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NEWSLETTER—COUNCIL OF HERITAGE MOTOR CLUBS NSW Inc

“keeping affiliated Clubs informed”

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Time For A Change.

You can meet some interesting people at a vehicle rally or vehicle display. I recently met a couple of younger blokes and we fell into a conversation about the rally and the vehicle movement in general.

They were new to the movement and as such had an outlook that was not set in the acceptance of how things are, due to not having attended a number of rallies over the past years. What they had to say was of interest to me and I will now try to the best of my memory to recount our discussion.

They asked what the main thrust of holding a rally was?

I replied the rally was a chance for those involved in the old vehicle movement to go on an organized event, to enjoy driving their choice of vehicle and socialize with people they may not see on a regular basis who also enjoy the old vehicle movement. Also an opportunity for the movement to socialize with the members of the public and promote the movement.

All sounds very public spirited, they observed. They then added we can see it is obvious that the rally entrants enjoy themselves but don't you think there is a bit of my vehicle is better than yours as well.

I replied, I concede there may be entrants who take that attitude but I can assure you that is not the attitude of the majority. The majority are out to enjoy a good time out, a rally is first and foremost a social gathering of like minds..

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Council Of Heritage Motor Clubs NSW

Sure it is a great social occasion but it is competitive.

Competitive? In what way? I asked.

Well the rally organizer's award prizes for best in classes or years. Obviously those prizes are competed for. They concluded.

Yes there are prizes awarded for various categories but the awarding of these prizes is for the most part a decision made by the rally hosts often in combination with the entrants themselves. There is no direct competition by the entrant to win. I explained.

Okay they accepted, But we have seen the list of awards on offer and spoke to a few entrants on their thoughts of who would be most likely to win each category. They freely gave their opinion often adding he/she will win that because that vehicle is the best and they always win. We asked if they minded the prize going to the same vehicle each time? Most just conceded that if it was the best as the award was deemed to be then it was the best. We then asked if they thought that a more exotic expensive vehicle had an advantage in such a competition given that the owner could be in a financial position that enabled them to first buy such a vehicle and then to spend the money to make sure it was the best. Most agreed good financials did help, each to their own, but they were there for a good time not to win an award.

Unfortunately I conceded the best category is often repeated , but the best will always prevail.



WELCOME NOW I HAVE YOUR ATTENTION.



I wonder if the established format of a rally should be looked at with a view to perhaps doing it in a different way. There seems to be a trend in the US of doing tours rather than a rally. They still do a rally, however it in most cases is for a particular make/model rather than an open all makes event. The one make rally is already well established in Australia, with Dodge, Buick ,Chev, Austin just to name a few all having yearly meets. Perhaps a combination of a tour and an accompanying rally. No doubt it would require greater organization and cooperation between more than one club. There is a problem for smaller clubs to cater for larger volumes of vehicles it may be a part solution. Open always to what you think. Editor

Inside the plant, workers did their ONE job as the car rolled down to them!



They don't build them like this anymore.

How many times have you heard this when you are at an event with your older vehicle. This is true, they don't build them like this anymore. We all drive new vehicles and appreciate the numerous advances in the design and production improvements in the modern motor vehicle. We also love and appreciate the older vehicles that are our hobby and which we are privileged to drive and enjoy. I for one am so pleased that they don't build them like this anymore. I have been totally spoiled driving an every day vehicle with its refined driving features. However, I know that most people when they make that statement are referring to the solid construction and heavier materials used in the manufacture of an older vehicle. So the question arises does the early heavy construction of vehicles have an advantage over the much lighter modern construction of a modern vehicle. In the area of efficiency of fuel consumption there is a definite bonus in driving the modern vehicle. The comfort and ease of driving a modern vehicle again scores highly when compared with the older vehicle. Mechanical improvements to such items as turn indicators, brakes and lighting along with the safety advances in automotive glass make the modern vehicle much safer on the road. The following is the stats for vehicle fatalities in decades for motor vehicle accidents.

Decade	Aust Population	Fatalities	%
1908	4,425,083	120	0.0027
1920	5,411,297	2175	0.0401
1930	6,500,751	3808	0.0585
1940	7,077,586	4752	0.0671
1950	8,307,481	4835	0.0582
1960	10,391,920	7933	0.0763
1970	12,663,469	10823	0.0854
Mandatory seat belt use introduced 1970/2 by most States			
1980	14,807,370	12643	0.0853
1990	17,581,284	10396	0.0591
2000	19,272,644	6053	0.0314
2010	22,065,671	4805	0.0217

Air bags came into mandatory use in vehicles from 2000 on.

As interesting as the foregoing stats are we of course know that the Australian vehicle fleet grew over the ongoing decades so there is of course a correlation between the population growth, the number of fatalities and the growth of the vehicle fleet. The foregoing stats show clearly that as the population has climbed the fatality rate for vehicle accidents is thankfully in decline. Obviously the introduction of seat belts and air bags along with many safety mechanical features has been a major factor in this decline. Also as the decades have rolled on it would be fair to say that the population uses their vehicles more often and would travel further, a stat that would possibly without the vehicle improvements and additional safety features caused the rate to rise rather than fall.

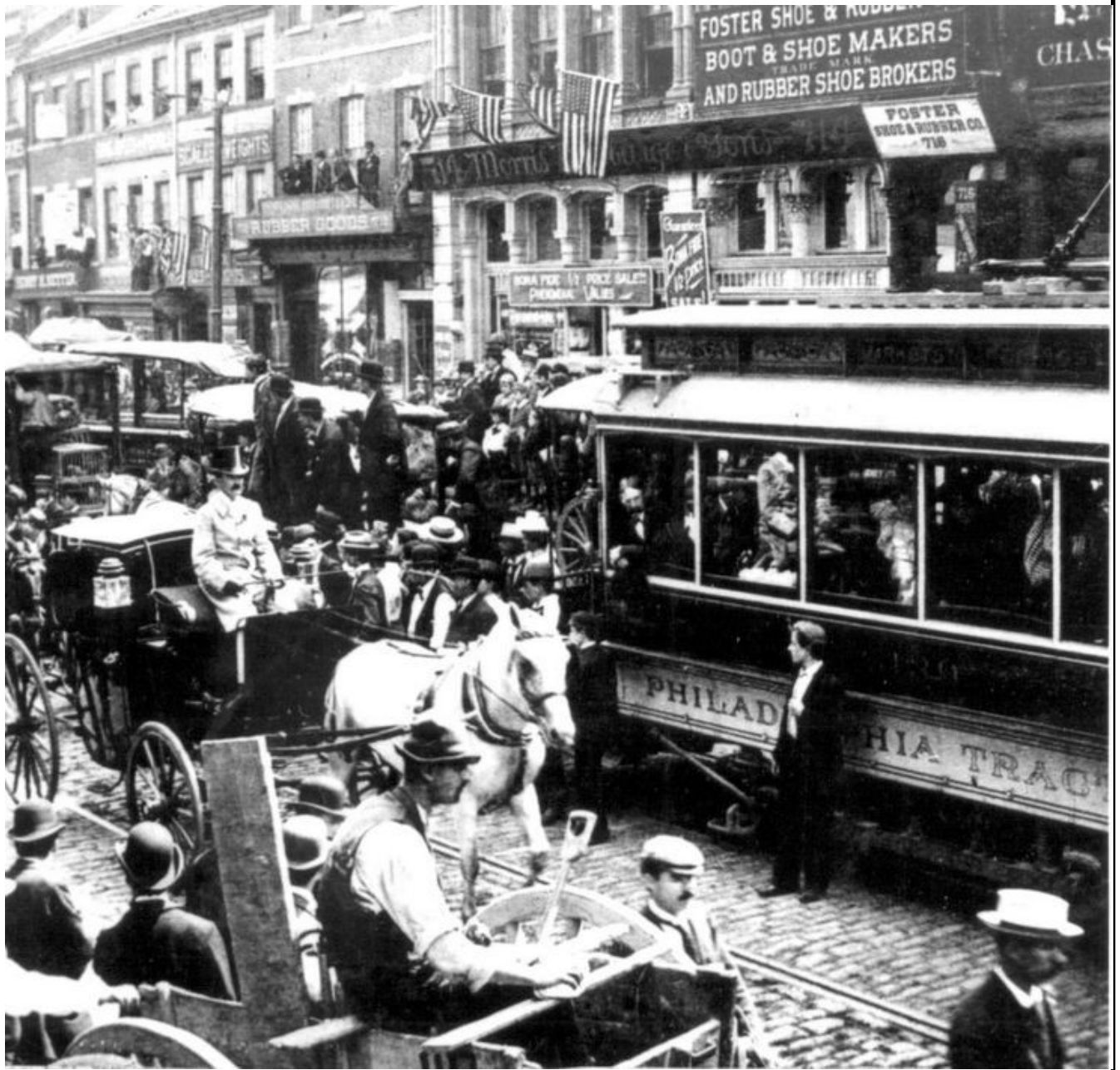
Estimates of the size of the Australian vehicle fleet were first published in the Commonwealth Of Australia Yearbook No 16 for 1923. In 1921 there were approximately 99,270 motor vehicles and 37,580 motor cycles registered. The size of the fleet increased steadily to reach 562,271 motor cars, 258,025 commercial vehicles and 79,237 motor cycles at June 1939. By 30 June 1946 and following the Second World War, registrations of motorcars and motor cycles had fallen to 522,615 and 72,701 vehicles respectively, while commercial vehicle registrations had grown to 333,129.

The motor vehicle census conducted in 1947/48 provided a detailed breakdown of the composition of the Australian vehicle fleet for the first time. The 1947/8 census showed that there were almost one million registered vehicles in Australia at the time, not including motor cycles. The census included details of vehicle type, vehicle make, year of manufacture, horsepower, and carrying capacity of commercial vehicles. Continued growth since then has seen the fleet expand to almost 12 million vehicles in 1999, excluding motor cycles. This 12-fold increase in just 50 years compares with a population growth of 2.4 times over the same period.

Between 1947/48 and 1999 ownership of a vehicle changed from being relatively unusual to being quite common. In 1947/8 the average was one vehicle to 7.8 persons, in 1999 the ratio is one vehicle to 1.6 persons. The vehicle to person ratio in 1921 was, 1 to 45, in 1930 1 to 11 and only risen to 1 to 1.6 in 1999.

Stats can be looked at in so many ways, there appears to be no breakdown between private and commercial accidents or fatalities. However, there is no doubt we the drivers are so much safer because **They Don't Build Them Like This Anymore**

Editor..



It was said “My Kingdom For A Horse”

In the early 1900's horses were of great value, indeed the fate of countries and the success of their commercial existence was directly tied to the horse. One of the worst crimes, and one which exacted a severe punishment was horse theft. If a person or a product or a food source was to happen it needed the use of a horse. In the country the horse fitted in like a finger in a glove, the horse was in its natural element. However, the large number of horses needed to service a large city did create problems. It was estimated that in 1900 there were 200,000 horses in New York City, each horse producing approx. 35 pounds [70kg] of manure per horse per day and many gallons of urine as well. As the city grew so did the horse population and the manure and urine problem as well.

There was also a further problem with those horses which for one reason or another died on the city streets. It was estimated that many thousands of horses died each year on the streets of large cities and were often not removed from the streets for weeks. The upshot of this confinement of people and horses and the resulting pollution problems also led to health issues. It became obvious to city managers and citizens that **Their City Could Not Survive Without The Horse But Couldn't Survive With It.**

A solution to the horse and city problem it was claimed came to pass with the introduction of the motor vehicle in the large cities. As the popularity of the motor vehicle [with its own increase in reliability] increased the horse numbers declined rapidly and the horse created problems were overcome. At last city dwellers could step out on their streets without looking where to place their feet, take a deep breath without having to hold their nose. In hind-sight we now know that with the introduction of every new technological innovation to solve an existing problem it will invariably create a new problem that will require a new technology to solve. For a long time there was a mix of the horse and motorized transport in the cities, however the horse was soon to fade from the scene as the motor vehicle became the accepted technology of the time. With the horse now out of the cities the motor vehicle became **“ My Kingdom For A Motor.”**

The population of the cities increased, people moved further out into the suburbs, there became an urgency to improve transport to keep the city functioning. Often public transport lagged behind demand so a new concept came into existence..... The rise of personal transport. This then produced further problems for the cities and later for the country as a whole, requiring new traffic rules and an expensive major expansion of the roads. The cities soon had many more vehicles driving the streets than the previous numbers of horses. The horse in large numbers was a polluter and soon the city managers and citizens came to realise that vehicle emissions were a source of air pollution which became a very real health hazard for its citizens as vehicle numbers kept increasing. The wheel had turned full circle, time for technological innovation to step up to a new problem. The cities had always had to contend with air pollution, with wood and coal smoke and fog which was commonly termed SMOG. However, now the smog had a new element toxic gasses from vehicle exhausts which was starting to cause real health issues and often deaths.

The race was on to reduce the impact of vehicle exhaust fumes on the people by looking at motors becoming more efficient in fuel burning and improvements to the fuels being used. Vehicles were fitted with new motor controls to improve engine efficiency loosely described as pollution controls. Often these controls effected vehicle efficiency and were removed or bi-passed. Soon strict enforceable penalties were made law to stop this practice. Technological innovation applied to exhaust emissions is now a standard part of vehicle manufacture. The modern petrol fueled vehicle emits very low exhaust pollution, due in part to smaller capacity motors which have become very fuel efficient to operate. However, the world is now in the grip of the nano particle revolution and it has become known that the diesel motor cannot achieve the new levels of safety for nano particles and moves are now in place to ban small diesel powered vehicle from city use with some calls for them to be totally banned. If the world was to suddenly ban fossil fueled vehicles and switch to electric there does not exist enough generating capacity to make it a reality. There is a world wide debate focusing on renewables and other methods of generation so fierce at times one could imagine it bring down a Prime Minister. Technological innovation will be the savior to prevent the horse having the last laugh.

Editor.

Modern Diesel Motor



Modern Petrol Motor



CHMC Half Yearly Meeting Queanbeyan 27/10/2018

Please Club Secretary make sure your members are made aware of the details of the CHMC 1/2 yearly meeting. This is the main business meeting for the Council and for clubs a vital opportunity to meet with the executive and committee members of the council and your forum as an affiliated club to bring to the Council any business to discuss and to receive from Council news facts that are vital to the Heritage Movement. I know from discussions with other clubs not just heritage motor- ing that all are having difficulty in getting members to fill the many and varied office positions each club requires to be filled to keep the club operating in an efficient manner. Your Council faces the same difficulty when trying to fill the positions of executive and committee so vital to keep the CHMC at the forefront in representing your club's inter- ests in the Heritage Vehicle Movement. I for one cannot remember at- tending any meeting of the CHMC when Ray Ives was not sitting at the executive table. Ray I know would love a spell, however ,knowing the man, he will always be there in some form or other to help the Council keep on with its vital work. In this age of electronic communication Council ongoing business can be conducted from you home computer and will not take up much of your valuable time. As it is often truth- fully claimed " just a few giving just a little towards one goal can achieve great things" Queanbeyan is a call to arms for your CHMC please think of what you can do to safeguard the future of the Heritage Vehicle Movement. **Make sure your Club is in attendance The CHMC works for your Club ,it is there for all affiliated clubs, BE THERE FOR YOUR CHMC.**

Legging it to Queanbeyan.





A picture is worth a thousand words.