



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

Associate Members

- Australasian Motor Museums Association

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 David	FHVC SA
Newsletter Editor	Christine Stevens	QHMC



PRESIDENT'S PARAGRAPHS



Welcome to our second edition of Spoke'n'Hub Torque Newsletter. We hope you found the information it contained of interest to the fraternity and shared it widely among your Motoring Clubs.

We also hope all readers had a wonderful

Christmas and are looking forward to a New Year where our vehicles are getting the use they so richly deserve. From the feedback we have received from all Australian states, it would appear motoring clubs are certainly experiencing activity levels at or surpassing pre-Covid levels. My own club has scheduled a variety of club runs for the second weekends of January, February and March. Being in a southern state we intend to make use of our vehicles so we can enjoy the pleasant weather.

On the subject of runs, I need to point out National Motoring Heritage Day is scheduled for 21st May 2023. The AHMF urges all motoring enthusiasts to get their vehicles out of the garage and get them on the road (where they belong). Regardless of whether you are using them for your own club run or joining one of the many larger events planned for the day, let's ensure we enjoy our vehicles and share that enjoyment with the members of the public who see them rolling down the road. I hope that the weather is favourable and the day is overwhelmingly supported.

One of the events also happening in March is The Council of Motor Clubs (NSW) is celebrating 60 years since it was founded. Terry Thompson (President of CMC and Vice President of the

AHMF) will provide more information regarding this anniversary later in this edition.

The AHMF is currently forming a collaborative association with Operating Heritage Australia (OHA). I had discussions with the President of the OHA in December last year and discovered the two bodies have very similar interests and threats. Whilst I have attended one meeting with this group since December, and our association is still in its early stages, it is none-the-less showing the potential benefits for both groups stemming from this association. I will report more on this matter in coming editions.

The Fossil Fuel debate continues to provide conflicting opinions of:

- What actions we should take to ensure we can enjoy our vehicles well into the future,
- How long will Fossil Fuel be available,
- Are current alternative fuels suitable for our vehicles,
- What actions are the Government considering taking,
- And many more some known others unknown.

It seems the deeper we dig the more confused the vision becomes. We are hearing that Carbon Offsets may not be the answer for the movement. It is likely the Government may introduce a carbon tax for fossil fuel powered vehicles. All of the above is speculation. The Government is not providing clear instruction or guidance. We cannot afford to travel down what we believe to be the correct path, only to have the ground rules change to find not only have we wasted time, but we have also unnecessarily invested funds into a non-recognised or maybe not necessary off-set scheme.

As a movement we are committed to ensuring we are able to enjoy our vehicles into the future and also recognise we must play our role in controlling Greenhouse Gas Emissions. To achieve this, we need clear guidance from the Government of the Day. We will continue to pursue this with the Government on behalf of all Motoring Groups. It makes sense for the movement to speak with one voice on this matter. I am sure there will be much more on this topic in future editions.

On a lighter note, I am not sure if you have heard of the Mystery Box Rally? The Mystery Box Rally is one of the largest community lead fundraising events for the Cancer Council in Australia having raised over \$6 million in the last 10 years. This rally will have us driving a car that is 25 years or older costing \$1,500.00 or less along outback roads. We will do approximately 2,500kms in 5 days.

We set off from Bundaberg & return to Bundaberg 5 days later, each day in between is a mystery, we have no idea where we will be headed until just

before departure the next morning. In order for us to participate we need to raise donations for this worthy cause. Every dollar raised goes to the Cancer Council.

During the Rally the teams stay in very remote locations and also bring much needed funds to these areas. Our Vehicle is a 1997 EL Falcon which we purchased for \$1,500.00. We purchased the vehicle in August last year and finally (after much work) got it registered last week.

The rally starts in August this year. We plan to drive our vehicle from Melbourne to Bundaberg to start the rally. Our current thinking is if we make it to Bundaberg, we slightly increase our chances of completing the rally and returning to Bundaberg. Here's hoping!

Until the next Newsletter, I encourage all to use your historic vehicles as often as you can and enjoy the joy this brings you and all that see our vehicles. Remember to get out on National Heritage Motoring Day on the 21st May 2023.

Keep well

David Berner

President

Australian Historic Motoring Federation Inc.

NATIONAL MOTORING HERITAGE DAY

Central Victorian Restoration Group

Ploughing Weekend at Kamarooka

Our Club is a machinery and vehicle based club. Our recent outing was an Historic tractor and machinery ploughing weekend on a farm at Kamarooka in Central Victoria between Kerang and Echuca.

Members have been building up to this event for 12 months and we invited members of several other machinery clubs to join in. However our week prior to the event saw a few mils of rain but forecast reports were for 20 mils on the day prior which sadly did not happen. That meant in turn that a number of people interested in participating were put off. But we did have several from other clubs come for a look.

We went ahead and had a number of tractors on site and even some without tractors were there to get a go on someone else's. Members came with tractors, ploughs and other implements for the weekend. There was a front end loader to build a couple of fires. There was the clubs trailer to supply shelter and endless cups of coffee and a

BBQ lunch both days which was supplied by Hauslers John Deere agents.

On Sunday we travelled up from Bendigo in heavy fog. On arrival we could hear a tractor working but were unsure who it was as we could not see that far out into the paddock.

Over the weekend 60 acres got worked up which does not sound much but this area has not been worked up for over 50 years and that meant a good plough up and then cultivating and finally rolling it to break up the clods. So lots of work for members to do and play with their toys.

By the end of the weekend everyone was pleased as to what we got done and the property owner is happy for us to come back next year as we left the paddocks ready for sowing a crop at no cost to the owner.

We did have the event advertised on local fences for a month prior to the weekend and a few locals came to see the old machinery working. The Club will build on this in 2023.

Neil Athorn

President - Federation of Veteran, Vintage & Classic Vehicle Clubs Inc.

POINTS OF INTEREST IN NSW

1. In this state we have two schemes for vehicles owned by members of an approved club and the vehicles are over 30 years old. The original scheme is called Historic Vehicle Scheme or HVS and in various forms dates back to the 1950s when the Veteran Car Club got things going.

The rules for the HVS state that the vehicle must be as close to original as possible. Period options and accessories are permitted. So effectively this is for standard or unmodified vehicles of all types and sizes.

We are aware that a number of clubs flout this rule and devices of all sorts get around with HVS number plates when it is obvious that they should not. It is great that our CMC members tell us about such illegalities and send us photos. We pass those on or get in contact with the club when it is one of ours.

The second scheme is called the Classic Vehicle Scheme or CVS and this began in late 2016. CVS is mainly for light vehicles which have modifications. If highly modified they must have engineering certification. Minor alterations and additions can be self certified under a set of rules called VSI 6.

The registered operator or owner must be a member of an approved club and the vehicle must be garaged in NSW. There are now close to 1,200 clubs on the approved HVS list. CMC NSW can account for 232 of those clubs.

It is not compulsory for clubs to be a member of an organization such as CMC to get onto that list so there are many clubs out there who are not attached to any major group and that is a concern.

For the newer CVS, the opportunity was taken to make sure that clubs are affiliated with an Approved Organization. There are four such AOs in NSW at the moment.

2. A recent move by Service NSW and subsequently Transport for NSW, is to enforce the requirement or rule that the club stamp which goes onto the required HVS and CVS forms must have the full name of the club as it is listed / registered with Transport for NSW.

So no acronyms or abbreviations are allowed. It has been the practice of some clubs to just use the first letters of their rather long name, however that has never been acceptable. May have gotten away with it up to now but no longer it seems.

If the club name is listed with Transport for NSW with just letters then that is OK. But if the registered name is several words with either Inc or Ltd after them then the stamp must have those words on it.

3. Hopefully in the near future the new Classic Vehicle Scheme number plates will be on issue for those on CVS. They will be 314 x 134 and a dark blue colour with white letters. The slogan across the bottom will be "NSW Classic Vehicle"

This will remove the problems of the size of the common Conditional registration plates which are too big for some cars and the fact that they are the same plates as used on tractors, golf carts and forklift trucks.

They have been promised for some time now and we are told that the final testing will take place in late October so it may be soon after that time. Testing is for visibility and camera recognition in case you are wondering.

Around the same time a new colour scheme will be issued for new plates on the Historic Vehicle Scheme (HVS) vehicles. These will be the same size as the present ones but a different colour as the current purple is a problem we understand.

THE END OF THE MANUAL TRANSMISSION

Stick sticks are dying. When they go, something bigger than driving will be lost.

This article was featured in "One Story to Read Today", a newsletter from The Atlantic, Monday through Friday.

I drive a stick shift. It's a pain, sometimes. Clutching and shifting in bumper-to-bumper traffic wears you out. My wife can't drive my car, which limits our transit options. And when I'm at the wheel, I can't hold a cold, delicious slushie in one hand, at least not safely. But despite the inconvenience, I love a manual transmission. I love the feeling that I am *operating* my car, not just driving it. That's why I've driven stick shifts for the past 20 years.



That streak may soon be over. When it comes time to replace my current car, I probably won't be able to get another like it. In 2000, more than 15% of new and used cars sold by the auto retailer CarMax came with stick shifts; by 2020, that figure had dropped to 2.4%. Among the hundreds of new car models for sale in the United States this year, only about 30 can be purchased with a manual transmission. Electric cars, which now account for more than 5% of car sales, don't even have gearboxes. There are rumours that Mercedes-Benz plans to retire manuals entirely by the end of next year, all around the world, in a decision driven partly by electrification; Volkswagen is said to be dropping its own by 2030, and other brands are sure to follow. Stick shifts have long been a niche market in the U.S. Soon they'll be extinct.

We can't say we weren't warned. For years, the stick's decline has been publicly lamented. *Car and Driver* ran a "Save the Manuals" campaign in 2010, insisting that drivers who "learned to operate the entire car" would enjoy driving more and do it better. A #SaveTheManual hashtag followed.

No need to change if you already have HVS plates, the new ones will be issued for newly established HVS only. And from 2023 the vehicle will have to be 30 years old by the month of manufacture, Not just the year as in the past.

4. We continue to have the situation where Annual Safety Inspection Reports or pink slips as they are known, cannot be done by Authorized Inspection Stations (AIS) on line via the Transport for NSW website for any type of conditional registration. Be that HVS, CVS or whatever.

This is an anomaly with the computer system they have and will cost a great deal to rectify they tell us. So for the foreseeable future your mechanic will have to have a book of the handwritten forms to fill in for you.

They apparently must have one by the rules they work under so if your guy or gal does not then it is a case of finding another nearby. That can be a bit of a problem for those in the country areas.

5. The 60 day per year logbook system we operate under in NSW requires the full name of the driver or rider to be entered by that person the first time the vehicle goes on the road on any given day. No further entries are required during that 24 hour period.

So no scribbled initials, no rough signatures etc. It must be the clearly written name of the person in charge of the vehicle that day. We presume it is so that a Police Officer can find out who was in charge if an offence is caught on camera. And boy do they have LOTS of cameras these days.

Our NSW logbook has 60 days which is more than once a week AND we have authorized club events on top of that. So a lot of driving or riding can be done. Most folks we talk to go nowhere near the use of all 60 days so it is proving adequate for the vast majority of genuine club members.

6. We are told that the two schemes we have in NSW now have around 60,000 on HVS and 6,000 on CVS. Very large numbers for sure and stats that should be given to those in power so they have an idea of how big the car club movement is in the state.



Terry Thompson
President – Council of
Motor Clubs Inc

Shifting gears yourself isn't just a source of pleasure, its advocates have said, or a way to hone your driving. A manual car is also less likely to be stolen if fewer people know how to drive it. It's cheaper to buy (or at least it used to be), and it once had lower operation and maintenance costs. You can push-start a manual if the battery dies, so you're less likely to get stuck somewhere; and you can use the stick more easily for engine braking, which can reduce wear and make descending hills easier and safer.

But the manual transmission's chief appeal derives from the feeling it imparts to the driver: a sense, whether real or imagined, that he or she is in control. According to the business consultant turned motorcycle repairman turned best-selling author Matthew Crawford, attending to that sense is not just an affectation. Humans develop tools that assist in locomotion, such as domesticated horses and carriages and bicycles and cars—and then extend their awareness to those tools. The driver “becomes one” with the machine, as we say. In his 2020 book, *Why We Drive*, Crawford argues that a device becomes a prosthetic. The rider fuses with the horse. To move the tool is to move the self.

By Ian Bogost

**FEDERATION VETERAN VINTAGE
CLASSIC VEHICLES CLUBS
(FVVCVC) & RACV GOLDEN OLDIES
TOUR - March 2022**

This event is open to Vintage vehicles only or those manufactured between 1918 and the end of 1930.

I especially want to thank Anne and Glenda for their persistence with this event and their attention to detail to make it an event that was well organized, trouble free and enjoyable. Its been over two years coming due to COVID but I am sure now that as we reflect back it was a great week away.

Golden Oldies Tours have been happening now since 2008 and generally they have been held every 2 years which is something the Federation would like to continue on with. Over that time we have been well supported with our only sponsor in the RACV. We thank them sincerely for being there to support the total movement but also to support the Vintage era of the movement with these events.

But good events need two main parties to happen. One, you the participants and the other organizers who are volunteers and their aim is to ensure that a good time is had by all.

At the start of the event 51 vehicles were booked in to take place which is amazing given the age of these vehicles. Sadly though, like with all events, now a COVID test had to be undertaken which saw

a couple having to return home as they tested positive. One vehicle coming from central NSW had to return home but the family came still and offered to assist with mechanical repairs. Another left Sydney but broke down and again the family returned with a more modern vehicle.

With two 4wd's and tandem trailers and lots of tools following the tour along the drivers were given comfort that a tow or help in some way wasn't far away. Most common complaint was 4 batteries to be replaced. Next was dirty fuel but we put that down to the cars sitting around during COVID lockdowns.

The tour wound its way around Shepparton, Kyneton, Bendigo, Echuca for the week. Lots of small communities were ever so pleased to see the cars and for their drivers and passengers to shop in the smaller towns.

When we look back at the Vintage vehicle era around 100 years ago now it was a time of great development and growth in the world. The first world war was ending and recovery was starting to happen. From that greater freedom and then need to travel was a desire. The vehicle industry took off in leaps and bounds. But like today where there are concerns with emissions our fore fathers were looking at alternative power sources like hydrogen and electric. Roll on 100 years and they are coming back into the industry again for consideration as we near zero emissions.

Federation is trying to climb out of our recent lockdowns and concerning times due to COVID. The Mortlake Picnic was in March, and I might add very successfully, by John Kennett and Brett Holloway and a team of helpers. This event started at another of our Picnic Days at Wunghnu and whilst tractors might be king in that part of the State they still have a good appreciation for motor vehicles and machinery.

We had another picnic day at Scoresby on the 10th April. Another at Marong on the 28th August and another in Baw Baw during October. These are all free for those from Federation member clubs in historic vehicles to attend. We will also run a road trip from Bendigo to Castlemaine on the 27th August.

Then of course after two years of cancellations we will try again to run the Bendigo Swap on the 12th and 13th November.

Our next Golden Oldies will be in 2024 and we will be running this one in the Ballarat area for a week again.

*Neil Athorn
President - Federation of Veteran, Vintage &
Classic Vehicle Clubs Inc.*

ROBERT SHANNON FOUNDATION TRUST

The purpose of the Foundation is to encourage people under the age of 30 to become involved in the restoration and preservation of veteran, vintage, post-vintage, historic 50's, historic 60', historic 70's and historic 80's vehicles up to 30 years old.

The Foundation may:

- Help with the purchase of specialist tools or equipment;
- Assist with the actual cost of restoration work;
- Contribute toward TAFE or other fees;
- Contribute toward any project considered worthwhile by the Trustees.

The Robert Shannon Foundation is a registered Charity, therefore there are conditions that must be met before a grant can be awarded.

Grant Eligibility

Any person (or group of people) under the age of thirty years, and engaged in studying automotive restoration and preservation, or actively working on historic vehicles is eligible to nominate for a grant.

Time Frames

1. Applications for a Grant must be in the hands of the Secretary of the State or Territory Council by 1st May annually. *(It is recommended Applications are forwarded to State or Territory councils well before 1st May for assessment.)*
2. Applications for a Grant must be in the hands of the AHMF Chairman by 1st June annually. *(Applications received after this date will be assessed with the submissions for the following year and will require a detailed and updated report from the applicant, supporting club and State or Territory Council.)*

Conditions

The following conditions and responsibilities are provided to assist applicants and their Clubs in applying / nominating for consideration of grants from the Robert Shannon Foundation.

1. Grants will be made ONLY to Australian citizens, under the age of 30 years.
2. Applicants must be members of an approved club, affiliated with a State, Territory or Regional Council of the Australian Historic Motoring Federation (AHMF).
3. Nominating Clubs are required to provide a Mentor, (preferably NOT a parent of the Applicant) that has suitable qualification or skill to guide the applicant for each project. The

Mentor must be prepared to provide an independent annual report to the Trustees by 30th June, advising skill levels achieved and of progress made or of completion of the project. Photographic and digital records from the mentor are encouraged and these may be posted on the AHMF and State Council websites.

4. Grant recipients are required to provide their own report by 30th June annually and upon completion of the project.

It is the responsibility of the supporting club to provide independent follow up in this area.

5. A significant requirement is the display of the completed project.

The vehicle is to be made available for public display at National Heritage Motoring Day events, State and Regional displays and other Public events. The displays are to be documented by digital and photographic means. These reports and photographs may be posted on the AHMF and State Council websites. This documentation will be made available to the Trustees.

6. In addition to the grants for restoration projects, The Robert Shannon Foundation may provide in each year, 1 (*one*) payment contributing to Fees applicable for courses relating to Automotive or Engineering Training, and provided at a TAFE or other such Accredited Training Facility for a Club Member of an AHMF affiliated Council.

The successful Applicant may, when arranging their course payment, direct relevant accounts to:

The Robert Shannon Foundation,
PO Box 178, Northgate Qld 4013

Further detail regarding this grant may be obtained by contacting the Robert Shannon Foundation Chairman on 0419 789 151.

7. All Applications for Grants should be first assessed at a Club level for suitability. The Club is to follow up with the applicant to ensure all aspects of the Submission are covered.

The Club then forwards the Application, along with covering letter, to the State or Territory Council for endorsement **by 1st May in each year**.

8. State or Territory Councils are to ensure all Submissions are sent to the Robert Shannon Foundation by **1st June in any year** for the Trustees to assess via the selection process.

In past years, many of the Submissions received have not meet the guidelines for the grant. So,

ensure you follow the conditions and grant process closely.

The Australian Historic Movement will be the beneficiary of the support and trust that we place in these dedicated and enthusiastic young members.

Grant Recipients since 2010

For the full list of grant recipients since 2010 please refer to the AHMF website - <https://ahmf.org.au/rsf/recipients/>



Christine Stevens presents grant to Lauchlan Pierce (1967 HR Holden Premier) in 2013



Ryan Wood - 2021 recipient - 1978 Holden Gemini Panel Van

Grant Application Process

Before completing an Application, an individual or group must seek the support of their local historic vehicle club. This club must be affiliated with the appropriate state or territory council.

The supporting club must complete the relevant section of the Application Form and forward the application to its state council for endorsement.

Application Form

Please refer to the Sample Application to enable you to see what the Trustees will be looking for

when evaluation your application - <https://ahmf.org.au/rsf/>

Funds

The funds available for grants is the interest earned from investments. To assist increasing the value of these grants, we would appreciate donations to help build our investment funds. Clubs are encouraged to donate the clubs income/interest earned from their investments and, thus, removing the need to pay tax.

Although the Foundation has gained recognition as a charitable organisation we are still working on making donations tax deductible.

When was the Foundation established?

The Robert Shannon Foundation was established in 2003 to perpetuate the memory of Robert Shannon, founder of Shannons Insurance, who died unexpectedly in March 2000. Robert was an avid classic car enthusiast, who especially enjoyed his 1930 Invicta S Type.

Robert was a strong supporter of the historic motoring movement and was concerned that it was not attracting enough younger people, particularly in the areas of the preservation and restoration of classic vehicles.

Trustees:

- Chairman - Christine Stevens QHMC
- Treasurer - Neville Launer FVVCVC
- Trustee - Matt Lack CHMC NSW

Enquiries

Enquiries can be to the Foundation Chairman, Christine Stevens (Phone 0419 789 151 - christine@vintagenoise.com.au)

All correspondence to be via the relevant State or Territory Council.

Disclaimer

The Robert Shannon Foundation has **NO** connection with Shannons Insurance.



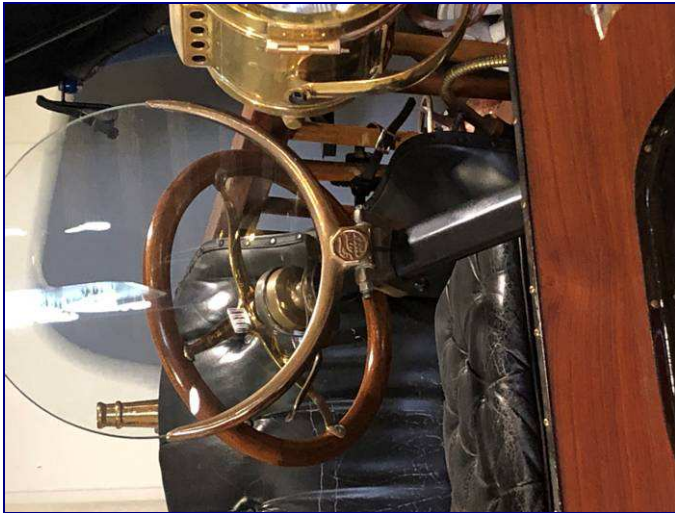
AUSTRALASIAN MOTOR MUSEUMS ASSOCIATION INC. 2023

Australasian Motor Museums Association Inc, Affectionately known as "AMMA", was formed with a vision to represent the common interests of its' members and to encourage the preservation of our motoring heritage.



The organisation is member driven with approximately 50 members including Government, public, and private museums and collections throughout Australia and New Zealand.

AMMA has been established since 2007 to assist members to increase public attendance by facilitating awareness of member museums and collections. This is achieved via our website, National brochure, and member referrals.



The association provides networking for members through the website, quarterly newsletter, annual meetings and get togethers'. Apart from the main committee, there are state delegates who represent their members in each state on any issues that may arise.

AMMA is a member of the World Wide Forum for Motor Museums which hold bi-annual conferences globally, which helps AMMA keep in touch with World Wide issues around the preservation of motoring history.

AMMA relies on car club visitation to the members throughout Australia and New Zealand, and who share the passion for restoration and preservation of our motoring heritage.



We look forward to working with and supporting the AHMF on any common issues that may arise within our associated bodies.

Yours faithfully,
Colin Kiel
Current AMMA chairperson.

NHMA NATIONAL TRACTOR TREK at WEDDERBURN

29th September - 2nd October 2022

Finally, after this event being cancelled twice due to COVID requirements, the week of the third attempt had arrived. The tracks have been tested, the arrangements for catering and the necessary permits have all now been obtained.

In Bendigo we made arrangements for people who wished to be able to park their tow vehicles at a farm just out of Marong. That would allow their drivers to drive to Wedderburn on Thursday 29th September and back Sunday 2nd October making it a 4 day trek. Peter and John set the 88k track to Wedderburn and arranged lunch at the Hotel. We then ran three cars between Bendigo and Wedderburn each day so as people could use accommodation here in Bendigo.

By the start of the trek there was 105 tractors finally entered with 38 refunds having been made over the past 2 years to cancel entries as requested by participants. A further 23 people indicated that they wished to come and be part of a two day tour of the district. On Friday 30th September there were 81 tractors and drivers ready to start off. Twenty people did not come or send their cancellation request.

As we all know locally the rain has been excellent this winter and there was a large amount received in Wedderburn over the 3 weeks leading to the event. So much so, two days prior to the start of the trek there were several washouts evident on the gravel roads but to their credit the Wedderburn Shire staff repaired those in time for the event to start.



Sharing local information on the trek

Arrival at the Engine Rally grounds and the usual camping area on the cricket ground was closed as it was too wet. A number of interstate entrants were seen. Three Chamberlains arrived with caravans in tow and they had travelled from Portland. The main make of tractor present was 135 Massey Ferguson's followed by Fordson Dexta's.

There were 4 groups set up in colours with approximately 20 tractors in each group. One turned South West and headed to Fenton's Creek. The other North West and also for Fenton's Creek. They were all to meet and the Fenton's Creek hall for lunch and then continue on in a circle. On the other side the same with two groups ending up in Korong Vale for lunch. Then the next day you swapped and did the other Run.

Friday morning and 9:00am drivers briefing after egg and bacon rolls for breakfast. 9:10am and the first colour group set off. The rally grounds was cleared of tractors in less than 15 minutes.

Our trip to Fenton's Creek went very well and we stopped to hear about a large eucalypts tree plantation and harvesting business that has set up there. Then a tree that was half cut through in 1914 and the logger doing it left to join the army and sadly did not make it back and the tree remains partially cut. Then onto hear about the original farming Station in the area that covered over 25,000 acres. The original home is still on site in Fenton's Creek.

Lunch was excellent both days and a credit to the local groups CFA, Lions and Engine club to provide

a BBQ at Fenton's Creek and Salad rolls at Korong Vale.



Lunch at Fenton Creek

Both days runs were over by 4:00pm with afternoon tea back at Engine Park. Dinner at night was a BBQ Thursday, Friday and Saturday sit down meals at the Wedderburn Hall.

Over the 4 days the local service station opened early and closed late so as the tractors could refuel. On Friday 69 km's were travelled. On Saturday 67 km's were travelled. The roads were still under water in a number of places. The water over the road made it all more interesting to do.

On the Korong Vale side we firstly heard about the dam made in the bush in the 1890's using horses, ploughs and scoops to build. This then supplied water for the steam trains at Korong Vale which was a major station in its day. Then we went to the site of the Wedderburn Junction rail station and sale yards. Evidently if a rail way truck is set rolling at this station in about 15 minutes it would roll to Korong Vale station by itself and it was there they had the side tracks to bring it to a stop. At one point on the trek we stopped on a hill and we could see for many miles and could follow the ridge line that we had been travelling on all day.



The dam for the trains at Korong Vale



Parking at lunch in Bridgewater

Sunday morning was soon upon us and Peter and his followers headed off on their tractors at 8:15 back to Bridgewater and down to Marong. In Wedderburn 24 tractors went on what they said would be a short run. It was to the CFA radio, and two phone towers on a very high hill out of Wedderburn. We climbed and climbed and travelled through a lot of washed out tracks to get there. It's not often you have to change to a lower gear on runs but we did on this. The view was excellent. The way down was interesting and very low gears was the order of the day. By the time we returned to Engine park most were gone or heading off after an excellent lunch.



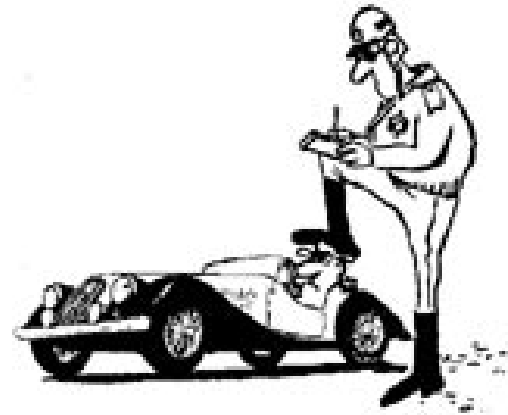
Start off at Wedderburn

Thank you to whoever arranges the weather as we even got sunburnt Friday, Saturday and Sunday and not one spot of rain over the 4 days. Interesting having said it was very wet just 24 hours before the event by Friday afternoon and 80 tractors over the same roads there was a lot of dust rising for those towards the rear of the lines of tractors.

All in all an excellent event that was very well run and the food was restaurant standard.

Neil Athorn

President - Federation of Veteran, Vintage & Classic Vehicle Clubs Inc.



MODERNISING THE REGULATORY FRAMEWORK FOR THE EXPORT OF SIGNIFICANT CULTURAL HERITAGE

For many years the historic vehicle community has been concerned at the loss of important heritage cars, motor cycles, trucks, tractors and traction engines from Australia to overseas, vehicles that are significant to the nation's history, culture and identity. Legislation in 1986, the Protection of Movable Cultural Heritage Act, aimed at protecting Australia's movable cultural heritage by regulating the export of significant objects.

Unfortunately, the legislation has not proven as effective as intended nor has it been upgraded to meet an evolved heritage environment. In 2015 a Review of the Act, commissioned by the Government and at which automotive heritage was represented, resulted in recommendations that were supported extensively by heritage groups, organisations and academics. Regrettably, these improvements were not enacted, despite moveable and heritage groups repeatedly encouraging the relevant Ministers and Department for their implementation.

In 2018 a new group, Operating Heritage Australia (OHA), began advocating strenuously for the PMCH to be upgraded in accordance with the 2015 Review's advice. OHA is an independent forum of specialists and experts from steam, aviation, maritime, agricultural, rail and automotive heritage groups, from around Australia, dedicated to the preservation and ongoing use of all forms of moveable and operating heritage. These various sectors were all acutely aware of significant or

important heritage machines and objects that had been exported, despite the PMCH.

OHA's tireless campaign for PMCH improvement included meetings with the Minister, with the Cultural Property Section of the Department of the Arts, and with local MPs. In addition, OHA began reporting to the PMCH regulators heritage vehicles, etc., e.g. the GMH Archives, identified as at risk of export. This action over the last four years highlighted to Canberra the depth and breadth of vehicles at risk, previously they had assumed there were very few, if any, such exports!

OHA established and has maintained a collaborative working relationship with the Commonwealth regulators, for not only the PMCH, but also on a variety of relevant heritage concerns and developments. In addition, OHA champions operating heritage at State and National cultural heritage reviews, earning a "place at the table", and promotes all forms of operating heritage to other major community and professional heritage organisations. OHA is also engaged in monitoring sustainability developments and regulations for all operating heritage, including carbon offsets, and in ongoing advocacy where legislation etc. could or does impact on the assessment, management or functioning of operating heritage. The heritage automotive sector is represented at OHA by delegates from the CHMC NSW and the AHMF.

Late last year OHA became aware, through its advocates, that there was possibly a renewed interest by the new Government in attending to the neglected PMCH. So it was with satisfaction that OHA noted that modernisation of the PMCH was an action in the Government's *Revive Cultural Policy*, launched on January 30th.

The persistent efforts of OHA, its advocates, and other heritage groups who did not give up on getting a modernised PMCH on the Commonwealth's agenda has finally had results. OHA looks forward to not only being an active participant in discussions on the PMCH upgrade, but to a revised PMCH that actually ensures that heritage significant vehicles, machines and related objects do remain in Australia.

Below is OHA's media release following the launch of the **National Cultural Policy - Revive: a place for every story, a story for every place** on January 30th, 2023

Media Release February 3, 2023. OHA was pleased that the Commonwealth Government announced in its new National Cultural Policy, *Revive*, on Monday Jan. 30th that it intends to "*Modernise the Protection of Movable Cultural Heritage Act 1986, to streamline and simplify*

processes for the protection of both Australian and foreign movable cultural heritage".

As an organisation dedicated to preserving and promoting our national heritage, Operating Heritage Australia was gratified to see the Government taking this important and long overdue step. A step that we hope will update and strengthen protections for heritage transport, machinery and technology across the country.

Moveable and operating heritage objects like road vehicles, trains, tractors, planes, boats, machinery and related equipment are not only a valuable part of our history and culture, but their preservation and use generate valuable economic, social and educational benefits. It is vital that these objects, whether they are unique, rare, historically significant, or merely everyday objects from our past, are protected by strong and appropriate legislation.

OHA, since its establishment in 2018, has strongly advocated with politicians and bureaucrats for the modernisation of the 1980's Protection of Movable Cultural Heritage legislation, by updating it per the recommendations in the 2015 Simpson Review of the Act, "Borders of Culture – Review of the Protection of Movable Cultural Heritage Act 1986".

This announcement by the Government confirms that OHA's advocacy efforts were valuable.

OHA looks forward to working with the Government and other stakeholders in the legislation modernisation, OHA has a good record of working effectively with governments, regulators, operating heritage organisations and their members, heritage specialists and museum experts. Our group brings to discussions and submissions a wealth of knowledge, experience and skills in managing and preserving a wide variety of movable heritage, expertise that incorporates the best from both the professional and amateur heritage sectors.

OHA hopes the outcome of this modernization will be an updated and strong legislation and regulations that not only meet the needs of Australian movable heritage and its custodians, but also provides contemporary, transparent and effective processes for its protection.

- For more information on the *Protection of Moveable Cultural Heritage* legislation, please see: <https://www.arts.gov.au/what-we-do/cultural-heritage/movable-cultural-heritage>
- For more information on the 2015 Review "Borders of Culture" please see: <https://pgav.org.au/Final-report-for-review-of-PMCHA-1986-Act-released~176>
- For more information Operating Heritage Australia: <http://bigstuffheritage.org/oha/> or

Facebook:
<https://www.facebook.com/profile.php?id=100057087444610>

- To contact OHA:
operatingheritageaustralia@gmail.com

ACTION LINK

In respect of wet engines, the idea is to drain everything: like gearboxes & diffs steering boxes and the engine. The engine can be treated as for blown head gasket here and purged with "drained hot" oil from another engine, as engine oil is designed to scavenge water. Practiced what I have preached.

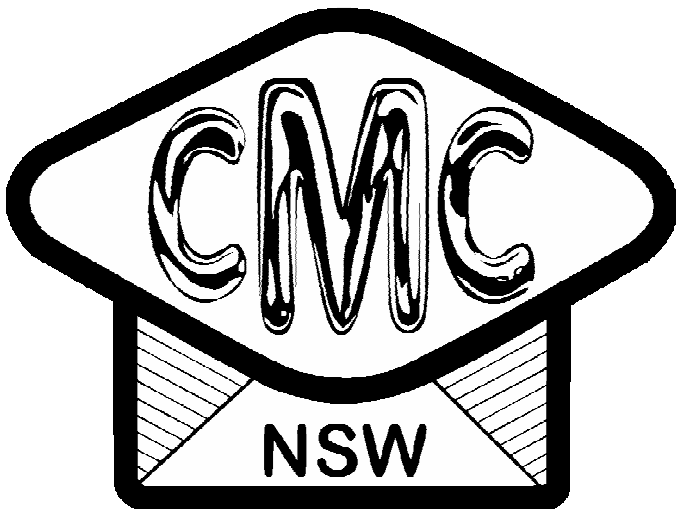
One engine that did that recently is 72 with original pistons & bottom end the other one is first life and 65.

Methylated spirits will also scavenge water. Ideal for petrol tanks; Used it after repairing them and using water to stop them exploding.

Marcus Chick

Note to readers: *This section is for your comments, etc.*

60th ANNIVERSARY of CMC



In 1963 a group of seven car clubs got together on 1st March and agreed that a Council of Clubs would be a good idea.

12 good men gathered in the centre of Sydney that night and ran through a number of ideas for the formation of the Council.

The name was decided on as the Council of Veteran, Vintage and Thoroughbred Motor Clubs or CVV&TMC.

By the end of that year the seven clubs had joined up and the group became affiliated with C.A.M.S.

CMC is still with CAMS /MA mainly for insurance and permit reasons.

It is interesting to read the minutes from that first meeting and see what has been achieved and what has not been reached as yet. Owning our own premises is one far off dream.

The CVV&TMC grew from strength to strength and achieved many good things on behalf of car clubs and their members. Mainly related to registration and road use.

Council has been involved over the past 60 years in negotiating bigger and better things for enthusiasts throughout NSW. We have been a member of AHMF and it's predecessor for many, many years as well.

The name change to Council of Motor Clubs (CMC) was made to simplify things as negotiations with Government etc were often held up explaining the acronym. Also suited the wider range of vehicles we now cover.

Bringing the older 1950 devised Club Plate permit to move scheme up in steps from Veteran cars only to 1939 and then to a 30 year rolling cut off date were major achievements.

Bringing the ACT clubs into the registration scheme helped members of those ACT clubs to get NSW permits etc. provided the vehicles were garaged in NSW.

Moving to a proper conditional registration scheme from the permits to move was another big step in 2000/2001. This gave everyone a unique number plate under the Historic Vehicle Scheme (HVS).

This had to be done as the systems could not handle the fact that under the old scheme there were over 400 vehicles out there in NSW with the plate 001.

Every club had it's own set of plates starting at 001, 002, 003 etc. In different colour combinations and a small club name bar across the top, but too hard to decipher when photographed from a distance.

The new roadside scanning cameras and the computers could not fathom who to send the fine to. Not such a bad thing for us but we did understand the reason for change.

Then the introduction of our 60 day per year logbook made a significant improvement to the members' use of their favourite vehicle/s. NSW has the benefit of 60 days private use PLUS all club organized events.

In 2016 the addition of the Classic Vehicle Scheme (CVS) came into play and allowed those with 30 + year old modified light vehicles to obtain the benefits of conditional registration.

This reduced the incidence of people “fudging” the HVS rules that said “must be as close to original as possible”. Still happens, but far less so these days.

In 1964 the Council organized the first CVV&TMC Rally which was held at Warwick Farm Racecourse. A fine display of mainly vintage British cars.

That rally continued on at various venues and is now known as the Shannons Sydney Classic. Each year it hosts close to 1,800 vehicles from the CMC's 232 clubs and the 30,000 members of those clubs.

It could hold more as many clubs want to bring along all their members however space limitations at Sydney Motorsport Park prevent that happening.

A luncheon with close to 300 people will be held on Sunday 5th March 2023 to celebrate the CVV&TMC / CMC 60 years of service to the club movement.

*Terry Thompson
President – Council of Motor Clubs Inc*

NATIONAL MOTORING HERITAGE DAY - Sunday 21st May 2023

National Motoring Heritage Day is the **3rd Sunday in May** annually

It is an initiative of the Australian Historic Motoring Federation. The aim being to promote and display Australia's strong motoring heritage; and also show the community, business and government the strength of the Australian historic motoring movement.

These historic vehicles bring enjoyment to their owners, as well as the public.

Australia's historic motoring movement has a massive input into the economy. Vast sums of money are spent on the restoration and maintenance of motor vehicles. There is also economic benefit to businesses (e.g. caravan parks, hotels, restaurants and service stations) in the towns and cities where events are hosted.

National Motoring Heritage Day is a day for historic vehicle owners share their passion with the public and other vehicle enthusiasts.



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.

FROM THE SPOKE'N'HUB TORQUE EDITOR

Do you have hints or technical articles for future issues. If you have any top tips that deserves a wider audience, email me today and we can help spread the word.

Put pen to paper and email articles with hints or technical articles along with photographs; we will provide one lucky author - or photographer - per *Spoke'n'Hub Torque* Newsletter will receive an AHMF 2020 National Motoring Festival Cap.



Please provide informative articles of a National nature that you believe will benefit and be of interest to others.

Email newsletter articles (Word & jpeg format) to Christine at christine@ftrs.com.au.

Due dates:

Articles to Editor: 15th May 2023
Distribution Date: 1st June 2023

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1925 Chevrolet Superior K Truck