

AMMA

Magazine for Australia & New Zealand

Volume - 2 Issue - 1



ANNUAL GENERAL MEETING

11 October 2022

2:00pm WA,
3:00pm Qld
3:30pm SA
4:00pm ESDT
6:00pm NZ

VIA ZOOM

September 2022
Quarterly Magazine

AMMA
Australia & New Zealand



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CONTRIBUTIONS WANTED

Your contributions are integral to creating a successful magazine.
Contributions or suggestions for content should be directed to: -

Ian Bone – ian@qldmotorsportmuseum.org

EDITORIAL

Welcome to the AMMA Quarterly Magazine.



The How What Where and When for the AMMA

Back to Basics in Support of Your Motoring Museums

The AMMA was established in 2007 through the efforts of a group of likeminded Australian motor museum owners and managers.

Over time the association had grown in numbers to exceed 60 by 2019, inclusive of a drive to grow the New Zealand membership.

Like most tourism-based organizations, the effect of COVID on museums and the AMMA membership base has been quite noticeable with museum closures and a genuine decline in engagement and visitations.

It is now timely to re-focus the AMMA to better support and grow our motoring museum community.

How?

Through better engagement with our key shareholders - AMMA Members, motor museums, motoring clubs, the public and all tiers of government.

Our position within the tourism industry requires a boost through engagement with all levels of the media and greater circulation of brochures and this, our home-grown magazine.

Our engagement with membership is paramount to a sustainable and viable museum community.

What?

The importance of road transportation in a commercial and personal sense, has been core to the opening of Australia to travel and business development.

It is inherently important that our motoring heritage is preserved for future generations.

Most motoring museums are privately owned and funded by enthusiasts that are unfortunately getting older without much thought to succession planning for their vast collections of vehicles and memorabilia.

The AMMA must be positioned to assist in the facilitation and retention of these vast collections.

The majority of these private collections are not catalogued, and it remains too easy for both the context in which they have been created and the historical and financial value of their content, to be lost.

The greatest danger is that these collections are disassembled and dispersed or destroyed through ill-informed but well-intentioned family members.

We have lost much of our articles of interest and many vehicles of significance to our Australian heritage to overseas collectors - never to return to our shores

Where?

Each museum has its own unique content and quiriness that demands the true identity to be promoted without boundaries.

The AMMA is well positioned to use member expertise to deliver promotional support through its brochures and expanded interaction with Government and Tourism bodies.

When?

It is my opinion, as an organisation, we must *immediately* and pro-actively share in the experiences we have in collection, presentation and preservation of our motoring passion moving forward.

The AMMA is the vehicle to deliver the foundation for this important work to be performed.

Our AGM will again this year be delivered over the internet using a ZOOM Meeting which enables an open forum to be established to discuss how we can achieve a renewed enthusiasm to engage internally and externally with all our stakeholders.

I encourage your participation on the 11th October at 4pm Eastern Standard Daylight Savings Time. You will receive an email with the electronic invitation for you to participate in the AGM. You will only require an internet connection microphone and speakers available on your computer – point and click process.

I look forward to your participation on the 11th October – 2:00pm in the West, 3:00pm in Qld, 3:30pm in SA, 4:00pm Daylight Savings Time and 6:00pm in New Zealand.

Ian Bone
Your Editor

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VIA ZOOM



The PRESIDENT'S REPORT

Welcome to September Magazine 2022

Dear members,

Well, it is time again for our annual AGM.

My concern as always is that members think AGM's are a formal bureaucratic process of little interest to individuals, or you may feel pressured to take on a role within the management of the association.

Well, I'd rather we look at the AGM as our Australasian Conference/Forum where we can involve others from your museum to tell us how things are doing, raise questions which may be answered by other members.

It is your association, and through these zoom meetings, I believe we have a great way to get together, meet and hear from other members.

The forum/AGM is scheduled for Tuesday 11th of October at 4pm Eastern Standard Daylight Saving Time.

We haven't heard from some state delegates for a long time and so I encourage all to join in on the day. In saying that, if you would like to be part of the committee, or even take over from me, I'd be very glad to hear from you.

The 2022 World Forum is about to get underway, Wednesday the 9th of November, in Naples Florida. *There is still time to book.*

The next World Forum is one for the diary and should not be missed. November 2024 is in Japan sponsored by Toyota. As you would imagine this will be something very special, and I encourage everyone to give this every consideration. This will be an opportunity to mix with museum owners the World over and virtually on our own doorstep. For more information keep tuned to our website for details.

In 2001 the World Forum was held in Australia at Birdwood in South Australia. To mark the 25th anniversary of this event, the World Forum has suggested that in 2026, the World Forum should again be down under. There is nothing confirmed as yet, but if any members would like to be a part of this celebration, then I would also be very glad to hear from anyone.

The new brochures have not yet gone to print. In the last newsletter I put out the call for fresh photos for the new brochure. Only one member has replied so far. If you would like your museum featured in the new brochure, it is up to you to send me some current photos. Do not delay, as we need to get these brochures underway, it is all for your own benefit.

I look forward to seeing many of you at our zoom Forum/AGM in October.

Best regards to all.
Your President
Colin Kiel.

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MUSEUM NEWS



MEDIA RELEASE

Thursday, August 18, 2022

World-class veteran car collection to stay in Wynyard

Wynyard's world-class Francis Ransley Veteran Car Collection has been sold to the Elphinstone Group.

The collection, which has been the cornerstone attraction at the multi-award winning Wonders of Wynyard Exhibition and Visitor Information Centre since its opening in 2005, represents a life's passion for former owner, veteran car enthusiast and restorer, Francis Ransley OAM and his wife Elayne.

Waratah-Wynyard Council Mayor Robby Walsh says the sale of the collection to local businessman and philanthropist Dale Elphinstone is a fantastic outcome for the local community, with the collection set to remain at the Wonders of Wynyard for public display and benefit under a new contract with the Elphinstone Group.

"The stunning car collection has brought many tourists to the local area. It's so special to have such a large collection of immaculately restored, privately owned veteran cars together as one collection. It's something unique in the State, and people travel from all over Australia to come to Wynyard to enjoy it over the years."

"Council is grateful to Dale and Cheryl Elphinstone and family for their generosity in wanting the collection to remain together for the benefit of the local area."

The decision to sell was a difficult one for Mr Ransley, however knowing the cars will bring joy for many years to come made the decision an easier one.

"I saw an opportunity in 2003 to use the cars as a drawcard to bring tourists in off the highway. I had no idea it would be as successful as it has been."

“I wish Dale all the best and thank him for coming on board to preserve the collection.”

The Francis Ransley Veteran Car Collection can be viewed at the Wonders of Wynyard, 8 Exhibition Link Wynyard, which is currently open Monday to Saturday between 10am – 3pm.

Authorised for general media distribution by Shane Crawford, General Manager, Waratah Wynyard Council on Thursday, August 18, 2022.

Waratah Wynyard Council

21 Saunders Street (PO Box 168) Wynyard Tasmania 7325
P: (03) 6443 8333 | F: (03) 6443 8383 | E: council@warwyn.tas.gov.au

Hillsborough Holden Museum – New Zealand

Hi everyone!

We are excited to announce we have reopened (mostly). Our Mini putt and Museum are now back to normal hours. Please see our website or Facebook page for opening hours. At this point we are still unable to open our cafe, but are working diligently to get this available to you as soon as possible. Our staff have worked very hard ensuring that the equipment is disinfected and cleaned between each use (we've always done this anyway, since we opened in 2017!)

683 Egmont Rd – RD2 – New Plymouth New Zealand 4372
Phone: 0274 470 708
Visit our Website: www.hillsboroughholdenmuseum.co.nz

National Motor Museum – Birdwood SA

ENDING 31 December 2022 - Holden Heroes: 1948 to 2017 a retrospective is a showcase of 18 of the most special vehicles from Holden's Heritage Collection on display at the National Motor Museum.

The National Motor Museum has partnered with General Motors to exhibit some of Australia's most significant motoring history.

On display are the amazing Hurricane (1969); the unique Torana GTR-X (1970) and the fantastic and brave design of the EFIJY (2005) . There is also the Number One Holden (1948) and the very last Australian made Holden, a VF Commodore Series II SS Redline (2017) as well as the significant 'millionth' vehicles produced by Holden.



Holden has a wider collection of historic and contemporary vehicles and engines which will be displayed in other museums at Trafalgar (Vic), Echuca (Vic), Winton (Vic), Shepparton (Vic), Mildura (Vic), Maffra (Vic), Bathurst (NSW), Whiteman Park (WA) and Elizabeth (SA) as well as arrangements with other Australian institutions for the wide range of materials other than vehicles that are part of Holden and now Australia's history.

Museums and The Use of Technology

The use of technology is one way of improving the ongoing viability of a museum.

The Motor Museum of Western Australia is seeking experiences of others in the use of online booking systems.



"I have a question for members. We are looking at an online booking platform through our website and at this stage considering a program called Fareharbour. Do any members use this system or have an alternative system that they use and can recommend?"

Secondly, we are looking for a supplier of lapel/hat automotive badges of Australian, European, American, and Japanese models etc that we could source?

Any assistance greatly appreciated 😊

All the best, stay safe.

Patric O'Callaghan

FEATURE ARTICLE

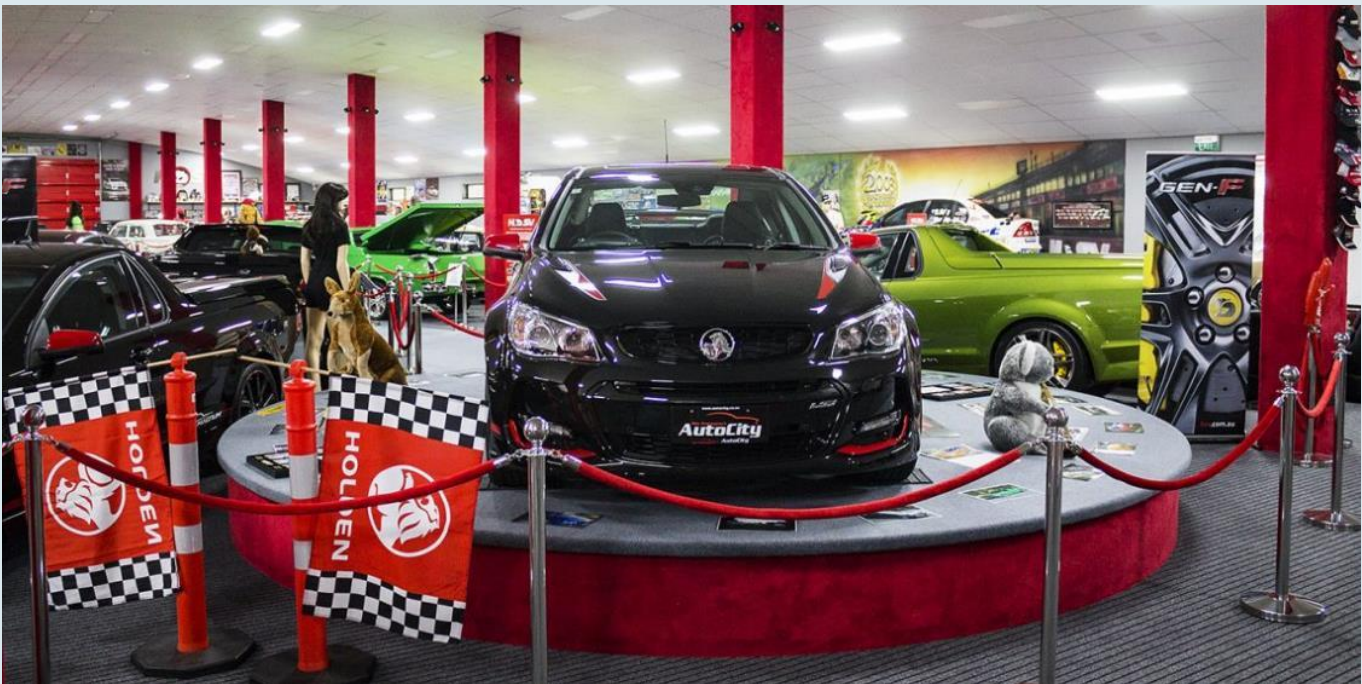
AMMA Member - Hillsborough Holden Museum

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NEW ZEALAND AUTOCAR MAGAZINE*

The Holden haven – Holden private collection

Words Kyle Cassidy | Photos KC

August 3, 2022



As one man's horde of Holdens grew too numerous to keep track of, he built himself a shed to house New Zealand's largest collection of steel lions. We journey to the 'Naki to check it out.

While there are more than a few sheds around the country filled with automotive treasures, few would rival Steve and Joy Fabish's new Holden shrine in Taranaki. Just ten minutes drive from New Plymouth is the recently opened Hillsborough Holden Museum, a lavish barn crammed full of one man's devotion to the Lion brand. Inside the new shed there are more than 30 Holdens from various decades with all manner of sedans, utes, coupes and wagons on display, most with a bent eight in them. It's over 1000 square metres of Holden heaven.

The collection belongs to Steve Fabish, who you might say is a Holden man through and through. His first GMH was a 1972 HQ ute, purchased when he was 18. Now 62, the Taranaki Holden stalwart does admit to owning a few Fords over the years but says he has belonged to the Lion exclusively for the past two decades. What does he like about Holdens? Everything really; the way they go, sound and look, while a few trips to Bathurst in the Brock era helped nurture his love. Of course he has a particular fondness for the ones with eight cylinders and he makes sure they always sound right with a few exhaust mods.



While he's bought and sold a few Holdens over the years, he hasn't parted with any in the past couple of decades. It was in the mid-to-late nineties that he undertook a full restoration of a 1977 HX GTS Monaro four-door, and it's this car that started the collection rolling. Steve is a builder by trade, a fairly successful one if the collection of cars is anything to go by, but he's also mechanically minded, a skill he acquired from his father who was a mechanic. So Steve has had a hand in a lot of the restored projects that are on show.

When we visited as part of the drive route on the Holden Equinox launch there were 38 cars on display, 30 of those owned by Fabish, with the remaining eight being loaners. He says he's probably owned a further 10 Holdens in his time. As the collection grew, finding places to store them became a problem; just where do you park 30 cars?

It was the theft of one, a blue VZ Thunder ute, that provided the impetus for the construction of the shed to house them all safely in one place. Thankfully Fabish's Thunder was recovered and the plans were hatched to build the mother-of-all Holden sheds as a means to preserve and display his collection, recognised as New Zealand's largest.



It's a mix of early cars the type you don't see too often now, a few modified vehicles, a host of new machines and a few you're still likely to come across in the pub car park. All are well presented. The Thunder was a bit special in its day, one of the first Commodores with a 6.0-litre engine. Its Gen IV small block, designated the L98, differed from the garden variety L76 with a higher compression ratio, unique camshaft and high-performance lifters to increase power to 270kW with 530Nm of torque. Another special hay hauler on display is the HSV GTS Maloo, one of just ten in the country, and an example that's hardly been driven, with only 30km on the clock. Fabish says he really likes the later model Commodores, even though he doesn't drive the ones he has in the collection. A black Motorsport Edition takes pride of place in the big shed, and it remains unregistered. These represent the end of the line of the great Australian-made Holdens and Fabish is happy to preserve them in as-new state for years to come. He also has one of the Magnum utes, although that particular example has had a few kays put on it, including a few hard and fast ones by yours truly as it was the Holden press vehicle prior to Fabish owning it. We thought it best not to tell him about that.

The oldest car in the collection is a 1948 48-215, or the FX as they became known. Fabish says it's the oldest registered Holden in New Zealand. The Holden 48-215 was introduced in November 1948 and was made through to 1953. It was known primarily as 'the Holden' as they only made one model back then, though the 50-2106, or the Holden Coupe Utility came along in 1951. The 48-215 was later referred to as the FX by Holden salesmen, and the name stuck. It was the first car to be mass produced in Australia, and though it was a bare bones offering with no carpets, arm rests or even turn signals it proved popular as its relatively lightweight unibody construction and torquey engine made it quick in the day, while it was also durable in Australia's harsh conditions.



Powered by a 45kW, 2.15-litre inline six, it was dubbed the 'grey engine' due to the colour of its block. But the FX could top out at 130km/h, took all of 18 sec to attain 100km/h and could return around 9L/100km on average. Holden made over 120,000 of them and 'Humpy' laid the foundation for generations of Aussies and Kiwis to pledge allegiance to the Lion and the Stone.

As an aside, the badge, originally designed in 1928, is a representation of the fable where a lion was observed rolling a stone and led to the invention of the wheel. Fabish's favourite Holden is one that he's poured a decent amount of time and money into, crafting something special. It's a 1980 HZ ute that started life as a tow car for his HX Monaro. With the HX resto completed, Fabish had a bit of time on his hands so turned his attention to building his ultimate Holden ute. Using parts from a wrecked VY Crewman he repowered the HX with the 5.7-litre LS1, adding a few new internals and a big blower to allow it to crank out 500 horses.

It has a four-wheel disc conversion complete with the VY's ABS system added to the old girl, which is a bit of a feat in itself. But that's not all as he managed to reskin the interior with the VY components which no doubt caused a few headaches getting the newer bits to fit the narrower cabin of the HZ. Topping the build is a custom hard tonneau cover that is inspired by that on the E series Maloo. It took over three years to build 'Kermat' and after a successful show career 'where it won everything' Fabish has now retired it to the shed.



Fabish says the whole venture is a dream come true, something he's been wanting to do for quite some time and he gets a thrill out of being able to share it all with the public. While just about every square inch of usable space is accounted for in the shed, Fabish reckons he could make room for a Sandman and still longs for an HT Monaro.

Though much hard work has gone into it so far, the Fabish's are not done yet with plans to extend the shed to include a 200-seat restaurant with a view to making the venue the ultimate place for Holden fans to get hitched. There's even a stretched VN Calais limo in the workshop that they intend to fix up and offer for wedding occasions. We can envision the limo providing a nice smoky backdrop for the perfect bridal party photo. For some reason car collections in this country need to be accompanied by mannequins dressed in period clothing and this is a feature here too, some attired in more appropriate HSV and HDT apparel.

There's also the obligatory petrol pumps, point of sales material, posters and signage. And of course a big collection of Brock memorabilia on loan from the family of David Littlejohn, a friend of Brock's. Most of the items have Brock's signature scrawled across them. One of the more interesting wall adornments is the exhaust pipes from a Holden Crewman, Fabish's previous daily driver before it was repainted and put to rest in the collection. His current 'work hack' is a 2012 HSV Maloo.

Wonder if he'll replace it with a new Colorado SportsCat by HSV? And what shed would be complete without a large bar area set up in the corner with a few leaners and a big screen for friends and family to watch the great race.

The Hillsborough Holden Museum is located on a six-hectare property on Egmont Road which also includes a uniquely Bathurst-themed 18-hole mini-golf course, some of the holes named after the turns of the Mount Panorama circuit.

Also on site is the Hillsborough Hideaway, a B&B if you want to spend a bit more time in the area. Entry to the collection is \$15 and it's open weekends and public holidays.

A special thanks to New Zealand AUTOCAR Magazine for allowing the AMMA to reproduce this article with their express permission for the benefit of AMMA subscribers.



**new zealand
autocar**

FEATURED MUSEUMS (New South Wales)

This quarter we have 2 featured museums with a focus on Two-Wheel fanaticism

1. The National Motorcycle Museum
2. Ash's Speedway Museum

The National Motorcycle Museum



OPEN TIMES

10:00am to 3:00pm
Or if the door is
open

EVERY DAY
Well Most Days

Entry Fee - \$15.00

History of the National Motorcycle Museum



The National Motorcycle Museum was initially located in Mitchell, a suburb of Canberra, Australia in 1990. It was started by Brian and Margaret Kelleher, who at this time had been in the motorcycle retail industry for 18 years. Brian had been collecting motorcycles before starting the motorcycle business and they continued storing motorcycles and memorabilia with the dream of one day opening a museum. Motorcycles formed a very important part of

Australia's transport history, as they provided a cheap method of motor transport. In the 1950s and 60s many Australians' first motor vehicle was a motorcycle.

When the Kellehers read in a Bureau of Statistics report in 1988 that substantial numbers of our old motorcycles were leaving the country for the USA, Japan and England, they believed that unless something was done promptly much of Australia's motorcycling

heritage would be lost. This was the trigger to start the museum for their collection and to offer a home to some of the motorcycles sitting in peoples' sheds.

Keeping it in the Family

After fruitlessly seeking some type of government assistance they decided to go it alone and set up the National Motorcycle Museum of Australia.

The Museum operated in Canberra for some ten years, then the Kellehers sold their ACT motorcycle business and moved to the Mid North Coast of NSW where they constructed a purpose-built complex that houses 1000 motorcycles (oldest being 1911 together with an enormous array of motorcycle memorabilia, toys, an extensive private library and a motorcycle orientated gift shop.

Unrestored motorcycles 'n various umm... junk, awaiting restoration.



The museum is located in the historic village of Nabiac, 28 kilometres south of Taree and 140 kilometres north of Newcastle on the Pacific Highway, on the Mid North Coast of New South Wales, Australia.

Many of the motorcycles are on loan to the museum for display, but the majority are owned by the Kelleher family.

Those interested in loaning machines or memorabilia should contact the museum either by email or by phone.

Among the favourite machines on display are a Kenilworth scooter (1919), a twin cylinder water-cooled 2 stroke Scott, and a Vincent Black Knight. There is an excellent range of vintage bikes from the early nineteen hundreds, and of course many, many very interesting later machines. Allow an hour or two (or ten, if you're a serious enthusiast) to have a good look around and read some of the fascinating history presented. Books, toys, models, badges, patches and memorabilia are available for sale at the museum.

In addition, there are now over 25 four-wheel versions with the oldest vehicle dating back to 1903.



A small but eclectic gathering of vehicles add to the 1,000+ motorbikes and other memorabilia

Contact Information

THE NATIONAL MOTORCYCLE MUSEUM



33 CLARKSON STREET
NABIAC
NSW 2312
AUSTRALIA
Phone 0474 788 132
Email us

at info@nationalmotorcyclemuseum.com.au

ASH'S Speedway Museum



Address:
2/10 Bradwardine Road,
Bathurst New South Wales 2795

Call: 0414240164

Open: Saturday and Sunday
10:00am to 4:00pm

Welcome to Ash's Speedway Museum!



You will not believe the history collected here unless you see it for yourself.

The largest speedway collection in the southern hemisphere.

The history of speedway is the aim of the museum with memories; that have been collected over the last 30 years.

The collection includes items from the 1920's and from all over the world.

Speedway in Bathurst dates back to the 1920's, with many speedway stars originating from Bathurst and surrounds. These include Bluey Wilkinson - 1938 World Speedway Champion, Glen McDonald - 1970's star, Johnny Langfield 1960's to 1970's and present-day NSW captain Tim Heffernan.

On show are six Golden helmets which Ivan Mauger won in six world championships. These helmets have never been displayed before in a museum. They now have the largest collection of Ivan Mauger history in the Southern hemisphere.





Memorabilia from Australian riders include: -
Bluey Wilkinson,
Lionel Van Pragg,
Gordon Guasco,
Jason Trump,
Leigh Adams,
Chris Holder,
Darcy Ward and many more.

International speedway exhibits include: -
Ivan Mauger,
Tony Rickkardson,
Chris Harris,
Greg Hancock and on and on.

The museum has a large collection of bikes and sidecars from the old to the new.

Posters, pictures, paintings, banners, ribbons, hats and other memories are on display.

Passion shown towards speedway is surpassed by none!

You will be amazed by the largest collection of jackets worldwide on the walls of the museum. The jackets have stories and memories from the riders who wore them at race meetings.



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EVENTS

DATE	EVENT	Comments
2022		
9-12 November 2022 in beautiful Naples, Florida.	WORLD FORUM for MOTOR MUSUEMS	Available online Details : https://worldforumformotormuseums.com/2022-forum Conference theme – The future of the Past is Collaboration
11th October 2022 4:00pm EDST	AMMA – AGM	Zoom Meeting for all financial members. Details will be sent via email to members.
November 2024	WORLD FORUM for MOTOR MUSUEMS	To be held in Japan – sponsored by Toyota with venues including Fuji Motorsport Museum. Links: https://fuji-motorsports-museum.jp/
PROPOSED November 2026 In Australia	WORLD FORUM for MOTOR MUSUEMS	<i>Looking for people to be involved in the planning and presentation stages</i>



AMMA Contacts

CHAIR - 0412 539 634 Colin Kiel - 4C's Motor Museum – Qld	QLD Delegate - 0438 154 748 Ian Bone - Queensland Motorsport Museum
VICE CHAIR - (08) 8568 4000 Paul Rees - National Motor Museum - SA	ACT Delegate - Nathan Pharoh - National Museum of Australia
SECRETARY - 0418 775 963 Frank Carroll: Sir Henry Royce Foundation - Qld	NSW Delegate - Lance Jenkins - Australian Motorlife Museum
TREASURER - 0429 682 465 Maxine Kiel - 4C's Motor Museum Email: maxinekiel@hotmail.com	VIC Delegate - 0411 465 098 David Peck - The Motorist
New Zealand Delegate - +64 3 2170199 Ron Stewart - Omaka Classic Cars	TAS Delegate - 0407 881 288 Daryl Meek
World Forum of Motor Museums Delegate - Kelvin Ferris	SA/NT Delegate - (08) 8568 4009 Matthew Lombard - National Motor Museum
Roving Ambassador - 0412 539 634 Colin Kiel - 4C's Motor Museum	WA Delegate Pat O'Callahan - Motor Museum of WA

PHOTO GALLERY

OUTBACK QUEENSLAND

Do you recognise any of these gems?





And for now, we say goodnight until we
spread the news next Quarter