



Issue 56 August 2023

**Perth, Western Australia
located at Whiteman Park**

Museum Musings

A
Newsletter
for Motor
Museum of
WA
Volunteers
& Friends

Forecourt Area Revamp

The concrete slabs paving the entrance to the Museum were laid at the time the first building was completed in 1994 and were well due for replacing.

The answer was to replace them with concrete and the work took place over three days at the end of July.



Future enhancement planned for the forecourt will include improved entrance signage.

New Exhibits on Loan



1963 Studebaker GT Hawk

A rare example of the flagship model assembled in Australia between 1962 and 1963

The grand touring coupe was produced between 1962 and 1964. The top of the Studebaker line, it was the final development of the Hawk series that began with the Golden Hawk in 1956.

1951 Mercedes 170S

In July 1953 Mercedes replaced the existing 170 S with the reduced specification 170 S-V, with a slightly larger body and the less powerful 45 HP engine that had previously powered the 170 V. The vehicle provided reduced performance but at a reduced price. The diesel powered 170 S continued to be sold, now branded as the 170 S-D.



1974 Alfa Romeo GT

In 1972, Alfa Romeo introduced the 1570cc twin-cam four into the 105 Series line-up with the GT 1600 Junior, both models displaying a remarkable willingness to rev and the same chassis and handling abilities as their bigger brothers. The 1600 Junior also saw the same styling revisions, including refinements made to the nose, still with twin headlamps, improvements to the interior and the twin-binnacle

dashboard as previously introduced on the 1750 Sprint.

Chrome Bumper Group



Twenty members of the Museum's regular Thursday Coffee Run enjoyed their usual coffee morning on July 11 at the Ascot on Swan (left) followed by a visit to Harold Hitchcock's impressive man cave



There are over 13 million vehicles on the road in Australia, and the average Australian drives 14, 000 Kilometres every year – so 182 billion kilometres are travelled every year in a motor vehicle! This is twenty times more than the distance between Earth and Pluto!

Volunteers at work



Harold Hitchcock and Robert Barwick painting the awkward underside of the supporting structure for the soon to be erected RAC spanner sign with Nick Rykers casting a critical eye over their work.

Nick Rykers and Spike Spikins working on scenery for the Perkolilli display under construction.



The all-weather Tuesday crew on a cold a blistery day adding to our memorabilia wall signage.

One of the volunteers (Fred Pither) giving the lunch room walls a fresh coat of paint.



Progress on the Blair Allsopp Model Collection

From Elizabeth Hides

The Tuesday model team continue their progress cataloguing the 1:18 scale models. When we received the collection from Blair Allsopp we realised that the large boxes contained a mixture of makes and models. It has been a time consuming task to retrieve all the matching models from approximately 280 large boxes. For example, there were over 200 Porsche models (street and racing) alone.

The team is tasked with comparing all the makes and models looking for duplicates. The master spread sheet is kept updated and the models we aim to display are catalogued and photographed. The individual model boxes are either flat-packed or retained in their entirety (if they have a certificate) and retained in storage.

The bespoke display cabinets we have acquired to-date are being filled and as more arrive we will begin to set up the 1:43 models.

Great work by the team is resulting in steady progress and so far we have catalogued more than 1500 1:18 models. Still a way to go!



The model crew beavering away sorting and cataloguing. In the background are some of the large boxes the models originally arrived in.

The displayed collection with still more to come.

When completed it will possibly form part of the largest collection in the southern hemisphere with approximately 18,000 scale models on public display.



How do we stack up Internationally?

On a trip to the UK, our Motor Museum Trust Board Member Richard Hayes took the time to visit some of the UK's premier motor museums and was pleased to confirm that we hold our own against some of the best.

The Museums visited were:

*Caister Castle Car Collection Great Yarmouth, Norfolk,
Haynes Motor Museum Sommerset,
Brooklands Museum Weybridge,
British Motor Museum Warwick,
Jaguar Daimler Heritage Trust (JDHT) Warwick.*

These are Richard's observations:

Caister Castle Car Collection

This museum claims to be the "largest and best privately owned car collection in the UK open to the public". Featuring 120 cars and 100 motorcycles housed in a series of interlinked halls covering some 35,000 square feet, the sheer volume of exhibits, which include motoring memorabilia, bicycles and baby carriages is a little overwhelming at first.

- There were some excellent rare cars on display – 1893 Panhard (claimed to be the first real car), a Bentley Speed 6 and a Mercedes 300SL Gullwing amongst others.
 1. The collection is eclectic, and the exhibition is laid out in no particular order•
- Admission charges were adults £20 (\$38) and families £55 (\$100)

Haynes Motor Museum

Billed as the Haynes International Motor Museum, it is said to feature the largest collection of cars and motorcycles from around the world in the UK. It is certainly impressive, being housed in 17 modern, airy and spacious galleries. The quality of the exhibits was excellent, everything was well laid out and the atmosphere was very inviting.



- The quality of the exhibits was notable, with both rare and expensive cars all the way to everyday classics the public could identify with being on display.
- The exhibition spaces were arranged to show the history of motoring in a clear chronological order. The first exhibition space showed early brass cars, following on to vintage and veteran vehicles, through the 50s and 60s cars to modern day supercars. Literally something for everyone! A very well curated and laid out museum with a

spacious airy feel.

- Several themed halls added interest – the Red Room, featuring only red cars (sounds clichéd but worked well), Ferrari – The Man and Machine, Travelling in Style, The Morris Story and British Motorcycles.
- Many exhibits were not roped off, allowing visitors to walk right around the many cars. Signage asked that the cars not be touched.
- An old style workshop including old tools and old spare parts was open to stroll through. Items could be handled, with signage stating everything was under camera.
- Admission charges were adults £17.50 (\$32) and families £61 (\$110)

Brooklands Museum

Established on the grounds of the historic Brooklands Motor Racing Circuit, the museum is home to both motor vehicles and aircraft. Housed in a series of historic and modern structures, the (motoring) focus is mostly on the history of the UK's world-leading motorsport industry, both pre and post-World War II. In addition, there is also an exhibition of buses from the 1920s onwards, with a modern supercar exhibit having been established more recently. The aircraft part of the collection was interesting, with a focus on wartime aircraft as well as more modern passenger planes, including a retired Concorde.

- Historic UK built road racing cars and motorcycles are always interesting, and this museum did not disappoint in that regard.
- Signage was well written and referenced the specific vehicle on display.
- Most exhibits were behind low ropes.
- Admission charges were adults £19 (\$35) and families £50 (\$97).



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British Motor Museum

Billed as the world's largest collection of historic British cars, the museum boasts over 400 cars on display. Housed in a modern structure divided up into multiple galleries, the museum is well laid out with



themed and interesting exhibits. Free guided tours are offered, with many staff available to answer questions about specific exhibits.

- Many of the cars on display were those that would have been seen on every high street in the day. Visitors could easily identify with the exhibits – “my dad/grandad had one of those” and “I used to have one like that back in the day” were comments heard.
- Few exhibits were behind any sort of barrier, allowing visitors to view the cars from all angles.
- Signage was excellent and at a height that both children and adults could read.
- Exhibits were grouped into themed or period specific displays. A royal themed section has various cars owned by the late Queen and

her family and another section displayed cars in movies.

- Admission was adults £16 (\$30) and families £44 (\$80), which included visiting the JDHT

Jaguar Daimler Heritage Trust

Established in its own right in 1983, this museum is now under the umbrella and a part of the British Motor Museum. Co-located in Warwickshire, the JDHT is housed in a modern purpose-built facility, incorporating displays of Jaguar vehicles (both historic and modern), a restoration workshop and a well-stocked archive. Celebrating all things Jaguar, it is a smorgasbord of the marque since its inception in the early 20th century. There are 170 vehicles in the collection, and about seventy on museum display at any one time.

- Exhibits are well laid out with unrestricted visitor access to many of the vehicles. There are some rope or plastic chain barriers around especially rare or valuable exhibits.
- Signage is two-fold – small (A4 size, individual to a car) or large (billboard size with reference to a group of cars or a specific event).
- Jaguar has produced quite a number of concept cars over the years, many of which made it into production, albeit in a less fancy version.
- Admission was included for the British Motor Museum ticket price)

In summary; overall the Haynes Motor Museum was probably the best I visited. The premises are magnificent, the quality of the exhibits first class, the staff deeply knowledgeable and the overall ambience of the place extremely professional and inviting.

While our Motor Museum of WA does not have the multi-million dollar operating budgets of many that I visited, it certainly holds its own with what we have to offer. I was proud to say to those I met that I was associated with Motor Museum of WA. Our museum is truly excellent and a credit to the many volunteers who make it so.



Sunset at Cable Beach, Broome

Snapped by your editor on a caravanning trip north in June to escape from wintery Perth.

Do you have some holiday snaps you would like to share with your fellow volunteers?

Send them to editor: lenjoy@westnet.com.au

Aussie Garage

Phil Platcher and Daniel Swindley of Aussie Garage have filmed a



podcast on YouTube featuring the Motor Museum. Aussie Garage film speciality cars but also develop a unique insight behind the cars they film. Half a day was spent filming for the show and to date there have been more than 2000 views. The podcast will help to expand our profile making more people aware of what we have to offer.

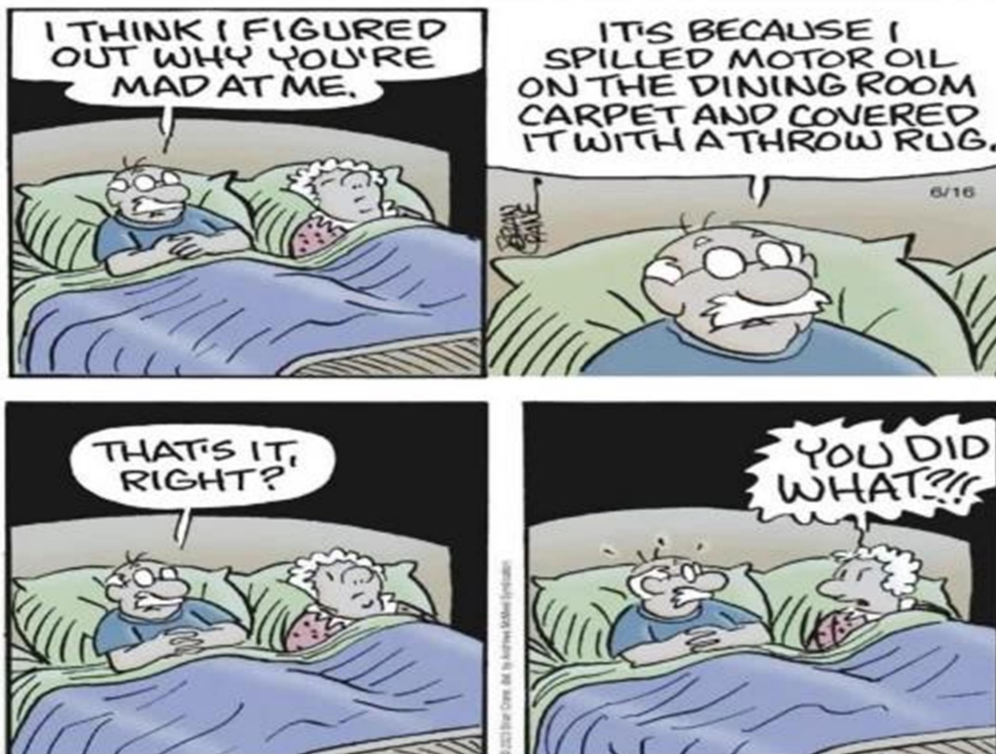
The podcast is in two parts with an impressive commentary by our Manager, Patric O’Callaghan. Well worth watching. The podcast is in two parts and can be viewed by accessing the links below.

Part 1 <https://www.youtube.com/watch?v=QKdK5UKd5sI>

Part 2 <https://www.youtube.com/watch?v=YaVNSih8ecE>

Good News

We have now achieved a 5-star google rating for the Motor Museum. The average business star rating is 4.08. It takes roughly 40 positive customer experiences to undo the damage of a single negative review. Good reviews create a positive awareness of what the Motor Museum can offer to visitors.



The word “car” is derived from the Latin word ‘Carrum’ which means “two-wheeled Celtic war chariot.”

Ferrari unveils Roma Spider convertible

BY PETER BARNWELL

FERRARI's rag top 'Spider' version of the sensuous Roma front engine sports coupe has been revealed at an as yet unknown price. Possibly the ultimate convertible in this configuration, the Roma Spider would undoubtedly elevate its owner to celebrity status driving around with the roof off waving at people; and get a suntan in the process.

Gauged off the Roma tin top's local price of \$409,888 plus on roads, the convertible Spider will certainly eclipse that.

Plenty of choices in the roadster space are available but the Fazza has it over most thanks to its lineage, the front engine, rear drive layout, the drop dead gorgeous styling and the brute performance from an old school wailing ICE engine that would easily wake the neighbours at 2.30am. Competition comes from the likes of Lamborghini's Huracan 5.2 Evo rear-wheel drive from \$422,606, McLaren's 570S Spider from \$435,750, Maserati's MC 20 Cielo from \$528,000 and the Aston Martin 5.2 Volante DBS from \$569,712, all plus on-road costs.

Apart from everything else, the Roma Spider's rag top can be deployed at speeds up to 60km/h in 13.5 seconds which is slow compared to its 0-100km/h capability. Ferrari says the soft top, available with 'bespoke' fabric, boasts acoustic comfort on a par with retractable hard tops due in part to a wind deflector integrated into the rear seat backrests. Such a system has been successfully used before on many different makes and is a cost effective noise abatement system in a sports car. But Ferrari says its system is better and underlines the point by lodging a patent application for it. No electrical assistance is fitted to the Roma Spider's powertrain despite growing uptake elsewhere. It's pure ICE powered by a 4.0-litre twin turbo V8 petrol engine rated at a healthy 456kW and 760Nm.

The rag top was revealed recently at a gig in sunny Morocco with Ferrari spruiking it as "a view back in time as the Roma Spider is a contemporary take on timelessly elegant, high-performance Ferrari sports cars from the 1950s and 60s".

Ferrari says proportions, volumes and specification of the Roma Spider owe their existence to a V8 Prancing Horse predecessor back 54 years... the 1969 365 GTS4. More than just a pretty face, the functional Spider's soft top is compact and yields a larger than expected boot increasing the car's versatility. The wind deflector is operated by a button on the central tunnel.

The vehicle was designed by the Ferrari Styling Centre headed by Flavio Manzoni, who was charged with a mission to "Move the La Nuova Dolce Vita (The New Sweet Life) concept beyond city limits for elegant, carefree driving in the fresh air". Manzoni was able to redesign the coupe's tapering, fastback roofline and rear screen to incorporate it into the soft top so that it could fold below the tonneau cover when open.

Ferrari says the Roma Spider retains the Special fabric weaves were selected and developed in colour combinations that highlight the car's elegant and sporty characteristics. The same dynamic capabilities as the hard top coupe with a best-in-class power to weight ratio thanks in



part to the abbreviated soft top and associated mechanism, the all-aluminium chassis and all alloy V8 engine coupled with Ferrari's quick shifting eight-speed DCT gearbox. On top of that, the engine and exhaust 'soundtrack' has been given special attention to satisfy an attuned ear.

Standard kit includes boot access via a hatch in the rear seats, standard wireless connectivity by Android Auto and Apple CarPlay, Wi-Fi, 18-way-adjustable heated ergonomic seats that are also available with an optional neck warmer for colder days.

Continued next page

The technology adopted inside is derived from the Ferrari Roma coupe and includes an integrated digital instrument cluster with a twin cockpit design. F1-style gearbox controls have been set into a metal plate which references the iconic gear lever gate.

The car's V8 engine is based on a unit that has won International Engine of the Year accolades for four consecutive years and also been voted Best Engine of the Last 20 Years in 2018. The unit, actual capacity 3.9-litres, can rev to 7500rpm with 80 per cent of torque available from just 1900rpm thanks to the twin turbo system. It has a fast pressurising oil pump for cold starts, and instant throttle response courtesy of the flat plane crankshaft with reduced rotating mass.

Compact twin scroll turbos are featured which have a lower moment of inertia to increase the pressure of the exhaust pulses for maximum power. Gear specific boost management optimises fuel economy while also maximising power when needed. Compact twin scroll turbos are featured which have a lower moment of inertia to increase the pressure of the exhaust pulses for maximum power. Gear specific boost management optimises fuel economy while also maximising power when needed.



Curtin *A lifetime of music* **fm 100.1** Car Show

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A COVID COMPLIANT EVENT

The Curtin Car Show is one of the premier events on the classic car calendar and is proudly supported by the Motor Museum.

The J40 Pedal Car Story

The Austin J40 was a very well equipped toy of excellent quality and was probably the best pedal car on the market at the time.

In 1943 the UK Parliament passed an act that recognised many miners had been struck down with the respiratory disease pneumoconiosis. In 1945 there were over 5,000 miners suffering from this disease and the Government encouraged employers to give ex-miners employment. Leonard Lords, Chairman of Austin Motor Co, took up the challenge and decided that miners, in this case South Wales miners, who had been cut down by this respiratory condition could still earn a wage.. The plan was that Austin would build a toy pedal car based on its current model cars.

A team was given a disused workshop in Wales to set up a design office and experimental build; the requirements were to be:
Suitable for children in the age range of four to nine,
room in the front for a smaller brother or sister,
bonnet and boot to open,
lights that work along with a dummy engine.

The factory opened on July 5, 1949 and was run on a not-for-profit basis and purely for the employment of disabled coal miners. The factory had a floor area of 24,500 square feet and was tooled up by the Sheet Metal Planning Department. Available models were the Junior Forty (J40) and the Pathfinder. The J40 Roadster was based on the 1948 A40 Devon and Dorset. The Pathfinder Special was based on the late 30's Jameison OHV 750 Austin Seven racing car.

Production started with the Pathfinder and it was planned to build 250 a week, but this figure was never reached. After a year the Pathfinder was dropped and was replaced in 1950 by the more desired J40. The build included some scrap off-cuttings of metal from the Longbridge Austin motor car factory and J40's were built and painted the same way as Austin cars.

The J40 featured working headlights and horn, detachable wheels with Dunlop pneumatic tires, realistic facia panel and leather cloth seating. It had an opening bonnet and boot and also good quality chrome on both bumpers, hub caps, grille, boot handle, and centre bonnet moulding with the Flying A ornament.



A new J40 sold for 35 pounds. At that time the average worker would need to save 2 or 3 weeks wages to buy a J40. Although primarily intended for the American market, it found its own export markets and Austin pedal cars were eventually exported around the world with 30,000 produced until production ceased in September 1971.

The J40 is now one of the most collectable pedal cars available. A fully restored example sold for an eye watering \$9,300 at a recent Shannons auction.

Right: The J40 pedal car currently on loan to the Motor Museum,



Welcome to all new volunteers:

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

10 September York Motor Show

17 September Bindoon Historic Day

17 September Curtin FM Car Show - Waterford

24-26 September Joondalup Festival of Motoring

29-30 September Festival of Speed - Wanneroo

1 October Rotary Classic Car Show – Como

28 October SW British Auto Classic - Busselton

16-21 October Classic Car Touring - Bunbury

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 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