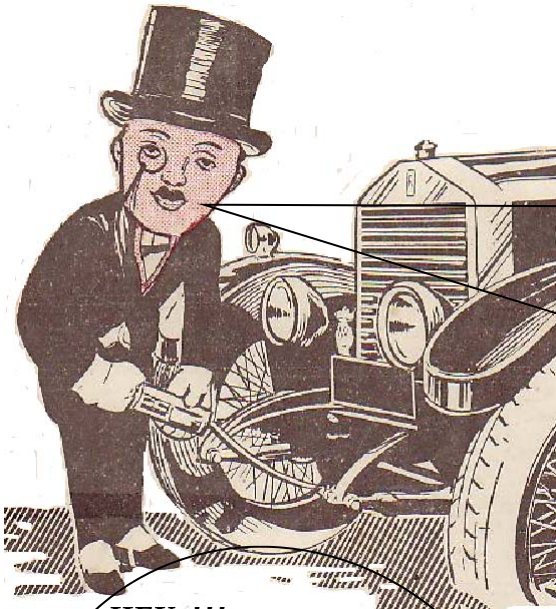


Fed News



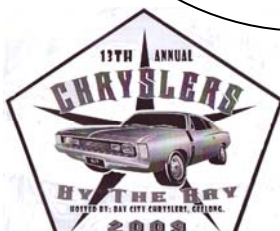
Issue No. 64. Summer Edition. Jan. - Feb. 2009. Reg. No. A00389229X



*Jolly hard to
get good labour today;
'specially chaps to do
maintenance for events like:
VDC. - KALORAMA and
FEDERATION PICNICS;
which one , by tradition;
“ MUST ATTEND. ”*

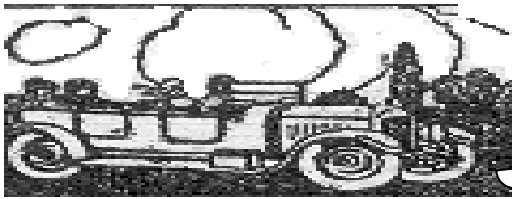
Kalorama 22nd March 2009
Mortlake [Federation] Picnic 29th March
Pakenham [Fed.] Picnic 19th April
NATIONAL MOTORING
HERITAGE DAY
17th May 2009

HEY !!!
How about some assistance;
for O. M. F. M. -
This **RENAULT** truck of 1926
or thereabouts, was once owned
by C. L. MILBURN of Geelong;
who was ... C. L. MILBURN ?
Who can help with RENAULT
truck detail for ...
O. M. F. M. *
See inside for details.



Talking about **Geelong**: how
about the **BIG** Chrysler event !
“Chryslers By The Bay” -
“Long Weekend in March” -





FROM OUR PRESIDENT

I **Welcome** everyone to the first Fed News for 2009.

During this year Federation Committee would like to see the Club Permit scheme resolved and completed. Committee members and a number of Clubs still feel that some private use and all Club runs use would be the best outcome as it provides members with flexibility and also retains what it always has been; a Club Permit system and not a private use system. Definitely we see the Log Book for each day the vehicle is used as a way of providing Police with evidence of use if you are stopped by them on the roads. There have been some comments about Federation coming in at the end of negotiations and stalling them. I asked Paul to take out of Delegates Meeting Minutes, details of where this was discussed over the past 4 years. He came up with many pages of typing in total. Plus we have sent 20 + e-mails to Vic Roads on the matter in that time and have made two lengthy detailed submissions to Vic Roads when requested to do so. We have written to the Minister and Shadow Minister, to the Police and to Insurance Companies. So we have expressed our concerns over that time. Perhaps some just want to have a system that allows for personal use only. It is ironic that we spend hours restoring items from our past but the rules for Club Permit vehicle use that have been in since 1964 some want to break and change. Why? Everyone who joined the system over the past 45 years has done so knowing it is a **Club Permit** system that has restrictions on use. However if more use is required owners just have to fully register their vehicle. It is as simple as that.

I mean would a member smash or radically change a perfectly good original EH Holden just to get what they perceive as a little more out of it. No; they appreciate it for what it is and how it was engineered. Then our Club Permit system is no different and it is our history and shows / reflects the Governments support of members and what they do for the Community and the fact that they maintain Victoria's largest moveable museum plus contribute to our history as the movement covers a lot more than just vehicles. It is not and never has been around personal use but Clubs – fellowship and support of Communities.

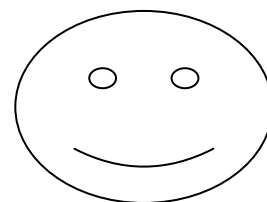
Federation still has its 3 Picnic days for you to join: Mortlake in March, Pakenham in April and Marong in August. Plus of course the Swap in Bendigo in November. We are also keen to hear about your events as well in Fed News; the Events Calendar and Delegates meetings are the places to advertise those events and to report on just how good they were. We would like to see you all at our meetings during the year and if we have not met then **please make yourselves known**; to me in particular, to our committee members and also to our editor of FedNews. Enjoy our "Historic Motoring."

WHAT'S IN THIS EDITION ?

1. From our President
2. Your Editor says
3. Charlie Kellow - last instalment
4. Ford T C. D.
5. From various sources
6. Bay City Chryslers .. and more
7. Off to Kalorama
8. Out of interest
9. Mildura Easter Run
10. To the Flinders Ranges ?
11. Welcome and welcome again
12. STOP PRESS !!!!!!!!!!!!!

PAKENHAM PICNIC
MORTLAKE PICNIC

OUR SUPPLEMENT



ETC.

What ever you do, keep smiling, as no matter what you think or do the world won't stop for either of us !

Neil Athorn.

Tel. 54 422 851

FedNews is dedicated to enthusiasts whose common bond is their interest in historic vehicles. Its' aim is to advise of important events and through FEDERATION - protect their common bond. FedNews is published by the Federation of Veteran, Vintage & Classic Vehicle Clubs Inc. [FEDERATION]. All Newsletters and any material for publication, together with items of interest should be sent to "FedNews" - Post Office Box 402 Gisborne Vic. 3437 No payment is made to contributors. Secretarial correspondence should be sent to P.O. Box 175 Brunswick East 3057. [NO NEWSLETTERS these go to P. O. Box 402 Gisborne 3437] The opinions or statements expressed in letters or articles in FedNews are the author's own views, unless otherwise stated, and do not necessarily express the policy of FEDERATION. Clubs within FEDERATION may re-use any material contained herein unless expressly stated [Copyrighted]. All we ask is an acknowledgement of the original source.



FROM THE EDITOR: The CLUB PERMIT SCHEME.

There has been conjecture; myths and facts, circulating for so long that once again I personally feel compelled to make a couple of comments.

- 1/. It absolutely amazes me to read in newsletters reports and statements like; A.O.M.C. - say; [at their Delegate Meetings] ***“the new Legislation has been drafted and ... ??? .. says !”*** [name deleted by me;]
- 2/. Then another editor printed ; ***“Federation and A. O. M. C. - should be working together for the good of the movement.”***

FRUSTRATION [within me !] - the person whose name is used; [deleted as above,] should divulge the same information at our meetings if same is true: FEDERATION can only work with others if they know what is going on ! [Particularly see our President's Report and details from Minute Sec.] I have no intention / desire, of denigrating or defending A.O.M.C. - or the “person” - their beliefs could well be different - so let us all know !

Frustration became so profound over “the madness” [holiday period;] that I penned a special section on what our committee - FEDERATION - have and are doing, for **everyone** to read!

SO MUCH is being done by our President in particular that surely he and Federation committee deserve respect at least [if they are the words ?] for **trying to sort matters out**.

YOU CAN'T DO MORE THAN FEDERATION IS DOING OR ATTEMPTING TO DO: so how about reporting both sides, not just the one which may **seem** to suit your particular club !

If delegates don't report back; then editors - you can reproduce FedNews in it's entirety if you wish, we don't claim copyright [unless especially stated in an article] - tell it as it is - that is, both sides !!!

Well that part over it behoves me to say what a great meeting we had at Congupna; congratulations to Lloyd Healey and John Grieve on their “tractor display” - winners of the prize for presentation. ***“Thank You”*** to all at **Goulburn Valley Vintage Tractor and Farm Machinery Club** for the venue and, - before Eric Belcher says it - ***“what a feast !!”*** [Fresh fruit salad ice cream, sandwiches etc.]

Generally I decline to send “personal greetings” - leaving same for Club newsletters; however at this meeting I learnt that a good friend of many years - **John HILL** - a Shepparton local - had been involved in a motor cycle collision; hit by a “modern” car - a week or so before - whilst riding one of his vintage motor cycles. John lost his right leg as a result. To everyone who knows John - and his wife Peg - we are saddened to hear this, we wish John [and Peg;] the very best during recovery.

Our Vice President, Calvin Coghlan, was not at Congupna, no - one had seen or heard from him; the reason became obvious afterwards. Calvin had been rushed to hospital; a serious medical problem.

Unfortunately all messages failed to get through to us. [mobile phones do fail !!!]

Calvin's non - attendance was thus explained and now we all hope recovery is well on the way.

In finishing this editorial I realize some of you may disagree with my comments, ideas etc., I never stand / sit, stating: ***“my thoughts or expressions are completely correct”*** - if you / your Club disagree then let me know. I have made mistakes in the past, undoubtedly there is a possibility I will in the future, you will get my apology if such is the case. My email is: malaud@vic.chariot.net.au
As usual - at this time of the year - my apologies **IF** I'm not at our next meeting; it is because of the Fire Season - my eyes will be searching the horizon, apart from standing by our house pumps.

Mal. Grant - Editor.



Major Bertie Bloodnock here; with the last instalment in the KELLOW STORY.

FedNews would like to say "thank you," once again, to Warren Hicks for bringing this story to our notice; reiterating that the article came from "Punch" - 1909.

THE MOTOR CAR: Then came the motor car. Charlie Kellow was not in at the beginning of the cycle boom, or he would now be presenting free libraries to villages throughout the world like another famous millionaire. He regretted his late start in the cycle business, and when the motor boom loomed up on the horizon - a cloud no bigger than a man's hand - Kellow decided that he was going to be first in that. And he was. He had a motor car in Melbourne before anybody else. He sold it, and had another. He secured agencies for several leading makes of motor-cars, and grabbed the thick end of the business when it was even more profitable than it is now before the other cycle folk in Melbourne had wakened up. Kellow is the pioneer of the motor car business in Melbourne. He has profited immensely from it, and is already on the watch-out for new things. The taxi-cabs are his idea, and it is safe to prophesy that if in the next twenty years an air-ship service is installed in Melbourne Kellow will be the man behind the gun. He will be the first agent for air-ships, as he was for motors, and will probably have a special make of his own. "The Kellow Aeroplane," which will be able to fly faster and farther than any other.

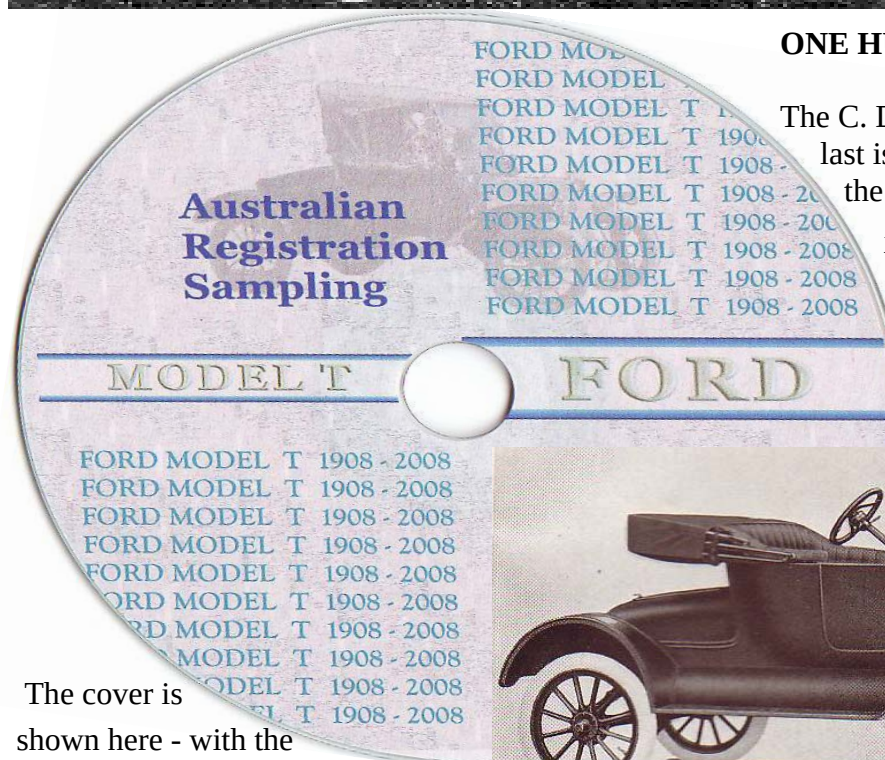
As a salesman Kellow is a genius. The chief company for whom he acts as agent tried hard to keep him in England when he visited there last year. They declared that he was better for them than a whole train-load of commercial travellers. He has the knack of selling. He is not anxious - does not press people to buy - but in a careless, apparently disinterested fashion gives a little advice, a little earnest comment shows that he does not care a cent whether the customer buys or not, and makes his terms and prices as unalterable as the Laws of the Medes and Persians - and that is all. This mixture of manners results in the sale at splendid prices of whatever he has to sell. Casual acquaintances in trains and on steamboats go and try cars - "on his recommendations."

There we have it, the end to the Kellow Story [as related from PUNCH] - but was it really as written? e.g. was the "story" written by a reporter from PUNCH - or did Charles Brown Kellow actually write it himself?

C. B. KELLOW died at South Yarra in 1943 ... aged 71 years.

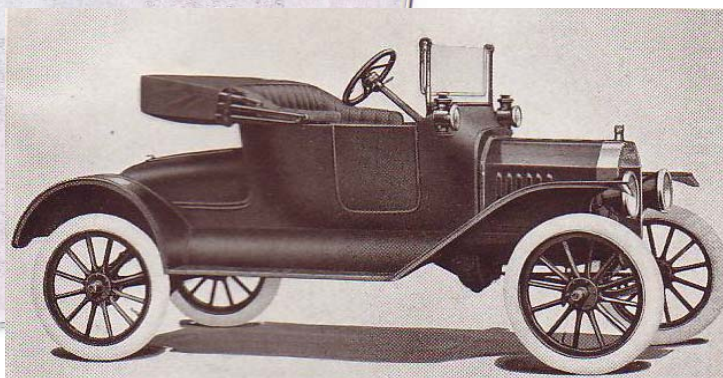


Jan. - Feb., 2009



ONE HUNDRED YEARS OF ONE MODEL —

The C. D. mentioned in our last issue has been completed: the “Official Launch” - on Australia Day 2009 has been arranged, As this edition of FedNews is being completed I have had the pleasure to review a copy.



The cover is shown here - with the exception that the vehicle in

FedNews is NOT as shown. I have taken the liberty of placing it here - for a reason !!!!

The Model T Ford was built from 1908 to 1927 and in Australia - all motor vehicles had to be, and still are - required to be registered by Law. In Victoria there were many thousands of this particular model registered over the years, apart from the fact that every Australia State also had thousands of similar details “on their books.”

To celebrate that 100 Years - plus to assist in raising funds for the “Albert Battery” - a Queensland [Gold Coast] group of military historians, restorers and re-enactors, thought of the idea of obtaining funds by producing then circulating this C.D. on Australia’s 100 years of Ford T vehicle registrations. Each State [except Victoria;] is represented by fifteen registration numbers allotted to a Ford T, plus the owners’ name and address.

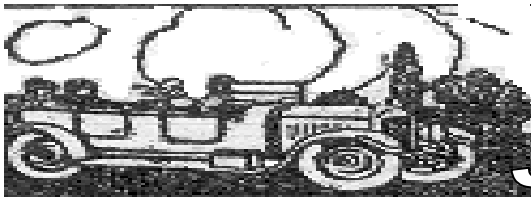
In Victoria - to make up the one hundred - there are twenty five [25] entries, this time with engine numbers as well; and to add further interest they were from Ford T’s which were de-registered just prior to World War 11. Did the owners then go off to war ?

That it another avenue to be looked at. [Here your editor admits his particular interest and involvement - in supplying the “Albert Battery” - with a lot of the information.]

In the meantime you can purchase your copy of the C.D. for \$80 : 00 plus \$5 p & p - from The Albert Battery - Post Office Box 246, Biggera Waters Q. 4216

Cheques or Money Orders only. Or contact them per email: modelford100@bigpond.com

In case you missed the email it is **modelford100@bigpond.com**



Jan. - Feb. 2009

FROM VARIOUS SOURCES. Every now and then I find an article which in my opinion is exceptional; such is the case at 21st November 2008. Now the reason I put the date in is because it is possible other material will come to hand and some matters could be “shelved” or misplaced; I don’t want to do that, so here we go: HAMILTON & DISTRICT V.V.C. Drivers Club - Newsletter - Nov. 2008. Great reading; the report on Alvis Car Club visit, the [factual] report on our Delegate Meeting at Congupna; “diesel” facts - Richard Neaves, National Tractor Report, Les and Lorna’s descriptive tale of the Wimmera - Mallee run to Nhill etc. Graeme Ralph’s - Federation - Golden Oldie’s Run report; plus the Hamilton Motor Show of 1989 !

Included in all the reports there were - to my mind - an amazing fact; the number of people who have “private museums” - collections of gramophones, cars, motor cycles, tractors, - you name it.

MODEL T TORQUE: The “CenTenary Rally” Report was fascinating; as were the photographs; some shown - [copied from the magazine]. Congratulations were written up in so many newsletters FedNews also had to say so as well !

My personal views are that rally reports should be mainly restricted to Club Newsletters - and emphasis placed on Coming Events in FedNews but there has to be exceptions. In this case it is the recently held **Golden Oldie’s Tour**, Hamilton’s report etc.

The **HISTORIC COMMERCIAL VEHICLE CLUB of Aust.** - the photograph of the **REO** - articulated bus, [shown below]. The photograph came from Hamilton’s - Ansett Museum; a place of historical aviation and motoring significance. Many tales could FedNew’s relate of time spent in Mornington when Reg Ansett’s beach front home at Mount Eliza was “un-officially visited” - and the “fire eating” reaction it caused ! There is the “motoring prelude” to the ANSETT motor history; it started at Black’s Spur - with Milnes Daimler buses ! A long long story of motor adventures, a passenger service from Healesville and district to eventually where the firm providing these services was taken over by Reg Ansett during World War Two; mainly because of petrol rationing.

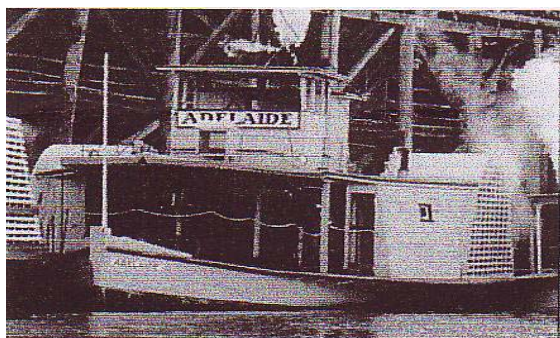
There are motoring tales of adventure, business failure and perhaps plain ingenuity on the part of Reg Ansett, apart from others. Has the pre - history of Ansett Roadlines and the firm itself been written ?





Jan. - Feb. 2009

FROM VARIOUS NEWSLETTERS : Our front cover *last issue* - showed a 1911 Hupmobile, well lo and behold our friends in **Naracoorte Historic Vehicle Club** - had a photograph almost 100% the same ! [How can that be ? close to 100 % - surely a double entendre' ?] Well it was very close to it; the Hup was seen and photographed on a recent run, then published in "Waggin Wheels" October 2008, pure coincidence or was it E.S.P. ? Maybe, but on whose part ?



**Echuca Car Club - 22nd Rich River Rally.
August 21 - 23rd 2009.
Mark it on your Calendar now.**

70781

Remember last issue ? The aluminium number plate - **70781** - owned by Alan Firms - Buick Car Club; ok, Alan informs me the Patent particulars on the back were "*slightly incorrect.*"

[Nice way of putting it rather than saying my typing fingers made a mistake !]

Well here we go again; correct Pat. No. is 221 33 25 - so if you are still seeking detail for Alan - **and** FedNews - then the only way to trace it down is with the right number !

Alan went to Ballarat Library, State Offices in Ballarat and, like me, got no-where with the search.

My efforts on the internet were dismal, [actually a complete failure on my part].

Alan's was more personal and still he failed. Where do we go now; anyone with capabilities who is able to assist with another internet or a personal search and obviously more competent with detail?

In the meantime, like good archaeologists our hunt continues - with a little bit more information.

West Gippsland newsletter: [Nov. 2008] Another "*well done*" - for factual reporting; thus one "School Stamp" in Col Buckley's workbook; maybe a "Giraffe" this issue plus an "Elephant" one for his club editor [can't have both getting the same]. YES, I actually know that even the "Preps" [today !] have a "Portfolio" - in which their school details are recorded - along with their work; but you see I am behind the times so it's still "School Book / Report" and those stamps - for me. Information on "Portfolio's etc, came from 7 year old Nicholas Grant; [Grandson].

Tax on Clubs - was well reported. thus it is nice to see that members are "getting the message" - FEDERATION - in particular our hard working Treasurer - have been continuously working for all in trying to obtain some relief for the Historic Vehicle Movement. The process continues !

Deniliquin Antique Vehicle Club: Edition No. 10 / 2008. Interest shown in "Mrs Kelly" and her car !!! [as per Vintage Driver Newsletter] Seems Deniliquin connection with the KELLY name remains strong despite the "horsepower" probably being a FLINT ? We all await more information on the vehicle - as repeated in FedNews - last issue. No further ideas / information to this time. The KELLY name definitely remains entrenched within our history; rightly or wrongly.

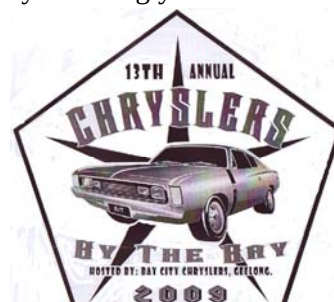
BAY CITY CHRYSLER RESTORERS CLUB:

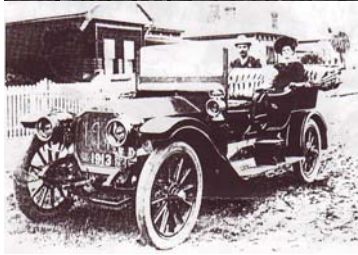
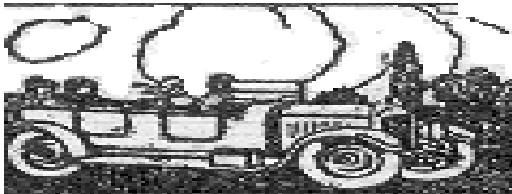
October - November newsletter showed that the Club had presented a cheque for \$3000 to the "Cottage By The Sea" at Queenscliff.

The Chrysler Show has so far raised \$4500 etc., if you can attend the 2009 event then be assured quite a lot of the proceeds will be used to assist charities.

13th ANNUAL "CHRYSLERS BY THE BAY."

"Long Weekend in March" - ask at our next meeting.





Swan Hill Vintage / Classic Vehicle Club
newsletter - Oct. 2008.

The photo caption read: *Mr and Mrs H. A. Wood's - first motor car - an English "Brown" vehicle.* Then the story of it being the third car in Swan Hill; it's driver / chauffeur was A. H. Walker ... to me the name stood out so I just had to check it out !

Unfortunately it appears that "Fred" Wood - the chauffeur - was killed in a motor vehicle accident in Swan Hill in March 1927 so it ended a very interesting story [in the Swan Hill "Manifold"]. "Fred" Walker - the car driver - whose actual name was Albermerle Henry Walker - came with the car - via the agents, Shields Motors - Flinders Street Melbourne; he was to "teach" the new purchaser how to drive but it appears this stopped short when he was fully employed by Mr. Wood the new car owner. A great story in the "Manifold."

53rd Kalorama – Huge Vehicle Display
Vintage and Classic Vehicle Concourse and Show & Shine
Sunday 22nd March 2009

Always a great day supporting and providing funds for
Kalorama CFA

Open to all vehicles over 25 years old
Mystery Scenic run to Kalorama from Manhattan Hotel, Cnr.
Heatherdale & Canterbury Roads – Departing 9. 30 am

No vehicle entry charge.

Fun for participants, children and families.

Great spot for a picnic.

CFA food drinks and ice cream kiosk.

Free jumping castle for the kids

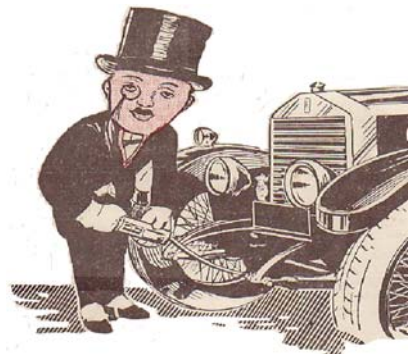
Vehicles on display from 11. 00 am at

Kalorama Recreation Reserve

Spectators, \$5 per adult

Enquiries: John Rhodes: (03) 9879 7460 ah
(03) 9798 8636 bh

Bill Eldridge: (03) 9798 1995 ah
(03) 9798 8636 bh



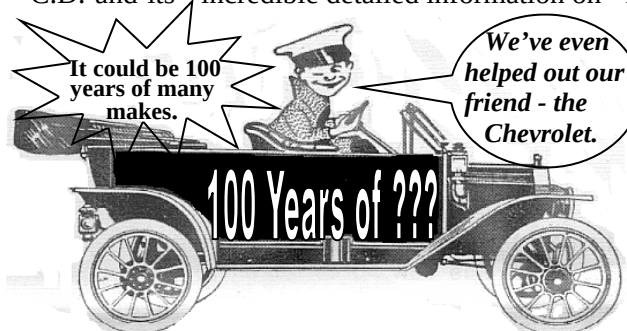


**PURELY OUT
OF INTEREST.**

What did we do before
computers; instant emails,
internet connections etc. ?
We used the telephone OR
printed words !!!!



YES, the printed word. Indeed it is still employed no matter how old fashioned or out of date it might seem to be ! And yes, I generally enjoy / using / the computer; even with its' faults, idiosyncratic ways - or what ever those necessary words are. [never *my* mistakes, naturally]. Computers are almost instantaneous in connections and extremely useful but why am I telling you what you already know: because last issue my "typing fingers" prattled on about the "Albert Battery" - C.D. and its' incredible detailed information on "T - Model" Fords.



The group are pleased with results and have offered to continue same at the original price, \$80 : 00, plus p & p., \$5. 00 until the end of February 2009; so be fast with your Order. There we have it, a tremendous way of gaining information - and NO PRICE RISE ! Apart from that, it is 100 years since our first "military motorists" those early "Veterans" the **Australian Volunteer Automobile Corps** - formed at Langwarrin Victoria.

Perhaps a story on them one day ? What of all other make of vehicles which have reached the "century" - how about their story ?

A repeat article, on TARRANTS might be called for, they sold FORDS from 1908 - onwards. Yes yes yes, there are "writers - historians" in our midst who would surely enjoy writing up these details. Your chance is NOW. In the meantime I have been researching 5000 Victorian motor vehicle drivers from 1910; [a partial sampling of Victoria's initial licensed drivers]. Weeks have been spent in selecting from that list those drivers who "enlisted during W.W.1." Where did they serve; in motorized units or elsewhere ? Unfortunately it became very clear that a great number "*never came home*;" today they lie in graves in Turkey, Egypt, Israel, France, Belgium and England. As a confirmed "Memorial Reader" - in all areas of towns, cities etc., - I know there are hundreds, if not thousands of stories to be researched, looked at and examined. Even so I admit to surprise at something I personally had never even thought of eg. in **World War 11**, some of the same men re-enlisted; once again, a few lost their lives. Sadder still is the fact we are still at war, but then it seems since time began it has been thus so.

DID YOU SEE THE "HAROLD HOLT MYSTERY" - shown recently on A.B.C. Television. Your editor; [like hundreds of others] was involved in the search for the "Missing Prime Minister." My part was minimal; standing on sand dunes at Portsea [after a quick trip from Mornington;] then "looking out to sea !!" Well the result we all know but that mystery disappearance was eventually made into a film: who took a " Staring Role ? " - **NO NO NO; NOT ME** - it was "**Little Eck.**" "Little Eck" belongs to Eric and Tammy Belcher of Mornington Peninsula Historic Vehicle Club, it is their early Ford Escort. Eric tells me he and the car know the old Portsea Military Camp road very well - more so now after many "film shoots" to finally get a mini - second score in the film.

THEN THERE WAS - "MONASH" - A.B.C. once again. A great film; worth seeing but a little disappointing for me to see a Rolls Royce motor car in the early part, depicting 1915 / 16 - because it had a **1948 / 50 era** front number plate ! Despite this, probably noticed by a handful of people like myself, it was a wonderful story of Sir John Monash's life; plus the film included some tremendous "old footage." [No, "Little Eck" wasn't in it. !"]

Ian HINKS - Mildura Vintage Vehicles Club - along with his son - David, have recently acquired this **RENAULT** truck. In an attempt to find more, Ian is seeking assistance; can anyone provide anything at all in the way of mechanical history of the vehicle itself OR any similar make vehicle and / or any particulars of previous owner [s] of this one ?

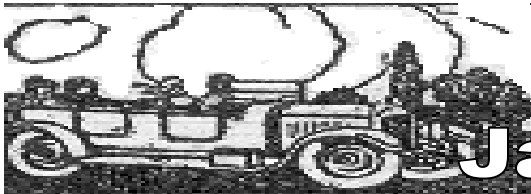


It has been in the Mildura district since the 1930's [?] and has - in very faint lettering - " C. L. MILBURN " on cabin side. The writing is very faint.

ANY INFORMATION greatly appreciated.

Ian Hinks [03] 50 245 248 email: hinksi@iinet.net.au

Accommodation bookings. Free Call 1800 039043 Website. tourism@mildura.gov.au



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Jan. - Feb. 2009

INTERESTED IN A TOUR TO THE - “FLINDERS RANGES ?” [South Australia].

Initial Organization by Sue Pater on behalf of —————→



The D.V.H.C.C. is contemplating running a trip to Wilpena Pound, in the Flinders Ranges and I wonder if anybody can help with the following information.

Do you think the roads would be acceptable for driving pre 1942 cars on ?

What minimum mechanical requirements did you put on entrants ?

Did you recommend spares, or did you leave it up to the individual ?

Can you recommend clubs to visit on the way or any other activities you have enjoyed ?

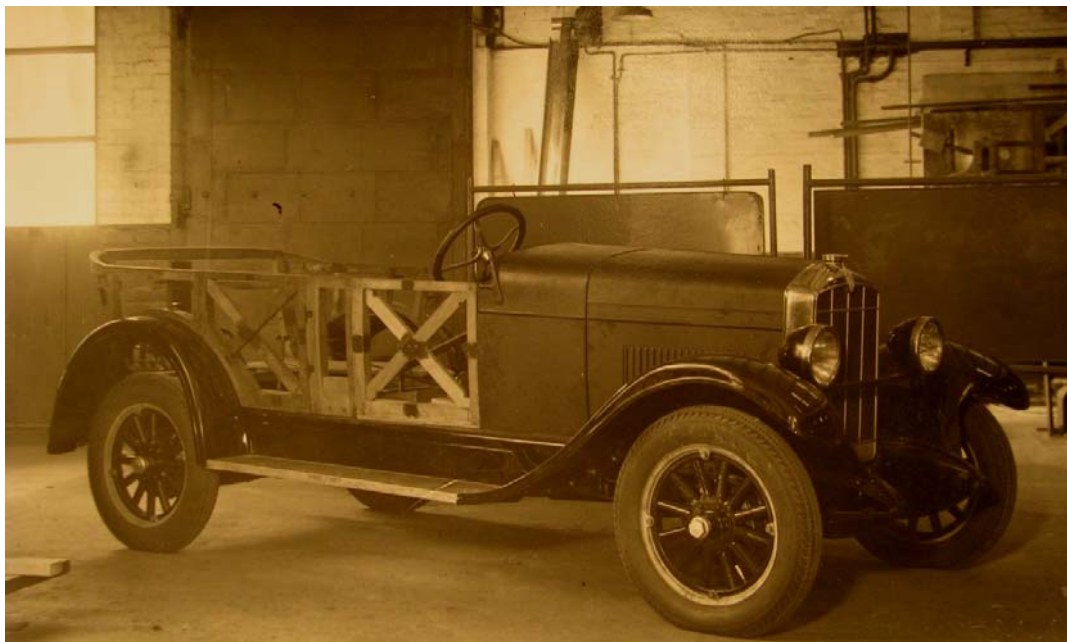
Were you required to camp or would you get alternative accommodation easily ?

If anyone can assist me with these answers, please email me on sueanddavidpater@hotmail.com message me on 0419561340 and I can ring you back, or ring me on 03 59680032.

We will not be travelling until 2010 but time flies quickly and we need to start working on same.

Thanks. **Sue Pater.**

Dandenong Valley Historic Car Club Inc.



Sue Pater didn't send in this photograph of a c.1928 Rugby - with timber components - no, indeed she didn't ! It came from Heather and Wes Vickers [Vintage Motorcycle Club] and is part of the series of photographs showing various parts of the inside - and outside - of

Ruskin Motor Bodyworks - at the corner of Dudley and Adderley Streets West Melbourne.

I am “reliably ???” informed though, that Sue - and D.V.H.C.C. - would welcome this particular car on their “proposed” Flinders Ranges Tour in 2010 - if it was finished and still exists !

Only provision being answers to questions !

P.S. FedNews hopes “**BERWICK SWAP**” - 7th Feb. 2009 - went / goes, ok, unfortunately details couldn't be published earlier so if this edition manages to reach you before that date then don't forget to get along to **BERWICK SWAP** ... Akoona Park - Princes Highway Berwick. Enquiries. 0407 568 488 or 0427 392 219

WELCOME & CONGRATULATIONS

COROWA & District Car Club: [6 months old ??].

Daimler - Lanchester Car Club:

We look forward to these clubs' participation in FEDERATION - and to receipt of their Newsletter - [Part of membership requirements].
sent to P. O. Box 402 Gisborne 3437.

WIMMERA MALLEE HISTORIC VEHICLE CLUB:

who are to receive a "School Stamp" [maybe a large bird ? this time] for reporting on a recent Nhill Run; detailed by so many clubs - with photographs and explicit stories. Great photos included from Annual Rally - **Road to Nhill**. [Intriguing place - Serviceton Railway Station,] together with just how much is available to "tourists" in these areas.

ANTIQUE MOTOR CYCLE CLUB OF AUSTRALIA: Approximately 140 members; all enjoying "pre - 31st December 1930" motor cycling. Runs to include "Tiddlers and Tadpoles" on 1st March - when the "smallest" [underpowered or otherwise,] lead the event. All eligible bikes are welcome but understand, T & T's set the pace. You don't have to be a member of the A.M.C.A. to attend, just call ... Greg Smith [54 39 5233] or Malcolm Cox [9749 8922, and you will be greeted.

LETTER RECEIVED: Eric & Tamie Belcher - Mornington Peninsular Historic Vehicle Club.

Our club is busy as always. Too many things on to ever hope of attending all of them. We went to Congupna last month; they put on a great day for the Federation. They are obviously busy too. Speakers at the meeting mended what their clubs are doing - busy. Fed committee been to Queensland, organizing The SWAP, writing to Government, pushing our barrow at every opportunity. Busy. Tamie is doing the vacuuming. Busy. I'm proud of them all. It's all too much for me Mal - makes me tired. I think I'll just get and sit in my favourite chair; put the heater on, and contemplate Global Warming. You know; tomorrow is my birthday. I spent most of my childhood birthdays down at the local swimming hole in the Avoca at Emu; or later on, in one of the stock dams at Patchewollock North. We had to leave Patchy North in 1939 because it had forgotten to rain. Climate change ??? No; just climate. That's what climate does - keeps changing. The weather was great for THE SWAP. Hope the financial outcome was as good. Nothing to contribute about motoring.

MATTERS DISCUSSED & FINALIZED AT CONGUPNA: Monetary Grants to Casterton Club; [assistance with new premises] Bright: assistance to purchase a gazebo. Wimmera - Mallee; Trophy Grant - donation. Neil Athorn spoke of the T.A.C. component re historic motor vehicles in South Australia - and mentioned, say; Morris - Minor had to be original [e.g. no M.M. with Datsun motors]. Bay City Chrysler Club - forwarded "thanks" for assistance: [Don't forget their big event in 2009]. Neil spoke of a Federation website. e.g. updated every quarter, two year licence costs \$140 : 00 - still to be worked out !! [Way beyond comprehension or FedNews' scope or knowledge].

National Survey: \$600 million - that's what our "Movement" is worth annually in Australia.

Brian Kelly - spoke of Federation's great contribution to RACV Foundation. [\$800 : 00] from Golden Oldies Event.

RALLY plates cost \$250 : 00 - our plates cost \$106 : 00; it's no wonder "many" have changed !!!

OUT OF CURIOSITY - Was there any "upsweep" in Model - T Ford restorations or membership as a direct result of the 100 Year Celebrations in Victoria ? [or elsewhere in Australia !]

There are still a number of "Birthday Years" to go for the T - Model; ANOTHER Eighteen Years - if my mathematics are correct and, [I am sure] there could well be a couple of hundred T's able to be returned to the road if there was a concerted plan to collect various parts ! Well it is just a thought.

STOP PRESS

PAGE 12 !!!

[Sub - titled] Editorial apologies Page.

THERE HAS **POSSIBLY** BEEN A CHANGE OF NEXT MEETING DATE !!! *If there has been a change* there will be a circular enclosed with full details: as this edition is being finalized [1 / 1 / 2009;] it could well be that matters have changed without editor knowing particulars. Thus the letter will advise.

APOLOGIES TO our PRESIDENT FOR HIS "HAMILTON TRACTOR TREK" REPORT: it just could not be "fitted in" without something else missing out and after all my typing !

Well sorry but **time** and other matters overtook me.

Pictures shown - Deniliquin Collectors Club -

tractors at a recent event. Once again **time** and space just didn't allow me more but wait !!! you can go

19 / 20th Sept. it's their next "Deniliquin Rally."



R.A.C.V. [B. Kelly] thanked Federation for donation from "Golden Oldies - Memorabilia Auction. Nationally - our "Movement" is worth \$600 million to the Australian Economy; think about that ! Model T - Ford; President's "thank you" to Federation; most appreciated, sorry we couldn't print.

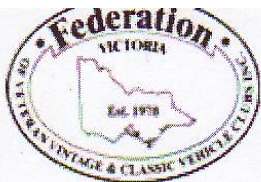
COMING EVENTS: **FEDERATION - MORTLAKE PICNIC - Sun. 29th March.**

Generally speaking - follows previous events at same place / same format. Please enquire for full details at next Delegate Meeting as editor is unable to do more than advise ASK the Holloways !

GEE LONG BAY CITY SWAP ... Sat 9th May. Geelong Showgrounds. Ask the Delegate or read last issue of FedNews.

NATIONAL HISTORIC MOTORING DAY **17th May 2009.** See circular enclosed.

Delegates Meetings 16th May .. Swan Hill AGM 8th August. VDC. Clubrooms.
 24th Oct. Hamilton. Until we meet again - **Happy New Year.**



FEDERATION

Pakenham Picnic

Sunday 19th April 2009

HOSTED BY

The Dandenong Valley Historic Car Club Inc

Free Entry

Vehicles 25 years and older – Red Plate eligible

Complimentary raffle ticket for every vehicle 25 years or older on Display

Prizes include automotive related products

Varied Displays, including Restoration Trades as well as Hobbies and crafts

Bring the whole family along and enjoy an old fashioned country picnic.

BYO Picnic Lunch.

(Light BBQ Lunch available at a reasonable cost)

TIME: 10.00 am onwards
VENUE: Pakenham Racecourse
Racecourse Road, Pakenham

Location Ref: Melways Edition 34 Map 317 G8

ENQUIRIES:

Ian Clark – 0419 312 304
Max Hobson – 0401 144 043
Gary Stocking – 0418 140 844
Michael Hartman – 8812 2290

The CLUB PERMIT SCHEME.

May I use those words - “**Red Plates** ?” [No intention to upset purists in terminology OR usage of the actual Legislation, e.g. “Club Permit Scheme”]. Well 95 % of our members appear to use these words; - **Red Plates** - ok I have NO statistics to prove they do or don’t, but surely we all understand what it is I am speaking of !

C. P. S. - the Victorian Legislation which allows us to use our veteran - vintage - classic vehicles, cars, trucks, motor cycles, tractors, traction engines, on “Authorized Events.”
[The actual Legislation can be read on VicRoads internet site].

For practical purposes we refer to “Red Plate Vehicles” in common speech but behind it all are years of work by some current and past members of the Veteran Car Club of Australia [Vic.] who battled long and hard to obtain concessions for veteran vehicles. The vintage movement obtained similar use, eventually it was updated for classic vehicles, it now covers those of twenty five years and older. There’s been discussion, complaints, even disagreements over same, so much so today some people believe there is a **RIGHT** to use “C.P.S” plates on vehicles that aren’t really in these categories, on time trials, night trials, navigation runs and even a trip to the local supermarket.

We have had Meetings where Club Delegates have voted for the introduction of Log Books [in a similar manner to our friends in South Australia;] we have had amendments put forward to have this “held over” - until VicRoads - the police - the Government etc., have ideas **put on paper**; THAT is currently where the matter stands [as I know it !] at this date; 1st January 2009.

I have read [many times] of “new Legislation” being **ready** and that Log Books will be brought in; [**NEVER** have I seen this Officially from VicRoads]. Unsubstantiated “reports” appear to be the work of self - promoting parties / individuals whose agenda is - in my mind - questionable.

e.g. What **reason is there for** ANY CHANGE ? Words I have repeated and repeated numerous times in this magazine and elsewhere. **NOT ONCE** has there been any written reply.

FEDERATION is working with VicRoads [after many failed attempts to meet] - Kevin Holloway, Brett Holloway and John Davis; have finally been able to discuss matters face to face.

President, Neil Athorn suggested a compromise idea - in respect of Log Books - details of which were circulated to **ALL FEDERATION CLUBS [and A.O.M.C.]** - in a letter during November 2008; where we could have the current system stay plus have a Log Book for an extra thirty days private use. What a great idea, has your club responded to this suggestion ?

I URGE - Clubs - whether they be members of **FEDERATION or not**, to examine these proposals, **WORK FOR THE MOVEMENT** - not for individual gratification or any type of private gain.

At our Congupna Meeting I was asked why FEDERATION and A.O.M.C. - don’t have the same ideas and could I explain if my editorials are those of FEDERATION or are they personal.

For [perhaps ?] once, I was almost flabbergasted. I replied that despite some reports from these very Delegate Meetings - words were often completely different when they got back to the Newsletters of clubs, so much so that my view was that I must surely have been at a local pony club meeting, not FEDERATION. Sure 99 % is reflected from what committee has said, for that I make no apology nor do I feel the need to make any. [By the way, I am not really interested in ponies !].

In over ten years of writing and producing FEDNEWS and more especially the past four or so years, I have tried to make it plainly clear my PERSONAL view is that current legislation doesn’t need to be changed. Strangely or not, that same view is supported by Federation Committee.

President Neil came to my rescue with these words “***if it ain’t broke, don’t fix it.***”

I am a delegate for the **Antique Motor Cycle Club of Australia** - hopefully I represent them as best possible as well as doing all I can for **FEDERATION** and **OUR** "Historic Vehicle Movement."

As to what A. O. M. C. does, says or believes; how can I say ?

On occasions I get their newsletter - and read same assiduously; rarely have I ever made a comment as to what AOMC is doing or has said. My belief is that it is not necessarily a good policy for me to do so. Likewise I have no idea what Hot - Rods or C.A.M.S., are either doing or "thinking."

Over years I have lauded AOMC Motor Vehicle Registration checks - indeed their co-ordinator and myself are often in discussion about same, this I feel is of great assistance to everyone interested in mechanical history. Federation helped in recovery and payment for storage of the old registration cards so I admit to a personal bias re same. I may continue to congratulate them on those particular efforts but when it comes to policies - it is usually far from my role as **FedNews' editor** to comment on other organizations or their ideas. There was disappointment when I read Federation was acting in a manner similar to the proverbial "***tail wagging the dog;***" - ***surely*** an uncalled for statement.

Dogs sometimes bite and because of such action can be destroyed, my view is that it is better to be a "***friendly tail wagging dog.***"

Newsletters arrive at P. O. Box 402 - Gisborne 3437 - I read them all [a statement regularly repeated !] sometimes it amazes me to see words creating a completely different scenario.

As to C. P. S. [Red Plate Vehicles ?] - CLUB PERMIT SCHEME - our veteran, vintage and classic machines generally are used for what the **Legislation** allows us; e.g.

TO DRIVE AN UNREGISTERED VEHICLE DURING AN AUTHORIZED CLUB EVENT.

There possibly have been individual Club members who have gone against this Legislation and illegally driven their vehicle; [I have **NEVER** heard or read of any prosecution by police for this offence !] Yes I have read of "Police" stopping drivers on - during - after a Rally - Event; and in actual fact - when Secretary of the Antique Motorcycle Club of Australia - have personally written to the Chief Commissioner of Police complaining of one interception of a motor cyclist.

It was a misunderstanding of LAW - **by a Police Officer** - who was supposed to be "trained" - to enforce the law as we are supposed to understand / know, the law !!!

That is the **ONLY** time known to me where police have been incorrect. YESSSSSS all those reported matters in newsletters have been noticed but even at FEDERATION meetings no one has yet [to my knowledge;] ever been able to **prove** police have been "active."

I am NOT doubting police pulled drivers over, checked their bona fides, [their job] but newsletter reports of "interceptions" at / on the way / to Bendigo Swap have never been actually proven.

The garbage about an - "***unroadworthy vehicle - where a driver slammed his door - the headlamp fell out so he slammed the door again and the other headlamp fell out***" - was repeated in so many newsletters that I finally admitted [to myself;] it must have been a joke ! A very poor joke indeed but one which was continually repeated; so when we read "***the police want Log Books***" - please, can someone tell me [with authority;] which police ?

Let's be honest, if Log Books are wanted [by Police] let it be seen in writing then we will know facts. So it is now onto Federation's position. [Re-read the President's letter to Clubs of Nov.2008].

WHY CHANGE SOMETHING THAT IS WORKING

Read here The current Club Permit Scheme.

QUESTIONS:

Some club members say ***“we have two / three cars, we would like to be able to drive them on days other than when ‘Authorized Events’ - are being run, say to take a friend out for a short drive to show the car off.”***

The proposed “Log Book” - of 30 days use - as suggested by **FEDERATION**, would cover this, and the current scheme would remain almost intact.

There are of course other options: Fully register the second or third vehicle !

“South Australia” have Log Books and they are a great idea, they work well, etc. “

Yes, undoubtedly they do; it is not the prerogative of Federation to tell / suggest / advise, other State Authorities as to how their particular scheme for “Historic Vehicles” should work.

However; before making statements on “other schemes” - particularly South Australia’s, have the

CODE OF PRACTICE - for CONDITIONAL REGISTRATION SCHEME FOR HISTORIC VEHICLES AND PRESCRIBED LEFT HAND VEHICLES been read ?

FedNews does not say the S.A. Log Book scheme - or any part of it - is incorrect or wrong; we just ask if you have **read same** ?

Part of the CODE reads Historic Integrity - means the accuracy of the subject vehicle’s specification when compared with the Original Equipment Manufacture [OEM] specifications for the same make, model and year.

Original Part - means an identical part sourced from another vehicle, a commercially produced spare part or a reproduction of the original part.

Naturally there are many more “specifications” and FedNews suggests that anyone wanting change to a similar scheme first **read** the South Australian CODE.

It could well mean that many current vehicles using the Victorian “Club Permit Scheme” - would not be eligible. e.g. particular vehicles using say; Datsun motors ! Those with “front end suspension” alterations, change over gear boxes and differentials might also be excluded. [**O.E.M.**]

FedNews has queried what would happen if a “Historic” vehicle - especially those with similar “change over” parts - was involved in a collision. What would the Insurance companies stance be ? [read here; a good Insurance Investigator would surely pick the differences - as described above] and what then would the “Claim” be ? e.g. the **“changed vehicle”** may not be historic !!!!

Insurance is a HUGE part of our life when using “Historic Vehicles” - perhaps if this scenario was to be actually played out then the owner should really have had his / her vehicle on a different Registration / Permit Scheme - NOT on Club Permit Plates.

There have been suggestions that our current historic vehicles have problems in as much that vehicles with 23” wheels would be more capable in traffic flow, usage etc., if converted to 21” wheels. The question is: **WHY** ????? If the owner so desires such change, then change indeed - but to another PLATE - not our Club Permit Scheme, leave it alone, go to the Hot - Rods or elsewhere. **Stop trying to change something that doesn’t need to be changed !**

THIS ARTICLE HAS BEEN PREPARED PURELY ON PERSONAL THOUGHTS - IF THEY ARE THE SAME AS FEDERATION - so be it ! **Mal. Grant. Editor.**

WHAT ' FEDERATION ' HAS BEEN DOING - ATTEMPTING TO ACHIEVE FOR ALL HISTORIC MOTORING ENTHUSIASTS.

Thanks, to Paul Tangey - our Minute Secretary for this presentation.

Committee Meeting - March 2004

John Rollinson and John Davis gave a report on their recent meeting with VicRoads about the Red Plate System; the following items were talked about during the meeting:

Special Use Vouchers – VicRoads will confirm in writing whether a faxed copy can be used;

WA permits and the need to pay \$25 per week;

Permit Handbooks which are to have logos of the Federation and AOMC on the front cover;

Modifications to vehicles;

Red Plates – you can drive without plates, a VicRoads receipt is enough until they arrive. Plates are transferable between club members;

The Federation needs to get back to VicRoads with some rules and regulations that we require for the Red Plate Permit Scheme.

Neil suggested that if a vehicle has not been altered by 10% it could be put onto red plates.

John Killingsworth asked about bikes, and the fact that they could be made up of various makes.

Discussion was then held about the types of braking systems, seat belts, etc. for general safety use for cars, bikes and trucks. It was also mentioned that we do not want to make any decisions that could affect any Federation member clubs.

John Davis mentioned a Kyneton Club meeting they talked about modifications maybe requiring an engineers report to be eligible for Red Plates as long as the vehicle is at least 25 years old.

Brett pointed out that in Ballarat there is a light car club with Datsuns on Red Plates that maybe shouldn't be.

John Rollinson asked whether an age limit needs to be put on cars eligible for red plates? SA has stopped the 25-year rolling cut off. Anything after 1974 is not eligible. Neil pointed out that this cut off would not solve the current problem in relation to modifications.

After much discussion, the committee decided to put the following recommendations regarding vehicle modifications, to delegates at the next meeting, to take back to their clubs for discussion and make suggestions for changes:

Engine – can be modified not more than 10%; Gearbox – to be of the same era as the vehicle;

Chassis – cannot be cut/welded, even if more than 25 years old. If so an engineer's certificate is required;

Body – to be of the same era as the vehicle;

Front Axle – to be of the same era as the vehicle. If it has been modified, an engineer's certificate is required;

Steering Box – to be of the same era as the vehicle; Radiator – needs to match the engine;

Diff – to be of the same era as the vehicle; Brakes – to be of the same era as the vehicle.

Please note - In all cases, the owner onus rule applies.

Brett asked about performance vehicles that were built specially. It was decided that these would be OK as long as they were keeping with the era of the vehicle.

The question was asked about replicas, and whether it would need to be a replica of a vehicle built at least 25 years ago, or a rebuild of a vehicle at least 25 years old? The committee decided that as long as it was reproduced to the same design, it would be OK.

Calvin pointed out that Commercial Vehicles use a lot of components from different manufacturers. He will take these back to the Historic Commercial Vehicle Club to check. John Killingsworth mentioned that these rules appear to be OK with bikes.

It was suggested that in order to stop abuse of, and to have grounds to protect the Red Plate system with VicRoads, the Federation look into issuing clubs with permit rejection books, so as to stop someone going from club to club, trying to get a vehicle onto Red Plates.

A proposal is to be put to the next delegates meeting, about setting 1980 as a cut off date, instead of a rolling 25 years for Red Plate eligibility.

Committee Meeting – August 2004

Following on from letters that have been received from some clubs re the red plate scheme, it was noted that VicRoads would only recognise an Automotive Engineers report on modifications.

Neil mentioned that some clubs are requesting that the rolling cut off date for red plate eligibility be kept to attract younger newer members. This could only happen if the current rules and regulations for modifications are kept up to date.

Brett and Kevin attended the AOMC meeting regarding red plates.

It was noted that there would be a change to VicRoads regulations. It currently reads that 'Red plate vehicles can be driven by the member of an authorised club.' This will be changed to 'Red plate vehicles can be driven by a licensed driver.'

Calvin asked what qualifications are needed to be a scrutineer of the club. It was pointed out that years of knowledge is taken into account, with clubs being required to notify VicRoads of a change in scrutineers. It was also pointed out that no yearly inspection is required.

Kevin mentioned that the Willys Overland Club have asked why the Federation or AOMC should make the rules for the Red Plate Scheme.

Delegates Meeting – August 2004 Red Plates –

A meeting has been held with the AOMC about the new guidelines.

Letters were received from 15 clubs responding to the draft guidelines the committee have drawn up.

It was felt that there is no need to produce a Federation pamphlet on the red plate scheme, as VicRoads already have one.

Rootes Group Car Club have sent a letter suggesting that the rules regarding modifications are too strict and not needed at this stage. Maybe guidelines for the appropriateness of the era might be suitable. Their committee has set guidelines for approving red plates, and when renewing each year they have a set of questions to ask the owner of the vehicle.

C Oldis (Morris Minor) asked why all modified cars cannot be put onto SR plates.

C Duldig (Wimmera Mallee) suggested that the rules were overpowering. What about the makes where you can buy different parts to suit?

S Draige (Wodonga) asked what type of Engineer can provide a certificate on the vehicle? The answer was an Automotive Engineering, a list of certified people can be obtained from VicRoads.

N Raverty (Echuca) asked whether scrutineers from each club is required to tell people that it may not be eligible for the red plate system and you may need to get an Engineering Certificate. Neil Athorn replied by stating that the owner onus applies in all cases.

F Dallimore (Veteran) stated that if you modify a vehicle and don't get the OK, then you possibly would not be covered by insurance.

Neil Athorn pointed out that the spirit is to restore a vehicle, not create.

Once again, much discussion was held about the cut off date for eligibility. Comments being received from the clubs are that it may stop younger members from joining the movement.

C Duldig (Wimmera Mallee) asked what is meant by the same era? It was pointed out that anything relating to that particular model would be of the same era.

Form 26 is available from VicRoads, which is a great source of information on all this relating to restoration of a vehicle.

F Dallimore (Veteran) pointed out that Flashers and stoplights have to be up to ADR standards. The following point needs to be clarified by VicRoads – "Drivers of vehicles on red plates must be a member of a club." J Brittan (Warrnambool) pointed out that most clubs have family membership, which includes children up to the age of 18.

A Byron (Warrnambool) mentioned that cylinder limits may apply.

Committee Meeting – October 2004

It looks as though the red plate system will be left as is. We now need to go back to VicRoads in conjunction with the AOMC to say that we are happy with this. It needs to be reminded that drivers of Red Plate vehicles must be a financial member of a club.

VicRoads gave a talk at a meeting of the Ballarat Engine Preservation Group. The representative from VicRoads said that it doesn't matter about the driver being a financial member of a club, and also that each renewal is an application, so safety checks should be required each time. This seems contradictory, as the form states that you are signing to say the owner is a member of the club signing the renewal.

VicRoads are happy as long as – The permit is paid up; and the driver is licensed; and
The vehicle is being driven within the guidelines.

John Davis and Calvin Coghlan will liaise with Ian Ross (AOMC) regarding a meeting with VicRoads. John Rollinson will go if he is needed.

Delegates Meeting – October 2004 Presidents Report –

Neil tabled a report outlining the Federations activities over the past couple of months, including:
Another meeting will be organised with VicRoads to clarify rules of the red plate scheme. A list will be produced of persons authorised to carry out testing.

Delegates Meeting – February 2005 Presidents Report –

Neil tabled a president's update, which included:
Red Plate Permits - the contact at VicRoads has been on other duties, so the modified vehicles matter has not yet been finalised;

Delegates Meeting – April 2005 Presidents Report –

Neil tabled a president's update, which included:
Red Plates – No meeting has been scheduled with VicRoads as yet.

Committee Meeting – August 2005 VicRoads –

Neil mentioned that he has spoken with Fergus, who told him that if a vehicle is put onto Red Plates and it is already modified, the TAC will cover up to a point. If the vehicle is modified after it is put onto red plates, it is not covered;

VicRoads have requested that we submit in writing our requirements for the red plate scheme;

The use of a logbook system was discussed; Questions about insurance were raised;

John Davis asked who is responsible for red plate vehicles in the event of an accident – VicRoads or the club.

Neil will make notes regarding VicRoads and the red plate scheme and will send out for committee members to check and add to, before forwarding on.

Delegates Meeting – August 2005 Presidents Report –

Neil tabled a president's update, which included:
A meeting was held with VicRoads, and the federation was well represented. This meeting was between all organisations who use the red plate scheme;

Committee Meeting – October 2005 VicRoads have requested only 1 delegate from each body be present at each meeting, although there will be 4 VicRoads staff attending. A letter is to be sent, stating that we would like at least 2 representatives to attend.

Delegates Meeting – October 2005 VicRoads –

A letter regarding Club Permit Scheme Issues has been received on VicRoads letterhead, and is signed by a VicRoads official. Topics covered in the letter are:
Left hand drive vehicles; Clubs auditing of membership; VicRoads speakers at club events;
Safety inspections of Club Permit Vehicles; New series of number plates;
AOMC publication – "Guidelines on safety testing"; Club Permit Scheme Review.

Moved Sue Pater (Dandenong Valley), seconded Ian Johnson (International Harvester) that the Federation supports the current permit system. We do not support a log book system.

Carried.

Permits currently don't require the stamp of the club upon renewal. This will be looked at in our recommendations to the new system.

Lists can be sought from VicRoads, who has red plates. This could be checked against club records.

Committee Meeting – February 2006 VicRoads –

Neil reported that a letter had been sent from the AOMC to Fergus McDonald from VicRoads, setting out their views about the new red plate system. John Davis has attended a meeting regarding this matter. Fergus is to be invited to the May delegates meeting in Echuca to discuss.

Brett Holloway tabled a copy of the letter he sent to Mary Stanley from VicRoads regarding the new system.

Neil reported that with the introduction of the logbook system, the booked could be @ \$10 each.

Delegates Meeting – February 2006 Red Plate Scheme –

Frank Dallimore from the Veteran Car Club who was involved in the set up and establishment of the initial scheme gave those present a run down. In 1957 they started to work on a scheme for enthusiasts to use their vehicles and insurance cost 3 pounds, 5 shillings per year, through a London firm. In November 1959 it was passed through Parliament for a club scheme to begin.

Frank also mentioned that the Veteran Club have written to the AOMC expressing their concerns with the proposed new scheme.

Rod Adler (Buick) reminded the meeting that it should be a permit scheme and not vehicle registration.

A representative from VicRoads is giving a talk on Tuesday night to the Veteran Car Club.

John Davis (Kyneton) spoke about the various meetings he has attended with VicRoads. This is also attended by representatives from the AOMC, CAMS and the Street Rod Federation.

Neil Athorn mentioned that if a new log book system comes in, and you are pulled over and checked, and the log book is not completed, you will be fined \$500, and lose 3 demerit points.

Calvin Coghlan (Historic Commercial) has heard of clubs being told by the SOMC that they have the control over the scheme. This is not the case.

It is the clubs responsibility whether they approve a vehicle being issued red plates.

The log book will cost about \$10 each, per year.

Reports from insurance companies indicate that fees won't increase at this stage.

The Federation feels that nobody other than VicRoads, should control the sending out of books, etc.

VicRoads representatives are to be invited to discuss this further at our May meeting in Echuca.

The proposed date for the introduction of the new system is 1st January 2007.

Brett Holloway has sent a 6 page letter to VicRoads, which he detailed.

Max Tucker (Western District) brought up the point that individuals can join clubs, put 4 vehicles on the 90 day scheme, and drive these around all year, instead of paying full registration.

It was pointed out that a day's use of a vehicle includes when you take it out to fuel up, or test drive, in preparation for a rally, as you are taking the vehicle off the premises it is stored.

The information that the Federation has on the scheme, is to be circulated around member clubs, to discuss and talk about at club meetings. A Decision is to be made at the May delegates meeting, on what stance we will take. All clubs are to be asked to forward a response in writing for their delegates

to relay to the meeting. This mail out will also include information on who will be controlling the new system.

Moved B Holloway (Ballarat), seconded J Davis (Kyneton) that the information as detailed above, be sent out to all Federation member clubs for discussion.

Carried.

Committee Meeting – May 2006 *Survey relating to VicRoads changes.* –
20 surveys have been returned out of 75.

A summary of the replies was circulated, and discussion followed.

At today's delegates meeting, the rescinding of the motion on the books from the Deniliquin meeting is to be put to the meeting.

Discussion was held re the use of number plates with personalised/special registration.

VicRoads representatives will be at today's meeting, with delegates being asked for a decision on whether or not we support the new system. A response will then be forwarded to VicRoads, based on the outcome.

Brett Holloway will send a letter responding to the discussion paper. Brett asked whether 90 days is enough or too much, seeing it is about a quarter of a year.

Neil Athorn talked about options for logbooks, i.e. 30/60/90 days, to change each year dependant on what you think you will need. This suggestion is to be put to VicRoads.
A response to the proposed system will be discussed at today's meeting, but is to come from the committee.

Delegates Meeting – May 2006 VicRoads:

John Lewis and Fergus McDonald gave a review of the current club permit scheme, and mentioned that they were working with the Street Rod Federation, CAMS, the AOMC and the Federation in revising the existing scheme.

The review has arisen out of request by the Victorian Police, for the following reasons –
To free up the issue of number plates; To give clubs better ability to monitor their memberships;
To make it easier to deal with replica vehicles; To enable distinctions between classes of vehicles;
To consider the possibility of introducing a logbook scheme; To assist with penalty and enforcement

At this stage, VicRoads are not sure whether or not they can introduce a charge for number plates.

A discussion paper has circulated about the proposed changes to the scheme.

The introduction of a logbook includes: To be issued on the basis of club authorisation;
90 day use would not have to be for a club event. Vehicles could be used for travel to/from work,
Sunday drives, etc. Vehicle testing would constitute as 1 day out of the 90;
At this stage it looks as though the books would be A6 size.

The proposal is being worked through with various bodies. Once this has been done, a copy will be sent out to any clubs who are not members of these organisations.

David Williams (Murray Heritage) asked whether any licensed driver can drive the vehicle with a logbook, not just the owner. The book is for the vehicle, not the driver.

Norm Raverty (Echuca) asked whether personalised plates can be put onto vehicles under the new scheme. The answer was no, that standard plates must be used.

Norm also mentioned that SA has a different sticker for club permit scheme vehicles. This won't be the case in Victoria.

Roy Strange (Murray Heritage) pointed out that NSW have 0000H series of plates. Even though there are different classes, they have the same, only different colours, which cause confusion. John Lewis pointed out that this is easier for the Police to identify.

Andrew McDougall (Veteran) asked whether the new permits can be used in other states. The response was yes, all but WA the same as the existing scheme.

Mal Grant (Antique Motorcycle) stated that "If it ain't broke, don't fix it! If the Victorian Police think its illegal now, why can we use it now?" The Police have not said its illegal; they have said it might not be legal.

John Davis (Kyneton) asked "If we go to a log book scheme, are we able to have a guarantee that the TAC and insurance prices won't rise?" John Lewis explained that they haven't spoken with insurance bodies yet, but following informal discussions with the TAC, the answer was no.

Colin Brown (Portland) asked whether each driver that fills in the book uses up 1 day. The response was no, the book is for the car, and can be driven by multiple drivers on the 1 day.

Hal Moors (Model T) asked whether the 90 days were calendar days or 24 hour periods. This will be looked at by parliament, but most probably will be calendar days.

Norm Raverty (Echuca) asked if the cut off date can be looked at being changed from 25 to 30 years.

David Lang (Deniliquin Collectors) asked whether the current plates can be kept on vehicles. The answer was yes.

Alan Hosie (Military History) asked if the logbook will be like the old RTA system, i.e. 1 day per page. The response was no.

Sue Pater (Dandenong Valley) pointed out that it was being put onto clubs to monitor their member's participation in club events, which will cause problems within clubs. VicRoads do not mean it to act as cheap rego, and pointed out that clubs need to have standards for membership.

Roger Mines (Bordertown) mentioned that the SA system works fine, where the club has a requirement for attendance at various events during the year, if this is not met, the renewal is not signed.

Roger Sykes (Western District) asked what the deterrent is from filling in the logbook while police are coming toward you and how will this be policed. VicRoads will find a balance in how much and how little is needed to be filled in.

Ann Drysdale (VDC) asked whether VicRoads are the ones who will issue the logbook. Yes, it will be provided by VicRoads.

John Lewis also pointed out that you need to put something in the logbook, even if you are not sure of the destination.

Norm Raverty (Echuca) asked about clubs who have members who are a great distance away. It will be up to the clubs to monitor their members.

Clyde Oldis (Castlemaine) asked if renewal forms can have privacy entry for info to be returned to club representative. This will be looked at by VicRoads.

Calvin Coghlan (Historic Commercial) asked about insurance, and the fact that when you have red plate registration, the insurance company accept that because it means minimal usage. Calvin asked what VicRoads will do regarding premiums. John stated that they have no control over insurances. Andrew McDougall (Veteran) pointed out that his insurance policy has a clause not to drive more than 4000 kms.

Colin Cuskelly (Morris Minor) asked why red plate registration is not listed on the computer system. Entry on this means it is a fully registered vehicle. He also asked about those people who could join 3 or 4 clubs with the same registration. This will be checked before permit registrations are sent out.

Brett Holloway (Ballarat) asked whether VicRoads have talked about lesser days prorated to consider people with lower usage needs. Tom Oram (Deniliquin Collectors) suggested that older vehicles aren't going to be driven as much as those only 30 years old. VicRoads have considered introducing log books with fewer days per year.

Neil Athorn then thanked John and Fergus for their attendance and input today.

Committee Meeting – August 2006 VicRoads - Comments that have been made in different clubs were discussed. Rifts have appeared in some clubs regarding the proposed changes to the scheme. The RACV have stated that underwriters have said the cost of insurances will change. This has been confirmed by Vigil, with no response having been received by Shannon's as yet.

Brett Holloway discussed a letter sent to VicRoads responding to the discussion paper.

24 of 75 member clubs responded to the survey we sent out. The results were: 3 clubs were unknown; 10 were in favour of changes being made; 11 were against changes being made. Brett suggested that a letter be sent to VicRoads, and then we wait for the next meeting with VicRoads, with a survey to be sent to all member clubs asking "Do you support the proposed changes – Yes or No?" A response of no, would mean that club agrees with current scheme!" Doug Tebbens pointed out that this is similar to what happened in NSW.

Delegates Meeting – August 2006 VicRoads –
N Raverty (Echuca) posed the question about changing the rolling cut off date to 30 years.

B Felsovary (Early Ford V8) mentioned that their club is in favour of the proposed changes because in most cases they only use their cars up to about 15 days per year, so the scheme would suit most members. If the insurance goes up, people will move to another company on mass.

M Willimott (Humber) spoke about her concern that a 90 day permit will encourage cheap registration. She has an idea for amendment to the current scheme. This will be printed in the next issue of Fed News.

S Pater (Dandenong Valley) mentioned that at their club meeting last night, she read out Neil Athorn's report as printed in Fed News, and this was discussed at length.

J Stock spoke about their club being in favour of the new system, as currently the scheme can be abused by people signing their own renewals.

B Holloway (Ballarat) replied to this comment, suggesting that club stamp be used on all renewals.

J Stock mentioned that most VicRoads offices are not aware of how to correctly process red plate applications or renewals.

R Unkles (Fiat) suggested to all clubs that if a persons membership lapses for more than 3 months, then the club needs to chase the member up and get the red plates back.

Delegates Meeting – October 2006 VicRoads – No meeting has been scheduled yet with VicRoads regarding the proposed new scheme; Brett Holloway went over the history of suggested changes.

The Federation has 83 member clubs, but only 29 replies were received to the letter that was sent out to clubs asking for an indication of support with the new scheme. Of these 29, 15 clubs wish to move to the new logbook scheme, 12 are against it, and 2 clubs replied with no real answer.

VicRoads are in the final stages of putting together the proposed new scheme for approval by their management. Each organisation will then be contacted for comment, and asked to contact clubs authorised to issue red plates. The proposed changes will then be put to parliament.

Neil stated that a definite decision needs to be made on whether we as a group are going to support the new scheme or not. At the Deniliquin meeting in October 2005, the delegates moved to not sup-

port the proposed new logbook scheme, however at the Echuca meeting in May 2006 the delegates changed direction to support the proposed new scheme.

Moved Bob Felsovary (Early Ford V8), seconded L Parnall (Baw Baw) that the motion that was carried at the Delegate's meeting held in Deniliquin in October 2005 relating to the Federation not supporting the proposed new VicRoads limited registration scheme be rescinded.

Carried.

Bob Felsovary reported that the Early Ford V8 Club supports a 90 day logbook scheme. They would also support a scheme with a shorter number of days use per year, but some members were concerned with the cost of insurance increasing.

Calvin Coghlan (Historic Commercial) mentioned that some of their members were concerned with the costs and details of the system as it has been proposed.

Mal Moors (VDC) asked whether 1 days use would be a 24 hour period, or whether arriving home just after midnight would constitute 2 days usage. Neil replied that in this instance, 2 of the 90 days would be used.

Neil Athorn went through the pros and cons as he sees it for the new scheme.

Max Tucker (Western District) asked how it can be called a club permit scheme, when you don't have to be on a club run to use it.

Moved K Stack (Eastern Touring), seconded J Davis (Kyneton) that the Federation as a body of member clubs, supports the current scheme as it stands today.

Lost (15-21).

Moved S Pater (Dandenong Valley), seconded R Strange (Murray Heritage) that the member clubs of the Federation support the proposed new 90 day logbook scheme, based on the current information that we have received, and that another decision be made when further information is available.

Carried.

Committee Meeting – February 2007

An email was received from Fergus McDonald of VicRoads, advising that they are still working on the internal requirements for the 90 day log book system. It could be a couple of months until this is completed.

Delegates Meeting – February 2007 *Presidents Report* - VicRoads are still working on the finer requirements to change over the red plate system. As to when we will be offered the chance to swap over is unknown;

Delegates Meeting – May 2007

Presidents Report - Red Plates – VicRoads are still working on the finer requirements to change over the system. There is a need for the Federation to continue to make a stance that it does not support this move to amend the current system until all the facts of the new system are known and advised officially via VicRoads. At the time of receipt of this official information there will be a need to again consider this as a group and to approach vehicle insurance companies for their view on the cost to cover vehicles in light of the new regulations.

Committee Meeting – August 2007 *VicRoads – Red Plates*

Mal Grant went through some examples of events being advertised that were run by groups not authorised by VicRoads to organise red plate eligible events. He referred to VicRoads guidelines relating to registered and unregistered vehicles.

Mal will talk further about this at today's delegates meeting, and how they were printed in Fed News. Mal will also mention that if anyone is going to these events, they need to make sure that it is a club run. The driver must carry a paid registration notice, and proof of it being a club run.

Insurance – Who and how is it being covered to and from the event.

Neil said he emailed Fergus McDonald early in the week, but no reply has been received on when and if the system is being introduced.

Brett asked whether we should write to VicRoads and say we don't want the new system. This would be against what was decided at the delegates meeting at Wangaratta. We could write and say we haven't heard what is going on. After much discussion, it was decided that it would be better for us to wait and hear from VicRoads.

Delegates Meeting – August 2007 *VicRoads –* Neil said there is nothing further to report regarding the proposed changes. He emailed Fergus McDonald early in the week, no reply received.

Mal Grant (Antique Motorcycle) discussed regulations relating to the Red Plate Act. Mal stated that these were his own opinions, and asked what would happen with accidents that occurred involving red plate vehicles on their way to or from an event being run by groups that are not authorised by VicRoads to organise red plate eligible events. Mal downloaded the regulations from the internet on Wednesday night, which states that you are covered at the event, and not travelling to / from. Mal suggested that all clubs need to start thinking about this issue.

Margaret Willimott (Humber) replied by saying that the HMAS Cerberus Open Day is a Humber Club run of their own. It is not sponsored by them and any other club going should have it on their event calendar as a club run visiting the HMAS Cerberus Open Day.

Kevin Churchill (Model A) mentioned he rang VicRoads regarding registration for red plates, and was told it doesn't matter which club's event it is, as the run doesn't only apply for the club your registration is through. The event has to be in a club newsletter that is authorised to issue red plate permits, as a club event.

Delegates Meeting – October 2007 *Presidents Report -* John Lewis from VicRoads sent an email on 4th October 2007 stating that the discussion paper that has been prepared regarding the proposal of the 45 or 90 day permit has to be presented to VicRoads senior management and the Minister for Roads before it is released to the public for comment. Neil said that when it is received it may mean that we will have to hold a special meeting to discuss. If this is required a letter will be sent to all delegates on our records, and each club, with the meeting probable being held in the Central Victoria region.

VicRoads – Much discussion was held about the proposed changes to the permit scheme.

One question asked was whether a member of 2 clubs can attend an event with the club other than the club the permit is registered with. Neil replied that a number of people are in two Clubs or more and they can only have their Vehicle on the Permit system from one Club. However if they wish to attend an event of their other Club then they must ensure that they have their up to date Permit with them and a copy of that Club's events calendar stating the event that they are attending.

Denny Wagstaffe (Wangaratta) stated that the Presidents report from the last copy of Fed News states that clubs haven't written to the committee letting us know of any problems. Neil answered by saying that nobody is telling us they are having problems with the system the way it is, so why go ahead and change it.

Bob Felsovary (Early Ford V8) pointed out that a motion was moved at the Wangaratta meeting to support the discussion papers, and then a decision would be made at a delegates meeting as to which way we will go.

Kevin Clarence (DVHCC) mentioned that John Lewis (VicRoads) email says that they will receive "input from the key stakeholders in this matter". Kevin then suggested that we are not key stakeholders. Neil stated that yes we are. Kevin then asked why we haven't had any input as yet, and Neil replied that we have over the last few years, but more discussion is needed.

Roger Mines (Bordertown) asked whether one of the delegates suggested a 45 day permit at the Echuca meeting. Neil pointed out that VicRoads haven't officially told us that there may be a 45 day permit; it has only been noted in this email.

Margaret Willimott (Humber) as why we couldn't just have a 90 day permit system. Neil pointed out that their factors may have to be considered such as insurance for the 90 days.

Allan Jolley (Wimmera Mallee) suggested that if 45 day permits do come in, then maybe it could just be for Veteran (or similar) vehicles only.

Moved B Felsovary (Early Ford V8), seconded R Moors (Bendigo), that the Federation invite Fergus McDonald and John Lewis from VicRoads to attend the next delegates meeting in Werribee, to talk over the VicRoads discussion paper prior to it being presented. **Carried**

Committee Meeting – February 2008 VicRoads -

It was discussed whether all parties are being consulted on the proposed changes to the scheme;

The Casterton Club are planning to move at the delegates meeting today, a motion that we try to have a system similar to that is South Australia, introduced here in Victoria. Neil stated that it would need to be put as a notice of motion, in order to give all clubs a chance to discuss before we decide which way to go;

With all the widespread talk and printing of AOMC reports on the proposed changes, it is believed that some people through the movement believe proposed changes are finalised and ready to go;

Neil stated that he thinks we shouldn't take any motion on the issue until VicRoads representatives have been to a delegates meeting to discuss the issue;

Brett stated it had be approximately 2 years since anything has been released. Information needs to go back out to all member clubs, to decide which way they wish to vote. No information has been received yet, so any decisions cannot be made as yet;

The issue of front plates being introduced for motorbikes was discussed;

Max stated "How can it be a club permit scheme if you can use your red plate eligible vehicle on non-club runs?"

Neil asked the committee to think about whether we need to propose a cut off date (maybe 1980) instead of a rolling 25 year date;

Vehicle on CH plates are being used as rally cars, because rally plates are approximately 2½ times the cost than red plates;

Brett stated that he believes we either a) take no action and wait for a response from VicRoads management; or b) push VicRoads for a response before it is too late to change what they decide, which would give our membership time to discuss;

After discussion, the general consensus is that if it is not brought up today by the Casterton delegates, then we write to VicRoads and ask for all details of the proposed changes and confirm that the four interested parties are the only ones being consulted over any proposed changes to the scheme;

Delegates Meeting – February 2008

Presidents Report by Neil Athorn

VicRoads & Red Plate Permits – Nothing new from VicRoads. A paper detailing the proposed amendments has been submitted to VicRoads management by the officers concerned. We will have to wait until that is dealt with before the next step is taken. We are still requesting for time for you the delegates to be able to have a final look at the changes before they are implemented;

VicRoads - Neil mentioned that he has sent numerous emails to VicRoads staff inviting them to attend our meetings. The response is that there is nothing new to report.

The paper regarding possible changes to the permit scheme is currently with VicRoads management for review and remains confidential until Management have made comment.

The committee feels that all clubs need to be given a chance to comment on any changes that may be made before they are introduced.

Neil spoke of his concerns of how the 4 bodies involved (RACV, Federation, AOMC, Street Rod Federation), have not met with VicRoads since May 2005 and are VicRoads meeting with individuals as well as these 4 bodies. We need to write and express concerns, while asking for more meetings between these groups.

Mal Grant (Antique Motorcycle) said that he personally cannot see a need to change the system as we don't know what the proposed changes are. Mal also mentioned it is possible that Queensland won't have any registration for Veteran vehicles. Why don't we start pushing VicRoads for this?

Neil spoke about the various emails he received from VicRoads.

Norm Raverty (Echuca) if it is 90 days on new system, won't that be good to get cars onto the road.

Neil Athorn pointed out again that it is a club permit scheme for clubs, not an individual permit scheme. He also made the point of how many people will use the scheme to drive their vehicle to and from work and currently it is a scheme that clubs can control.

Ian Bryant (Goulburn Valley) pointed out that their club almost unanimously supports a log book scheme for 45 or 90 days, so they can get more use out of their club vehicles.

Wilson Bunton (Castlemaine) asked who started the movement to introduce a new system. Various answers were made about jealousy of other states schemes and the amount of special use permits that were being issued. It was pointed out the NSW have changed to a scheme similar to VicRoads.

Neville Brooks (Buick) suggested that maybe they are trying to bring all states in line as far as permit schemes are concerned.

John Davis (Kyneton) pointed out that 378 clubs are authorised red plate registered. 90 clubs are members of the Federation with approximately 30 with the AOMC as well. Who are all the other authorised clubs?

Jim Taylor (Austin A40) thinks that every 10 years VicRoads are required to review all regulations. Review papers must be released prior to any changes being introduced. Neil Athorn mentioned that 2 draft papers have already been done.

Notice of motion: Moved S Cain (Casterton), seconded I Bryant (Goulburn Valley) that the Federation move to implement a red plate scheme similar or the same as VV&CC club members enjoy in South Australia as soon as possible.

Rob Moors (Bendigo) pointed out that the Federation cannot implement a system; it is up to VicRoads as the governing body.

Kevin Clarence (Dandenong Valley) asked for an explanation of the South Australian scheme.

Roger Sykes (Western District) stated that we are trying to do something out of our power.

Norm Raverty (Echuca) pointed out if an event is run by a red plate authorised club you can attend as a member of another authorised club.

Calvin Coghlan (Historic Commercial) asked don't we already have a motion on the books waiting on more information from VicRoads.

Ian Bryant (Goulburn Valley) then withdrew as seconder of the motion. The motion then failed as no one was prepared to second the motion.

Committee Meeting – May 2008 VicRoads - We will be dealing with John Lewis and Chris McNally, as Fergus is now dealing with Motor Bikes.

The 10 year period for a renewal is up in October 2009. We are assuming that any new registration laws should start then and if so, the logbook will be sorted out by then. Otherwise it will be another 10 years before the next renewal is due.

CAMS administrators have little knowledge of the Red Plate Scheme, even though they have cars on red plates. As yet they are not eligible with their Roll Bars, etc. It will soon be necessary to include them in discussions with Vic Roads

Calvin has had discussions with John Lewis

A 90 days logbook does not become a club permit scheme; therefore there will be lots of hidden charges that have not been revealed to us. Discussions will be needed to have more details on the SA system and points raised included stamp duty, sticker costs, cost of logbooks and number plates on top of the registration fees and TAC charges. People who want this system do not fully understand the SA system.

We ask Vic Roads for a meeting before the report comes out; Meeting could be on at any time Venue could possible be RACV Club or in Bendigo Member clubs should send 4 representatives suggestion is the President, Secretary and their two delegates with only one given a card to be eligible to Vote on behalf of their club.

There should be another meeting with our Representative and Vic Roads

Delegates Meeting – May 2008

Presidents Report by Neil Athorn

Red Plates – VicRoads have advised that they are presenting final reports to have the entire system overhauled. These papers will be provided to Federation Committee and we will make these available to you. Depending on the time frame for a reply we may have to hold a special meeting before our August meeting. VicRoads staff will make themselves available to attend the meeting to discuss the new system. Then need to be discussed with members of Clubs as everyone must be given the opportunity to find out what changes will mean and then vote to retain the current system or change;

VicRoads -

Looking at 45 or 90 day log books Twice as many people as were anticipated are on the SA System;

VicRoads need to upgrade their computer system, and we are concerned with the additional costs. They may introduce stamp duty among other things;

We have 80 clubs and AOMC 280 clubs some of which are in both and there are over 390 clubs with permit books;

Calvin spoke to John Lewis and they change things every 10 years and that is coming up in October 2009 if there are any changes they will come in then;

CAMS - The 3 business executives have no knowledge of the Red Plate Scheme. We are to have another meeting with VicRoads as it has been three years since our last meeting;

Concerns to be sorted as CAMS vehicles could be coming on to the red plate scheme with Roll Bars;

Replicas are acceptable so long as there are no changes. Changes of more than 10% do require an engineer's certificate and are not supposed to be put on red plates;

We want things to keep happening with a good system; when paper comes we will look thoroughly; CAMS may cause us concerns if they want to take over everything. They have info on Vehicle authenticity and they have contacts around the world;

No reply received to letter asking for a why Special Use vouchers are unacceptable to the Police.

Committee Meeting – August 2008 *VicRoads -*

Neil reported that he believes Fergus McDonald has resumed his normal position;

Nothing else has happened in the way of contact or meetings with VicRoads since our last meeting;

The letter written by a member of the Victoria Police regarding the use of permits was written from their regulations and not from the Road Transport Act.

Calvin believes that the police can be overridden by VicRoads.

Neil asked all committee members to consider where we go from here with this issue.

John Davis suggested sending a registered letter to the police officer who made the statements regarding the scheme. Brett spoke about sending this letter directly to the Chief Commissioner.

It appears that information printed by the AOMC is being printed by a number of clubs.

Neil mentioned that he has been pushing for another meeting. Kevin Holloway asked whether we would be better off going right to the top of VicRoads management.

Presidents Report - Red Plate Permits – despite sending 2 emails to John Lewis and one to Fergus MacDonald requesting a meeting of the 4 organisations or at least an update I have received nothing. I understand that there are all sorts of comments, rumours and spins on the matter going around the movement. All I can say is that the existing Permit Scheme remains the same as printed in all the Acts and Regulations and each Club and Member must continue to adhere to those rules. I have again written to the Victorian Police seeking some input from them.

Delegates Meeting – August 2008 *Presidents Report by Neil Athorn -*

Red Plate Permits – despite sending 2 emails to John Lewis and one to Fergus MacDonald requesting a meeting of the 4 organisations or at least an update I have received nothing. I understand that there are all sorts of comments, rumours and spins on the matter going around the movement. All I can say is that the existing Permit Scheme remains the same as printed in all the Acts and Regulations and each Club and Member must continue to adhere to those rules. I have again written to the Victorian Police seeking some input from them.

Phil Humphreys (Southern Peninsular) asked about the special use permits.

Andrew MacDougall (Veteran) commented that his club has received comments that VicRoads representatives have stated the Veteran Club are the ones holding up the proposed new scheme that is being considered because of their suggestion of a 45 day permit as well as 90 days. Andrew wanted to clarify that this is not the case they are not the ones responsible for the lengthy delays. Norm Raverty (Echuca) asked if there was any reason why veteran vehicles couldn't have a 45 day permit and vintage and classics have 90 days

Mal Moors mentioned that he believes the RACV needs a car to be registered in order for it to be covered by insurance. Mal wondered what would happen on the other days outside of the 90 days the vehicle would not be used. Neil Athorn will raise this with the RACV.

Neil mentioned that he has tried to get in writing from VicRoads that the current scheme is still in use. They wouldn't give it.

Alan Jolley (Wimmera Mallee) asked how long the special use permit can be in use for. There isn't any length of time on it.

Rod Adler (Buick) reported that Veteran and Vintage cars only make up 20% of those on red plates. Classic make up the rest. Rod stated that the AOMC is looking out for the majority.

Neil explained the scheme that is in operation in Tasmania. The Veteran club suggested initially that a scheme similar to the one in Tasmania be introduced by VicRoads.

AND THAT IS WHERE FEDERATION MATTERS STAND AT END OF DECEMBER 2008

Special "Thanks" to Minute Secretary - Paul Tangey for all his work in preparing this matter. It is hoped ALL CLUB Committee's will examine, re-examine and "re-think" just what efforts have been put in by FEDERATION. Everyone likes to think they have acted on behalf of the majority; "thanks" - can be made at our next Delegate's Meeting - Federation Committee deserves it.

THE BOTTOM LINE IS

**FEDERATION has worked as hard as it can - for the good of all
historic motorists.**

**DISCUSS THE PROPOSALS WITHOUT RANCOUR - AND FINALLY AGREE
THAT NONE OF US MAKE THE RULES -**

**WE CAN ONLY ACCEPT WHAT THE GOVERNMENT EVENTUALLY ALLOWS
AND SURELY WHAT WE ALREADY HAVE IS A BONUS ANYWAY !**

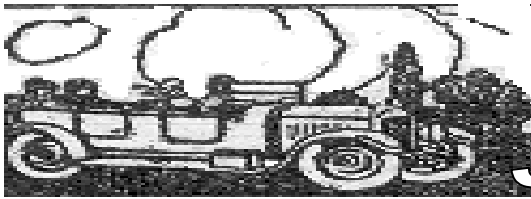
SOME LIGHT RELIEF ?

**KERANG & DISTRICT VINTAGE MOTOR CLUB. Newsletter Dec. 2008:
Fitzroy Street Kerang late 1920's ?**



Below: the same area in 2008





No fuel was getting through. Normal checks and all seemed OK so start up and go on. 100 meters or so and stop again. So I handed over my spare filter and we were back on the track again. By this point we had gone from 12th in the line up to 3rd last. Lots of help offered but the Fordson was off and away.

Saturday night we all fuelled up in Dunkeld. Fergy took about 3 1/2 gallons for the days run which was 62 k in total. A very nice meal was handed around and then some speeches and drawing of a raffle. I was lucky enough to receive a very good watch for being the first entrant and then 2 shifters in the raffle so I did very well.

Back to Hamilton by bus and information that we were leaving at 7:00am sharp for Dunkeld in the morning. After breakfast at Dunkeld the time to start again at 8:15 was soon upon us. Fordson from last night failed to respond to the starter but the Inter had been worked on and was off the truck ready to go again. So back across the main road towards Halls Gap with a brief stop over for all the tractors to line up and have a group photo taken with that massive last Grampians rock formation as our back ground. Then down the road and a k or so and then a sharp left and into the forest. Real dense trees with ferns all around. Again another fire track so more 3rd gear work and loose rocks only smaller than Saturday and some washed out tracks. After an hour or so in there we emerged out into farm land again and soon came across another shearing shed that was reasonably new but made to look old. They had a wedding there the night before it was that good. We were met there by the local Historic Car Club which was very good. Then mobile again and through some excellent crops again and along similar made, unmade and tracks as Saturday. Eventually we met up with the main highway into Hamilton and a short burst along there we came to the Waltana Engineering and Farm works.

Owner James Waltana gave us a very interesting talk on his farm and also the development of the Tractors that are known as the Waltana. He was the first to make an articulated tractor for large farm work. Then he developed the rubber track system. He has developed tractors for use in Australia and the middle east and the Antarctica. On the farm they produce the requirements for making Omega 3 oils.

After lunch it was back onto the main road again and a short run over tracks that we had already taken. Then past more cropping and sheep farms and then we could see the buildings of Hamilton in the distance. Soon we rounded a corner and there we were again back where we had started from. Another 60ks done.

We were all asked to have a cuppa together and say our goodbyes. With that done and the Fergy back on the trailer it was time to head home just after 5:00. After a couple of stops to check on the trailer I was home by 8:45 and everything away by 10:00.

On reflection an excellent and very enjoyable weekend. The members of the Hamilton Pastoral Museum are certainly to be congratulated on the arrangements made and the very smooth running of this event. 84 tractors left and 81 made it back under their own steam with the two Fordson's on the tilt tray and a Chamberlain being towed for the last couple of K's as he had run out of fuel.

Excellent and looking forward to the next one.

Neil Athorn
Bendigo

SECOND NATIONAL TRACTOR TREK HAMILTON

It was at the start of November 2007 that I heard that this event was to be staged at Hamilton here in Victoria. So I thought better have a go at this whilst I can and it should be enjoyable. So I shut the application in along with the \$120.00 entry fee. Then called the local caravan park and asked if there was any cabins or vans left to hire for the Friday and Saturday nights. That was done easy. Even the park owner thought I was early doing a booking.

The time passed and a receipt turned up. Then the next TOMM Magazine and a small article in there. I was constantly checking the web site looking for more information on this event. The Fergy needed a little work and that turned out to be a larger and more expensive thing than I planned but this is historic machinery and it is older than me so it must be worn in places. So 12 days before the event I called up and asked where and what time. Come to the Museum Friday. OK I will be there and that is where one of the most enjoyable weekends for me started.

A number of tractors were being formed up in 4 rows and I found out later there were 84 entries so 21 to a row. That done it was then time for the evening meal and some information on where we were going. Next morning back to the Museum and a quick drivers meeting and then time to fire up and get the show on the road. 84 tractors at around 30 seconds apart means we would take 20 minutes to pass by one point. So straight down the main road and through the centre of the City then out into the Thimble area on the West side of the Grampians range. Then into open farm land with lots of hills. First thing we noticed was the excellent job that the members of the Historic Motor Cycle Club were doing making sure that we had a quick and safe run through intersections and that we all made the correct turns and just how many locals came out to watch us go by. Our pace setter was a AR John Deere and he was flat out at 60mph. Fergy was OK in top a little less than half throttle. The 9G Chamberlain behind me was in 1st gear high range and the fellow on the David Brown was in need of a little faster pace for top.

First stop was at noon for lunch at a historic sheep and cattle farm. We were taken for a look around a shearing shed that was built by settlers and is still in use today. Amazing construction out of blue stone blocks and round saplings for rafters. Roof iron has been replaced once. Lunch done we were taken across the paddocks on the farm and then drove around a circle drive way in front of the original homestead. A magnificent two story place with a look out on top. Something that you cannot see from the road. Back onto the road and past Canola crops over the height of the fence. Some roads were sealed and some unsealed, some just tracks and then we went over a road reserve that was allocated but never made. Sure glad at this stage I have the Fergy and not the Farmall A as we were bouncing along. Then about 3:15 we came around a corner and there was a main road and tennis club rooms which was our afternoon tea stop. Right at the foot of the end of the Grampians on the West side. They sure look high from that position. One Perkins Fordson on the left tray and one Ford at that stage.

Back on the track and we make a turn and head straight for the mountain range. Road started ok and then we got onto not much more than a fire track. At that stage I felt sorry for the two fellows towing caravans and those from the local Club towing the two toilets. We bounced over rocks and slipped on them at times but the Fergy kept pulling up the hill in third gear with a few revs up. Then some loose sand and the wheels slipped a little so a few more revs. Chamberlain was back a ratio at this stage and making very easy work of this climb. About half an hour and we were on top of the range and then down the other side in third still with no revs at all. Not so many rocks that side thank goodness. Then slowly the land started to flatten out so back into top and 60mph again. A few k's on and a recently restored Fordson started to play us until it stopped. Better see what is happening here so I pelted up behind.