



## AHMF Mission Statement, Vision & Values

### AHMF Mission Statement

To support Nationally the Preservation of Historic and Classic vehicles and machinery"

### AHMF Vision

To maintain continued use and enjoyment of Historic vehicles and machinery.

### AHMF Values

Respect – National Collaboration – Support Community – Preserving Motoring Heritage – Inclusivity – Sustainability

## STATE/TERRITORY COUNCILS

### New South Wales

- Council of Motoring Clubs NSW CMC NSW
- Council of Heritage Motor Clubs NSW Inc CHMC NSW

### Queensland

- Queensland Historic Motoring Council Inc QHMC

### South Australia

- Federation of Historic Motoring Clubs SA Inc FHMC SA

### Victoria

- Association of Motoring Clubs Inc AOMC
- Federation of Veteran, Vintage & Classic Vehicle Clubs Inc. FVVCVC

### Western Australia

- Council of Motoring Clubs WA CMC WA

## ASSOCIATE MEMBERS

- Australasian Motor Museums Association AMMA

## COMMITTEE MEMBERS

President	David Berner	FVVHVC
Vice-President	Terry Thompson	CMC NSW
Secretary	Christine Hillbrick-Boyd	CHMC NSW
Treasurer	Keith Mortimer	AOMC
Public Officer	Hugh Davis	FHVC SA
Newsletter Editor	Christine Stevens	QHMC

## PRESIDENT'S PARAGRAPHS



Welcome all readers to issue number two for 2024.

National Motoring Heritage Day has come and gone for 2024. I have had reports from many clubs throughout Australia informing me of the events that were held on the day. It

seems not only did the motoring movement strongly support these events, but they were also attended by many members of the public. On the day I attended a display in a small Northern Victorian town. The event was well organised by the hosting Motor Club which provided good facilities and meal options for all those who attended. The event was free for all to enter. Free events of this nature are only made available by the hard and tireless work of volunteers.

Just imagine for a moment, how our movement would function without volunteers. I would like to suggest the cost of organising and running an event would significantly rise as many tasks currently completed by volunteers would have to be completed by paid service providers. Many clubs would not be able to host events and free events would become a thing of the past. My own club has nearly 400 members. Like many other clubs I know of, the regular volunteer pool consists of less than 10 members. Like so many clubs the regular volunteers are getting older and less able to assist as much as they have in the past and, like so many clubs, it is difficult to get younger members more involved in the operation and organisation of the club. It appears to me many members are ready to complain to anyone who will listen about event organisation but the very same people are not prepared to muck in and help out.

Committees are also the backbone of our movement. These bodies consist of unpaid members who tirelessly manage all day-to-day activities associated with the running of a successful club. From managing finances to ensuring appropriate governance is adhered to and ensuring the best is achieved for all members they represent. Again, committee members come into their unfair share of complaints often from within and outside the committee.

Committees can only be effective if all members speak-up and help set the direction of the committee. If you are currently a member of a committee, I applaud you and encourage you to be an active member. As a member of a committee, you are jointly responsible for the demeanour and success of the committee and the club overall.

In closing, I ask all readers to support your club's activities and committees. If you are on a committee, be an active member. If your club calls for volunteers and you can assist, please do so.

One of the positive comments I constantly hear is how hard it is to select a date to hold an event that doesn't clash with another event. The health of our movement rests with the work of committees and our volunteers.

Until the next edition, I encourage all readers to keep safe and enjoy the pleasure of being out in your historic vehicles,

*David Berner*

*President*

*Australian Historic Motoring Federation.*

## AUTO WASH BOWL



### ***The Neway Auto Cleaning & Service Corporation***

If we still had Auto Wash Bowls, maybe we wouldn't have needed new wooden wheels from Keith Wilson at Allora, Qld - but you would have to drive around here for a long time to swell the timber in your wooden wheels.

## NATIONAL MOTORING HERITAGE DAY

*Sunday 19th May 2024*



National Motoring Heritage Day event at the Veteran Car Club rooms in Carindale. Vehicles are on display from 7:30am with tea and coffee supplied for morning tea.

At 10:30am, entrants departed for a drive around the Wynnum, Bayside, Port and Redland areas - Entrants have their choice of runs and a separate run has been organised for veteran vehicles.

Everyone returned to the clubrooms for a BYO lunch where BBQs were made available.

All proceeds of the raffle on the day are going to charities yet to be advised.

Mackay Vintage Motoring Club hosted an event also, commencing at 9:30am at Queens Park, Mackay. They had an observation run, then a drive out to Grass Tree Beach with a BYO lunch.

In North Queensland, Cairns and District Vehicle Club organised a display in Mareeba, opposite the Heritage Museum / Information Centre, under the gum trees.

We are sure to receive reports on these and other events around the countryside to print for the next Newsletter.

*Christine Stevens*

*Delegate - Qld  
Historic Motoring  
Clubs Inc*



# BENDIGO SWAP MEET

## 16th-17th NOVEMBER 2024

The Bendigo National Swap Meet is one of Australia's largest swap meets. It has been held in Bendigo every year since 1975.

The Swap is owned by the Federation of Veteran Vintage and Classic Clubs of Victoria and has is managed by the Veteran, Vintage and Classic Club Bendigo.

Federation member clubs from around Victoria and some service clubs in Bendigo provide additional voluntary assistance. Catering is provided by the Rotary Clubs of Bendigo.

From the Swap income the federation supports 115 clubs with trophy donations and grants for equipment, picnic days, displays, and meeting expenses.

### Reserve a site for 2024

Sites are still available for 2024. Download and complete a site reservation form and email it to [sales@bendigowap.com.au](mailto:sales@bendigowap.com.au) .

The reservations will be handled in strict order of the time it is submitted.

### Current Site Holder

Site holder information packs containing passes, wrist bands, vehicle permits and a 2025 rebooking form will dispatched around October via Australia Post.

You must apply your vehicle permit windscreen sticker to your vehicle windscreen before arriving at the entry gate and bring the tickets and documents you receive in the mail with you to the Swap. Replacement of a forgotten vehicle entry permit will cost you \$10 and delayed entry..

You must rebook your site for 2025 before 28 February 2025. The quickest way to do that is to make your rebooking at the Rebooking Office in the BEC Centre at this year's Swap. In addition to cash and cheque payment an EFTPOS facility will be available at the Rebooking Office.

You can submit your rebooking form via email or post.

Any sites not rebooked by the end of February 2025 will be made available to those on the waiting list.

If you have a question regarding your a site you have already booked

Email: [sales@bendigowap.com.au](mailto:sales@bendigowap.com.au) or  
Phone: [0427 446 660](tel:0427446660) or  
Mail: PO Box 1341 Bendigo VIC 3552

### Pricing for 2024

#### Indoor Sites

- BEC Building approximately 5m x 3m \$140
- REC Building approximately 5m x 3m \$140
- Shed 1 per table \$75
- Shed 2 approximately 6m x 3m \$140
- Shed 3 Club Corner for Car Clubs only Free
- Shed 4 \$140
- Shed 7 \$75

#### Outdoor Sites

- Approximately 6m x 6m \$75

One set of weekend tickets are provided for every site booked. Additional sets of weekend tickets are available for \$20 a set.

Address: PO Box 1341, Bendigo Vic 3552.

Email: [sales@bendigowap.com.au](mailto:sales@bendigowap.com.au)

Phone: 0427 446 660

## NATIONAL MOTORING HERITAGE DAY

### Historic Tractors & Machinery

About 12 months ago the members of Central Victorian Restoration Group located around Bendigo were fortunate enough to be given a lend of 70 acres of land. The club decided to work it up and eradicate the weeds and remove the rocks and clean up some old stumps.



*Bogged in September 2023*



***Preparing land in April***

The members mainly used pre-1970 tractors and machinery to do all the work. Their end plan was to plant seed oats in it in April this year, to hopefully then grow a crop and harvest that with an old binder and some old mowers and bailers making the smaller bales as they are easier to handle.



***Loading seed***

In September 2023 it was worked up and, as can be seen in one photo, it was still a little wet in places, but the job got done. Then in December a quick cultivate. Then in January we had a reasonable amount of rain that produced a few summer weeds. The property was again cultivated and the weeds were burnt on site.

Lots of hours of working and building loading ramps, fixing fences and new gates filled in time between working the property. We also acquired a Shearer seeder; that had a broken drive cog so another seeder was purchased in a lot worse condition and the cog moved over to make one good unit. Then, one of our members purchased an old Massey Ferguson seeder and got it going with a few replacements as well. Both were reset to run the seed and fertilizer at the right rate.



***Tractors with seeders***



***Planting***

ANZAC Day this year was our planting day goal but, the National Tractor trek in Deniliquin saw a few hard working members attend that. We, therefore, rescheduled for the following weekend. Over that week another inch of rain fell, making it all too wet.

We regrouped and decided National Motoring weekend was the right time.

All started well but, on the second round with the Shearer seeder, it broke the cog again so there must be another problem to be fixed first. Bigger problem is that we are out of spare main drive cogs!

A kind neighbour heard of the problem and offered his later model seeder as a lend so as the job could continue. After a little over a days work and running around, the seeding was complete by using two tractors.

Those not on the tractors during these working bees are kept busy continuing on with the land clean up and cooking BBQ lunches and general maintenance around the property.

Hopefully after all of that in November or so, we can report on how the crop went and show some photos of the old binder at work.

Certainly, an all in undertaking like this brings out the best in people with members recalling their days of faming 60 and 70 years ago, all types of jokes being told and lots of thinking and ideas on how to fix this and that and where to get parts from. A real team effort.

Any enquiries please contact Neil Athorn phone 0408 033 839

Neil Athorn

President, Federation of

Veteran Vintage and Classic Clubs of Victoria

## DISCLAIMER

### Readers Please note:

Whilst every endeavour is made to ensure all articles appearing in this publication are accurate, the AHMF recommends all information provided should be validated by the reader to ensure it is accurate and applicable to their state and should not solely rely on it in isolation.

The opinion of the writer is not necessarily the opinion of the AHMF.

## WORLD FORUM FOR MOTOR MUSEUMS (WFFMM)

AHMF Delegates have been invited to attend the World Forum for Motor Museums, being hosted in Japan in October this year.

Below is some of the information. If you require further information please contact the President of Australasian Motor Museums Association, Colin Kiel, on colin.kiel@bigpond.com



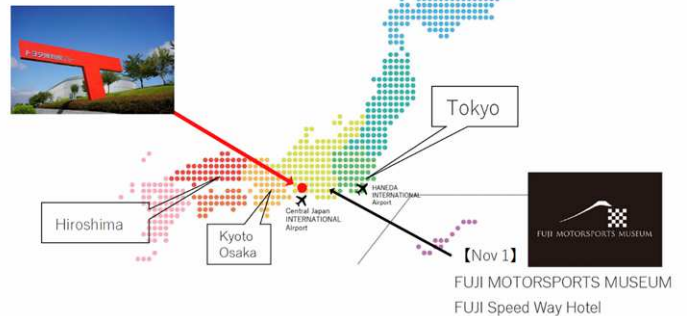
Dear all,

The World Forum board would like to sincerely thank you for your active support and participation in the World Forum For Motor Museums (WFFMM).

We would like to officially send herewith the official

Nagoya [Oct 30,31]

TOYOTA AUTOMOBILE MUSEUM



invitation letter.

Please check below for the latest information and apply through the application "sched" as briefed on item 5.

### 1. Schedule

Oct 29<sup>th</sup> (Tue) – Welcome cocktail & Reception at Toyota Club (Aichi Prefecture)  
Oct 30<sup>th</sup> (Wed)– Oct 31<sup>st</sup> (Thu)/Opening remarks, Key 8 sessions, etc. at Toyota Automobile Museum.

Nov 1<sup>st</sup> (Fri) – Test run at Fuji International Speedway, Museum Tour & Farewell Dinner at Fuji Motorsports Museum

Nov 2<sup>nd</sup> (Sat) – Fuji Fan cruise (owners of JDMS participate with their cars), move to Mishima, Tokyo station and delegates disperse.

\*1 Optional tour for Toyota Commemorative Museum of Industry and Technology will be arranged on Oct 29th in the afternoon.

\*2 Special Japan Optional Tour before the forum (Oct 26th – Oct 28th) will also be arranged. (e.g. The heritage centers of Nissan, Honda, Mazda, and Hiroshima Peace Memorial Park, etc.)

Please refer here for details - <https://wffmm-2024-japan.org/optional-tours/>

The schedules of the "Optional tour" and the "Special Japan Optional Tour" do not overlap so you can participate in both tours if you wish.

## 2. Programs (TBD)

- Overall theme is “Hindsight Insight Evolution”
- 8 main programs are:
  - 1) How did one of the world’s leading automobile industries emerge in small country like Japan?
  - 2) Why are Japanese cars from the 80s and 90s so popular in Europe and/the U.S. today?,
  - 3) What we succeeded and failed by utilizing digital tech- proper utilization of real and virtual worlds?
  - 4) Best practices of museum management-budget, organization structure, PR, etc.,
  - 5) Japanese auto-manufacturer’s initiatives related to the heritage cars,
  - 6) How automobiles became “culture” and its future prospects,
  - 7) How automobile culture has been formed in Asian countries & the role of auto museums for the future, and
  - 8) The automobile great transformation of 100 years ago and a message for the future.
- \* Facilitators and speakers are to be determined. Car operating session, library tour is also planned.

## 3. Registration fee (projected)

- a. Early bird\*1 (Application by April 30th, 2024): **61,600 JPY** (± 385€ / \$ 420 3)
- b. Normal: **77,000 JPY** (± 480€ / \$520 3) (Application deadline is July 31st\* 2)

\*2 Application will close when the maximum number of participants is reached

\*3 Convert JPY to your local currently for info [here](#) – Keep in mind currency’s are changing daily.

**Euro and USD numbers are for your convince but without any warranty.**

## 4. Accommodations (recommended)

**Oct 29th – Oct 31st** in Aichi Prefecture: [Marriott Associa hotel](#) (**34,500 JPY/night/room** – ± 214€ – \$233 3) or

[Daiwa Roynet Hotel NAGOYA TAIKO DORI SIDE](#) (**16,000 JPY/night/room** – ± 99€ – \$108 3) – walking distance from Mariott

**Nov 1st** in Shizuoka Prefecture: [Fuji Speedway hotel](#) (**70,400 JPY/night/room** – ± 437€ – \$476 3) or

[Hotel CLAD](#) (**27,700 JPY/night/room** – ± 172€ – \$187 3)

**3 Convert JPY to your local currently for info [here](#) – Keep in mind currency’s are changing daily.**

**Euro and USD numbers are for your convince but without any warranty.**

\*The WFFMM 2024 Japan secretariat has reserved rooms for guests with the tentative rate (no need to personally reserve rooms at this moment)

We highly recommend Marriot Associa Hotel in Aichi Prefecture and Fuji Speedway Hotel in Shizuoka Prefecture of better convenience (closer to the forum venue, bus transportation service, etc.).

## 5. Registration:

Application for the forum (starts on March 18th.) Apply through the application “sched” here: <https://wffmm-2024-japan.org/registration/>

## 6. Flight plans:

For who is attending the full pre-program, we would suggest to fly in to Tokyo NHD by 25th as we start the pre-tour from Tokyo Sta at 9AM on 26 Oct. You could fly out from Nagoya Chubu International Airport/NGO or add a few days in Tokyo on your own before flying out if you wish to travel in and out Tokyo.

After the conference in Fuji, delegates would take the train back to Tokyo from JR Mishima Station or continue the travel in Japan.

Download the flight proposal book: [Flight Plan Updates](#)

\*Special Japan tour before and after the forum will be arranged upon requests (e.g. popular sightseeing spots, Japanese Auto Manufacturers Heritage centres, etc.)

## 7. Inquiry contact

WFFMM 2024 Japan secretariat: [2024wffmm@toyotatourist.co.jp](mailto:2024wffmm@toyotatourist.co.jp)

We sincerely hope that you can join us at the World Forum For Motor Museums in Japan and look forward to welcoming you.

*Yours sincerely,*

*Michael Penn*

*Chairman*

*World Forum for Motor Museum*

*Naoaki Nunogaki*

*Chairman*

*WFFMM 2024 Japan*

*Executive Committee*



# Bendigo National Swap Meet

## Featuring:

- Barn Finds & Survivor Car Display
- Die-cast Models & Toys
- Over 1700 Sites

**16<sup>th</sup> & 17<sup>th</sup> November 2024**

Prince of Wales Showgrounds  
Holmes Road, Bendigo



## Entry Prices

Saturday Only \$15

Sunday Only \$5

Children 15 and under Free

(if accompanied by an adult)

## Gates Open to the Public

Saturday 6am

Sunday 7am

Sheds Open 7am



[www.bendigowap.com.au](http://www.bendigowap.com.au)

Site Bookings 0427 446 660

General Enquiries 0434 730 822

[info@bendigowap.com.au](mailto:info@bendigowap.com.au)



## CHINA BEGINS TO RECOGNISE VINTAGE CARS

*ClassicCar.com Journal*

*Below is an article that has been passed onto us and we thought you might be interested. It is quite interesting.*

*Did you know that, in China cars over 15 years old had to be crushed until quite recently*



Did you know that China allowed the importation of vintage cars in 2019? Alas, it was for cars 100 years old and older. What's the use of that? Of course, since 1949, China has been the People's Republic, a developing nation without an auto industry and little understanding of automotive history. Today, China has the largest automotive market in the world and, interestingly, the country is starting to realize automotive history is a thing.



**Cars like this 1987 Mercedes-Benz S-class and the above Porsche were at a post-conference tour on a temporary import permit.**

Until recently, China had a rule that required vehicles to be crushed once they reach 15 years. It's now estimated China has at least a million cars are at least 15 years old and, as such, they stand the chance of spearheading China's classic car scene. Chinese authorities recognize this, so the Chinese Vice Minister of Commerce, Sheng Qiuping, met with officials from the Fédération

Internationale des Véhicules Anciens (FIVA) in Paris to discuss the future of classic cars in China.

In return, FIVA president Tiddo Bresters was invited to April's China International Classic Car Industry Outlook conference. China wants to address the development of its classic vehicle sector and determine what exactly is a classic in China. Other topics of consideration include the potential reform of import policies, and the importance of international cooperation.



**Apparently, these two men are the impetus for regulating the classic car scene in China. Are takeovers on the horizon?**

*"While the Chinese authorities are taking a suitably cautious approach to legislative changes – not least because of environmental concerns – there is definitely a sea-change in attitudes towards historic vehicles," says the FIVA president.*

FIVA was founded in 1966 as a "worldwide organization dedicated to the protection, preservation and promotion of historic vehicles and related culture, as well as their safe use" when several automotive associations and clubs from different countries felt a need for a worldwide organization to promote the interests of old-car hobbyists internationally. Since 2017, FIVA has even been a non-governmental partner of UNESCO.

*"We have spent much time discussing matters with governments and officials across China and we have reason to believe that the spring of China's classic car industry is approaching," says Gui'an Zong, President of the Classic Vehicle Union of China. "Working with FIVA, we hope to promote the rapid development of China's classic car industry."*

Adds Bresters, *"Attracting younger people to the historic vehicle movement is a mainstay of FIVA's aims, so to see this in a country with a potentially a vast contribution to make to the preservation of our automotive heritage is very encouraging."*

*By Diego Rosenberg - 16th May 2024*





April proved to be an eventful month and May is shaping up to be just as big!

Earlier this month, Anita Langford, First Assistant Secretary of the Road and Vehicle Safety Division, hosted the National Road Safety Conference in Melbourne. Industry, research and safety advocacy groups came together with first responders and state and territory government authorities to discuss emerging road safety trends and explored short-term actions that could help stem the road toll.

Anita will also be joining our Policy and Operations team at the Caravan Industry Association of Australia's 2024 National Conference.

The ROVER Portal Rebuild is in full swing and we will continue to bring you updates on the rebuild in these newsletters. I can now tell you that the ROVER outage period is expected to take place from 5pm Friday 7 June to 9am Wednesday 12 June 2024. We will publish details about the Register of Approved Vehicles (RAV) outage next week. Keep an eye out for it on the ROVER Portal Rebuild webpage - <https://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/vehicle-portals/>

*Melissa Cashman*

*Assistant Secretary, Vehicle Safety Policy and Partnerships Branch*

**Tip of the Month: Aftermarket components are not eligible for component type approvals.**

***Did you know that component type approvals are not granted for aftermarket components?***

The Road Vehicle Standards legislation only allows components used in the manufacture of vehicles being provided to the Australian market for the first time to be granted a component type approval. This included vehicles provided under a vehicle type

approval or modified using an approved Model Report.

Additionally, component type approvals can only be granted for components and systems that can be tested to the relevant Australian Design Rule requirements.

If you manufacture an aftermarket component, you should not submit a component type approval application.

### **Approval must be granted before shipping a vehicle to Australia**

Recently there have been several instances of vehicles being shipped to Australia before an import approval or concessional RAV entry approval has been granted.

**It is an offence to import a vehicle into Australia without an approval under section 22 of the Road Vehicle Standards Act 2018.**

When planning to import a road vehicle into Australia, please ensure you allow enough time for your application to be assessed and decided. While we endeavour to assess approvals in a timely manner, the legislation allows up to 30 business days for a concessional RAV entry approval application to be decided.

Should your vehicle arrive in Australia without an import approval, the Australian Border Force will not release the vehicle from customs controls. As the importer, you are responsible for all costs including storage, that may be incurred as a result.

### **Importing a road vehicle into Australia**

Before you import a road vehicle into Australia, you must obtain an import approval.

Under Section 22 of the *Road Vehicle Standards Act 2018* (RVSA), it is an offence to import a road vehicle into Australia without approval.

The department manages the approval process through ROVER - <https://rover.infrastructure.gov.au/> - the department's online application and approval portal.

There are several types of import approval applications. You should select the option suited to your circumstances.

Applications for an approval to import a road vehicle must be made through ROVER, the department's online system that manages all applications and approvals.

## NHMA TRACTOR TREK - DENILIQVIN 25th to 28th April 2024

It was the day to travel to Deniliquin for the trek held over 3 days. We arranged for several attendees from around Bendigo to all meet at Huntly for coffee and a meet up to then travel in convoy.



***The start of the first day***

Our next stop was Moama Bakery and it was very busy with the ANZAC Day holiday crowd coming in for lunch. It was very enjoyable. We meet up with others there as well.

We then headed for Deniliquin and about 10km's from Deniliquin we caught up with three more tractors. On arrival at Deniliquin we had 9 tractors on trailers or trucks in a row as we had caught up to another on the way.

We travelled into the showgrounds which are in the middle of the township, and along to the Engine Club rooms. They were waiting for us with rally packs and numbers on coloured sheets for the tractors. We unloaded and lined up in our correct colours ready for the start Friday morning.

Evening meal was a BBQ supplied by the club. Our accommodation was cabins in the caravan park just next door to the rally grounds which we had booked a number of months ago. It was very

cold in the night time but about 20 degrees on the treks.

Friday, we were up early as breakfast was between 6:30am and 8:00am but we were due for a drivers briefing at 8am so no time to be running late.

There were 80 tractors entered. We made up 4 groups; three with all types of tractors and one with Chamberlains, a W6 and Bulldogs. The reason for this split was that they would travel over the same tracks but wanted to maintain a good speed.

Start time was soon with us; a couple of reluctant starters were soon sorted out. The plan was for Friday and Saturday to cover nearly 100km's each day so we were all asked to maintain the leaders speed. We were also asked to be aware as there are a number of B-Doubles in Deniliquin as it's the end of rice harvest and just the normal trucks passing through.



***Morning tea stop on the Trek***

Our group went out of town via the sale yards and past some large rice silos. We then travelled onto unmade roads through farm land and really dry conditions. Our stop for morning tea was roadside and, as we had a tilt tray with us, he also carried eskys with the refreshments.

There was lots of chatter amongst the drivers as to what club they were in and where they lived and how their tractor was going etc. We were then on the move again; this time into the forest. Gosh! So

dense are the trees that you wouldn't want to wander off the track.

Lunch was at the club in Mathoura and all pre organized and ran like clockwork. On again and back into open farmland on unsealed roads and had to keep a distance due to the dust.

We passed a number of large channels that feed to huge travelling irrigators. They are used for the rice and then to grow wheat. Two crops in one year for some. Then onto a main road with a reasonable amount of traffic including a number of trucks. We had space to get off the sealed roadway and even drive left around the white posts meaning we were not impacting on the traffic passing by.



**Lunch time parking**

Off the main road and on back roads again and we came into Deniliquin on very quiet streets. The fuel stop was very busy. I doubt the locals had seen so many tractors refuelling and it was a display as to how many you can fit at the pumps all at once. Fergy took 19 litres for the 90 or so km's travelled.

The meal that night was at the Bowling club and very nice and all pre-ordered.

Saturday and the same thing except we were on the other side of town that two of the other groups had driven the previous day.

We stopped at Rural Fire Service building in Birganbigil for morning tea, then onto Blighty h\Hotel for lunch. Not much excitement out that way

but we did see paddocks that had just been harvested for rice, a few mixed farms and again more water channels. The land is so flat that the only rises in the roads were the bridges across the channels.

Back in Deniliquin and again more fuel. We did 102km's for the day. The evening meal at the Bowling club and speeches from the President of the NHMA as they had held their Delegates meeting just prior to the meal.



**Mud on tyres**

Sunday morning we had the option to head home after breakfast or do one short trek and be back by noon. About 30 tractors joined in. We only had the one group.

That was an interesting run through paddocks on what appeared to be private land, some main road work which was actually the road to Hay and some dirt tracks that Farmers must use to move the machinery along without going on the road.

Morning tea was at a Hotel in Pretty Pine. After that, our leader said we would head back the same way with one slight detour. That was on the road side again and we found a stretch of bush track that was still damp. Goodness, sticky grey mud was all over the place. All good though and we arrived back right on 12noon.

We loaded up then time for lunch which was excellent and again by the local club.

Home time then and as we had various ways to go a couple of us headed for Echuca and down to Bendigo that way. I was home by 3:30pm after an excellent weekend. I spent the next hour washing the Fergy tyres to get the mud and weed seeds off.

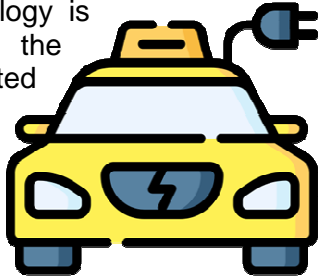
Neil Athorn

President, Federation of Veteran Vintage and Classic Clubs of Victoria

## AUTOMATED CONSULTATION

## VEHICLE

Automated vehicle technology is advancing rapidly and the introduction of automated vehicles in the future will have significant impacts on road users and the personalised transport industry.



The National Transport Commission (NTC) has been working on a regulatory framework to support the safe use of automated vehicles on Australian roads. This framework has been developed over several years in collaboration with state and territory governments and several periods of public consultation since 2016.

A key part of the regulatory framework will be a new Commonwealth Automated Vehicle Safety Law (AVSL), which will regulate the in-service safety of automated vehicles.

The NTC has commenced public consultation on the proposed framework which closes on **11 June 2024**. This consultation builds on previous work and seeks feedback on specific aspects of the framework. You may be particularly interested in the consultation material about obligations for users of vehicles with an automated driving system under state and territory laws.

For more information and to have your say please visit <https://www.ntc.gov.au/transport-reform/ntc-projects/av-safety-reform>

## DID YOU KNOW, ELECTRIC CARS WERE BEING PRODUCED IN 1884?

Did you know that the first production-standard electric car, capable of being reproduced and sold to the public, was unveiled in 1884?

Did you know that in the early 1900s, a third of all vehicles on the road were electric?

Electric cars started to quickly disappear around 1920 with the introduction of petrol and Henry Ford.

Ferdinand Porsche was founder of the eponymous sports car-produced an electric vehicle called 'P' in 1898. He went on to create the world's first hybrid offering, which was powered by both electricity and a combustion engine.

Mercedes-Benz also offered up an electric model called the *Mercedes Mixte*, in 1906. This car was adopted as a taxi in cities and was even developed into a race car in 1907.

We are nearly seeing the reincarnation of old tech.

The picture below is of a group of working EV trucks in the UK plugged in, in 1917.



## FROM THE SPOKE'N'HUB TORQUE EDITOR



Again we have received an interesting variety of articles for you to read.

David Berner's *Presidents Paragraphs* is always of interest.

Neil Athorn contributed an article on the Tractor Trek in Deniliquin. It is

great to receive some insight into the treks as I, for one, only attend car events.

Neil has told me, whilst at the Tractor thing they gave out what they call the Wishart foundation money to young ones in the movement. One of the awards was not for a restoration undertaken, but for being a great help with the administration of a club on computer. A 16 year old set it all up and runs the minutes and the newsletter on his lap top. This is an excellent and different way of encouraging get younger members to become involved.

Neil also reported that, 12 months ago the members of Central Victorian Restoration Group were given a lend of 70 acres of land. The club worked up the land to eradicate the weeds and remove the rocks and clean up some old stumps.

He provided a story on farming, team work, rain and mud with planting day (or weekend) coinciding with National Motoring Heritage Day.

Sharon Auld from Queensland and Michelle Goddard from Victoria have provided excellent write-ups on 2 of the many other events run throughout Australia on National Motoring Heritage Day.

I receive the updates from Department of Infrastructure, Transport, Regional Development, Communications and the Arts, with the RVS News Updates so have shared the 26th April, 34th Edition with you.

I also receive monthly Newsletters from Queensland Transport and Main Roads so have included the article on Automated Vehicle Consultation from their May Newsletter. It is not in relation to historic vehicles through it is of interest to many.

It is disappointing to learn that CHMC NSW are not renewing their affiliation with AHMF; they consider there had been no appreciable advantages from AHMF membership for a long time.

All organisations go through brief "slow times" which are generally brought on by their members. I am sure all historic motoring enthusiasts are aware the work that goes into organisations such as AHMF and can appreciate the dedication, time and effort put in by our leaders, President David Berner and Keith Mortimer.

AHMF's mission is to support Nationally the Preservation of Historic and Classic vehicles and machinery.

Operating Heritage Australia (formerly Operating Technology Heritage Group) invited AHMF to be involved in their organisation in the 2017-2018 year. As Mike Beale (CHMC) was the AHMF

President at the time he took on this role. I do expect OHA to welcome AHMF back into OHA.

There are many advantages in being affiliated with AHMF, one I am very passionate about is access to the Robert Shannon Foundation and the grants for members under the age of 30 years.

This year we, the Trustees of the Foundation received an application for us to assess at the AGM in September but, sadly, the resignation of CHMC NSW disqualifies this application as "*Applicants must be Members of an Approved Club, Affiliated via a State, Territory or Regional Council of the Australian Historic Motoring Federation (AHMF).*"

<https://ahmf.org.au/rsf/>

Tim McGuire (CHMC) received a grant in 2015 to assist in the restoration of his 1965 Valiant AP6 Ambulance.

Andrew Brown (CHMC) was restoring a 1928 Model A Ford Phaeton and Christopher Rabey (CHMC) was restoring a 1948 Ariel Red Hunter Motorcycle. They both received grants in 2012.

Going through my records going back to 2010, the Trustees have received no further applications for grants from CHMC and all applications received were successful and received grants.

Why don't you consider putting together articles for future issues of *Spoke'n'Hub Torque*? You don't need to be a delegate; all articles are welcome.

Email your article/s along with photographs, hints or technical articles for to share with other historic motoring enthusiasts.

If these articles are of interest to you, your articles will also be of interest to others also.

### **Due dates:**

Articles to Editor: 15<sup>th</sup> August 2024

Distribution Date: 1<sup>st</sup> September 2024

### **Share this Newsletter**

Please pass this newsletter on to other historic motoring enthusiasts.

If you wish to be added to the distribution list please email the Editor.

***Email newsletter articles (Word & jpeg format) to [christine@ftrs.com.au](mailto:christine@ftrs.com.au) .***

## NATIONAL MOTORING HERITAGE DAY - In Brisbane

National Motoring Heritage Day is held annually on the third Sunday of May with the aim *“to promote and display to the community and Government the strength of the Australian historic motoring movement”* Historic vehicle Clubs and members are encouraged to drive their vehicles on this date with Clubs across the nation holding events.

Motoring clubs throughout the state also held events over the weekend. The Heritage Truck Club held a static display and show at the Rocklea Showgrounds, attracting 164 vehicles over the course of the weekend and over 1200 gate entries. On a different note, members of the Brisbane Northside Antique Automobile Association Inc. had a run to Kingaroy with 11 vehicles travelling 650km over the course of the weekend.

This year, QHMC chose the Veteran Car Club rooms and grounds at Carindale for the display and morning tea. After weeks of inclement weather the sun shone as vehicles headed to Carindale for an early start.



This year 56 vehicles, drivers and passengers were in attendance.

There is always something different to see at National Motoring Heritage events. A recent restoration or a newly acquired vehicle, soft-tops, hardtops, roadsters, convertibles, sedans and

tourers. Vehicles from the veteran, vintage, post-vintage and classic eras.

This year was no different with a diverse and impressive range of vehicles on show. Taking the honours for the oldest vehicle was a 1910 Maxwell belonging to Syd Norman from Tamborine. Syd, a member of the Veteran Car Club, transported the Maxwell to the event in the back of his truck.

Famous marques displayed included Austin Healey, Cadillac, Chevrolet, Dodge, Ford, Jaguar, Morris, Mustang, M.G., Packard, Rover, Sunbeam, Studebaker, Thunderbird, Triumph, Vauxhall and Zephyr.

The Studebaker Car Club of Queensland Inc. had one of the largest displays with members bringing along nine cars which included a '55 President Speedster Coupe, two '60 model Hawks, a '64 Cruiser, '59 and '63 model Larks and a '76 model Avanti. The rare President Speedster is a two-door hardtop coupe with just five of this model registered within the Australian Studebaker Clubs. Studebaker members present also brought along a Mustang and a '49 Packard as part of the Club display.



The Zephyr Club had a smaller but very interesting line-up of vehicles with Club members bringing along 3 different models; a 1956 Mark 11 Sedan, a 1960 gunmetal grey low-line Coupe utility and a '60 model two-tone Station Wagon. The wagon and the Ute were low-production lines built in Geelong just for the Australian market.

Also in attendance on the grounds was a group of volunteers from the Bayside community group Night Ninjas.

At 10:00am QHMC President, Carle Gregory, thanked attendees and volunteers and introduced Jason from Night Ninjas. Raffle prizes were kindly sponsored with a \$300 grant from Jones IGA at Valley Way, Mt Cotton.

## NATIONAL MOTORING HERITAGE DAY - 19th May 2024

FVVCVC at Murrabit Victoria

Following morning tea and drawing the raffle prizes, drivers set off on two scenic drives, the first run to the Bayside with a visit to historical Lota House. The House had first been constructed in 1863 as a grand private residence for an early settler named William White and is now a Residential Care facility.

Following the visit drivers had the choice of two rally routes, one via the Wynnum-Manly Esplanade and on to the Port of Brisbane. The alternate route was another scenic drive via the Thorneside/Birkdale esplanade and terminating at the seaside reserve at Wellington Point. Syd Norman drove his Maxwell on the Veteran run to Lota House and later returned to the Carindale



Clubhouse for a chat before heading homeward.

Feedback on the day and the run was very positive with attendees commenting on the relaxed and sunny atmosphere and the ample parking space at the Club grounds, the diversity of vehicles displayed and the "enjoyable" drive.

Following the drive some attendees took the opportunity to have lunch at one of the many cafés/Clubs close to the bay whilst others headed homeward.

Many thanks to the volunteers who worked throughout the morning including James Nicholls who travelled from Coombabah in brisk conditions for an early start on parking duties, Carle Gregory, Albert and Rod Bridges, Laurie and Jean, David (ABCCC), Ruth and the ladies working in the kitchen.

Another successful National Motoring Heritage Day event hosted by QHMC with proceeds from gate entry fees and the raffles to be donated to Night Ninjas. A big THANK YOU to all who attended.

*Sharon Auld*

*Bayside Vehicle Restorers Club Inc.  
Queensland*

Market Site, cars journeyed from Ballarat, Bendigo, Mildura, St. Arnaud areas including the local Kerang and District Club. Federation Delegates from around the state supported the day by attending the quarterly meeting the previous day in Kerang, staying over to attend the first time Picnic held at Murrabit, Federation Committee Members and Members of the Kerang & District Vintage Motor Club gave their support to Federation by helping set up for the days car display, as did the AHMF President David Berner.



The Murrabit Market Recreation Committee provided the BBQ for all to enjoy, local Band "4 to the Bar" entertained the crowd during the day. Coffee Van from Echuca "Kezzas Kuppa" was inundated and kept busy all day due to the cool start to the day.

The 101 cars on display were from Vintage to Modern Classic, with some very well presented vehicles on show.



Federation provided over \$500.00 worth of prizes for a free to entrant's raffle, all those who attended in a Club Car received a free ticket into the draw.

Our Thanks to Federation and all who supported the day.

*John & Michelle Goddard*

*Federation of Veteran Vintage & Classic Vehicle Clubs Inc.*