



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

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,

I remember being told as one ages the years seem to go so quickly. I could hardly believe when our editor called and asked me to write this report for the August Edition of SPOKE'n'HUB TORQUE. It seemed I had only recently written my report for the last edition. A quick look at my calendar confirmed we are in August! The last three months seemed to pass in no time at all.



Being August has some benefits. It brings improving weather and that means it's time to get our vehicles out of our sheds. From the notifications for upcoming club events, I am seeing it looks like it is going to be a very active period for all.

I am again taking part in this year's Mystery Box Rally. We are using the same EL falcon we used last year and have been spending many weekends in the workshop making sure the car will make to 9000-kilometre journey we will travel to the start, completing the Rally and then returning home. I expect up to 2000 kilometres of this journey will be over outback bush tracks. The purpose of this rally is to raise funds for Cancer Council Australia. So far, our team "Old But Not Under" has raised just over \$19,000 for this very worthwhile cause. This again helps highlight the value our movement provides the community in which we live. We leave on Sunday 11th August and I will provide a report on our endeavours for our next edition.

As our regular readers will be aware, the AHMF is supporting the Canberra University (Cultural and Heritage) study of the current use and future use of

fossil fuels in operating heritage machines of all types. With the current focus on fossil fuels, it is essential our movement doesn't get caught in any unintended consequences of any actions the Government may take. It is vital we have a voice in Canberra. Obviously, the automotive movement is a large and vital segment in the community. We know how limited the use of our vehicles is and how little we contribute by way of greenhouse gases. Likewise, we know the financial and cultural benefit we bring to the community at large.



The survey was prepared with input from enthusiasts from peak operating heritage groups covering historic motor vehicles, steam - rail, road and stationary, antique farm equipment, aviation and maritime sectors.

Data from the survey will assist all who advocate that our historic vehicles and machines should continue to be operating into the future, helping our peak bodies and clubs ensure that this important issue isn't overlooked by the regulators in the transition to renewables.

If you've not yet completed the survey -

- It only takes about 10-20 minutes to complete
- Responses for one or many operating historic vehicles etc. can be submitted.
- It does not collect any personal information
- All responses are anonymous
- It will be online till December (but please don't leave it to the last minute to complete)

The survey is in early days but already we are getting strong support as the below graphic

identifies. Obviously, the more responses we get from all over Australia the more accurate our data will be.

Help us prepare for the future of operating heritage by participating in the survey online here: <https://tinyurl.com/2vpz9a8w>

I have been hearing from the Heavy Vehicle sector of the historic vehicle movement that some Australian states are of the opinion that the National Heavy Vehicle Regulator (NHVR) is now responsible for the registration of all heavy vehicles in Australia.

The National Heavy Vehicle Regulator (NHVR) administers one set of laws for heavy vehicles over 4.5 tonnes gross vehicle mass. This set of laws consists of the Heavy Vehicle National Law (HVNL)* and five sets of regulations.

The HVNL commenced on 10 February 2014 in the Australian Capital Territory, New South Wales, Queensland, South Australia, Tasmania and Victoria. Each of them passed a law that either adopts or duplicates the HVNL (with some modifications) as a law of that state or territory.

Although the HVNL has not commenced in Western Australia or the Northern Territory at this time, the HVNL applies equally to vehicles from those jurisdictions when they cross into one of the states or territories where the HVNL applies. In some cases, drivers may also need to comply with certain aspects of the HVNL before they cross the border.

The AHMF is approaching the NHVR as we seem to be getting mixed messages as to their relevance to the non-commercial historic heavy vehicle movement.

I encourage all enthusiasts who are having difficulties dealing with state regulators in relation to historic heavy vehicles and use to contact the AHMF so we may be able to assist.

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

David Berner

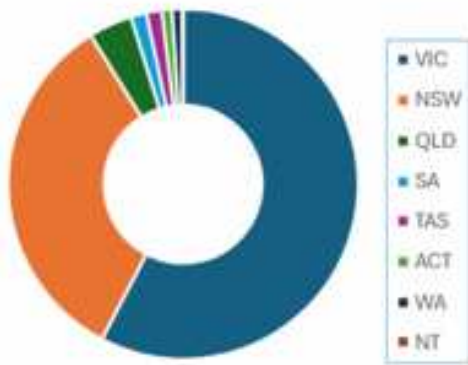
President



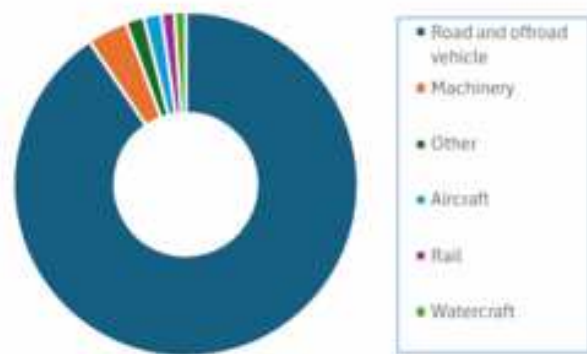
Australian Historic Motoring Federation.

Fossil fuels in heritage survey tally at 5/8/2024

'State': total entries 1390



'Machine Type': total entries 2290



To participate in the survey: <https://tinyurl.com/2vpz9a8w>

Research Partners



Supported by



THE AUSSIE VALIANT FIRST GENERATION RV1 (R series)



After the Plymouth Valiant turned out to be a success in the United States (starting with its 1959 introduction), Chrysler released Australia's first locally assembled Valiant, the RV1 (R-series). It was officially unveiled by South Australia's Premier, Sir Thomas Playford, in January 1962 and was assembled at Chrysler's Mile End facility.

The RV1 (or R Series) Valiant was an instant success. Not everyone was taken instantly by the

car's styling, but the general consensus was that the car had a modern, almost space age quality about it.

Also notable was the Valiant's performance with 145 brake horsepower (108 kW) from the 225 Slant-6 engine. This was a lot of power compared to the competing Holdens and Fords, which offered only 75 bhp (56 kW) and 90 bhp (67 kW) SAE respectively.

Standard transmission in the RV1 was a floor-shifted three-speed manual with a non-synchro first gear. A button-operated three-speed TorqueFlite automatic was optional. Other options included a heater-demister unit, as well as a "Moparmatic" deluxe pushbutton transistor radio.

The RV1 Valiant was the first Australian car to come with an alternator instead of a generator, and instead of coil springs, the Valiant came with torsion bar suspension. Brakes were hydraulic 9" drums front and rear. The RV1 had a simulated spare wheel outline on the bootlid, but the spare wheel was actually under the floor of the boot.

The base model sold for £1299.

Model range

The Valiant RV1 was produced in two models:

- Valiant RV1-2 manual sedan
- Valiant RV1-4 automatic sedan

The RV1 was offered only in 4 door sedan form. The RV1 was marketed by Chrysler Australia as the "Valiant by Chrysler" rather than as the Chrysler Valiant.



Engines and transmissions

The RV1 was offered only with a 225-cubic-inch (3.7 L) capacity inline-six engine, with a choice of three-speed manual transmission or optional three-speed TorqueFlight automatic transmission. The engine was called the Slant Six, due to it being inclined to the right at an angle of 30 degrees. This apparently allowed for a lower bonnet line and also allow for the long intake manifold arms which were also a feature.

The manual transmission was a 3-speed floor shift, with a "curvy" style gearstick that wrapped around the edge of the bench seat, and sat next to the driver's leg. It wasn't until the introduction of the S Series Valiant (SV1) that the shifter moved to the steering column.

The automatic Chrysler Torqueflite transmission had an excellent reputation for service and smoothness. Gears were selected via pushbuttons which sat to the edge of the cars dash gauges

SV1 (S Series)

In March 1962, Chrysler replaced the American 1961-model R Valiant with the American 1962 SV1 (S Series) Valiant. The SV1 used the same body shell as the RV1, with cosmetic changes including the deletion of the simulated spare wheel on the bootlid, and round tail lamps replacing the R-model's cat-eye shaped ones. There was a revised radiator grille and new exterior trim.

Mechanical changes included relocation of the manual transmission

shifter to the steering column, new ball joints, and a new gear-reduction starter motor.

10,009 SV1 Valiants were sold, of which 5,496 were automatics and 4,513 were manuals.

Model range

The Valiant SV1 was produced in two models:

- Valiant SV1-2 manual sedan
- Valiant SV1-4 automatic sedan

The SV1 was offered only in 4 door sedan form. Like its predecessor, the SV1 was marketed as Valiant by Chrysler rather than as Chrysler Valiant

Engines and transmissions

The SV1 Valiant was offered only with the, 225-cubic-inch (3.7 L) capacity inline, Slant-6 engine with a choice of three-speed manual transmission or three-speed TorqueFlite automatic transmission

Source: Wikipedia

https://en.wikipedia.org/wiki/Chrysler_Valiant#First_generation

[https://en.wikipedia.org/wiki/Chrysler_Valiant_\(RV1\)](https://en.wikipedia.org/wiki/Chrysler_Valiant_(RV1))

[https://en.wikipedia.org/wiki/Chrysler_Valiant_\(SV1\)](https://en.wikipedia.org/wiki/Chrysler_Valiant_(SV1))

Permission has been received from the Bay City Chrysler Car Club to use the article in AHMF's Spoke'n'Hub Torque.

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 .

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 be 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 or

Phone: 0427 446 660 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.

Email: sales@bendigowap.com.au

Phone: 0427 446 660

INFORMATION WANTED ON A 3-WHEELED VEHICLES

(NOT a Morgan 3-wheeler)

On our Federation VVCC WWW we received an enquiry from a Jason who has recently purchased a Morgan 3 wheel vehicle.



It came with little known history but it could have been used in NSW at one time.



Only clue to anything was an old Federation Victoria windscreen sticker and why Jason made contact with us. It's a sticker from 1989 and would have been used by a Federation member club at an event or tour to say the vehicle was okay to use.

If anyone can help Jason out with some history on the vehicle or the club that issued the sticker he would appreciate it. E: jmphantom71@gmail.com



Thanks

Neil Athorn

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

Note from Greg Stevens (Morgan 3-wheeler owner and enthusiasts from 2001 - 2023)

From the photo, this is not a Morgan 3-wheeler. It is a home built copy. The only thing in common is the number of wheels.

AUSTRALIAN MOTORING HERITAGE FOUNDATION SURVEY

Australia's Historic Vehicle Owners spend over \$9.9 Billion annually!

- Over 6,000 respondents across 800 motoring clubs in a nationwide Economic Value Study confirm close to \$10 billion in annual expenditure on historic vehicles
- An estimated 970,000 historic vehicles in Australia with owners spending close to \$10,240 per vehicle per year
- Australian Motor Heritage Foundation: "In carrying out this study, we have shown that the historic vehicle movement is a large and vibrant part of Australia's society and economy"

The enthusiast owners of an estimated 970,000 historic vehicles in Australia spend on average \$10,240 per vehicle annually, around 12.5% more than people who own daily driven cars.

The historic vehicle fleet represents 4.4% of Australia's 21 million total vehicle fleet.

Around 50% of the survey respondents own only one historic vehicle, the other 50% owning two or more vehicles.

"Historic" vehicles are in two categories: those 15 to 30 years old defined as "classic" vehicles and those over 30 years old defined as "heritage" vehicles.

The survey also reveals the total annual economic impact, including both direct and indirect expenditure, is \$25.2 billion: with the sector creating almost 79,000 jobs – 42,000 direct and 37,000 indirect. These jobs generate \$6.2 billion in wages and salaries annually. These are very large numbers by any standard.

Information sourced from the Australian Motor Heritage Foundation website

<https://motorheritage.org.au/economic-value-study-of-australias-historic-vehicle-sector/>



Australian Indian Museum, Geebung Qld

AHMF AGM - ADELAIDE 7th & 8th August 2024

The Australian Historic Motoring Federation Inc. (AHMF) AGM is being hosted by Federation of Historic Vehicle Clubs SA over the weekend of Saturday 7th and Sunday 8th August.

If your organisation has an issue of national interest you believe should be included in the agenda, please contact President David or Editor Christine.



Bendigo National Swap Meet

Featuring:

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

16th & 17th 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

Site Bookings 0427 446 660

General Enquiries 0434 730 822

info@bendigowap.com.au



WRITTEN-OFF VEHICLE SCHEME - Proposed by Transport & Main Roads Department - Queensland

Delegates attending the Queensland Historic Motoring Council (QHMC) May delegates meeting were advised that Transport and Main Roads Department (TMR) had released a Consultation paper in relation to the Qld Written-off Vehicle (WOV) Scheme, along with the proposed changes and the desired affects.

QHMC President sent emails with website links and a copy of the TMR Consultation paper, to all member clubs, to politicians, local and state members and the committee have made contact with TMR.

The survey closed 20th June 2024 though it is not too late for you to have your say.

Send your submission directly to the Minister for Transport and Main Roads, Bart Mellish MP or your local or state member by the end of September.

<https://cabinet.qld.gov.au/ministers-portfolios/bart-mellish.aspx>

Queensland's WOV Scheme manages the risks posed by profit motivated vehicle theft to the community. A WOV is a vehicle that has been damaged and assessed as a total economic loss. Once assessed as a total economic loss, vehicles are classified as either a statutory write-off (SWO) or a repairable write-off (RWO).

- SWOs are vehicles that have damage too severe to be safely repaired and returned to the road.

SWOs cannot be re-registered in Queensland or any other Australian jurisdiction, even if repaired. These vehicles are suitable only to be used for parts or scrap metal.

- RWOs are vehicles that do not meet the damage assessment criteria for a SWO.

RWOs may be registered after they have been repaired and passed the standard Safety Certificate check, and a WOV Inspection (WOVI).

The WOVI includes an analysis of the vehicle's history and repair documents. It is a thorough and detailed analysis of the identity and history of the vehicle to ensure its identity is legitimate and stolen parts have not been used in the repair.

Notifiable vehicles

A vehicle is only 'notifiable' if it's up to 16 years old, is assessed as a total loss, and falls in one of these categories:

- a vehicle with a gross vehicle mass (GVM) not over 4.5 tonne
- a motorcycle
- a caravan
- a trailer with an aggregate trailer mass (ATM) over 4.5 tonne.

These vehicles must also comply with the applicable Australian Design Rules (ADRs).

Non-standard vehicles that are not designed to comply with ADRs are exempt from notification, such as tractors or other farm machinery and construction vehicles.

Preferred options for reform of the WOV Scheme

Those I have underlined will effect the Historic vehicle movement greatly.

- Add a Quality of Repair (QoR) process to the WOVI process.
- Include heavy vehicles as notifiable vehicles for the Queensland WOV.
- Remove the age limit for notifiable vehicles.
- Mandate assessment of notifiable vehicles involved in a serious incident.
- Include odometer readings on the WOV.
- Mandate notification of the disposal of vehicles and components.
- Add WOV status to the QLD Rego Check app.
- Improve TMR web content, including promotion of Personal Property Securities Register (PPSR) checks.

This package of preferred options for reform is being considered to ensure that the WOV Scheme continues to minimise the incidence of vehicle theft, supports Queensland road safety outcomes and provides accurate information for consumers when buying used vehicles.

TMR state, "These options also seek to achieve a higher degree of national consistency." Nationally, this is not a preferred option for the historic vehicle movement!

Problems were identified with Queensland's WOV Scheme

- Potential for unsafe vehicles to be repaired and registered for road use in Queensland
- Under reporting of WOVs

- Vehicle theft of older and heavy vehicles is not being managed
- Lack of public awareness.

How is Queensland's WOV Scheme different from other states and territories?

Queensland's WOV Scheme commenced as part of a national approach to combat the illegal use of vehicle identification numbers (VIN) and the re-birthing of stolen vehicles and parts.

Initially all state and territory schemes were similar, ensuring national consistency. Changes made over time to the damage assessment criteria, used to determine whether a vehicle should be classified as a SWO, have been adopted by all states and territories.

However, there have been other changes which have not been adopted by all states and territories:

- The use of a QoR process
- The inclusion of heavy vehicles in the WOV
- Deeming all notified vehicles as SWO (adopted solely by New South Wales).

The proposed reform package will improve Queensland's alignment with the nationally agreed approach for WOV Schemes.

We do not propose to deem all notified vehicles as SWOs.

Remove age limit for notifiable vehicles. (the result being, ALL VEHICLES of ALL AGES will be included in the WOV Scheme.

TMR believe...The practical impacts of this option will be:

- Increased safety of vehicles more than 16 years of age.
- Increased consumer protection for buyers of vehicles more than 16 years of age
- Reduction in vehicle theft incentive for vehicles more than 16 years of age.
- Reduction in number of cheaper vehicles on the used car market.
- Reduction in average age of vehicles on Queensland roads.
- Some historic and classic vehicles may become ineligible for road use should they be classified as a SWO.

Currently only vehicles up to 16 years old are deemed to be notifiable vehicles and any vehicles older than this do not need to be assessed.

National Motor Vehicle Theft Reduction Council (NMVTRC) data from the 2017-21 period 2

indicates that light vehicles (passenger and light commercial or PLC vehicles) more than 16 years are over-represented in profit motivated vehicle thefts.

While these vehicles made up around 18% of the fleet, they constitute over 40% of profit motivated vehicle thefts. An interactive visualisation of the data is available on the NMVTRC website.

As previously identified, approximately 1.15% of notifiable vehicles are written-off per year. If this benchmark is used for vehicles more than 16 years of age around 20,000 additional vehicles may be added to the WOV each year.

This figure may be even higher due to the introduction of mandatory total economic loss assessments after serious incidents, and older vehicles requiring comparatively less damage before being deemed a total economic loss.

If these vehicles are involved in a significant crash or other damage event, they will be assessed and classified as either a SWO or RWO. This will mean that there will likely be an increase in the cost of older second-hand vehicles.

There is also the chance that older vehicles may not be considered for repair as the cost might exceed the value of the vehicle. Of these vehicles it is likely that only a small number would be repaired and require a WOVI.

We have no way of knowing the extent of accident damaged cars being purchased over the age of 16 years where consumers were unaware and therefore unable to make informed decisions.

Removing the age limit on vehicles will mean that there will be an increase in the number of vehicles which will need to be notified in the event they are significantly damaged.

Mandate assessment of notifiable vehicles involved in a serious incident.

This option would introduce a requirement for notifiable vehicles that are involved in a serious incident such as crash, flood or fire, to undergo a total economic loss assessment and be managed within the WOV Scheme.

The practical impacts of this option will be:

- All vehicles deemed a total economic loss classified as RWOs would be subject to the QoR process (if implemented).
- Increased consumer protection.
- Removal of all vehicles that meet the SWO criteria from road use.
- Reduction in number of vehicles that currently bypass assessment.

- Reduction in the number of cheaper vehicles in the used car market.
- Reduction in business opportunities for small repair businesses and used car dealers.

For example, if a vehicle dealer is not covered by insurance and a flood occurs, the dealer can repair the obvious or cosmetic damage and sell the vehicle to an unsuspecting buyer.

The buyer is then faced with a risk that the vehicle is not safe for use on the road, or that issues such as rust or problems with electrical systems will emerge in the future.

Mandate notification of the disposal of vehicles and components.

This option would impose a requirement on vehicle scrap yards, metal recyclers and other relevant businesses to check the WOV status of a vehicle planned to be scrapped or crushed. If it is not on the WOVR the business will need to notify TMR so the vehicle can be added to the WOVR . The practical impacts of this option will be:

- Prevent vehicle identifier use in re-birthing.
- Increased effectiveness in reduction of vehicle theft.
- Increased reporting requirements on business dealing with end-of-life vehicles.

Currently there is no requirement check the WOV status or to notify a vehicle on the WOVR if a vehicle is scrapped or crushed.

If a vehicle is crushed and had not been added to the WOVR, or had been added as a RWO, the VIN from that vehicle could potentially be used on a stolen vehicle of the same type and model in vehicle re-birthing.

This option will also prevent the use of structural parts and components from vehicles that have been classified as SWOs.

By mandating the notification of scrapped or crushed vehicle these VINs will not be available to support profit motivated vehicle theft activities.

Information for this article has been sourced from

<https://www.qld.gov.au/transport/vehicle-safety/written-off-vehicles/about>

and the consultation paper on

<https://www.getinvolved.qld.gov.au/gi/consultation/12306/view.html>

We held our Federation Annual General meeting in Mildura on the 3rd August with an excellent turn up of Delegates. Mildura is a long way for many of our Delegates but in reverse we are fortunate enough to be able to say that the two Delegates from Mildura travel down to all the quarterly meetings which is a great achievement.

All positions for Committee were filled without fuss or the need to pester anyone to join Committee. This is excellent and shows to us that the Federation VVCC is achieving what it has set out to do each year.

At the meeting it was interesting to hear that one club has purchased a special printer that allows them to make individual membership cards for their members. These are very similar to a credit card. Same size, made from durable plastic and large enough for people to read. The club logo, members name and some other information can be included. If other clubs are interested in contracting this club to make their membership cards please contact me and I will get them to call you. They will work out at around \$2.00 each card.

Federation is looking into Companies that provide on line ticket buying and individual spaces allocations at events that can be accessed on line. These could be used for display days, picnic days such as we enjoy on National Motoring Day, Swap meets, tours or just about any event that Historic Vehicle Clubs are involved in. We would be happy to hear of any Clubs using a system like this that is satisfied with the experiences in offering on line buying to the public.

Federation is starting investigations into running an open tour to the Horsham area in Victoria during 2025. Present thinking is in August but we will have to confirm attractions will be open and accommodation is not already booked for another event first. This area of the State holds a number of collections that will be amazing to see. The tour will run for a full week. This will be for any vehicles over 25 years old.

Don't forget the Bendigo Swap to be held at the Prince of Wales Show Grounds Holmes Road Bendigo on the 16th & 17th November.

Regards,

Neil Athorn

President

P: 0408033839

E: neilathorn8@gmail.com



The University of Canberra and the Australian Historic Motoring Federation are conducting a survey on current and future use of fossil fuels and lubricants in operating heritage machines.

Fossil Fuels keep our heritage machines working so whether you are a private owner, a small museum or a government funded institution, we are keen to know what types of fuels and lubricants your machines use and how you might prepare for a potential phasing out of fossil fuels. This could include historic motor vehicles, steam, aviation, maritime, farm equipment and early electric machines, or any other old machines that you keep in working order.

Help us prepare for the future of operating heritage by participating in our survey here: https://uoc.syd1.qualtrics.com/jfe/form/SV_eYdZYP_xnUunYd3o

Our friend, John Milne and his family suffered a devastating house fire on Saturday 6th July in Grange, Brisbane. His house and the homes of 2 neighbours were destroyed along with a 4th house receiving extensive damage.

John was working on his recently acquired 1923 Rolls Royce 20 when the fire broke out. John unsuccessfully attempted to put the fire out and received 2nd degree burns to his hands and legs, and was hospitalised. His wife, Dorothy, also received burns but was not hospitalised.

In the fire, John also lost his 1928 Chev Tourer, 1970 Falcon Ute, his work ute and tools or trade. I believe their son's car was burnt also.

John looked on the positive side, telling Greg they were fortunate their daughter Jessica was out at the time so they still had a car and she had her identification and the family's Medicare - leaving 3 of them with only 25 points of identification.

A gofundme page was set up for the Milne family and they received over \$50,000 in donations. John told us, they want for nothing and the community has been very supportive.

It might be a good time for us all to review our insurance policies as most people are actually under insured. (I discovered we were under-insured.)

Neil Athorn has provided an update from Federation of Veteran Vintage & Classic Clubs, Victoria; Thank you.

David and his team "Old But Not Under" have so far raised over \$19,000 for Cancer Council Australia.

During the month of September I am raising funds in aid of Pancreatic Cancer research. Right now in Australia, 71 people will die from pancreatic cancer every week and 12 people will be diagnosed every day. Please support me and this very worthy cause <https://www.rememberseptember.org.au/fundraisers/christinestevens/move-it-in-september-2024>

Due dates:

Articles to Editor: 15th November 2024

Distribution Date: 1st December 2024

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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 .



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