

# BUSH TELEGRAPH

COUNCIL OF HERITAGE MOTOR CLUBS NSW Inc.

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## DROUGHT and Historic Vehicle Clubs

That some historic vehicle enthusiasts in the city could fail to appreciate the difficulties that enthusiasts in the country are experiencing with drought is really disconcerting, yet a few recent comments seem to suggest that some don't quite comprehend the severity of the situation in rural NSW, or what they can do about it.

One comment sounded like a swipe at the 2019 CHMC Annual Rally, it was along the lines that 160 or so entrants was a trivial number. Well, maybe by city standards where people only have to travel relatively short distances to get to events, that is a small number. But to put our Rally correctly into perspective, Griffith 2019 was a tribute to the people who attended it, as most came from rural and regional NSW, and to our clubs in a rural region who hosted it.



A lot of our members who regularly attend the Annual Rally weren't able to this year – some couldn't leave their properties because stock had to be hand fed and water trucked in, some couldn't afford time away from businesses already struggling with depressed rural economies, and some needed to remain in their communities supporting others doing it tough.

Going on a car rally paled into insignificance for so many of our members across NSW.

So, a bit callous for some in the big smoke to take a swipe at a Rally that brought money into a country town, and gave some enthusiasts a much-needed break from the drought. Also, pretty insensitive to not consider those in clubs throughout NSW who, as much as they may have wanted to, could not for financial, personal or community demands in this time of extreme and prolonged drought just up and go on a historic car rally.

The other comments that perplex come when suggestions are made that clubs not in drought areas could consider taking their members on motoring tours into country NSW and spend a few dollars in country towns where the drought has hit small businesses hard. After all, even a dozen cars on a rally can put hundreds of dollars into a town when you add up accommodation, food, petrol, sightseeing, etc. But with people making comments like “Country people won't want us there gawking”; “They've got no water so we shouldn't go and use up any more”, even the most committed club tour organiser would be put off planning a road trip through country NSW.

But they shouldn't be, and they should remind their members that country people and country towns need their support, *now*. It's as simple as calling the tourism offices in regional centres and sussing out the situation, asking would say a group of 10 or 20 people staying overnight put unreasonable pressure on a town's resources; it's as simple as identifying a festival or event or a historic car rally that a rural community is holding and attending it; it's as simple as going bush and as a small group enjoying a farm stay; it's as simple

as travelling sensibly and thoughtfully; it's as simple as just doing it, getting out there and not watching the drought on TV take its toll on the rural communities of NSW without taking some positive actions.

Hopefully clubs in areas not hit by the drought can get past the cop-out comments and just get driving into country NSW - one positive way to help the rural communities right now is to visit them.

Jenny Fawbert, CHMC Webmaster

### SOME INFORMATION ON "COASTING"

*Coasting is quite safe and pleasurable under favourable conditions and is a great relief to the nerves [and petrol bill too] to throw the gear lever into neutral and slide down a moderate grade for half a mile or so. Some enthusiasts go as far as to switch off the ignition. On a quiet road where the coast will last for a mile or so, it will be economical to adopt that procedure, but it is well to observe that the car is more readily got under way after coasting if the motor is ticking over. Re-starting after coasting is simple with the modern synchro-mesh gearbox. Just prior to commencement of the next climb or level stretch, depress the clutch pedal, steadily engage top speed, and switch on. As the clutch is engaged the engine starts and the requisite amount of throttle is given to maintain a normal speed.*



*With a little practice, the whole process become automatic and is carried out without shock or jar. Don't attempt to start in an intermediate gear, as excessive stress will be placed on the clutch and other members of the driving system. If your car does not possess a synchro-mesh gearbox, the engine must be started after coasting before you attempt to engage gear. Then, using your judgement raise the engine speed by means of the accelerator, to that corresponding with the road speed of the car and engage top gear. Speed up the engine and release the clutch pedal steadily. Coasting in neutral with the engine switched off is not recommended. The time lag in restarting the engine is dangerous in case of emergency. Coasting in neutral with motor idling is permissible on straight, gentle declines, with good vision and brakes in good order. It is bad practice to coast in gear with clutch pedal held down and motor idling or stopped.<sup>1</sup>*

The foregoing was printed in an NRMA information booklet issued in the 1960's. I don't know how common the practice of coasting was but obviously it was being used. The NRMA sure placed a lot of faith in the motorist to make a decision on when and where to coast. One hopes that the passenger was not sitting there reading out the instructions to the driver as the coast started and rolled on.



I have heard stories of drivers with older vehicles that had free-wheeling available on their vehicle and not all, once used, were keen to go back to it. An engine in good condition will when going down an incline assist in the braking and slowing down of the vehicle. Brakes have improved out of sight on modern vehicles but are still attacked by braking friction heat if over-used.

Back in the days of the NRMA advice brake fade was a very real issue and when added to the state of the roads the and lack of safety barriers coasting was certainly the realm of the experienced motorist only. Perhaps such an NRMA advice was not a good idea and it could be not in the best interests of road safety. I doubt that if the issue of coasting was raised in this day and age that the NRMA would even go there.

Bob Willis, CHMC Editor

1.The inclusion of this historical item is not an endorsement of the information provided or source cited. CHMC supports safe driving and encourages all motorists to drive smart and make the road a safe and pleasant place.

Images:

Top. Carter, Jeff. (1952). *The Hume Highway near Wagga Wagga turn-off*. <http://nla.gov.au/nla.obj-137317160>

Above right. NRMA. *NRMA Highway Patrol vehicle*. <https://www.flickr.com/photos/nrmadriversseat/6054798239/>  
<https://creativecommons.org/licenses/by/2.0/>

## HANDING ON YOUR VEHICLE

**Admit it, you're getting older...** Trends in the types of vehicles collected in the hobby come and go, but the demographic of historic motor vehicle restorers and collectors tends to be dominated by males 40+ to 80+ years old. Younger historic vehicle owners reading this should not be complacent though, this article applies just as well to them – more so if they have a young family that they want to provide the best for, should the worst happen.

**Chances are you won't outlast your heritage vehicle, or your antique machinery and their spare parts,** and it isn't just death that can affect what happens to your vehicle etc., serious illness or injury can also force your family or friends to make decisions for your vehicle and shed "stuff".

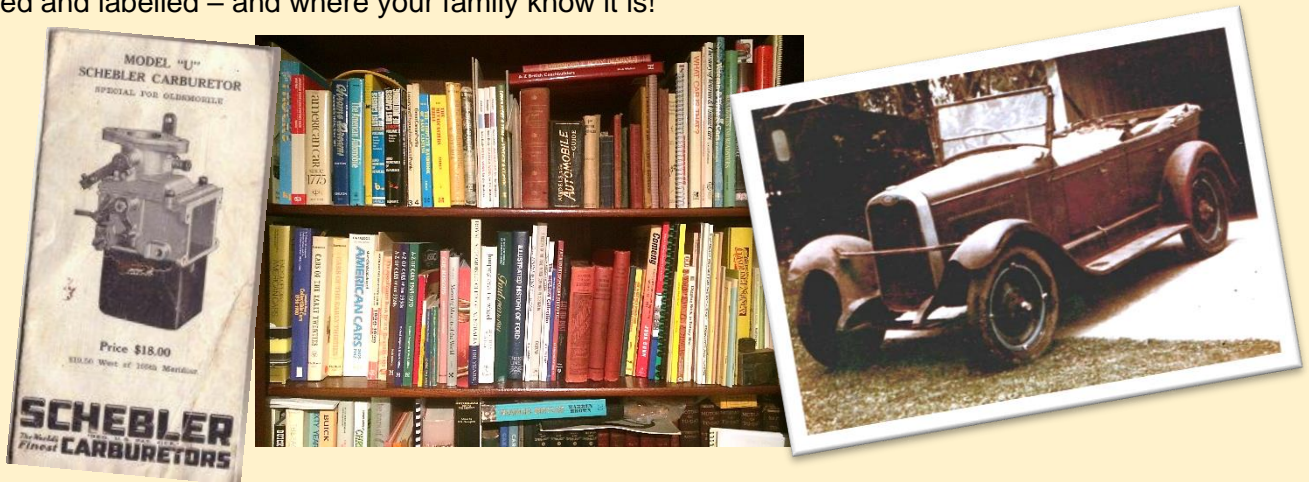
Regardless of the value of your vehicle or size of your collection you are the one who can make it uncomplicated for family or executors to manage or dispose of your items. To do this implement a plan to help preserve and/or distribute your vehicle/s and collection with the least turmoil for your family and friends when the time comes. Proper succession planning may even increase the monetary value for your heirs, and provide peace of mind for you now and for them later on that the best has been done, and in accordance with what you wanted.

**This is about more than writing a Will,** it's about organizing and documenting your collection, small or big, to avoid difficulties for your family in sorting it all out and preventing your vehicle/s etc. from being undervalued or disposed of inappropriately. Remember there's always someone out there ready to do a "good deal" for them when families are underprepared for what to do with "Dad's old cars and stuff"!

### THE PROCESS

**You are the one most knowledgeable about your collection.** You acquired it, moved it, fixed it, stored it, talked about it, so you are the one best placed to get it all in order. If possible get a younger family member to help – what they learn from you could be invaluable later on.

1. **Gather all the relevant documents, records, books and photos** for the vehicle/s, spare parts, antique machinery, antique tools, garagenalia, etc. AND file them in one place, doesn't have to be fancy filing just sorted and labelled – and where your family know it is!



2. **Make a list - a complete, up-to-date inventory** of the vehicle/s and items in your collection noting:
  - Make, model, year, body style, horsepower or engine capacity.
  - The parts, tools, equipment, literature etc. that go with each vehicle or machine – and where these are stored.
  - The history – where you got it from, any previous history – e.g. where it was originally, who owned it, who built the bodywork, any local or famous owner or event it was involved in.
  - All the authentic information in the story of the vehicle or antique equipment adds real \$ value by providing authenticity and provenance – and it could well be the history your family may not know or not remember.
  - Relevant documents – manuals etc., sale and purchase documents, receipts for work like an engine rebuild, registration and insurance papers.



- Include photos, past and present (you may even have a scrapbooking fan in your family who'll love to help you do this - a special scrapbook for the vehicle or machine!)

The list can be handwritten on notepaper or in an exercise book, it can be a computer database if that's what you want, but whatever format works for you **DO MAKE THE LIST OR LISTS**.

Make a copy of each list, you might do one list for each vehicle or say a substantial or valuable piece of equipment. Put one copy in the vehicle, or at least safely your garage or shed, and the original list with your personal papers, in the place your family will go to if something happens to you. Tell your family you've done this.

**Update all lists and copies** when something about the vehicles, machinery or the collection changes.

Note whenever you buy or sell, change insurance details, have something appraised, or incur any damage or repairs. Especially note if you loan a vehicle or piece of your collection to another person, collection or group like a museum so your heirs can find out "What happened to....?" And where it is.

**Completing Step 2 will be of enormous help your family and you to.** You can't plan effectively for the future and distribution of your collection in your Will until you have a comprehensive list of what you own.

By completing Step 2 **you have documented the story of your vehicle/s, of your collection.** All too often those stories are lost when an owner dies, the facts, the anecdotes, the how something was found or fixed, and by whom, and the bits of the story that may enable a later owner to complete the whole history of a vehicle. **If they are not captured and written down while you can recall them that legacy is gone forever.** And invariably without the story so to disappears the history of the vehicle and any provenance, that record of ownership and history used as a guide to authenticity and thus increased value.

## SPARE PARTS

**Your family can probably identify your heritage vehicle but identifying the parts and equipment you've collected it might not be that easy for them.**



We've all been in a shed or two where there's interesting parts everywhere, but what are they off? Who knows, as they are mixed up, spilling out of boxes and would take an expert in a particular make to sort out.

I admit our spare parts got in some disorder over the years, and the passing of two key family members means that we now at times struggle to identify and locate some spares. But we are getting better at spending time on sifting, sorting, identifying and storing, fitting in any new purchases properly labelled.



Do your best to keep your spare parts grouped suitably and labelled or tagged so family and friends could identify them and the parts don't become "swap meet casualties" or worse, scrapped or dumped.

## WHO WANTS WHAT?

If it is your wish that one of the family or someone else inherit a vehicle or some part of your collection make sure that is spelt out in your Will **and** that your family know the details. Friendships have been destroyed and family disputes arisen because someone thought they were to inherit, only to find out they didn't.

It is most important that intended transfer of ownership of vehicles, whether to next of kin or some other person, be stipulated clearly in your Will. Proof of ownership is essential for vehicle registration, and RMS

will not transfer registration from a deceased Registered Operator unless the proposed transfer is defined in the deceased's Will. This is also important if the vehicle has been loaned to say a museum. Curators will not release an exhibit unless assured that the person requesting release has the appropriate legal authority.

**Be realistic though.** Take into consideration what family members have to say about potentially receiving vehicles, machinery, etc. Are they genuinely interested in keeping your collection as a whole? Do they just want specific vehicles or pieces in the collection? Be prepared for rejection – a lot of potential heirs don't really want the vehicle or collection items, but maybe do want or importantly need the funds your vehicle or collectables represent, or they just simply may have other collecting interests.

**Talk about it with them now.** And don't forget other generations, sometimes a son or daughter isn't interested but maybe the grandchildren – it's happening more and more that the hobby is skipping a generation and seeing the younger ones taking an active interest. Also don't exclude the females in the family – more and more women and girls are participating actively in the historic vehicle and machinery hobby.

## WHAT ELSE CAN YOU DO?



Keep your family involved, informed but not bored by your hobby. Take your children and grandchildren to events, yes, these days with child restraints that often means taking the modern car too, but just use it as a carrier for extra family, chairs and food, and luggage. If your children won't get involved or have lost interest search among the nieces and nephews.

**Heritage vehicles have a way of becoming part of the family, it is important to protect them too** by ensuring that someone in your family or circle of close friends knows how to start your vehicle, how to drive it and the regular maintenance needed – a lot of the things you take for granted in maintaining your vehicle should be written down as a simple guide to its care and maintenance. These all add to ensuring its value after you're gone.

**Don't leave your family to cope with uncaring dealers and the quick-dollar makers** - make sure that your family knows how to quickly contact your trusted motoring friends and your Club/s where they will get genuine and knowledgeable assistance in managing and, if necessary, disposing of your vehicle and collection.

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## CHMC PUBLICATIONS

CHMC regularly publishes information for the members of its Affiliated Clubs. This includes:

- updates from the RMS, especially re. historic and classic vehicle registration
- items from the national body the AHMF,
- club and other relevant events,
- topics related to historic motoring.

Depending on the nature of the information it is sent to clubs either in:

- an **email or by mail** (so it's vital that clubs contact details are up to date with the CHMC Secretary),
- as a **Dinkum Oil** bulletin sent to all CHMC Clubs, which their Editors can reproduce in their magazines or Secretaries can send round by email,
- the **Bush Telegraph**

CHMC news and upcoming club events are reported on:

- the **CHMC Facebook** page, <https://www.facebook.com/CHMCNSW/>, and
- the **CHMC website**, <http://www.heritagemotoringcouncil.org.au/> which also has other CHMC documents, photos from events, sector news and more detailed historic and classic vehicle registration documents.

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