



STATE/TERRITORY COUNCILS

New South Wales

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

Queensland

- Queensland Historic Motoring Council Inc QHMC

South Australia

- Federation of Historic Motoring Clubs SA Inc FHMC SA

Victoria

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

Associate Members

- Australasian Motor Museums Association

COMMITTEE MEMBERS

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

PRESIDENT'S PARAGRAPHS



Welcome to all readers.

In our last Newsletter I informed you of our collaborative association with Operating Heritage Australia (OHA). Thanks to OHA we have included a calculator they have developed which you may find useful to establish how

much Carbon Dioxide your vehicle emits into the atmosphere based on how many Kilometres you drive your vehicle in 12 months.

The main purpose of OHA developing this calculator was to assist the movement to base any discussion about their Historic Vehicles carbon footprint on facts not hearsay.

Whilst the AHMF remains totally supportive of reducing our carbon footprint we do not believe Governments should overlook the very positive socio-economic benefits our movement brings to the broader community. As we often have car runs to rural areas, we contribute to the rural economy by having meals, buying accommodation and visiting various places of interest.

Just as an example the Bendigo Swap Meet brings between 20,000 to 25,000 people to this rural area. These people contribute \$4 million annually to the Bendigo Community. Another example is the annual Bay to Birdwood which attracts over 1500 cars from all over Australia to run in the event and 90,000 spectators who attend the start, finish and line the sides of the entire route from Adelaide all the way to Birdwood in the Adelaide Hills.

Many arguments can get very confused with emotion. The AHMF is only trying to balance the emotion with the facts. As stated in the OHA article "The total amount of petroleum fuels used each year by the 500,000 owners of historic vehicles accounts for around 0.05% of Australia's total petroleum-based fuel consumption." We believe the benefits of our movement far exceed the Carbon Dioxide we contribute to greenhouse gases. More on this in future editions.

By the time this edition is circulated National Motoring Heritage Day will have come and gone for another 12 months. I hope all enthusiasts made use of their Historic Vehicles and had a most enjoyable day. Please feel free to write to the editor

and let us know what events you attended. Photographs would also be much appreciated.

The public interest in National Motoring Heritage Day is growing every year. Recently we had ABC Radio contact the AHMF to find out more information about the Day. AHMF have been invited to be interviewed live on air. This has been accepted with the interview going to air on Wednesday 17th May.

The AHMF is currently updating our website to make it more relevant and user friendly. A sub-group of the AHMF Committee has risen to the challenge and is making excellent progress with this project. More on this next edition.

Until the next Newsletter I encourage all to use your historic vehicles as often as you can and enjoy the joy this brings you and all that see our vehicles.

Keep well

*David Berner
President*

Australian Historic Motoring Federation Inc.

OPERATING HERITAGE AUSTRALIA

How much carbon you're your vehicle emit?

There is a lot of discussion about global warming, greenhouse gases and the need to reduce carbon dioxide. There will be increasing pressure to reduce fossil fuel (hydrocarbon) usage as this is a major producer of carbon dioxide (CO₂).

If we are to preserve Australia's cultural heritage in operating condition and continue the social and economic benefits that flow from this, we will need to eliminate or offset our carbon emissions.

Operating Heritage Australia supports a three-step approach to minimising carbon emissions from historic machinery:

1. minimise the use of fossil fuels in all aspects of daily life
2. use renewable fuels where appropriate.
3. where no alternative is available, offset emissions by supporting projects that consume more carbon dioxide than we produce.

We need your support to inform decision-makers and the general public that our contribution to climate change is tiny and that we are working to eliminate, through renewable fuels or offsets even that tiny amount.

First, start by understanding the size of the problem – how much carbon dioxide does your historic vehicle actually emit each year?

		Road Motor Vehicles						
		kg CO ₂ Produced per Year						
		km driven per year						
		500	1000	1200	1500	2000	2500	3000
Average fuel consumption L/100km	3	45	90	108	135	180	225	270
	4	60	120	144	180	240	300	360
	5	75	150	180	225	300	375	450
	6	90	180	216	270	360	450	540
	7	105	210	252	315	420	525	630
	8	120	240	288	360	480	600	720
	9	135	270	324	405	540	675	810
	10	150	300	360	450	600	750	900
	11	165	330	396	495	660	825	990
	12	180	360	432	540	720	900	1080
	13	195	390	468	585	780	975	1170
	14	210	420	504	630	840	1050	1260
	15	225	450	540	675	900	1125	1350
	16	240	480	576	720	960	1200	1440
	17	255	510	612	765	1020	1275	1530
	18	270	540	648	810	1080	1350	1620
	19	285	570	684	855	1140	1425	1710
	20	300	600	720	900	1200	1500	1800

For example, on average, Australian historic cars (based on the latest FIVA survey) travel around 1200 km/yr and if we assume a 14L/100km (20mpg) fuel consumption, then the amount of carbon dioxide produced is 504kg for the year.

As a comparison:

- A human breathes out around 240kg CO₂ per year
- A medium-sized dog produces (breathing and food) 700-800kg CO₂ per year
- A typical electric car driving 10,000 km per year and charged from the grid produces around 1150kg

In 2023 the majority of historic motor vehicles could have their total carbon emissions offset through ethical revegetation schemes for under \$20 per year.

Find where your vehicle's fuel consumption intersects with its km/year to find CO₂ in kg.

Some other information:

The total amount of petroleum fuels used each year by the 500,000 owners of historic vehicles accounts for around 0.05% of Australia's total petroleum-based fuel consumption. There is no viable alternative available at this time.

The average electric vehicle will produce less carbon per kilometre than an internal combustion vehicle – around half that of a modern vehicle and around a quarter that of an historic vehicle (and less if charged by solar or wind).

Any new vehicle (electric or internal combustion) will produce carbon dioxide during its construction

(materials, assembly and transport). According to the International Energy Agency, manufacturing a mid-sized internal combustion vehicle will produce around 6t CO₂ and a similar electric vehicle around 8-10t depending on the type and size of battery. This means that if you replace your historic vehicle with any new vehicle, it could take around 20 years before you have saved the carbon used to manufacture the new vehicle.

OHA will try to keep you up-to-date in this rapidly changing area of alternative energy sources for motor vehicles. If you have any questions, please contact your local association/AHMF/whatever.

NATIONAL MOTORING HERITAGE DAY

Australian Historic Motoring Federation

President David has asked me to write up some history on this great day for the movement nationally.

It was at an AGM of AHMF early in the 2000's when Graham Gittins presented the idea of all historic vehicles to be out and about on one day Nationally.

The idea was to have vehicles going this way and that, out where the public could see them and appreciate Australia's motoring past. We were to get as much media exposure by all Clubs locally as we could. The Delegates present at that meeting embraced it with a unanimous "yes" to the idea.

The third Sunday in May was chosen as it suited most Councils across the country. It has remained on that date ever since. It did clash with another event in South Australia and they hold their Day later on in the year.

At the start, media exposure was good and a lot of Clubs were able to gain media coverage. Sadly things have moved on in the last 20 years and reporters and camera crews being out on a Sunday is not that common now.

Some clubs have not let that stop them and they get several vehicles out for a photo shoot prior to the day to advertise events. Others have turned to Facebook and on line media to do advertising for events.

A number of clubs engage with their nearest clubs and make it a great day for everyone to enjoy. They usually share the work by taking it in turns to make the arrangements. This has been a great winner for the movement as there is enjoyment with the members coming together discussing similar interests and concerns.

In Gippsland there is a Historic Vehicle and machinery day. In Queensland there is a huge vehicle display and run the day before making it a great weekend. Others have included the celebrations into tours they are conducting at the time. Sydney has a large display. We even had an historic tractor ploughing day here in Victoria. There are a lot of activities happening.

This shows the diversity of the movement and just what can be arranged Nationally. There has never been a National sponsor for the day. It would be great to have one though Clubs do what they can and still have a great time.

At AHMF though, they would like to hear what your Club has done either in the past or for this year's event which will be held on the 21st May.

Neil Athorn

President - Federation of Veteran, Vintage, Historic Classic Vehicle Clubs Inc (Vic)



FIVA NEWS

FIVA, the *Fédération Internationale des Véhicules Anciens*, is the worldwide federation of historic automobile clubs, be they for veteran, vintage, pre- or post-war classic cars, at least thirty years old. TAVCCA, The Association for Veteran Car Clubs in Australia, is Australia's representative to FIVA <https://tavcca.org.au/>

NEW E-FUEL EUROPEAN POLICY COULD SAVE HISTORIC VEHICLES

The use of carbon-neutral e-fuels is recognised as an important factor in tackling climate change. In recent years FIVA's European members have been testing e-fuels, and the results suggest these fuels work well in historic vehicles. Recently announced EU legislation will allow new internal combustion-engined vehicles (i.e., produced after the earlier cut-off date of 2035) that run on carbon-neutral fuels to be sold in the EU as long as they are adapted to only accept synthetic, non-polluting fuels.

FIVA has welcomed the new EU e-fuel Policy because:

- It will encourage the commercial development of e-fuels that will make it easier for historic vehicle owners to transition from fossil fuels
- The availability of suitable e-fuels will help keep historic vehicles on the road while reducing their impact on the environment
- The ongoing production of e-fuels will be important where the internal combustion engine will, by necessity, have a role to play for some time
- **Ongoing trials** by FIVA member organisations in Austria, France, Germany, Netherlands and the UK **have already shown that e-fuels work well in historic engines** and that owners are increasingly keen to embrace the use of clean, green alternatives.

<https://fiva.org/en/european-e-fuel-policy-could-save-historic-vehicles/>

Related FIVA documents:

- **Alternative Fuels for Historic Vehicles** <https://fiva.org/download/alternative-fuels-for-historic-vehicles/>
- **Electrification of Historic Vehicles** <https://fiva.org/download/electrification-of-historical-vehicles/>
- **Historic Vehicles and Global Climate Change** <https://fiva.org/download/electrification-of-historical-vehicles/>

These documents should all be considered in association with FIVA's **Definition of a Historic Vehicle** <https://fiva.org/download/definition-of-a-historic-vehicle/>

[CHMC NSW used the FIVA Position on electrification in developing its *Position Paper on Conversion of Heritage Vehicles to Electric Drive* <http://www.heritagemotoringcouncil.org.au/PUBLICATIONS.php>]

FIVA YOUTH COMPETITION 2023 For ages 5 – 18+ years.

Entries should express the importance of maintaining historic vehicles on tomorrow's roads through innovative and bold photographs and paintings of historic vehicles in relation to industrial heritage that supports them. **Entries close August 31st.**

1st Category: Photography of industrial buildings, gas stations, garages, related to historic vehicles or related industry

2nd Category: Paintings/drawings of industrial buildings, gas stations, garages

3rd Category: Photography showing an owner with his/her historic vehicle.

Winners of each category should be announced by 30th September, their project will be published on the FIVA webpage and social media, be presented at the FIVA General Assembly in November, and winners will receive a FIVA book, FIVA vehicle plaque and a recognition diploma. fiva.org/en/fiva-competition-marks-international-youth-day-2023

FIVA ONLINE LIVE VIDEO CHAT ROOMS have already covered though provoking topics like, *Are Historic Vehicles Out of Reach; How Sustainable are Historic Vehicles?; Which has more soul, historic motorcycles or modern?; Concours d' elegance – have we got it all wrong?*

The Chat Rooms are held last Friday of the month via FIVA's Facebook <https://www.facebook.com/fiva.org> and are open to all. Note the time difference – the Chats occur late at night Australian time, but excerpts are later Posted on FIVA's Facebook.



The Brisbane Motor Museum is a privately owned museum opening 16th June 2023. It will open Friday, Saturday and Sunday (and Wednesday and Thursday via appointment only). The museum is located at 959 Nudgee Road, Banyo, approximately 10 minutes from the Brisbane Airport. The Brisbane Motor Museum will feature rotating exhibits on all things motoring.

Their exhibits will include celebrated marques, motoring clubs' milestones, themed exhibits, artworks and motoring materials, library and much more.

The museum's events will range from Coffee & Cars, Swap Meets to Corporate Functions.

For more information refer to the museum website: www.brisbanemotormuseum.com.au

AUSTRALASIAN MOTOR MUSEUMS *and Private Collections Open to the Public*

Discover the best collections of motor vehicles and related memorabilia in Australia and New Zealand?

Members of the Australasian Motor Museums Association proudly display their collection for your pleasure. These collections represent a unique combination of history and design, making a visit to each museum an enjoyable experience.

All displays are staffed by individuals who are excited to share and discuss the stories behind the wheels.

Many member museums will open outside normal hours by appointment. Some museums don't open on Christmas Day and Good Friday. Please confirm before travelling.

The Association represents and promotes the common interest of those who collect, preserve and promote vehicles and related memorabilia for public display, educational and research purposes.

AMMA also acts as a public voice and facilitates the exchange of knowledge and skills to assist members.

For more information refer to the AMMA website: www.australasianmotormuseums.com.au

MILES HISTORICAL VILLAGE MUSEUM

Miles Historical Village Museum is in the town of Miles, 344km / 4 hours inland from Brisbane.

The museum is home to one of the most authentic pioneer streetscapes in Queensland. There are over 30 buildings including genuine historic structures and numerous collections.

Step back in time and discover what life was really like for our early settlers.



Miles Historical Village and Museum, Qld

PALMER AUTO MUSEUM FOR SUNSHINE COAST

The billionaire mining tycoon and former politician Clive Parker plans to open Palmer Auto Museum at his golf course resort on the Sunshine Coast. His car museum backfired first time around but, perhaps going bigger will be better?

The proposed museum will be able to display up to 980 cars and 363 motorcycles, along with lobby, a special display zone and an upper-level terrace. In contract, the museum car park will only cater for 516 cars and just 42 motorcycles.

If approved, the new Palmer Auto Museum will be built over the golf resort's existing gold driving range, meaning they will need to relocate the range to another precinct.

The museum will collect, research, preserve and display some of the rarest working vintage cars from around the world.

Palmer purchased the former Hyatt Regency Coolum resort in 2001 before closing the facility in 2015.

Reports are that Palmer's current collections stand at more than 150 vehicles, including 17 rare vehicles purchased at a Denmark auction in 2016.

WILL SYNTHETIC FUELS KEEP OLD CARS ON THE ROAD?

Or will they prove too costly and too far off in the future to make an impact?

Article sourced from Hemmings website, author Daniel Strohl.

As the industrialized world moves haltingly toward a zero-emissions future, gas-engine automobiles - especially older cars and trucks - face an uncertain fate. Despite advances in engine technology, they're still responsible for a not-insignificant amount of tailpipe emissions, and drilling for oil remains a hot-button political issue. While some advocate for the electrification of cars both new and old, synthetic fuels have entered the conversation in recent years, to the point where major legislation intended to convert automotive fleets to electric propulsion are now being amended to include provisions for the fuels.

So what are synthetic fuels, are they as clean as they claim to be, could they prove viable alternatives to electrification, and will they allow older cars to remain on the road indefinitely?

What Are Synthetic Fuels? Synthetic fuels have been around for more than a century and the term covers a wide range of processes that return

everything from jet fuel to diesel. Broadly, any liquid fuel not derived from crude oil is considered a synthetic fuel. Specifically, however, investment into producing synthetic fuels for automotive use centres around three main categories: e-fuels, biomass-derived fuels, and fuels developed from plastic.

E-fuel, at its most basic, requires just two ingredients: carbon dioxide and hydrogen. Those two can be combined to synthesize methanol, which can then be converted into gasoline using a process that ExxonMobil introduced in 1975. While the carbon dioxide and hydrogen can be obtained from a number of sources - some not as climate friendly as others - the practice of extracting hydrogen from water via electrolysis using wind or solar power (and of pulling the carbon dioxide straight from the atmosphere) leads some to describe e-fuels as a carbon-neutral fuel, only emitting as much carbon dioxide when it is burned as was used in its creation.

Biomass-derived fuels can come from pretty much any biological source, including wood processing waste, manure, agricultural residue, and even sewage. Subjected to pyrolysis, the biomass can produce methane, which can then be converted into gasoline in a process similar to e-fuel production.

Plastic-derived fuel proponents see their technology as the solution to another environmental problem: plastic waste pollution. Via a pyrolytic process, the collected plastic waste is then essentially converted back into petrochemicals resembling what the plastic was made from in the first place, which can then be refined into gasoline.

Ian Lehn, the founder of Boostane and the current chair of SEMA's Emerging Trends and Technology Network, said that the end results for synthetic fuels, especially e-fuels, present almost zero molecular differences from fossil fuel-derived fuels. *"With synthetic fuels, you're starting from a clean slate,"* he said. *"All we're doing with synthetic fuels is creating some sort of long chain hydrocarbon, but we're getting the carbon and the hydrogen from somewhere else other than petroleum."*

Who Is Producing Synthetic Fuels? Porsche has generated plenty of headlines over the last couple of years for its efforts to save the internal combustion engine with synthetic fuels. According to Porsche press materials, the company's search for a synthetic fuel *"that would allow combustion engines to be operated in an almost CO₂-neutral manner"* led it to invest more than \$100 million in Highly Innovative Fuels, an e-fuel company with a wind-powered plant in Chile that started producing usable synthetic fuel in December relying,

in part, on Exxon-Mobil's methanol-to-gasoline technology.

"If you want to operate the existing fleet in a sustainable manner, eFuels are a fundamental component," Porsche research and development head Michael Steiner said in 2020. And as TechCrunch noted, keeping the existing fleet operable is of particular importance to Porsche, considering that 70 percent of the vehicles it has built in its 75 years are still on the road.

Ferrari and Lamborghini have announced their intentions to use e-fuels, but appear not to have invested as much into the development of synthetics as Porsche. Mazda just this week announced that it is joining Toyota, Suzuki, and Subaru in the Research Association of Biomass Innovation to look into the biomass process.

Bosch has also partnered with Shell and Volkswagen to create what it calls a *"low-carbon"* gasoline dubbed Blue Gasoline, which consists of up to 33 percent synthetic fuel using renewables produced from the by-products from production of pulp wood for paper.

While other existing petrol companies like Repsol have also stepped into e-fuels and other synthetics, interest and investment in synthetic fuels is also spurring a number of start-ups. Prometheus Fuels, which rolled out the commercial-scale design of its Faraday Reactor in October, has visions of distributing the reactors all across the country. Synhelion similarly looks to produce e-fuels using solar energy. Select Fuel, meanwhile, has partnered with Bertone to get its plastic-to-fuel technology into use in motorsports and high-end sports cars and Norwegian company QuantaFuel is looking to do the same. P1 Performance Fuels has introduced a hybrid of biomass and e-fuel processes.

Lehn noted that European companies have taken the lead on e-fuels over those in the United States because the dominant conversation here concerns gasoline versus electric vehicles. *"Nobody's really saying there's a third option we should be looking at here,"* he said. *"So if e-fuels were to land anywhere with the best chance of survival, it's going to be Europe."* That said, he noted that there is a big push in the United States to develop synthetic aviation fuels to replace the 100-octane low-lead that's still dominant in general aviation, and that lower-octane synthetic fuels will inevitably follow should a successful high-octane fuel be developed.

Why All the Investment in Synthetic Fuels Now? Synthetic fuels have been a topic of discussion among engineers for a long time, Lehn noted, but never got much media scrutiny because of their

cost prohibitiveness. *"It was always such a stretch goal,"* he said.

Automotive electrification, however, appears to be the main driver of the sudden investment in synthetic fuels. It's no coincidence that synthetic fuels were barely making headlines until major carmakers started to introduce their own battery electric vehicles on a wider scale a few years ago. Whether the investment in synthetic fuels is intended to supplement or forestall electrification, however, is the question.

As Steiner noted in that same 2020 conversation, *"electric mobility... is taking us towards our sustainability targets at a slower pace than we would like."* Porsche remains committed to electrification, he said, with a target of 80 percent electric car sales by 2030, but he also notes that internal combustion cars will remain viable for decades to come and that synthetic fuels can offer a greener alternative to conventional drilled oil.

The investments in synthetic fuels can also be seen as a response to the many bans on internal combustion vehicles that governments around the world have proposed. Germany, for instance, where Porsche, Bosch, and the e-Fuel Alliance are based, had been on board with the European Union's ban on new car sales of internal combustion vehicles set to take place in 2035. Just within the last month, however, it led a group of EU member countries in lobbying against a complete ban and for one that would make exceptions for vehicles designed to run on synthetic fuels, demands that the EU appears to have met this week.

"I think with those 2035 rules coming into place, all of a sudden people started to realize that the internal combustion engine has a shelf life unless they start lifting their heads up and looking for another solution," Lehn said.

Can Synthetic Fuels Be Burned in an Older Car? As synthetic fuel proponents note, the fuels are considered *"drop-in"* replacements for fossil fuels, indistinguishable down to the molecular level from the gasoline, diesel, or jet fuel they are designed to replace. They are expected to produce no more and no less energy than conventional fuels. *"I don't see any catastrophic drawbacks to synthetic fuels,"* Lehn said. *"The switch should be somewhat seamless for both current and older vehicles."* To prove that, P1 spent much of 2022 driving a Volkswagen Type 2 T1 around Germany using its e-fuel and reported no hiccups during the test. Still, Lehn said he understands where the apprehension about synthetic fuels comes from, especially among ones of collector cars and other much older vehicles. *"A lot of that comes with their experience with ethanol,"* he said.

The EU exemption for e-fuels stipulated that any internal combustion engine vehicles permitted would require some device to distinguish between synthetic fuels and fossil fuels, but exactly how that is possible nobody has yet addressed. Lehn figures that will most likely be accomplished via an additive that governments will mandate for either conventional or synthetic fuels. *"No sensor that you can affordably put on a vehicle can distinguish synthetic fuel from conventional fuel,"* he said.

Whether synthetic fuels would also be subject to ethanol blending requirements in the United States and other countries remains to be seen as well. *"Governments might force ethanol in, but I don't see any benefit,"* Lehn said. *"I mean, if the real purpose of ethanol supplementation is to offset the carbon footprint (of conventional fuels), then a true synthetic fuel created from renewables doesn't need any supplementation."*

What Are the Drawbacks of Synthetic Fuels?

For all the talk about the carbon neutrality of synthetic fuels, that does not mean internal combustion engines will emit any less carbon by burning them - they will just emit the same carbon that was captured to produce the fuels (and, theoretically, the same carbon that could once again be made into synthetic fuel). Nor will synthetic fuels - if they are true drop-in fuels - produce any less of the other emissions like NOx found in the exhaust of internal combustion engines unless those emissions result from the burning of impurities like sulphur found in conventional fuels.

In addition, as James Morris wrote for Forbes, *"the elephant in the room comes from how synthetic fuels are made."* In particular, with how hydrogen is made. The vast majority of hydrogen these days is produced by a process called steam reformation, a process that is still dependent on fossil fuels, while hydrogen production via electrolysis uses about four times as much electricity as what would be used to directly power a battery-electric vehicle. Add in the number of stages required to turn that hydrogen into e-fuel and to transport it around the world and the efficiency continues to dwindle, Morris wrote.

The case for synthetic fuels made from plastic waste may be even harder to prove after recent reporting by ProPublica revealed that chemical emissions from a plastic-sourced fuel that Chevron intends to produce under an EPA biofuels program poses a cancer risk for one in four people. Biomass synthetic fuels, according to comments that Robert Freaks of Strategic Biofuels made to SEMA, can easily replicate diesel and jet fuel as well as gasoline, but replicating the latter results in *"a yield loss"* at this time.

Whatever the environmental impact of synthetic fuels, they are expected to cost far more than conventional fuels. Early estimates that Morris cited had synthetic fuels costing as much as \$13 per gallon. A more recent estimate from Transport and Environment pegs the cost at €2.80 per litre, or about \$11.50 per gallon. Meanwhile, Porsche's figures show that synthetic gasoline at this early stage costs as much as \$40 per gallon to produce. Steiner told TechCrunch that the price to produce fuel (not including taxes, fees, and other add-ons) is expected to drop to €2 per litre, or about \$7.50 per gallon, once production ramps up.

Highly Innovative Fuels, Porsche's partner in the Chile plant, claims that e-fuels can be competitive with fossil fuels when sold in markets with carbon pricing structures. More direct incentives may be needed to make e-fuels competitive too: The International Council on Clean Transportation estimated that incentives of no less than €1.50 per litre (about \$5.70 per gallon) "would be needed to deliver significant volumes of electrofuels."

When Can We Expect Synthetic Fuels? While Porsche has made much hay about the recent start of e-fuel production and the pumping e-fuels direct from its plant in Chile into a 911, it's not likely most owners of internal combustion engine cars will be able to start burning synthetic fuels anytime soon. Highly Innovative Fuels claims that mass production of e-fuels is expected to begin in 2026 while Bosch more optimistically claims that by 2025 synthetic fuels could be in widespread use. Porsche plans to produce 130,000 litres (about 34,500 gallons) of e-fuel per year during its pilot phase, ramp up to 55 million litres (about 14.53 million gallons) per year by the middle of the decade, then scale that up to 550 million litres (about 145.3 million gallons) before 2030.

To put that into perspective, the United States alone consumes 369 million gallons of gasoline per day. The U.S. Energy Information Administration expects global liquid fuels consumption to top 100 million barrels per day in 2023, or 4.237 billion gallons per day. It's likely for that reason that Porsche has earmarked much of its e-fuel production for motorsports use rather than for everyday commuters or cars and coffee runs for older vehicles. Formula 1, by the way, has already committed to switching to synthetic fuels for the 2026 season while the World Rally Championship has already switched to synthetic fuels using P1 Performance Fuels products. The eFuels Alliance doesn't expect synthetic fuels to constitute more than half the liquid fuel market until the late 2030s, which Morris and others decry as far too late to make a substantial inroads against climate change.

So Will Synthetic Fuels Save the Internal Combustion Engine? Both Bosch's Use Gackstatter and Porsche's Steiner admit that synthetic fuels aren't going to solve all of our mobility needs and that EVs remain critical to meeting greenhouse gas reduction targets set out in the Paris Climate Accords. "*There's nothing as efficient as an EV, period,*" Lehn said. Even the most ardent EV enthusiast will admit, however, that there are issues with the technology, from sourcing the raw materials for the batteries to the lack of affordable EVs on the marketplace, preventing their widespread adoption before the 2035 bans on new internal combustion engine vehicles. Synthetic fuels, on the other hand, can be implemented without any significant changes to the vehicle fleets or to the existing fuel distributor infrastructure, which makes them appealing to those ardent gas-powered car proponents.

"I believe synthetic fuels are the future if the internal combustion engine is to remain relevant," Lehn said. And if that's the case, then synthetic fuels may be the best hope for keeping internal combustion cars - including the vast majority of collector cars - from becoming static museum pieces after the middle of the 21st century.

UPDATE (18.April 2023): While Porsche seems to be all in on synthetic fuels, Volkswagen CEO Thomas Schafer is not. In a recent interview with Automotive News Europe, he said they create "unnecessary noise" in the discussions about creating a fossil-free future.

"They have a role to play in existing fleets, but won't replace EVs," Schafer said. *"That's complete nonsense. Look at the physics of making e-fuels. We don't have enough energy as it is, so why waste it on e-fuels?"*

HISTORIC MOTORCYCLES IN RUSSIA

I have been selling motorcycle horns and parts to Yuri in Russia for many years. He recently attempted to purchase Red-Kote fuel tank liner from us but, due to Russia's invasion of Ukraine Australia Post has suspended all postal services to and from the Russian Federation.

Yuri's response was *"Politics prevents normal and good people from living."* Well, it is not politics as a whole but the Russian invasion is affecting the Russian people also.

Yuri sent me 3 great photos of himself, his father and son so I have decided to share them with you all.

No matter where we live in the world we all enjoy our historic vehicles.



Yuri



Yuri with his father and son, Russia

AUSTRALIAN SIX

The Australian Six was an Australian automobile manufactured from 1919 to 1925.

It was a grandiose attempt to compete against imported cars from the United States, and was produced from a mixture of local and imported parts.

Despite the good looks of the vehicle and excellent engineering, the Australian Six was one of the great failures of motoring history.

Frederick Hugh Gordon, a motor trade figure claimed to have imported and sold the first Ford in Australia. He reasoned that a locally assembled car could sell for much less than comparable imported models.

Gordon visited the US in 1917 and met Louis Chevrolet who gave engineering advice and the names of all companies supplying parts for the Chevrolet Light Six. This came at great expense, of course.



Australian Six

Gordon returned to the US in 1918 and placed orders for components to build the first 150 Australian Six chassis at his Sydney plant. He had planned was to progressively introduce locally manufactured components.

After considerable teething problems, 49 vehicles were produced in 1919. These vehicles were fitted with local steel and timber bodies. They had US-built 3.7-litre, 6-cylinder 34 kW Rutenber engines and Grant Lees gearboxes.

The Australian Six had a maximum speed of 100 km/h and a 3.1 metre wheelbase. Its fuel consumption was about 23 litres//100km. The distinctive radiator was guaranteed not to boil.

Throughout the next three years production increased but, the Australian Six price was rising progressively, while the Model T Ford was undercutting every car on the market.

Gordon introduced improvements in 1923 and 1924 while fighting bankruptcy, but the end was in sight.

Harkness and Hillier tried to recoup debts by taking over the operation and moving to a smaller factory. A more powerful OHV Ansted engine was introduced and the 'Six' was driven to a new Sydney-Darwin speed record by Don Harkness.

The Great Depression signalled the end. The last few Australian Sixes were sold in 1930. About 900 had been made and the firm had lost 1000 pounds (\$2000) on each one.

ELECTRIC VEHICLE - Over 100 years old

Electric vehicles are not and new invention. They have been around for over 100 years.



1920 J.C. L. Richter - Carry Ice cream Truck

This is an 1918 Electric Truck 3.5 ton chassis, Model P.

Weight: 5,600 lb

Top Speed: 12 MPH empty. 9 MPH loaded

Range: 40 - 50 miles per charge

Price: \$3,600 (batteries not included)

Batteries: 44 cells

CHMC 2023 ANNUAL RALLY

June Long weekend

Hosted by Wagga Wagga Veteran & Vintage Motor Club Inc

Over 170 vehicles entered, 46 CHMC clubs, and 300 plus entrants to be fed and entertained over the June long weekend. Eligible vehicles are veteran, vintage, post vintage and classic cars, commercials and motorcycles manufactured prior to 31/12/1992.

Participants come from all over NSW to drive their vehicles and socialize with friends, some of whom they may see only once a year at the annual rally.

The weekend starts with Friday afternoon registrations followed in the evening with the CHMC General Meeting at Wagga RSL. Two runs are organized for Saturday: morning and afternoon to places of local Wagga interest, whilst the Display of vehicles and clubs and Judging takes place Sunday morning at the Range Function Centre, followed by another run to more Wagga places of interest in the afternoon.

Judging of CHMC vehicles and clubs by two CHMC judging teams includes the Concours D'Elegance for eligible vehicles and the Mal Mason Shield for club participation and display. The Mal Mason Shield is a sought-after trophy by participating clubs. It provides club members the opportunity to show off their club vehicles and club colours. In addition, there are a number of other trophies for both CHMC and non-CHMC vehicles judged by the host club.

Both the Saturday evening dinner and the Sunday Presentation Dinner and Awards night, Black and White theme, are at the Range Function Centre and are well attended by rally participants. The Sunday evening awards night has an air of excitement as members wait to find out if they are one of the lucky ones to win an award.

Monday morning a farewell breakfast for entrants will be catered by the host club and gives another opportunity for members to say fond goodbyes to faraway friends, both new and old.

Chris Hill-brick Boyd
Council of Heritage Vehicle Clubs Inc
Secretary - Australian Historic Motoring Federation Inc.



Carting wool - Elliott Bros, Cornwall Down, Qld
Photo supplied by Christine Stevens



Federation's North West Tour 27th August 2023 to 2nd September 2023

Federation of Veteran, Vintage & Classic Vehicle Clubs and RACV.

The "Federation North West" Tour is open to all Vehicles 25 + years. The Tour will start on Sunday 27th August 2023 at Federation's "Marong Picnic", sponsored by RACV and Federation VVCVC Inc. **The Tour Itinerary**

Day	Travel
Sunday 27 th August 2023	Marong-Kerang
Monday 28 th August 2023	Kerang-Quambatook-Kerang
Tuesday 29 th August 2023	Kerang-Lake Boga-Nyah-Swan Hill
Wednesday 30 th August 2023	Swan Hill-Benjeroop-Cohuna-Echuca
Thursday 31 st August 2023	Echuca-Moama-Rochester-Shepparton
Friday 1 st September 2023	Shepparton-MOVE
Saturday 2 nd September 2023	Shepparton – Farewell Breakfast

Accommodation Suggestions Only - Please book your own Accommodation.

Dates for Accommodation	Locations & Phone Numbers
27 th -28 th August 2023 Kerang 2 Nights	Loddon River Motel /MV Highway Kerang Ph: 54522511
	Kerang Motel/77 Wellington St. Kerang Ph: 54503517
	Kerang Caravan Tourist Park/21 Museum Drive Kerang Ph: 54521161
29 th August 2023 Swan Hill 1 Night	Australian Settlers/354 Campbell St. Swan Hill Ph: 50329277
	Burke & Wills Motor Inn/370 Campbell St. Swan Hill Ph: 50329788
	Comfort Inn Lady Augusta/375 Campbell St. Swan Hill Ph: 50329677
30 th August 2023 Echuca 1 Night	Paddlewheel Motel/385 High Street Echuca Ph: 54823822
	Philadelphia Motor Inn/340 Ogilvie Avenue Echuca Ph: 54825700
31 st August – 1 st September 2023 2 Nights	Courtyard Motor Inn/58 Wyndham St Shepparton Ph: 58312355
	Pines Country Club /103 Numurkah Rd Shepparton Ph: 58312022
	Shepparton Golf Club/15 Golf Drive Shepparton Ph: 58212717



Federation's North West Tour
27th August 2023 to 2nd September 2023



Entry Form:

Tour Entry/Rally Pack and Meals. Inclusive Cost for 6 Dinners, 5 Lunches, 1 Breakfast, 5 Light Morning Teas, 2 Light Afternoon Teas. Includes entry into Private Collections, Museums, Heritage Centre, Working Displays and MOVE.

The entry fee is \$395.00 per person.

Entries Close Friday 30th June 2023. Full Payment for Tour no later than Friday 30th June 2023.

Payment: Federation VVCVC Tour (Account Name)

Direct Deposit to BSB 633-000

Account No 150338515 (include entrants name in the reference field)

Email payment receipt to: jw-magoddard@bigpond.com

Cheque/s made out to: "Federation VVCVC Tour" posted to: 175 Boundary Street, Kerang. 3579

Cancellation of Entry: No refunds available to Entrants after the 31st July 2023.

Children under 12 Free Entry/Meals. Please include Childs Name on Entry Form.

Drivers Name:	Passenger/s Names:	
Childs Name:		
Address:	Town/Postcode	
Phone:	Email Address:	
Club:		
Vehicle Make:	Registration No:	
Model:	Year:	Colour:



Federation's North West Tour

27th August 2023 to 2nd September 2023

Consideration of entry:

I/We agree that the Tour Committee, Federation and RACV are in no way responsible for accidental/personal injury to Entrants, loss and/or damage to a participating vehicle, parts, accessories or personal effects or for any damage caused by any entrant driving in this Tour, or Passenger/s taking part in the Tour.

All vehicles must be road safe, display current permit if applicable or registration with driver holding current driver's license and appropriate insurance.

Date:

Signature of Entrant:

N.B.: *This information is a condition of entry acceptance.*

Please advise dietary requirements

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Please Note:

*We suggest you have **RACV** Total care cover for your vehicle, please note that although **RACV** are sponsoring this event no RACV Patrolman will be available to join us for the duration of the Tour.*

Enquires: Phone: Michelle 0409185906 or Lloyd 0458299466





Bendigo National Swap Meet

Featuring:

- 4 Wheel Drive Display
- Barn Finds & Survivor Car Display
- Die-cast Models & Toys
- Over 1700 Sites

11th & 12th November 2023

Prince of Wales Showgrounds
Holmes Road, Bendigo



Entry Prices

Saturday Only \$15

Sunday Only \$5

Children 15 and under Free

(if accompanied by an adult)

Gates Open to the Public

Saturday 6am

Sunday 7am

Sheds Open 7am



www.bendigowap.com.au
Site Bookings 0427 446 660
General Enquiries 0434 730 822
info@bendigowap.com.au



NATIONAL MOTORING HERITAGE DAY - Sunday 21st May 2023

National Motoring Heritage Day is the 3rd Sunday in May annually

It is an initiative of the Australian Historic Motoring Federation. The aim being to promote and display Australia's strong motoring heritage; and also show the community, business and government the strength of the Australian historic motoring movement.

These historic vehicles bring enjoyment to their owners, as well as the public.

Australia's historic motoring movement has a massive input into the economy. Vast sums of money are spent on the restoration and maintenance of motor vehicles. There is also economic benefit to businesses (e.g. caravan parks, hotels, restaurants and service stations) in the towns and cities where events are hosted.

National Motoring Heritage Day is a day for historic vehicle owners share their passion with the public and other vehicle enthusiasts.

OPERATING HERITAGE AUSTRALIA

Operating Heritage is any type of heritage object that is used regularly to demonstrate its original form and function.



Operating Heritage Australia (OHA) is an informal organisation which provides an opportunity for representatives of peak bodies and large associations, to meet and discuss how best to address challenges facing all owners and custodians of all types of technological heritage maintained and displayed in operating condition.

Based on feedback from all types of operating heritage OHA has adopted these aims.

- Encourage appropriate heritage-specific laws & regulation
- Protect significant objects from export
- Ensure continuing access to heritage skills and knowledge
- Ensure continuing access to fossil fuels
- Engage the next generation of custodians and leaders
- Demonstrate the cultural, social and economic benefits we provide to the community and the support we need

Operating Heritage Australia is compiling information to demonstrate the importance of our sector to Australian society. Results so far:

- Over 500,000 dedicated custodians and members of over 4,000 clubs and associations (not including supporting partners and family)
- Contributing over \$3billion to the economy
- Providing social support to members and enjoyment to millions of visitors and observers

This information is vital when negotiating with decision-makers who, generally, don't understand our collections or the scale of our sector. We will need your help to compile more specific information.

Initiatives for 2023

- Lobby Commonwealth Government to introduce increased protection from export for significant heritage objects
- Lobby Commonwealth and State governments to recognise the cultural value of operating heritage (through legislation and funding)
- Research and share information on subjects affecting all types of operating heritage – focus for 2023:
 - Responsible use of fossil fuels and alternatives
 - Contribution of the operating heritage sector to society
- Identify items of outstanding significance and/or at risk through the 100 Treasures Project
- Engage with other organisations to achieve common goals (eg. University of Canberra for research and Engineers Australia for advocacy)
- Encourage all owners of operating heritage to understand issues affecting them and support their associations.

Our sector is relatively unknown compared to other heritage/arts/culture/community service sectors and is certainly undervalued. The enormous scale and breadth of our membership, collections and skills is an incredible strength. In these challenging times, we need to ensure that decision-makers are

getting reliable information and consistent, sensible advice.

How you can help?

Support your clubs and associations:

- Provide information that will help demonstrate the social, cultural and economic benefits you provide.
- Tell them what is important to you and what you need to ensure that your treasured objects remain in operating condition into the future.

For more information please contact your club or association or e-mail operatingheritageaustralia@gmail.com

AHMF ROBERT SHANNON FUND RECIPIENT

AHMF Robert Shannon Trust recipient 2020, Brody Zysvelt attended, the Federation of Veteran, Vintage & Classic Vehicles Club Delegates Meeting on the 6th May 2023, to showcase his restored 1959 Austin Healey Bugeyed Sprite.

Brody restored the vehicle prior to 2020 with guidance from his Grandfather Rinnie Zysvelt who acquired the vehicle in the 1960's. Rini is a member of the Veteran, Vintage & Classic Club of Bendigo as is Brody where Saturday's Federation meeting was held.

Brody received the President's award for the day presented by Neil Athorn at the conclusion of the meeting.



Brody's 1959 Austin Healey Bugeyed Sprite

Michelle Goddard FVV&CVC

Photo Supplied by Tim Christie FVV&CVC

ROBERT SHANNON FOUNDATION TRUST

The purpose of the Foundation is to encourage people under the age of 30 to become involved in the restoration and preservation of veteran, vintage, post-vintage, historic 50's, historic 60', historic 70's and historic 80's vehicles up to 30 years old.

The Foundation may:

- Help with the purchase of specialist tools or equipment;
- Assist with the actual cost of restoration work;
- Contribute toward TAFE or other fees;
- Contribute toward any project considered worthwhile by the Trustees.

The Robert Shannon Foundation is a registered Charity, therefore there are conditions that must be met before a grant can be awarded.



Rebecca Dempsey (FVVCV Secretary) & Brody Zysvelt - 29th September 2020

Photo supplied by Rebecca Dempsey

Funds

The funds available for grants is the interest earned from investments. To assist increasing the value of these grants, we would appreciate donations to help build our investment funds. Clubs are encouraged to donate the clubs income/interest

earned from their investments and, thus, removing the need to pay tax.

Although the Foundation has gained recognition as a charitable organisation we are still working on making donations tax deductible.

Grant Eligibility

Any person (or group of people) under the age of thirty years, and engaged in studying automotive restoration and preservation, or actively working on historic vehicles is eligible to nominate for a grant.

Due Dates

1. Applications for a Grant must be in the hands of the Secretary of the State or Territory Council by 1st May annually.

(It is recommended Applications are forwarded to State or Territory councils well before 1st May for assessment.)

2. Applications for a Grant must be in the hands of the AHMF Chairman by 1st June annually.

(Applications received after this date will be assessed with the submissions for the following year and will require a detailed and updated report from the applicant, supporting club and State or Territory Council.)

Grant Application Process

Before completing an Application, an individual or group must seek the support of their local historic vehicle club. This club must be affiliated with the appropriate state or territory council.

The supporting club must complete the relevant section of the Application Form and forward the application to its state council for endorsement.

Trustees:

- | | | |
|-------------|-------------------|----------|
| - Chairman | Christine Stevens | QHMC |
| - Treasurer | Neville Launer | FVVCVC |
| - Trustee | Matt Lack | CHMC NSW |
| - Trustee | Albert Budworth | QHMC |

Enquiries

Enquiries can be to the Foundation Chairman, Christine Stevens (Phone 0419 789 151 or christine@vintagenoise.com.au)

Further information can be located on the website - <https://ahmf.org.au/rsf/>

Disclaimer: The Robert Shannon Foundation has **NO** connection with Shannons Insurance



DISCLAIMER

Readers Please Note:

Whilst every endeavour is made to ensure all articles appearing in this publication are accurate, the AHMF recommends all information provided should be validated by the reader to ensure it is accurate and applicable to their state and should not solely rely on it in isolation.

The opinion of the writer is not necessarily the opinion of the AHMF.



There was a time when Datsuns were everywhere. Not so much now.

Photo from Unique Cars magazine.

FROM THE SPOKE'N'HUB TORQUE EDITOR

Do you have hints or technical articles for future issues. If you have any top tips that deserves a wider audience, email me today and we can help spread the word.

Put pen to paper and email articles with hints or technical articles along with photographs.

Please provide informative articles of a National nature that you believe will benefit and be of interest to others.

Email newsletter articles (Word & jpeg format - not PDF) **to Christine at christine@ftrs.com.au**

Due dates:

Articles to Editor: 15th August 2023

Distribution Date: 1st September 2023

Share this Newsletter

Please pass this newsletter on to other historic motoring enthusiasts.

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