numbers. But the creation of the fuel in the first place is where we're going wrong and e-fuel, synth fuels, bio-mass fuels - call them what you like - are a major part of the short- to mid-term answer. And for anyone who fancies running a classic car all but guilt-free in 20-30 years' time and beyond, e-fuel could be a far longer term solution. If they really take off they could be usable and affordable virtually forever.

And maybe the best news of all is that, finally, the world's law makers might just be beginning to see the light, too. Earlier this year, the UK's Transport Select Committee published a paper that basically advised the government to do whatever it can, as fast as it can to speed up the mass production and use of e-fuel in the car and aviation industries, plus take a good long look at how e-fuels can be adopted to work in haulage and shipping at the same time. It's not a watershed moment but it shows that our decision makers are at least listening to people who know what they're talking about.

Ultimately that's what Porsche's involvement with e-fuel is all about; getting politicians and global industry in general to listen, and hopefully to do the right thing, right now, before it's too late.

Could e-fuel save the world? Not on its own, no. But it's a damn good place to start, because we're almost out of options otherwise.

SO WHAT DOES it feel like to drive a twin-turbo V8 Panamera that's running on Porsche's e-fuel - the same, different, better or worse than the same car running on regular unleaded?

Well, once I'd done a tour of the plant in Chile and been bamboozled, stunned, impressed and downright petrified by the science behind it in equal measure, Porsche handed me the keys to a Turbo S and invited me to drive it along the famous End of The World Road, having filled it with 50 litres (so approximately A\$1200) of e-fuel. So I then drove it for several hundred kilometres.

The scenery was incredible, the roads endlessly long and straight, and not very well surfaced for much of the time. I saw pumas and condors (seriously) and drove for hours on end across some of the bleakest, most beguilingly untouched landscapes you could ever wish to visit. And every time I stopped for a comfort break or just to get out and take a good look around, the door of the Panamera would be flung open violently on the wind. Because it's there all the time, it never ceases. It's the very reason why Porsche and HIF and Exxon Mobil and all the other investors in e-fuel have alighted here in the first place - to harness the power of a wind that never goes away.

And unless they're all fibbing collaboratively on truly a grand scale, it works. The Panamera drove identically on the e-fuel it had been filled with on day one at the plant to the way it did running on the conventional unleaded it was topped up with hundreds of kilometres away on day two. There was zero difference. That felt like a major realisation at the time but only because there was no perceptible change. Same fuel consumption, same emissions, same feel to the throttle, same car.

Except on day one the Panamera ran on a fuel whose manufacture had already taken out most of the CO₂ which its V8 then put back into the atmosphere; and on day two it was a one-way street.

That's a potentially life-altering difference; one that could mean it's still possible to execute a U-turn and alter our trajectory even at this late stage, even on the Ruta del Fin del Mundo. Assuming, that is, our rule-makers and big industries - all of us, to be fair - are prepared to compromise a little and, for once, do the right thing.

We got ourselves into this mess in the first place, after all. Now it's up to us - and them - to put things right. And e-fuel is most definitely part of the solution.

e-fuel: a not so simple science

DO THE SPLITS E-fuel is made by splitting hydrogen and oxygen from water using a wind turbine powered electrolyser. The hydrogen produced is then mixed with CD₂ that's captured from the atmosphere to create e-methanol. E-methanol is the basis for all e-fuels but once it goes through Exxon-Mobil's MTG process it's mixed with a catalyser and eventually produces e-fuel.

RAW POWER The e-fuel being produced at the HIF/ Porsche Chilean plant produces raw e-fuel rated at 93-octane. But this rating can be increased by introducing additives to work in any combustion engine - from a Ford Model T to a 911GT3 RS.

HOW MUCH? At the moment e-fuel costs an untenable A\$25 per litre. But if it takes off, supply will improve and that price should drop dramatically. Should...

BURNING IT A vehicle running on e-fuel produces the exact same amount of CO₂ as the same vehicle running on conventional unleaded. It also does exactly the same L/100km.

SELECT NEUTRAL But because the process to make e-fuel actively removes CD₂ from the atmosphere, e-fuel ends up being 'virtually carbon neutral' according to Porsche.

**Credit:
Brian Wye**

Warragamba Dam Run

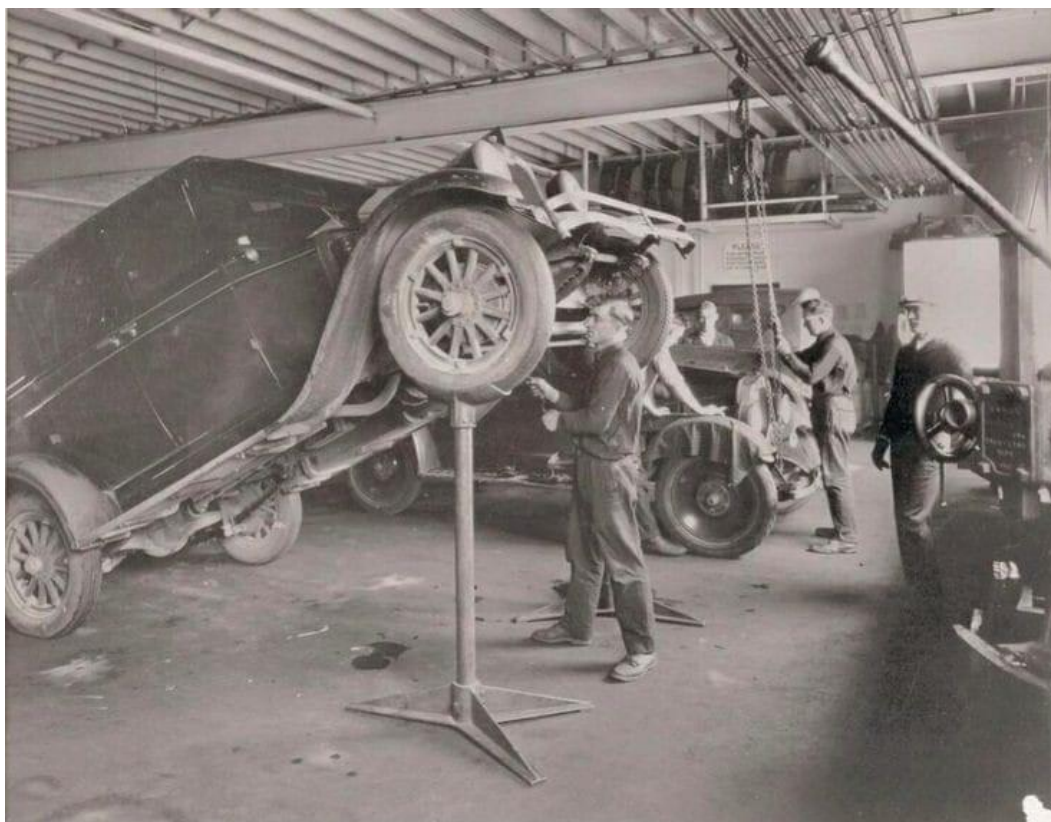
We had 4 apologies from members who could not make it, so a small group of 3 cars made their way from the Museum with the weather looking a little unsettled. As usual though once over the mountain it cleared up and we had sunshine most of the day.

Our morning tea stop was Picton Botanic Gardens, where we don't have much luck, this time the car park and some of the Gardens were closed, including the all important facilities block. There was a group of young fishermen there and they very kindly moved off a picnic table and sat on the ground...otherwise we would still all have been enjoying the Gardens from the grass.

On to Warragamba Dam via some roads less travelled and made it in good time for some catching up, lunch, shared goodies and a short walk down to the viewing point for the Dam wall. Warragamba has been shut for a while so upgrades could happen. Wow what a difference, lovely picnic shelters, gardens and new pathways that are much more user friendly than before, I would recommend for a family get together or even just a picnic lunch as a day out.

Home again, and thanks to our lovely volunteers at the Museum on the day who stayed back to make it easy to get our car back in place. Sorry no pics for this one we were having too much fun to get our cameras (or is that phone's?) out.

We had another lovely day out, if you are looking for a day out with some great company, I can thoroughly recommend our outings to you, let me know if you would like to receive reminders about outings and I will add you to the list.



71.4 YEARS AGO

'The Redex Trial left Sydney yesterday'. This sentence appeared in the South Coast Times newspaper in the Motoring section on the 31st of August, 1953. There was a photo of a Ford Customline that had been used by the secretary of the Australian Sporting Car Club to map out the course of the trial. It was suggested that some very tough roads and tracks would be experienced by those taking part in the event.

In a future article I hope to relate the experiences of competitors, as the SCT reported them.

Other big motoring events in 1953 included the Australian Grand Prix for cars. This was held at Albert Park in Melbourne, and won by Doug Whiteford in a Lago Talbot. The same car and driver won the 1952 race, held at Bathurst.

In Europe, the Le Mans 24 hour race was won by Tony Rolt and Duncan Hamilton in a Jaguar C type. This was the second C type success after the 1951 win. The C type, like the D type of 1954, has been 'reproduced' by various automotive engineering companies and individuals.

I believe that there used to be 2 or 3 genuine C types in Australia; but now there are some 'tool room' replicas only.

The average car enthusiast in the Wollongong area in 1953 may not have been able to buy a Jaguar. He or she may have settled on a motor cycle or an MG new or second hand.

Or perhaps a Singer sports tourer. Ronald Mackellar, the Ford dealer at 65 Flinders Street, Wollongong, had an excellent 1950 one amongst their second hand stock. £525 price, black with red seats.

A work mate of mine at the University of Wollongong, years ago, the late Ted Mitchell, had one of these Singers. A picture of Ted's car was shown in the photo tribute at his funeral. Someone may remember Ted from motoring club activities in the 1950s and 60s.

1953 was 3 years before television broadcasting in Australia.

Suburban movie theatres were common.

From the SCT we find the following theatres advertised: the Strand at Corrimal, ('Tarzan and the She Devil' showing); the new theatre at Unanderra, (also the Tarzan film): the Royal at Bulli; Kings at Thirroul: Whiteway at Port Kembla; and in Wollongong, the Savoy, and the Crown, (showing Danny Kaye in 'Hans Christian Anderson').

At 'the pictures' you might also see the start and continuing action from the Redex Trial, if 'Movietone News' was part of the programme.

The KBC Home Power Tool Kit was advertised in the SCT, in August.

With one of these, your Dad could be busy on Saturday, (before a night out). He could be drilling, grinding, sanding, sawing, buffing or polishing. The Kit came in a fitted steel case: and sold for £21/18 /9. The 18 shillings and 9 pence were important!

The makers were K.Bowes and Co. of Woodlands Park, South Australia

Does any reader have one of these from 71 years ago?

Are K. Bowes and Co. going strong in 2024?

Keith Gaymer



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For Sale and Wanted

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

Wanted

Wanted for our car, any 500x22 tyres that will get it up and going, the tyres on the car now don't hold air so the car is sitting on rims. Brand is not important or age.

Please contact Ray Green on 0429471138 or Stuart Driver on 0428677025

ROVER 9 spare parts

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

For further info please ring Sarah on 0409 658 154

FOR SALE

An original 1954 Dodge (D49) Kingsway Custom Sedan.

- Car currently on Club Plates CH-3461 will be sold unregistered and no RWC
- Car is reluctantly being sold as owners health is not the best. Of his collection of cars family owned this was considered by the family as the best family Club Car. Even when we cleaned out the boot it still held the families picnic tables and chairs.

Car Details:

- Green/White Roof, Bare metal Resprayed in (2pak) in mid-1990's on a body that had no rust. Colour is very close to original colour.
- Interior in excellent condition (Covering is the Original Green and White Vinyl).
- Original 12 Volt system.
- Everything works in the car.
- Seat Belts are fitted.
- Fully functioning Heater for those Cold Days.
- Motor is original 6 Cylinder Flat Head Motor.
- Gearbox is a Manual 3 Speed.
- White Wall Tires with close to 70% tread and would pass a RWC.
- Car has adjustable Air Shockers on Rear.
- In current owners hands since 1995 when it was painted.
- Many Spare Parts come with the Car: Complete dash with all instruments, (3) Gear Boxes, L/F Door, Boot Lid, Grille, Head, a number of Carburettors, Window Glass, plus many, many more to many to list here.

Car being sold on behalf of owner.

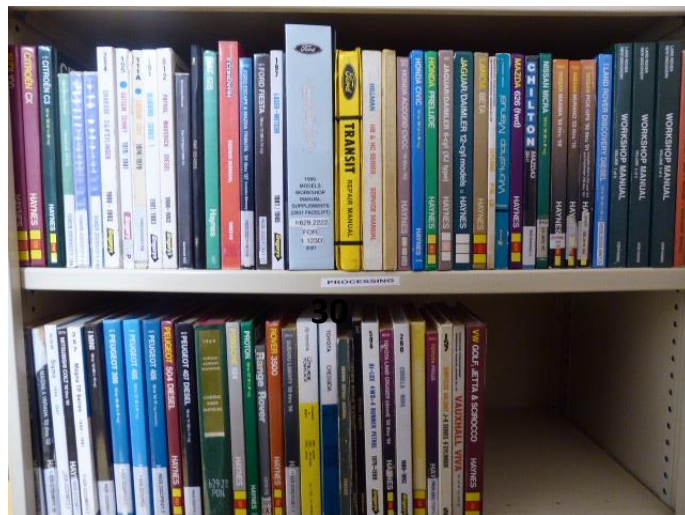
To arrange an inspection and test drive call 0413 884 234. Car is located in WERRIBEE Victoria.

Asking Price ~~\$35,000~~ Now \$29,500 and is Negotiable.



Surplus ex-library Repair Manuals

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



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

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

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

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

Additional items are continually being added.

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

Brian Wye, Librarian

The Brabham Function Room

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

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



Brabham Room ready for you to make it your own

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SHARE YOUR MEMORIES

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

Steven Koster

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

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

Wendy Muddell

CAR CLUB DIGITAL MAGAZINES BY EMAIL

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

REMINDER

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

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

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

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

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

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

CLUB PLATE REGISTRATION

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

Members who wish to take advantage contact Waldo.

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

Notes:

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

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

DRIVE Lite publication

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

DRIVE Lite - Historic and Classic Vehicles



Welcome to DRIVE Lite - Historic and Classic Vehicles



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

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

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

The Australian MOTORLIFE Museum Membership Application Form

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

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

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

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

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

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

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

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

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

The Company holds Authority to Fundraise N°: CFN 10468, under N.S.W. legislation. TAMM is a deductible Gift Recipient. Gifts of \$2.00 or more are tax deductible, for the donor

We thank you for your support

Yours in Motoring

The Australian MOTORLIFE Museum

Hon. Committee



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

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

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- \$60 per year Membership
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May we send your Newsletter / Magazine via your email

Yes No

OFFICE USE ONLY

Date:

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PAYMENT OPTIONS

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Account no:	256 315

Please Reference Payment

Name & Description of Payment

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

Cheers
Andrea Simmers

Hon. Secretary