



## AHMF Mission Statement, Vision & Values

### AHMF Mission Statement

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

### AHMF Vision

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

### AHMF Values

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

## STATE/TERRITORY COUNCILS

### New South Wales

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

### Queensland

- Queensland Historic Motoring Council Inc QHMC

### South Australia

- Federation of Historic Motoring Clubs SA Inc FHMC SA

### Victoria

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

### Western Australia

- Council of Motoring Clubs WA CMC WA

### ASSOCIATE MEMBERS

- Australasian Motor Museums Association AMMA

### COMMITTEE MEMBERS

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

## PRESIDENT'S PARAGRAPHS



Welcome all readers to the first issue for 2024. I hope everyone had a wonderful Christmas and managed to enjoy your vehicles over the break.

With the new year comes new challenges. Last year was the year to get the groundwork done. This year we will

be putting that groundwork to the benefit of the motoring movement.

We remain concerned about availability of fuels for our vehicles going into the future and will continue to represent the historic automotive movement at a national level. Our alliance with Operating Heritage Australia continues to work to the benefit of both federations (AHMF and OHA).

One of the major achievements last year was to finally obtain reliable figures to support how many vehicles may be classed as historic across Australia. To simplify the process and remove state variances, we decided to define a historic vehicle as being 30 years old or more.

As the movement is a broad church and covers many different vehicle types, the figures we came to included motorbikes, trucks and motor vehicles and included all vehicles that are fully registered or operating on a state permit scheme and does not include vehicles that are currently 30 years or older and are currently not on the roads.

In round terms there are approximately one million vehicles across Australia that fall within the above criteria. This in and of itself demonstrates the size of our movement. In an electorate of 17.5 million voters, we can safely conclude that we represent a significant body of voters.

In the coming months we hope you will receive a survey supported by Canberra University. Operating Heritage Australia and the Australian Historic Motoring Federation have both had significant input into the structure of the questions contained within the survey. The survey aims to establish the future of fossil fuels and lubricants in heritage applications.

The survey is all encompassing and includes everything from planes, tractors, trains, and automobiles. Considering fuels and lubricants it will be the most all-encompassing survey of its type. Given the variety of vehicles in the historic movement the survey is structured so that it recognises (for example) kilometres travelled may mean little in terms of a tractor, so it permits usage to be identified in hours. It is anticipated this will remove many of the vagaries of previous surveys of this nature. On Behalf of the Australian Historic Motoring Federation, I encourage all readers when they receive the survey to complete all questions as accurately as possible.

We have been made aware in some states there may be some confusion when trying to register a historic heavy vehicle. The confusion seems to stem from a misunderstanding between the states and the national heavy vehicle regulator. The national heavy vehicle regulator is responsible for all vehicles with a gross vehicle mass greater than 4.5 tonne in all states apart from Western Australia and the Northern Territory. If you are experiencing or aware of any of your member's experiencing problems, I urge you to contact the AHMF.



**Wallsend alderman and New Lambton Council workers NSW - 17th January 1924**

*Photo from Ormond Butler, Old Time photos of Cars, Trucks, Buses and Service Stations.*

I would also like to remind you that this year, National motoring Heritage Day is on Sunday the 19<sup>th</sup> of May. This may seem like a long way off but I'm sure you will agree, time seems to go quicker now than it ever did in the past. I encourage all

clubs to actively arrange and participate in all motoring events on this day.

Enough of my ramblings for this edition. Like many of you I plan to make the most of the good weather and ensure my cars are used. In the coming weeks I will be attending motoring events in South Australia and New South Wales as well as in my own state of Victoria.

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.*

## **NATIONAL MOTORING HERITAGE DAY**

**Sunday 19th May 2024**

During an AHMF AGM in the early 2000s, Graham Gittins presented the idea of all historic vehicles to be out and about on one day Nationally. The idea being, to be visible and have as many people as possible driving their vehicles on the one day where the public could see and appreciate Australia's historic motoring past.

The plan is to obtain as much media exposure as possible by all Clubs locally as possible. All delegates present at that meeting embraced this idea with a unanimous "yes".

The third Sunday in May was chosen as it suits most State/Territory Councils throughout Australia. National Motoring Heritage remains on the 3rd Sunday of May.

This date did clash with another event in South Australia and they hold their Day later on in the year, though their clubs not involved in their other event are encourages to take part in National Motoring Heritage Day in May.

In the beginning, media exposure was better and Clubs were able to gain media coverage. In the last 20 years reporters and camera crews being out on a Sunday is no longer common place. Some clubs have bypassed this obstacle by organising several vehicles for a photo shoot prior to the day to advertise events. Others have turned to Facebook and on line media to advertise their events.

There are numerous events across the country where a number of clubs join forces and organise a great day out for everyone to enjoy. They share the work by taking it in turns to make the

arrangements - or share the arrangements and organising. This has been a great winner for the movement as there is enjoyment with the members coming together discussing similar interests and concerns.

Gippsland have a Historic Vehicle and machinery day. Brisbane have a huge vehicle display and run the day before making it a great weekend. Others have included the celebrations into tours they are conducting at the time. Sydney has a large display. They even have historic tractor ploughing days in Victoria. There are a lot of activities occurring throughout the nation.

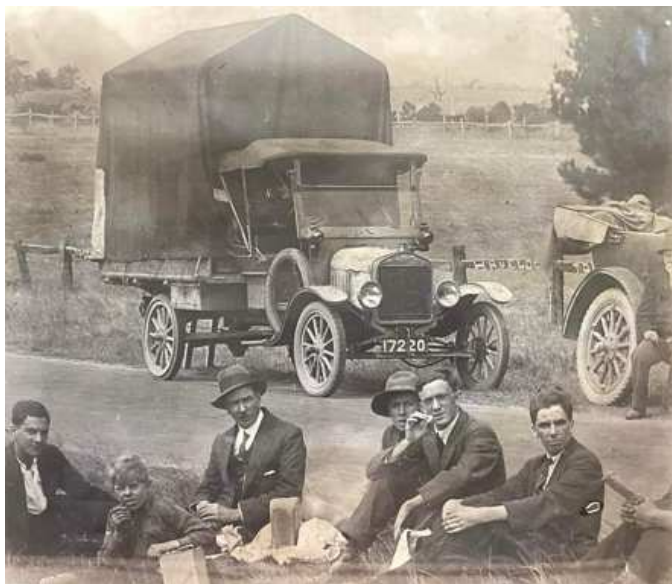
National Motoring Heritage Day displays the diversity of the movement and just what can be achieved Nationally.

There has never been a National sponsor for the day. It would be good to have National sponsor as this could increase our media exposure, though Clubs have organised events had have a great time.

AHMF would like to hear what your Club has done either in the past or what you have planned for this year.

*Neil Athorn*

*President - Federation Veteran Vintage Classic Clubs (Vic)*



***Having a picnic on the road-side - as you do!***

## **BENDIGO NATIONAL SWAP 2023**

After being told by the Government to stop the Bendigo Swap in 2020 and 2021 due to COVID and then in 2022 we were told that we could not use the show grounds due to Emergency services making use of the area due to the floods emergency. In

2023 we actually got to hold the Bendigo Swap again and to celebrate our actual 45<sup>th</sup> Swap in Bendigo.

The majority of our site bookings were from the 2019 actual swap and to the end of February 2020 renewals that were received where site holders rolled their bookings over to the 2020 Swap dates not knowing what was install for the world to deal with. Then as you can imagine in 2023 then we were relying on information that in some cases was 4 years old.

The mail outs and e-mails over those 3 bad years only resulted in a few site holder address changes and site bookings cancellations which we easily filled. Our mail out for 2023 Swap went ahead a little later than planned but early in October. Only a handful of envelopes were returned.

We went to the Swap confident that all 1,750 sites were going to be used. Sadly, around 80 site holders did not come making a dent in what we like to offer at the great event.

We are now in 2024 and those site holders who did not use their sites last year will again be asked why and if there is no answer or reasonable excuse which can be substantiated then the site will be cancelled and we will move to let them out to those on our waiting list. We will work as hard as we can to offer an event with fully occupied swap sites in 2024.

Our general public numbers were down a little in 2023 but that is understandable given the economic circumstances and higher interest rates that we find ourselves dealing with today. We hope by November this year that turns around and you are all able to come back to the Bendigo Swap.

The Swap is owned by the Federation Veteran Vintage Classic Clubs here in Victoria and Managed by the Veteran Vintage Classic Club Bendigo.

It takes around 300 volunteers to look after the actual swap and all its functions except catering which is handled by the Combined Rotary Clubs of Bendigo and they have around 800 volunteers assisting over the weekend.

The Federation member clubs members who volunteer earn \$10.00 an hour paid to their club which is a help to the smaller clubs.

The Federation then over the next 12 months after the Swap runs six Picnic style display days in various parts of the State. They are free for Members of Federation affiliated clubs to attend.

We hold quarterly Delegates meetings and provide a free lunch for all attendees.

We give away Capital grants to clubs to assist in buying items that will be beneficial to all their Clubs members.

We give out trophies for clubs holding events to use and to promote Federation. We cover all of the Federation costs. As can be seen the Federations share of the profits from the Swap are turned back into things that assist members of the movement.

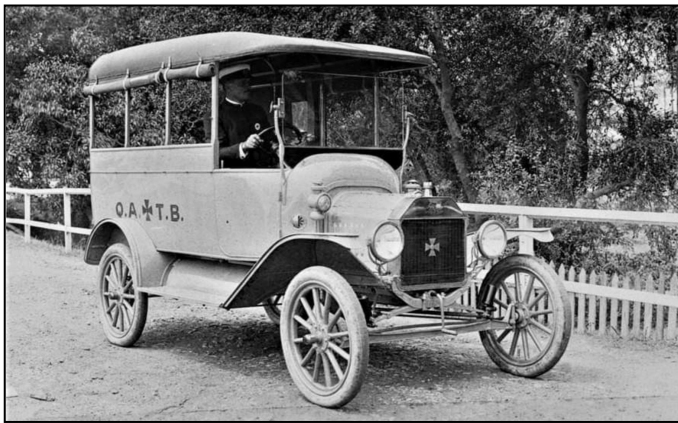
In February each year we select the Swap Committee from members of the Bendigo Club who volunteer to be on the Swap Committee. It's a lot of work for some and some are in the learning phase but we all are fixed on making the Bendigo Swap the best that it can be each year.

In 2024 it will be held at the Prince of Wales Show Grounds Holmes Road Bendigo on the 16<sup>th</sup> and 17<sup>th</sup> November.

Thanks

*Neil Athorn*

*Swap Committee Member and President  
Federation Veteran Vintage Classic Clubs (Vic)*



**Model T Ford - QATB Ambulance, 1915**

## **2024 WORLD FORUM FOR MOTOR MUSEUMS - JAPAN 2024**

As with all volunteer positions, attending the conference is at our own expense. AHMF nor AMMA have not got enough funds to subsidise any of this. This is definitely a once in a lifetime event.

If you are interesting in attending or have any enquiries please contact Col on email [colin.kiel@bigpond.com](mailto:colin.kiel@bigpond.com)

Cheers

*Col Kiel*

*President AMMA*

So far I have received comments from Colin and Mike about optional tour.

Actually it has turned out that there will be a big race in early Nov in Motegi, near Honda Collection Hall. Huge traffic jam is expected at that timing, we are afraid. So since the timing after the forum is not suitable, we would like to fix the timing of the tour starting on 26 Oct until 29 Oct, just before the welcome reception. If you wish to continue staying in JPN after the forum please make plans by yourself. If you need assistance we will introduce our travel agent.

Please see attached. We have made every effort to minimize the cost by downgrading the hotel, cutting off dinner and so on.

The price will depend on how many people join due to the capacity of the coach. If the maximum participants join, the price per person can be reduced further.

For those who wish gorgeous hotel we will prepare some alternatives. And we can inform you of nice restaurants in respective cities you will stay. I hope it is not so expensive, isn't it? Hope the price tag is acceptable for you guys.

The tour will be beneficial and enjoyable for you because of following reasons:

1. You will be able to observe all the major heritage collections of Nissan, Honda and Mazda. It will be great pre-learning experience before you join the WFFMM 2024 JPN.
2. The docents in the Nissan heritage collection are ex-engineers of Nissan Motor Corp. You can learn the backdrop of development of each model. It will surely satisfy your curiosity in Nissans.
3. You can visit Tochigi-Pref. for Honda, Kanagawa-Pref. for Nissan and Hiroshima for Mazda. Especially Hiroshima is one of the most popular travel destination for foreign tourists in JPN. You can enjoy sightseeing in each city after the museum tour.

We would secure free time for you so that you can enjoy while you are battling with terrible jet lag.

4. Professional tour conductors will escort you during the tour. In addition to that, member of my team, Mr. Bessho, Ms. Matsui and myself will also be with you during the tour to take the best care of you.

Now, I believe all of you has become positive for joining the tour. Looking forward to your comments.

All the best,

*Masahiro Nogi*



## SUMMERNATS, NSW HISTORIC REGISTERED VEHICLES & CMC NSW UPDATE

Most concerning items of recent times have been cars at Summernats in Canberra. Boy, do they get some questionable things turning up down there every year. The organizers have cut out some of the dangerous and silly activities but the cars are another matter.

The story goes that entrants cannot take part in the parades etc unless the car is "registered". All they seem to check is that the device has number plates on it. No checks as to it being current rego or correct for that vehicle.

You may have seen the ACT Police Commissioner making comments on the media about the IQs of the participants. Some may disagree with him however some think he got it right. We would all agree that there is no need to carry on like that.

Looks to me that some unscrupulous people take the plates off a legit NSW Historic registered (HVS) car and screw them on the highly modified device they want to drive at the event. One photo I received was not even for the right brand of car?

Another one I have a photo of is a Commodore with *FOUR* turbos in series sticking out of the bonnet on a huge bracket. There is no way that the driver could see anything on the left side. Fully registered in Victoria, it seems???

Others sent through have the usual issues with oversize wheels and that style of thing. NSW has a scheme for modified vehicles called the Classic Vehicle Scheme (CVS) however that has stricter rules to get onto it so they go with the easier and older Historic scheme.

CVS must have a yearly inspection by a qualified and registered mechanic. HVS can be signed off by a club official as being roadworthy. That is fraught with danger as they are not insured but a lot make use of the option.

As usual, if they are HVS (supposedly) registered via clubs within the CMC NSW or clubs in the wider ACMC set up then we give the clubs the chance to fix it. This does not happen often but does now and then.

If the rego is via one of the three or four hundred clubs that are not in any Approved Organization (AO) but are approved by Transport for NSW as a Historic club then we have no choice but to send the photos on to Transport for NSW.

These clubs cannot access CVS for modified vehicles as they are not in an AO. Hence their only option is HVS which they do not seem to follow

correctly as modifications are not allowed at all on HVS.

Left to Right hand steering conversions and LPG are exempt but any other mods take the vehicle out of HVS territory. CVS is much the same process so moving to that system is a smart option. Clubs can have both provided they are members of an AO.

Transport for NSW have the "offending" club on their list of clubs which they have OK'd for HVS so it is their problem to sort it out. We can offer to assist but we are not allowed to "intervene or be given details" as they say. Privacy, don't you know.

Coming up we have meetings aplenty in NSW. We sit in or take part in all via several members of the CMC NSW Committee. A big thank you to those folks who give up their time to work through these events.

The four Approved Organizations (AO) for CVS will meet monthly to talk through issues arising from their processing of CVS registrations. Please note that an AO must have at least 50 clubs under it's banner when they apply to become an AO. CMC NSW has 230.

The Vehicle Standards Working Group (VSWG) will meet four times this year to handle issues with the rules and regulations around modifying vehicles and other points such as seatbelts being added etc. A lot of details to be studied.

The Historic and Classic Car Industry Working Group (HCCIWG) will also meet four times this year. This forum allows all of our groups to have a say on any issues that affect us and our hobby. A lot of great results have been gained from this groups efforts.

The Road Safety Advisory Council (RSAC) meets on an irregular basis but at least two times a year. The NSW Government Ministers involved with roads and transport usually attend. The one coming up on 22<sup>nd</sup> Feb will be to address the increase in the road toll.

Then the ACMC meets to talk over things happening within our area. Nine bodies form the association. They range from us in the CMC to Street Rods, Street Machines, Motorbikes, Individually constructed vehicles and 4WDs.

And finally the CMC Delegates will meet five more times this year for General Meetings and the AGM, and the CMC Committee will meet another five times a few weeks before each General Meeting.

*Terry Thompson OAM*

*President – Council of Motor Clubs Inc*

## "OLDER CARS" ARE NOT A "ONE SIZE FITS ALL" GROUP

All of us want to be safe on the roads, and as motoring enthusiasts we are well aware that younger vehicles are more crashworthy than older vehicles, i.e. generally the more modern a vehicle, the greater the level of occupant protection. But when media etc. report that "older vehicles" are more involved in crashes what does that actually mean, which older vehicles exactly, and just how old are they? This is never fully explained.

Australian crash data analysis clearly indicates that "older" vehicles in the national fleet were and are disproportionately represented in crash statistics. **The key word there is older.** Also, the vehicle crash research doesn't identify the registration use category of vehicles involved, the assumption being then that all data is based on vehicles on full, everyday use registration.

There also was and is no standard definition of an "older vehicle" in the crash reports - the analysts variously class "older" as a vehicle that's 15 years or older, or sometimes made before 2000.

In 2017 an ANCAP media release stated - *Analysis of the Australian vehicle fleet shows that while older vehicles [those built 2000 or earlier] account for just 20% of the registered vehicle fleet, they're involved in 33% of fatality crashes. Newer vehicles [those built 2011-2016] make up 31% of the fleet yet are involved in just 13% of fatality crashes. "It is concerning the rate of fatal crashes is four times higher for older vehicles than for new vehicles."* <https://www.ancap.com.au/media-and-gallery/media-releases/new-analysis-fatality-rate-four-times-higher-in-an-older-vehicle-0e2f9e>

In 2017 the then pre-historic classification fleet of late 1980s and 1990s cars were still in the everyday national fleet in meaningful numbers, in 2017 there were 2,829,174 motor vehicles manufactured before 2002 registered in Australia – and under the analyst's classification of pre-2000 most of those would be "older vehicles". That those vehicles appeared in the crash statistics more significantly would be for a variety of reasons, including that they were then affordable everyday transport for many, but without the safety features of younger vehicles.

More recently ANCAP noted in 2021 - *When comparing the age and number of registered vehicles, the 2019 data revealed that the rate of fatal crashes per registered vehicle for the oldest vehicle group (15 years or older or*

*manufactured to 2004) was four times higher than that of the newest vehicles (up to five years old – manufactured between 2015 and 2019 (ANCAP. 2021. Submission to the Australian Parliament's Joint Select Committee on Road Safety)*

Also in 2021, Monash University Accident Research Centre reported in its Vehicle Safety Ratings Estimated from Police-Reported Crash Data (2021), Report No. 358, that: studies excluded vehicles manufactured before 1964, but rated 1982-2019 model vehicles, yet interestingly the authors noted: **"Vehicles manufactured before 2000 were also rated although many of these will be rarely found in the fleet in 2021."** (pg.71) and **"When including pre-year 2000 vehicles, the number of vehicles within each rating category was no longer equal. However, this was not considered a problem since much of the public presentation material used by the project stakeholders and derived from the ratings in this study focus only on the vehicles manufactured from the year 2000 onwards."** (p.71).

However, it would seem judging by most of the press reports that the "public presentations" used didn't make it clear the focus is on "older" vehicles from 2000 onwards!

Scanning the make and models of vehicles listed in the recent crash studies it seems historic vehicles of the type we deal with, authentic and really "older", do not appear. Historic vehicles certainly are involved in crashes, but as the data only identifies vehicle models where more than 20 drivers were reported as injured, we could presume vehicles crashes involving historic vehicles fall below that 20 driver threshold. Our sorts of vehicles not being on those lists is a good thing from the statistical aspect.

But, and this is a big but, we must never be complacent and lose sight of the fact that there have been serious crashes involving historic vehicles, some with tragic outcomes, and these, though relatively few, should never be forgotten.

There are some obvious reasons why our historic vehicles are not on those crash lists, the same reasons identified by our colleagues overseas in FIVA, FBHVC and Haggerty USA. That is, historic vehicles are not usually part of the everyday fleet and don't spend the same hours on the road nor cover the same mileages; and in Australia most are under limited use registration schemes. Their drivers, by and large, value highly, and have strong emotional investment in, their historic vehicle, they understand its limitations and drive accordingly for

the safety of their passengers and themselves, and the preservation of the vehicle.

A clue that historic vehicles are also not the “older cars” group that are significantly involved in crashes is our insurers who maintain that historic vehicle policies based on limited use equate to nominal premiums. They’re not going to offer this if historic vehicles are significantly represented in crashes statistics, and you can bet their actuaries monitor this regularly. Last year, CHMC NSW had cause, on behalf of several of our clubs, to ask the regulators and insurers if there was an increase in crashes in NSW involving historic vehicles - the short answer – no significant change.

So, where does this “older cars” in crashes labelling leave the historic vehicle sector? Perhaps with a bit of a PR problem - that the public all too often get the media message that all “older” vehicles are involved in fatal crashes more than new vehicles, no ifs or buts about which older vehicles.

The media, the politicians, the regulators and the researchers should be called out when they generalise about “older cars”, to not use sweeping statements but to state the years of manufacture most involved in crashes, to not simply say “older vehicles”, and importantly to correlate the crash data with the vehicle registration category, “everyday” fleet or limited use conditional registration.

What we in the hobby really need to know is to what extent are historic vehicles, i.e. 30 years and older, are involved in road crashes, and what are the critical characteristics of those crashes, e.g. who’s at fault, road conditions, vehicle roadworthiness, type of trauma, etc. This sector needs a data-based report that considers historic vehicles correctly, that identifies accurately vehicles 30 years and older in crash statistics, and what proportion are registered under limited use/conditional registration and what proportion are on full/regular registration.

Perhaps AHMF should commission a review on historic vehicles and road safety? Possibly one of the Uni.s with a traffic/safety research unit should be engaged for this, and such a review might even be eligible for a government grant.

PostScript. A study that warrants consideration in our historic vehicle sector, as it analysed the relationship between **crashworthiness** and the year of manufacture and model of **Australian vehicles from 1964 to 1997** is Cameron, M.H., Finch, C.F. & Le, T. (1999) Vehicle Crashworthiness Ratings and Crashworthiness by

Year of Vehicle Manufacture. Report No. 150. Monash University Accident Research Centre, Melbourne.

This study was updated in 2021 by the Monash University Accident Research Centre in its Vehicle Safety Ratings Estimated from Police-Reported Crash Data (2021), Report No. 358.

Jenny Fawbert

CHMC NSW Deegate



## LOST CRAFTS IN AUSTRALIA VINTAGE HONEYCOMB RADIATOR COMPANY

Herbert Harrison invented the honeycomb radiator in 1910, and founded Harrison Radiators.

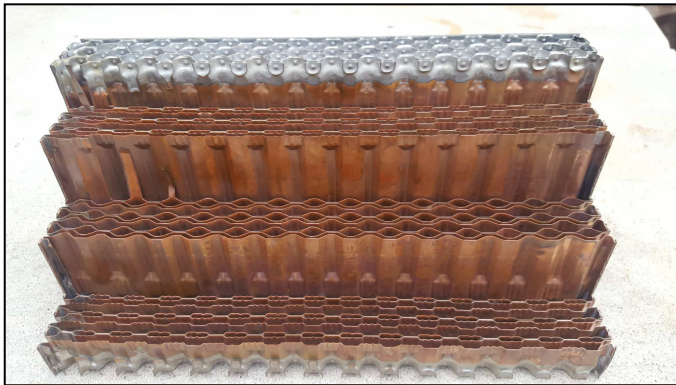
In 2009 Greg negotiated the purchase of very early authentic film-type honeycomb core manufacturing machinery. This machinery has known history dating back to Johnson Brothers in Parramatta Road, Ashfield, Sydney.

Vintage Honeycomb Radiator Company cores are similar to Harrison's in looks, yet outperform Harrison Cores, and are cleanable - <https://www.ft.rs.com.au/vhrc/>

After more than 18 months of restoring this well worn vintage machinery, and with a combination of



research, improved tooling and testing, the core has now been re-designed. This allows a core made with 0.15 copper to be run as a serviceable core, superior in design and endurance to the 0.11 copper used previously.

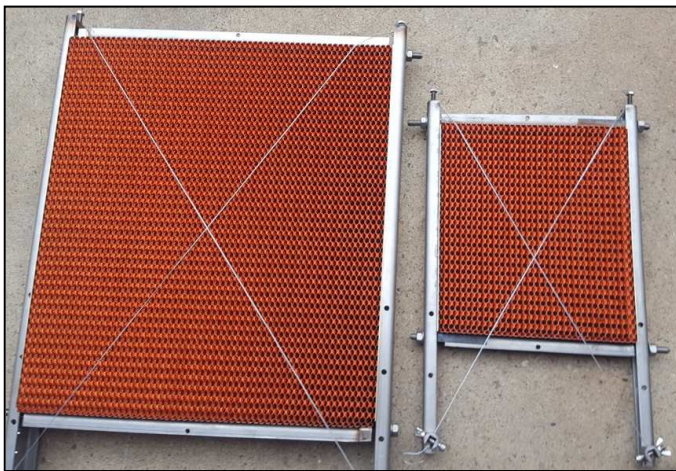


This new core has been wind tunnel tested, and Greg is happy to be making a core more efficient than what he had previously imported and fitted for many years. He already knew the performance of the imported core; the VHRC core is better!

VHRC offers cores in a range of 6 different thicknesses: 2, 2¼, 2½, 2¾, 3, 3½ and 4 inches - and obviously, a variety of shapes.

*Why serviceable?*

If you are going to spend good money on a honeycomb radiator, why not ensure it is serviceable in 20+ years?



Greg and I held an automobilia auction at our home on 29th October last year, selling off petrol bowlers, enamel signs, the 1928 Indian Scout 101, 30 pedal cars and much more.

Since then the rumour has started that "Greg is retiring". As a result of this there has been a run on people getting in to have their honeycomb cores made before he retires.

At present, Greg is the only manufacturer of Honeycomb radiators in the southern hemisphere. New Zealand have not been making the honeycomb cores for over a year now.

He also has the machinery to manufacture the cellular cores. Research and development has paused on this as Greg is busy with his other work.

What will become of Greg's knowledge and expertise - and the machinery - when Greg decides to retire?

Do you know of somebody that might like to take on this part of the business in the next year or so?

*Christine Stevens*

*AHMF Editor & QHMC Delegate*

## SHANNONS UPDATE

Shannons has ceased its Shannons Auctions. Also, Shannons Insurance has closed its A.C.T. Fyshwick Office Canberra and region customers are able to communicate with Shannons by phone and online.

*Cheers*

*Chris Hillbrick-Boyd, CHMC NSW*

## 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.

*Christine Stevens, QHMC Delegate*



***A line-up of Franklin Motor vehicles***





**Parade in Smith Street, Kempsey to celebrate  
the opening of the railway from Sydney to  
Kempsey**

**28th November 1917**



## FROM THE SPOKE'N'HUB TORQUE EDITOR



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

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

Colin Kiel, President AMMA, sent through information of the 2024 Word forum for Motor

Museums being held in Japan in October.

Terry Thompson, CHC NSW President, has provided an interesting update on Summernats and NSW historic registered vehicles.

Jenny Fawbert, CHMS NSW Delegate, has put forward very good points in relation to the use of the term "old car" which is thought-provoking.

Neil Athorn, FCCVCV President have provided us with the history of National Motoring Heritage day and encourages all to dust off their cars and put Australia's national motoring history on display on Sunday 19th May.

We are on the search for the next custodian of the Vintage Honeycomb Radiator Company machinery. There is interest in the USA, Netherlands and New

Zealand but we would prefer to retain this lost craft in Australia.

Neil Athorn, FCCVCV President and member of the Bendigo Swap Committee has provided an update on the Bendigo swap - after being cancelled in 2019 and 2022 due to Covid, then in 2022 they not able to use the show grounds due to Emergency services making use of the area due to the floods emergency.

In 2023 they actually got to hold the Bendigo Swap again.

Labor is set to scrap an import tariff of up to 5% from nearly 500 items. Jenny Fawbert, CMC NSW Delegate, has put forward excellent points for AHMF to prepare an information sheet on Historic Vehicle parts importing that can be distributed to our clubs encouraging them to take up the tariff with their local Comm. MPs.

The 2024 AHMF AGM is in Adelaide and is being hosted by FHVC SA. We look forward to meeting with WA delegates again. We have not seen them at an AGM since we were last in Adelaide.

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

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

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

### **Due dates:**

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

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

### **Share this Newsletter**

Please pass this newsletter on to other historic motoring enthusiasts.

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

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



**Chrysler Dealer, Warrnambool in the 1960s**