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“ Logged On.

As many readers will remember I had a lot of misgivings over the introduction of the proposed log book scheme involving heritage vehicles [ vehicles 30 years and older]. My chief concern was the brief first put forward to make log books the only way to operate a heritage vehicle on NSW roads. I believe the current arrangement is the best of both worlds for all operators.

Talking to registrars in many heritage vehicle clubs I have gleaned that there is a large variation in the numbers of their members who have opted to take up a log book within the club. Some clubs have a high percentage on log books whilst in others the percentage is middle of the road or very low. It does seem however, that most clubs have taken up the log book option for their members.

The analysis of log book usage is as in the percentages revealed above is also varied. A large percentage of log book users declared that they did not tend to use their vehicle more regularly , rather looked on the log book as a favourable option which could

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**Council Of Heritage Motor Clubs NSW**

be utilised when a need arose outside normal club social activities.

A review of the conditional registration scheme for heritage vehicles is to be carried out and I hope the current status quo is the final accepted arrangement.

Log books introduced by clubs have attracted more members often younger members, however, there have been some reports of getting such new members to fully accept the ethos of the club and for them to embrace the social aspects of the club. Clubs are approaching this in different ways and I guess the first priority is for the existing long term members to be open to change. I have been involved in the heritage vehicle movement since the early seventies, a time when a rally was almost rags tops for as far as the eye could see. I enjoyed just being out in an old tourer motoring along taking in the noise, smells, the passing scenery and forgetting the cares of getting ahead in the world if only for a short time. Yes, without doubt it was therapeutic, and on the odd occasion I still drive out in that old tourer, the memories of much less hectic times flood back. If your log book enables you to get that feeling and satisfaction with the world, then the therapeutic relief is perhaps the greatest benefit of the scheme. Vehicles now appearing in clubs are within close reach of the 30 year cut off and this does make a greater appeal to having a log book as the vehicle is more suitable for use in the increased, faster moving modern traffic.

If you read this article and you have a more modern vehicle on the log book scheme, Just be aware of the club you have to be a member of to enjoy this motoring privilege. If you joined just for the cheap registration and have little interest in the club do your club a big favour and leave. Those members who have

welcomed you into their group have worked for many years to establish and maintain the club and its many motoring benefits.

Many of us are getting older and the rush and bustle of modern traffic can be a worry, especially when driving in a very old vehicle. Most modern road users don't recognise the reduced ability of an older vehicle and driver.

However, the earlier mentioned therapeutic value makes it all worthwhile . I know I am now very aware of the increase in speed and volume of traffic on the public roads and more cautious when mixing my heritage drive with those in a hurry to be somewhere else.

Enjoy the drive, the memories and the therapeutic delight of a very rewarding hobby.

Editor.

Please note the following correction to the article on the South West Slopes Get Together in the June July Bush Telegraph.

The Bush Telegraph article concluded with the advice that the 2017 South Slopes Get Together will be hosted by the Cowra Antique Motor Club. The event will be in Cowra as stated , however, the host club will be The Midwest Historic Motor Club. Another great get together is promised, please include this fun event in your events calendar . Further details can be found on the Heritage Council Website or by contacting The Midwest Historic Motor Club P.O. Box 68 Cowra 2794 NSW.

WWW.Council Of Heritage Motor Clubs NSW

### Rare 1922 Dixie Flyer.

A Rare Right-hand Drive 1922 Dixie Flyer Firefly was on display at Hershey, Pennsylvania's AACA Museum in 2011. It is the only example known to exist. Discovered in Taggerty, Australia, it was subsequently restored. Produced by the Kentucky Wagon Manufacturing Company [ now Kentucky Trailer]. The Dixie was on display until April 30 2011 after which it was returned to Louisville.

Taggerty is a town in central Victoria Australia. It is located at the intersection of Maroondah Highway and Thornton Road. The population of the town is listed as 330. It would be interesting to find out further details of this rare vehicle lost to our shores, its time in Taggerty and how it found its way back to the USA. If any reader can be of assistance please contact the Editor Bush Telegraph.



## ·STHARC EVENT DIRECTOR'S REPORT 2015/16

2015/16 has been an Eventful Year for STHARC. We have welcomed many new members and their families to the club. Particularly pleasing is the number of young children, grandchildren and especially those with driver's licences coming along to events. Commencement of the 60 day logbook trial appears to have had no adverse impact on club participation as, for the second year in a row, more than two thirds of our members have come along to at least one or more events.

We can rightly claim that we cover the Southern Tablelands Area with members in Queanbeyan/Googong/Jerrabomberra/Burra Creek/Michelago/Carwoola/Forbes Creek/Bungendore/Braidwood/Majors Creek/Wamboin/Sutton/Bywong/Gundaroo/Belmont Forest/Gunning/Boorowa/Goulburn & Marulan. In addition we have members in the ACT, the South Coast, Blue Mountains, Central Coast, Queensland and an Overseas Member who has managed to attend club events despite the long trip home!

I have been thrilled to see an increase in the willingness of our members to get actively involved at meetings and many of our events with suggestions for different speakers, club runs and offers of help in so many ways. I have been touched by the friendship and support of members for each other when they have needed a helping hand.

The Social Get Togethers over Dinner on the first Thursday following the monthly meeting have been very popular as have the monthly Mid Week Runs. We plan to introduce a regular monthly coffee morning for the ladies in the club starting in September.

I have been privileged to get to know so many members, their families and friends as well as learn about their cars, tractors, trucks, utes, boats and motor bikes. The variety of vehicles and diversity of members' backgrounds and interests supported by an excellent website and first class newsletter make this a club to be proud of.

I sincerely thank the events committee members as well as all the other club members who have organised events throughout the year for their friendship and support.

Jane Nock

## Hold The Phone ..... CHMC Calling

All Heritage Vehicle Clubs have for much of the last few years been facing up to an aging membership and the difficulty to attract younger members to the heritage vehicle movement. The existing 30 year RMS cut off rule for older vehicles mean that the movement is now into the mid 80's for eligible vehicles and this combined with less restrictions in vehicle usage are positives for new ,hopefully younger membership.. Now comes the rub, a search and reading of the RMS website, which concerns the road usage by these younger drivers has disclosed a problem which will if unchallenged deal a blow to these younger drivers being able to engage in the use of very old vehicles.

The problem arises with the legality of P1 or P2 drivers being able to drive a vehicle not fitted with at least a drivers seat belt. Under the heading **P2 licence holders must::** [ this obviously applies to P1 licence holders], item 6 states:

**Only carry the number of passengers that can be properly seated in seats and restrained by approved seatbelts or child restraints.**

Item 7 states:

**Only drive a vehicle with a seatbelt fitted to the driver's position and wear the seatbelt.**

**A search of the RMS website does not reveal any concessions to these rules for heritage vehicles manufactured before seatbelt vehicle inclusion became mandatory. Please verify these restrictions by visiting the RMS website and then take this matter up with your local member, get him working on it. The CHMC is contacting the RMS and the Minister to discuss this problem, your individual or club support will be added pressure to have an exemption created.**

**Karma .....What goes around comes around.**

A Scottish farmer came across a young boy who had wandered off a track , became stuck in a bog and likely to be lost forever. He saved the boys life and returned him to his nobleman father. The nobleman pressured the farmer to accept money for saving his son. The farmer refused to accept any money and at that time the farmers own son came in to see his father.

“ Is that your son ?” the nobleman asked

“ Yes, I am proud to say” the farmer replied.

“ I will make you a deal “ the nobleman said “ Let me provide him with the level of education my own son will enjoy. If the lad is anything like his father, he’ll no doubt grow to be a man we both will be proud of.” And that he did.

Farmer Flemming’s son attended the very best schools and in time, graduated from St. Mary’s Medical School in London, and went on to become known throughout the world as the noted Sir Alexander Flemming, the discoverer of Penicillin.

Many years later, the same nobleman’s son the farmer had saved from the bog was stricken with pneumonia.

What saved his life this time?..... **Penicillin.**

The name of that nobleman was Lord Randolph Churchill.....

His son saved by penicillin was of course **Sir Winston Churchill.**

I have been assured that the foregoing account is factual and I have to rely on the detail supplied to me. Sir Winston did indeed recover from pneumonia and the new wonder drug penicillin was used in his recovery. Sir Alexander Flemming was the discoverer of penicillin , however, its eventual life saving medical use was in main due to the efforts of Australian scientist Florey.

Four hero’s ..... I would vote for Penicillin as the number one.

Editor

## Hold That Phone .....CHMC Calling

The executive and committee of the Council want you as members to look hard at the possibility of you or one of your associates becoming directly involved in taking your Council forward into the future. The work being done and to be done by the CHMC is now more urgent and will have far reaching effects on the Heritage Vehicle Movement. Many members of the executive and committee of the CHMC have been involved for many, many years in the role of the CHMC and the safe preservation of the hobby we all wonder how we could ever survive without. One individual who deserves recognition and praise for his long association with your Council is current President Ray Ives. Ray is a true believer and wants you who believe in the Heritage Vehicle Movement to step up and be a part of easing the work load which in this fast moving time is becoming more demanding.

CHMC needs a Vice President, Ray cannot keep the role of President forever , he loves the opportunity it gives to safeguard and promote our special hobby but would dearly love to have a Vice President ready to step up to the plate. CHMC needs a Secretary to co-ordinate the smooth running of Council. This modern time with its range of electronic communications means the day to day running of Council will only involve just a whisper in the conversation of your day.

The Half Yearly Meeting [the business meeting] will be held in the town of Parkes NSW on Saturday 29th October 2016. The Council needs your Club's support . BE THERE, LOOK TO THE WAY YOU CAN HELP TO MAKE A VERY IMPORTANT ORGANISATION REMAIN STRONG.

## A Lost Cost .

The cost of a fully imported vehicle landed in Australia is say \$25,000. A payout by Australia of \$25,000 [ includes \$5,000 profit]

The cost of a vehicle manufactured wholly in Australia is say \$25,000 [includes \$ 2,000 profit] payout by Australia to the overseas parent company \$2,000.

All of the cost of the fully imported vehicle for manufacture, freight and profit leaves Australia total \$25,000. The Australian made vehicle sees \$23,000 being spent back in Australia, and only \$2,000 flowing out. The Australian economy benefits by \$23.000 for every local vehicle.

Its is a simple observation, however, when local vehicle manufacture ceases from 2018 that Australian manufacturing benefit will disappear , and be replaced entirely by a \$ 25,000 import cost.

Previous Governments of both persuasions were criticised for subsidising local vehicle manufacturers for millions of dollars. I believe those millions were a great investment in the people and manufacturing capability of Australia. Consider the thousands of Aussie workers who worked directly or indirectly in the vehicle manufacturing industry.

Employed earning a wage [ not a Govt., handout] paid taxation, paid super, paid GST and spent most of their wage on bringing up a family in Australia. Balance that up against the Government subsidies, a blanket finish. Further to judge this entirely on economic grounds would be a simplification and a disservice to those Aussie vehicle workers. Each of those working, contributing workers is worth much more that any economic dollar value.

Free Trade is the buzz word of the Government. Deals which will be made that will make up for our inability to manufacture for ourselves. We don't manufacture for export in a substantial amount so a free trade deal between us and another country is us paying a value added cost to that other country. We should ask the question " just how free is the free trade deal?"

There are many helping hands and disguised subsidies by governments which silently assist manufacturers before the freedom gate is opened.

To be candid about it the mighty dollar when there is a huge amount of them to be enjoyed no one plays strictly by the rules. The bigger the dollar pile , the greater the ability to make up your own rules. Many of Australia's top policy makers have lauded the level playing field and Australia as the honest broker. Shows that Santa and the tooth fairy are still out there.

The people of the world look to their governments for the ability to live their lives in safety, to feed and clothe themselves and to be able to buy those essentials and if appropriate non-essentials they need in their lives. In this digital age we can go global press a few buttons on a keyboard and that essential or non essential can be obtained. These items do not physically exist in the hard drive, they have been manufactured in a factory with human assistance [this participation varies].

Australia can and must be a participant in manufacturing , if it requires government assistance to get up to operating competitive efficiency it will be money well spent. Many other Governments throughout the world provide this assistance. Remember the USA bailed out its vehicle manufacturing industry and that industry is now giving back to the country a substantial reward for the help it was given.

The NSW Minister for Public Transport when announcing the new fleet of Sydney Trains will be built in South Korea , beamed a smile and called out “ this will save us 25% in cost, this government is looking after the people of NSW.”

Time will judge that 25% smile.

Editor.

## Pull Over Driver.

Those of us who have heard this call have felt our heart drop. With the advent of driverless vehicles will it be pull over passenger? Those selling driverless vehicles claim that the driverless technology is so advanced and safe that a need to pull over will never exist. Perhaps a reach too far? As technology forges ahead so does the ability of those who have a burning desire to prove they are better and seek celebration of their prowess by causing problems to emerging technology. Computers will drive these vehicles and we would be very foolish to believe that the hackers will leave such technology alone. There will be stringent safeguards and firewalls built into the driverless technology but to those with a destructive will just another exciting challenge to overcome. It will be an ongoing battle. The recent Australian Census problems , just shows they are out there sweating on their next big challenge. Even now, it has been recently demonstrated in America a successful hacking control of a ordinary computerised vehicle like we now drive. Lets not even go into the dark area of a terrorist attack on driverless technology, where large numbers of people are involved as potential victims.

One saving grace is that technology moves ahead of those who seek to cause problems. But the cost of updating existing technology will cause delays in implementing updates and the older technology will then become more vulnerable to successful attack.

I enjoy driving , my freedom to put into practice decisions on where and when I want to go somewhere else. Particular enjoyment is using a heritage vehicle. One day I will have to hand in my license and perhaps then I will sit in a driverless vehicle and say “ To the Club please” and sit back and be taken for a ride. Editor.

Every successful organisation needs feedback, relevant communication to make better decisions and to avoid accepting outside influences that may be presented and prove to be detrimental to the smooth running of the organisation.

The Council Of Heritage Motor Clubs to which you are affiliated is no different. The executive and committee members who control the day to day activities of your Council aren't super beings, they need help, your help in being successful. Information regardless of how trivial it may seem at the time could be vital in keeping our heritage hobby on track. Communicate with your Council . Your Council has a very respected voice in the Heritage Movement , Council is well received in NSW Government circles.

Keeping Council strong and relevant starts with in your own Club. By putting up your hand and being an active member, whether in administration or just participation makes for a strong club and a strong Council.

Help Council to help your Club, Make the effort, show your Club's support for the CHMC by attending the Half Yearly Meeting to be held in Parkes on Saturday the 29th October 2016. There are matters to discuss that will effect our movement ,you make the decisions and Council will work to make it happen. BE THERE, BE IN PARKES.