



Located at Whiteman Park,
Perth, Western Australia



Issue 52 December 2022

Museum Musings

A
Newsletter
for Motor
Museum of
WA
Volunteers
& Friends

Our New Logo

You have probably noticed that this issue of Museum Musings has a new logo at its masthead.

We are replacing our yellow and blue logo that has served us well for 28 years with a logo to allow us more flexibility on how we use it marketing our world class motor museum.

Our new logo incorporates our heritage (keeping the flowing scarf which formed part of our original logo) and our future by turning the word Motor into a vehicle graphic which depicts exactly who we are, "The Motor Museum of Western Australia".

We have adopted the black and gold state colours of Western Australia to signify our Western Australian roots. The splash of red in the letter "T" is the international colour for volunteering and, as our volunteers are the linchpin that holds of our Museum together, it recognises the contribution they have made over the past 28 years.

Without our volunteers there is no Motor Museum.



A black and white version of the logo has also been designed for non coloured backgrounds.



New Exhibits on Loan

1961 Mercedes Benz 190SL



Mercedes-Benz did not announce what the abbreviation "SL" meant when the car was first introduced.

Leicht means either "easy" as an adverb or "light" as an adjective in German. Defining the car to be "Light".

The two-door luxury roadster was produced between May 1955 and February 1963. It was first shown in prototype at the 1954 New York Auto Show, and was available

with an optional removable hardtop.

The 190 SL presented an attractive, more affordable alternative to the exclusive Mercedes-Benz 300 SL, sharing its basic styling, engineering, detailing, and fully independent suspension.

Up front is a 4 cylinder 1897 cc single overhead cam engine with 4 speed manual transmission. Twin two barrel side draft carburetors – Solex 44PHH are standard with a top speed achieved of 173 km/h (107 mph).

1960 Austin Healey 3000 MK1

The Austin-Healey 3000 was built from 1959 until 1967 and is the best known of the "big Healey" models. The car's bodywork was made by Jensen Motors and the vehicles were assembled at BMC's MG Works in Abingdon, alongside the corporation's MG models.

In 1963, 91.5 per cent of all Austin-Healey 3000 cars were exported; mostly to North America. It won its class in many European rallies in its heyday and is still raced in classic car competitions by enthusiasts today.



With its 3-litre BMC C-Series engine it achieved 60 mph in 11 seconds and 100 mph in 31 seconds.

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1971 Ford Fairlane ZD 500



The Fairlane was a massive win for Ford in the early 70s, dominating the full-size luxury segment and providing the go-to option for those wanting a blend of space, toughness and a healthy dose of prestige.

The ZD is the fourth and final iteration of the first generation of one of Australia's best locally built luxury cars.

Power came from either a 302ci or

351ci V8, sending drive to the Fairlane's rear wheels via a three or four-speed manual or a three-speed automatic transmission. This car is fitted with the 351cc Cleveland V8 power source.

1962 Dodge Lancer GT



The Dodge Lancer was the American precursor to the Australian R Series Valiant.

The Lancer wheel base and body shell were identical to the Valiant, but the interior and exterior trim were more chic.

In 1962 the GT Hardtop was available with two tone paint and bucket seats.

Power came from a 170 cu in Slant-6 or 225 cu in Slant-6.

Transmission was either 3-speed manual or 3-speed A904 automatic.

1977 Holden HX Monaro



This HX Holden Monaro has travelled a genuine 50,896 kilometres.

Named after the Monaro region in New South Wales, the Monaro was introduced in July 1968 as a two-door pillarless hardtop available in three models: Base, GTS and GTS 327. The GTS versions had the full instrumentation installed which included a tachometer mounted on the centre console.

New emissions

regulations for the HX model heralded the mildly face lifted GTS sedan, announced in July 1976. The HX was quite distinguishable with liberal splashes of black paint- outs contrasted against a range of bold body colours and a choice of traditional chrome or body painted bumper bars.

1934 SS Jaguar

SS Cars Ltd was a British car maker. It grew out of the Swallow Sidecar Company and was first registered under the new name in 1934. Some conjecture to the origins of the SS name exists. It is thought that in 1945 the company changed its name to Jaguar Cars Ltd, because of the connotations of the use of the SS name by Nazi Germany.



The first of the SS range of cars available to the public was the 1932 SS 1 with 2-litre or 2½-litre side-valve, six-cylinder engine and the SS 2 with a four-cylinder 1-litre side-valve engine. Initially available as coupé or tourer, a saloon was added in 1934 when the chassis was modified to be 2 inches (50 mm) wider.

1964 Toyota 700 Publica

At the end of the 1950s, Toyota decided to create a small mass-production car which was to be cheap but very reliable and aimed for the use of the masses. So in June 1961 it released the Toyota Publica 700 (utilizing a 700cc engine), and Toyota became the pioneer in this market niche.

They were first imported into Australia in January 1964.



The Toyota Publica ceased production in May 1966 to make way for the now legendary Corolla.

1958 Carman Ghia Low Light

In September 1955 the first generation Karmann Ghia appeared at the Frankfurt Motor Show to a rapturous reception. Autocar magazine cited it as having “a purity of line and perfection of proportion that almost takes ones breath away.”

The North American market had its first taste of the new car when it was featured in Science & Mechanics magazine in October 1956. Australia’s “Wheels” magazine managed to get the name wrong when it first tested the car in April of 1957 as part of its comparative feature “Ghia-Karmann vs. Volkswagen”, it went on to say “Ghia looks better, handles better and outshines the Volkswagen [Beetle] on the road”.



The Ghia was to continue to receive such accolades with American Industrial designer Walter Dorwin Teague referring to it in his list of the world’s most beautifully designed products.

1959 saw the end of production of the first generation Ghia

The 1968 London to Sydney Marathon



An eight man organising committee was established to create a suitably challenging but navigable route. A 7,000 mile course was plotted covering eleven countries in as many days. In order to cover the greatest distance overland with the most varied terrain, it was decided to

route the rally from London to Dover, then by ferry to Calais and then on to Paris, Turin, Beograd, through Bulgaria to Istanbul then to Sivas and Erzincan and Teheran in Iran, Kabul in Afghanistan, Sarobi in West Pakistan and on to Bombay (Mumbai) via Delhi. There were 98 competitors but only the first 72 cars to arrive were to be taken from Bombay by sea to Fremantle on-board the P&O liner *S.S. Chusan*. In Fremantle they were unloaded and driven the final 2,600 miles to Sydney.

The nine day voyage to Australia gave the competitors the chance to relax and unwind after the hardships of the previous week and at dawn on Friday, December 13, the *Chusan* docked at Fremantle. The local police then set about booking 26 of the competitors for mechanical defects and illegal equipment such as sirens and flashing headlamps. The following day, the cars were lined up for a Le Mans style start at Perth's Gloucester Park. Premier David Brand and other celebrities flagged the cars off at three minute intervals. As luck would have it, the Australian teams were the first to encounter kangaroo problems.

The Marathon was soon turning into a three-cornered race between Roger Clark in a Cortina Lotus, Simo Lampinen (The 'Flying Finn') in the Ford Taunus and Lucien Bianchi in the DS 21. Unfortunately for Clark, his Cortina suffered a piston failure and he dropped to third place. He made a fantastic recovery however and managed to pass Lampinen and push at Bianchi's lead.

Peter Vanson's DS 21 limped into the Mingary check point with a suspension failure. Bianchi however was still going strong and at Omeo, he had incurred only seven penalty points against Clark's 12 and Lampinen's 40. Lampinen and Staepalarae were booked by the police in Victoria for speeding after a 75 mph/120 kph chase and the police threatened to impound the car. Soon after leaving the Omeo check point, Clark suffered a broken differential but, encountering a Cortina by the roadside, tried to buy the rear axle. The owner initially refused but then said 'You're Roger Clark, the English driver, aren't you?' and he parted with his rear axle.

Bianchi appeared unstoppable. By now he was five points clear of Clark who was lying third. The Taunus then broke a tie rod leaving Andrew Cowan in the Hillman Hunter to assume second place. **And then, disaster...** The race was all but won by Bianchi and Ogier. Not far from the Nowra control point, 156 km (98 miles) from Sydney, with Ogier at the wheel and Bianchi dozing in the front seat, the DS 21 hit a Mini head on in a section of road that was supposed to be closed to the public. The DS 21 was wrecked and Bianchi was badly injured. Paddy Hopkirk, the first driver on the scene, gave up his chance of victory when he stopped to tend to the injured and extinguish the flames in the burning cars.

That left Andrew Cowan, who had requested "a car to come last" from the Chrysler factory on the assumption that only half a dozen drivers would even reach Sydney, to take an unexpected victory in his Hillman Hunter and claim the £10,000 prize. Hopkirk finished second, while Aussie Ian Vaughan was third in a factory-entered XT Ford Falcon GT.

Third place XT GT Falcon

In competition the XT GT Falcon was not a resounding success - but surprisingly the car's biggest success was in the London - Sydney Marathon. The three car works team led by Harry Firth won the team's prize and the Vaughan/Forsyth/Ellis car finished third. The great strength of the body and the reliability of the engine and transmission had been convincingly demonstrated.

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The 2022 re enactment

Fast forward nearly 54 years and, departing Perth on 29 October 2022, the Perth to Sydney Marathon 2022 celebrated the greatest marathon of them all. Ten original 1968 competitors as well as a number of 1968 competition vehicles took part traversing the Nullarbor Plain, the Flinders Ranges, Outback WA, SA and NSW, then across the Victorian and NSW Alps to finish in Sydney some 5700 km later, with half the route being on unsealed tracks and roads

It began in April 2020 with an expression of interest to the rallying fraternity and the response from across Australia and internationally was incredible. The feedback saw a strong field of enquiries close the entry list within a matter of weeks, resulting in over 75 entrants lining up for the 2022 Perth-Sydney re enactment.

Much of the route is still as it was in the day. Significant efforts were taken to gain the trust of landholders and Indigenous People across the country to allow the event to access roads and tracks that are no longer accessible to the public. A significant change has occurred across Australia in the last three decades and access to many roads is no longer what it used to be. Landowners have changed and titleholders are now commercial entities that insist on legal liability and Access Rights being observed.



The event had 58 controls along the route and to record all crews through all the controls including all 19 original 1968 Time and Passage Controls.

The Motor Museum was pleased to play a part in celebrating the marathon by providing its facilities for the vehicle scrutinising procedure prior to the event. Some competitors also took advantage of our facilities for last minute attention to preparing their vehicles.



Continued next page



Above: Scrutineering day at Whiteman Park



The marathon celebration finished on Sunday 6th November at Warwick Farm, NSW after a gruelling 5,700 kms; 52 percent of those were over dirt roads. .

Volunteers' Christmas BBQ December 10



Pictures by Ken Devine

My neighbour was working in his yard when he was startled by a late-model car that came crashing through his hedge and ended up on his front lawn. He rushed to help an elderly lady driver out of the car and sat her down on a lawn chair. He said to her, "You appear quite elderly to be driving." "Well, yes, I am," she replied proudly. "I'll be 97 next month, and I am now old enough that I don't even need a driver's licence anymore." He asked "What do you mean?" "Well the last time I went to my doctor, he examined me and asked if I had a driver's licence. I told him 'yes' and handed it to him." He took scissors out of the drawer, cut the licence into pieces, and threw them in the waste basket saying, 'You won't need this anymore.' "So I thanked him and left!



Two hundred Triumphs on display

The Triumph Motorcycle Club visited the Motor Museum on Sunday 16 October displaying 200 motorcycles on the forecourt and surrounds. Club members also took advantage of the discounted Museum entry fee available to all visiting clubs.

Of particular interest to club members was the Museum's display of 70 motorcycles ranging from veteran and vintage to modern.



Left: The Club's impressive Triumph motorcycle line-up on the forecourt.

Right: Club members enjoying what our Museum has to offer.



British Motorcycles

Another club to visit the Motor Museum recently was the British Motorcycle Club of WA displaying some 60 British machines. Members also took the time to view the Museum's impressive motorcycle collection.

Left: Club members with their motorcycles on the Museum's forecourt.

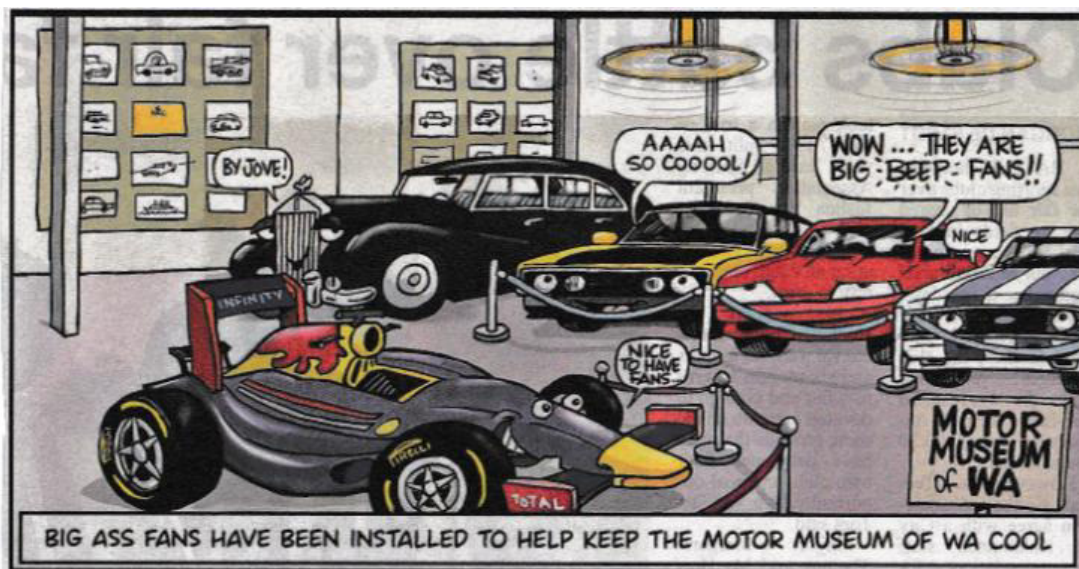


The Vauxhall Owners Club of Australia held its National Rally in Western Australia during October.

Pictured left are some of the 50 Show and Shine Vauxhalls on display at Jurien Bay.

The Perth City Street Machine Club enjoyed a day at Whiteman Park using our grassed area and M Shelter on November 20.

Club members also took advantage of our discounted entry fee into the Museum.



With acknowledgement to Echo News

A Very Special Visitor



Blair Allsopp, the generous benefactor of the Blair Allsopp Model Collection was in WA during November and took the time to pay a special visit to the Motor Museum.

Blair was extremely impressed with the Museum's amazing effort in organising and cataloguing the collection.

Blair is pictured top left with Manager Patric O'Callaghan.

Whiteman Park Volunteers' Breakfast



On Friday December 2 Whiteman Park generously provided a breakfast at Mussel Pool to thank all those who take the time to volunteer across the various attractions at the Park, many of which, like the Motor Museum, are not for profit organisations.

Pictured left is the Motor Museum crew enjoying their breakfast.

The Government's announcement of a Film and TV studio to be located off Marshall Road and south of Whiteman Park is good news for Whiteman Park and the Motor Museum.

The proposal for a world class screen production facility to be constructed close to METRONET's new train station at Malaga is set to become a strategic community and employment hub for Perth's growing north-east. With a high-frequency train station, new homes and businesses, and now the potential for a one-of-a-kind screen production facility, this is great news for the Motor Museum and indeed all the stake holders at Whiteman Park.

Since the relaxation of coved regulations we have seen a most welcomed and significant increase in visitors. Perth's growing north-east hub, along with a new train station at Whiteman Park, augurs well for an even brighter future for our Motor Museum in the years ahead.

Construction of the Film and TV studio facility should be completed and operational by 2025.

The first speeding fine – for travelling at 8 mph!

In Headlines from History from 'The British Newspaper Archive'

Walter Arnold became the first British person to be fined for speeding in 1896.

This report from the London Daily News reveals that he'd been travelling at a reckless 8 mph!

THE QUESTION OF HORSELESS CARRIAGES.—
At the Tunbridge Police-court, Mr. Walter Arnold, the owner of a horseless carriage, was summoned on four informations with reference to using a horseless carriage on the highway. The first was for using a locomotive without a horse from the County Council, the second for having less than three persons in charge of the same, the third for going at a greater rate than two miles an hour, and the fourth for not having his name and address placed on the machine.—The evidence was that the carriage was going at the rate of eight miles an hour.—Mr. Cripps, who defended, contended that the machine was not one contemplated when the Locomotive Acts were passed, and said that in the past these carriages had been used by Sir David Salmons and the Hon. Evelyn Ellis without any notice being taken. If the Bench considered that the carriage was a locomotive, he asked for the imposition of a nominal penalty.—The Bench inflicted a penalty of 5s. and 2l. 0s. 11d. costs for using the carriage without a locomotive horse, and 1s. and 9s. costs in each of the other three cases—4l. 7s. altogether.

Did you know that **headlamp** is the term used for a device which is attached to the front of a vehicle to light the road ahead? **Headlight** is the term that refers to the beam of light produced and distributed by the device. A subtle difference!

The Festive Season is with us at the Motor Museum



Left: Volunteers Harold Hitchcock and Colin Inch working on our unique Christmas tree made from tyres. The finished tree is shown at right.



The Chrome Bumper Coffee Group enjoyed a Christmas lunch at Oakover Restaurant in the Swan Valley on December 1.

The Chrome Bumper Group's weekly coffee meet is a Motor Museum registered event.

How Air Bags Work

Airbags were introduced as a safety measure in 1974. They may seem soft and cuddly as long as they're packed away in your steering wheel, dashboard, seats, or pillars, but what makes them work is their ability to counteract the violence of a collision with a structured sort of violence of their own. Every airbag deployment is literally a contained and directed explosion.

The term "airbag" itself is misleading since there's no significant "air" in these cushions. They are, instead, shaped and vented nylon-fabric pillows that fill, when deployed, with nitrogen gas. They are designed to supplement seatbelt restraints and help distribute the load exerted on a human body during an accident to minimize the deceleration rate and likelihood of injury.

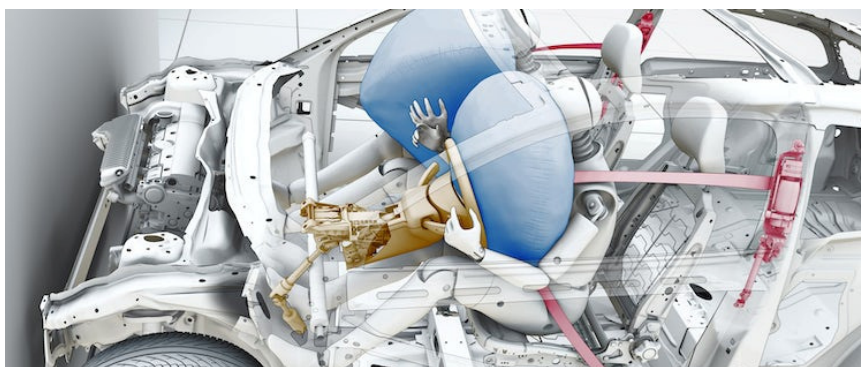
Airbags must do their work quickly because the window of opportunity—the time between a car's collision into an object and an occupant's impact into the steering wheel or instrument panel—lasts only milliseconds. Imagine a car hitting a bridge abutment head-on at 60 kph. The clock starts the instant the tip of the car's nose hits concrete.

The deployment control algorithm in the *sensing and diagnostic module* (SDM) is initialized when an internal accelerometer senses a possible collision. After the algorithm is initialized, the microprocessor compares measured vehicle deceleration and other calculated values with calibration parameters stored in the SDM. To decide if bag deployment is warranted, the SDM considers signals from multiple accelerometers and door-pressure sensors. If the algorithm commands an airbag deployment and the arming function in the SDM concurs, electrical power is provided to the airbags to begin deployment. All that generally happens within 8 to 40 milliseconds of the initial impact.

The solid chemical mix is held in what is basically a small tray. When the mechanism is triggered, an electric charge heats up a small filament to ignite the chemicals and a rapid reaction produces a lot of nitrogen gas..

A 2.5-cubic-foot driver's front airbag inflates in as little as 20 to 30 milliseconds. Hurtling forward at 60 kph, an unbelted driver moves through the space between his chest and the wheel in 23 or so milliseconds. Since there's more space between the passenger and the dashboard, that airbag has a larger volume and takes more time to fill.

But even as it is filling with nitrogen gas, an airbag is already venting so that when the human body makes contact, it's not running into the equivalent of a fully inflated Pirelli P7 radial. In fact, the maximum pressure in an airbag is less than 5 psi—even in the middle of a crash event.



Christmas and New Year is almost upon us again and your Editor, along with Manager Patric O'Callaghan, would like to take this opportunity to wish all volunteers and their families a safe and joyful Christmas, good health and prosperity for the year ahead.

Len Douglas Editor

Welcome to new volunteers:

*Darcy Simpson
Mary Person
Gaiel Clayton
Nick Jacob
Carolyn Leach
Neil Lanternier
David Faithfull*

For Sale

A range of motoring fashion clothing and motoring memorabilia.

Code 404 and C4C number plate identification for concessional license – Plates \$11.00 each, Stickers \$7.50 each.

Wanted

Volunteers' stories and recollections to share in Museum Musings.

Coming Events

Every Thursday - Chrome Bumper Group Coffee Run

The Motor Museum's reference library is open to car clubs, motoring enthusiasts and historians. In excess of 25,000 motoring publications are available for research purposes. Photocopying is available at a small charge. The library is open on Tuesdays and Thursdays between 10.30am and 3.00pm and prior bookings are essential. Bookings can be made by telephoning 9249 9457.



Practice social distancing where possible and stay safe

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You can contribute to Museum Musings with your ideas for content by emailing the editor Len Douglas at "lenjoy@westnet.com.au"

Website: www.motormuseumwa.com.au