



Preserving history on big wheels.



Old Timer! Old Chev Truck ready & waiting but nowhere to go. Photo R. Drover

Golden Oldies Truck Club Inc.

December 2014/January 2015

Next Meeting: February 23rd 2015

7:30 pm

Dubbo Aero Club

Dubbo City Airport.

Mitchell Highway.

Dubbo. 2830



Golden Oldies Truck Club inc.

Office Bearers for 2014 / 2015.

President	Brian Little	0417 291 053
Vice President	Jon Mancer	0428 143 644
Secretary	Rosalie Drover	6882 5103
Treasurer	John & Anne Howey	6882 9725
Registrar	Mick Street	6884 6341
Permit Officer	Warwick Sheil	6887 3337
Media Officer	Peter Kuhner	
Safety Officer	Brian Butcher	
	Graham Barker	
Events Officer	Warwick Sheil	6887 3337
Public Officer	Brian Little	0418 226 751
Editor/Website	Jon Mancer	0428 143 644
Assistant Editor	Nathan Mancer	



Old Ford Cab Over. Photo from the Internet.

Please contact the editor for any stories, photographs or For Sale items to be included in the next newsletter! Please email items to jmancer@tpg.com.au or phone 0428 143 644.

All correspondence to:

The Secretary
Golden Oldies Truck Club Inc.
P.O.Box. 1948
Dubbo.
2830

Golden Oldies Club Meeting Dates 2015.

Last Monday of each month at 7.30pm. Dubbo Aero Club. Dubbo Airport.

Febuary 23rd March 30th April 27th May 25th June 29th July 27th August 31st
September 28th October 26th November 30th December 28th???

Presidents Report

2013-2014 has been an eventful year with the 2014 show being the culmination of 12 months of very hectic times. This event could not have taken place without the assistance of everyone involved.

Our donations to charities has now been undertaken with the monies being distributed to;

Canassist Dubbo	Royal Flying Doctors
Early Intervention	Prostate Support Group
Volunteer Rescue Association	Dubbo Dragon Boats

And much appreciated by everyone involved.

Golden Oldies' truck show keeps donations local

By KAITLYN RENNIE

THE Golden Oldies Truck Club made some large donations to local charities on Saturday, December 6, with a celebratory lunch held at the Quality Inn.

Funds were raised from the many truck and tractor-lovers who attended the club's show held in August which attracted enthusiasts from all over Australia, as well New Zealand and France, to Dubbo.

The Golden Oldies Truck Club is a local group so their choice to donate to local charities was a good one as it will

keep the funds in Dubbo. Members range in age, and both genders are well represented, a club spokesperson told *Dubbo Photo News*.

Pictured are representatives of the Golden Oldies Truck Club with representatives from the various groups to receive funds: Dubbo and District CanAssist, Dubbo and District Royal Flying Doctors Service, Outback Dragon Boat Club, Orana Early Intervention Centre, and Prostate Cancer Foundation.

The Vehicle Rescue Association also received a donation.



Projects are still rolling along with several hopefully being completed early in 2015.

2015 looks to be almost as hectic as this year with runs being planned for both local and long distance. I'll try to organise a satellite meeting for the second half of the year so a weekend can be made to enjoy ourselves.

Our last outing was to Portland with John Howey and myself making our way down to be accommodated at Brian Butchers place on Friday. Saturday was spent at the Portland showground catching up with people from the Western Sydney club and the Grenfell club. A street parade was held with people lining the streets to view the vehicles as they weaved their way through the streets. Saturday night we dined at the showground in a heritage pavilion and a discussion with Barry Chadwick ensued which we solved most of the world's problems, or so we thought. Sunday we fronted up to the showground to view what was on offer at the swap meet and then onto a very interesting tour of the Mt Piper power station which was organised by Barry Chadwick. Lunch was also organised at the power station and was very much appreciated before the trip home to Dubbo. A weekend that I will be looking forward to next year.

Rattle those spanners & keep on breathing. Fasel

Memories of the trip to Portland, 2014.



From the Editor

Sorry about not getting the November and December newsletter last year. Had a few family related issues that took up my time and energy. That is my excuse and I am sticking to it!

This year is going to be another busy year with the various events happening, so now is the time to start saving for those trips away. Check out the What's On Section at the back of this Newsletter!

Next Meeting: Monday February 23rd, 2015, 7.30pm. Aero Club. Dubbo Airport. Narromine Road. Dubbo.

I am always looking for things of interest, so contact me to have it included in your club's newsletter, old photos, trips away, or tall tales.

Also the new version of the Golden Oldies Truck Club website is up and running.
www.goldenoldiestruckclub.com

Please take some time to view the new format and feel free to comment on ideas to make your website better. I will be trying to update the site on a regular basis so if there is anything of interest you would like put up, let me know! Previous newsletters and piccies of "runs" will be uploaded when I find the time.

A new Vehicle Movement Log has been produced and will be sent out with each registration renewal.



Please return old "Club Log Book" at time of renewal to Club Registrar.
Hope you all had a Merry Christmas and had a Happy New Year!

Jon

Less Expenses \$ 62.90
Closing Balance \$15,566.28
Unpresented Cheques \$

Moved: John Howey Seconded: Graham Barker

Business Arising:

1. Discussions still re property at Brocklehurst. John Howey received a quote for fencing at \$44 per metre. Total approx. \$25,000 for 6' fence. Building would need re-wiring. Septic is very old & would probably try to get it connected to sewer.

2. Charity distribution payouts discussed and will be as follows:

VRA	\$1000	
Dragon B oats	\$1500	
Prostate Cancer	\$ 500	
RFDS (Dubbo)	\$1500	
Can Assist (Dubbo)	\$2500	
Early Intervention	\$1000	Total Charity Payout: \$8000

Moved: Brian Little

Seconded: Peter Chandler

The presentation for these cheques to be held Saturday afternoon 6th December at Quality Inn. Rosalie to organise with Manager at Quality Inn. Rosalie also to arrange for official invites for recipients. Truck club will pay expenses incurred (afternoon tea for all attendees = our official guests and truck club members in attendance.) Some of our trucks will be needed as a backdrop for photos etc.

3. Our Christmas Party was a good night. The meal was excellent and the venue was good. We were looked after very well.

4. It was decided not to hold a meeting in December, as this would be directly after Christmas and many people would be away or otherwise busy with family etc. For much the same reasons, we are also NOT having a meeting in January. This would make our first meeting for 2015 to be held 23rd February.

Social Events organised: A suggestion was made to start off our new year with a Mystery Run. Rosalie will organise. Flyer & info will follow.

Raffle won by: Rosalie Drover with ticket No 4118

Meeting Closed: 8.30pm

Next Meeting: 23rd February, 2015

The following information was received from the Council of Heritage Motor Clubs - NSW Inc.

CHMC Committee has received a copy of Minutes of Meeting of NSW Southern Motoring Clubs held at Wagga Wagga on 8th November 2014. This was a meeting of "delegates" from thirty clubs who responded to an open invitation to discuss the NSW Historic Conditional Registration Scheme and the possibility of change to a log book system. CHMC executive were not invited and were not represented at the meeting.

Ref: CHMC Letter 19/12/2014 – **Subject: Meeting of NSW Southern Motoring Clubs**

❖ NSW H Plate Registration Scheme

- **Quote from Minutes of Meeting: “Conversion to gas is also acceptable.”**

True, but only a half truth.

Refer to the full quote from the RMS website. “LPG conversions are allowed providing it is approved by the Roads and Maritime recognized historic vehicle club.”

Add to that the context of eligibility - quoted from the RMS website *“Historic vehicles must be as close to original condition as possible, with **no** alterations except for safety features such as seat belts and turn indicators or period accessories and options, if desired.”*

Clearly gas can only be acceptable if it was a manufacturer option for the original vehicle.

- **Quote from Minutes of Meeting:** *“... the most common formal/legal usage arrangements clubs are using for H plate vehicles. By formal it means within club By-laws. All of these (By-laws) have been “tested” by agreement with the government.”*

By-laws cannot be the authorizing instrument and cannot ‘water down’ RMS regulations. Entry in the ‘day book’, or club meeting minutes, is the only legal authorizing instrument.

In other words the vehicle is being used LEGALLY on the road or road related area for any reason ONLY if the date/ time/place are recorded in the ‘day book’, or club meeting minutes, before the journey is commenced. By-laws can be guidelines to set out rules for the where/when/how HCRS vehicles can be used for test, maintenance, club event or special event. If the guidelines are followed, authorization becomes a simple routine procedure. By-laws DO NOT supersede an entry in the ‘day book’.

There is no government test for by-laws. The NSW scheme is self-regulating and Clubs are the ‘tester’ to ensure that the two simple conditions of use are met, namely,

Historic vehicles under the historic vehicle scheme may be operated on roads and road-related areas only under the following conditions:

‘Registered operator must be a member of an authorized motoring club’

‘Use only in conjunction with an authorized club event or maintenance’.

CHMC has always advised member clubs on ideas aimed at simplifying the authorization process for members and officers alike and will continue to do so.

- **H Plate Period Accessories:**

- **Quote from Minutes of Meeting:** *“.... modifications are listed on the RMS website and clubs can expand on modifications through their bylaws.”*

This is a misleading statement.

Linking accessories to modifications is a flawed concept that flouts the eligibility criteria of the NSW Historic Vehicle Policy. That is, *“....be as close to original condition as possible, with **no** alterations except for safety features such as seat belts and turn indicators or period accessories and options, if desired.”*

Accessories are add-ons. They are items that DO NOT change the vehicle’s build specification. No cutting, drilling or welding is required to fit accessories.

The suggestion that modifications can be listed in by-laws is clearly flouting the eligibility rules.

- **Secondary Clubs**

- **Quote from Minutes of Meeting:** *“You do not have to gain approval from your Primary club to use the vehicle to go on a Secondary club event.”*

Another misleading statement.

The Primary club must have a (day book) record of ALL road journeys of vehicles that were registered using a 1259 form (Historic Vehicle Declaration) where the declaration of eligibility, roadworthiness and financial membership status was signed by the Primary club. Why? Any breaches/queries generated by the journey will go to the Primary club for explanation/clarification.

Listing a Secondary club with the Primary club will streamline authorization from the Primary club to participate in Secondary club events PROVIDED the registered operator is a FINANCIAL member

of the Secondary club. Listing Secondary clubs on the Certificate of Approved Operations does not verify financial membership status.

❖ M plate Registration

- **Quote from Minutes of Meeting:** *“... M plates will be introduced on 1 February, 2015.”*

A bold statement and one not supported by CHMC intelligence.

As far as CHMC can ascertain there is no date set for the introduction of an M-plate scheme. We are aware that negotiations have stalled. In addition, submissions on the draft proposal for an M-plate scheme will be invited from interested parties before the final scheme is introduced.

We expect the draft will not be released for comment until early 2015.

- **Quote from Minutes of Meeting:** *“The Bush Council is opposed to M plates and have made a submission to the RMS along those lines without consulting clubs.”*

A totally untrue statement - CHMC have made NO submission to RMS concerning M-plates.

To the contrary, the majority view of CHMC members is to retain the H-plate scheme as is. The CHMC has no stake in the formation of an M-plate scheme but, if it happens, we will work with the H-plate scheme alongside an M-plate scheme in the best way possible and to the satisfaction of our members.

❖ Log Book Scheme – Historic Vehicle Sales

- **Quote from Minutes of Meeting:** *“... The H plate CRS is a permit scheme so the vehicle registration is not transferable”*

HCRS IS A REGISTRATION scheme.

HCRS registration remains valid until it is cancelled or fails to be renewed. HCRS registration is not transferable simply because the Historic Vehicle Declaration (1259 form) of eligibility, roadworthiness and financial membership status - on which registration was established - cannot be transferred.

This is an excellent requirement that helps eliminate potential breaches of the scheme yet does not unnecessarily complicate completing a sale of an HCRS plated vehicle.

❖ Vehicle Inspections

- **Quote from Minutes of Meeting:** *“To clarify the situation with H and M plates, Mark Saunders confirmed that in NSW the H plates will be maintained for motoring enthusiasts who want to keep their vehicles “original”, and M plates will be for historic vehicles that have been modified within the guidelines to be determined by the government and which are currently subject to negotiation.”*

This reads like a statement of fact but there is much more negotiation to be finalized before it is known what an M-plate scheme will look like and how the H-plate scheme might be impacted.

The quote is simply an opinion that may, or may not, turn out to be correct.

- **Quote from Minutes of Meeting:** *“Some clubs represented at the meeting advised they had amended By-laws and done away with club inspectors. All club vehicles are required to have an annual “pink slip” roadworthy inspection. This has eliminated any antagonism and taken the pressure off club inspectors.”*

This is a strategy that needs to be fully evaluated before it is implemented. HCRS registration inspection is not just about roadworthiness. It is also about eligibility inspection which MUST be done by a club official.

When it comes to roadworthiness, older vehicles often fall outside the normal test and inspection parameters familiar to AIS inspectors. Knowledge of construction standards and performance

expectations for particular models of older vehicles - knowledge that is readily available in most clubs - is required to fully assess roadworthiness. It is not a good scenario to have the AIS sign off the “pink slip” on the belief that the registered owner knows his vehicle best and keeps it in good, roadworthy condition.

The above quote is directed at club culture and CHMC suggests that it be assessed carefully by individual clubs. The best culture is one that supports club inspectors in their role of upholding HCRS eligibility and roadworthiness conditions.

❖ Log Book Scheme – NSW Considerations

- **Quote from Minutes of Meeting:** *“Whilst CMC and CHMC might not favour a log book scheme, anecdotal evidence suggest this is not the view of the majority of their affiliated clubs because very few clubs attend their respective meetings.”*

Pure speculation. Where is the anecdotal evidence that suggests a majority of affiliated clubs that do not attend Council meetings support a log book scheme?

On the contrary, the CHMC has polled the attitudes of its members to the H-plate scheme a number of times in recent years and consistently the result indicates a majority of members support retaining the H-plate scheme ‘as is’. On each occasion the poll sample has been about 25% which is much more than necessary to make an accurate prediction that a majority of the TOTAL member clubs would vote to retain the scheme ‘as is’.

The CHMC has no doubt it speaks for the majority of its members.

❖ The Process for Change to Motoring Registration Legislation in NSW

- **Quote from Minutes of Meeting:** *“Presently in NSW, the two Street Rod councils are negotiating a 90 day log book scheme with government, however the CHMC and CMC are having nothing to do with these negotiations.”*

Street Rod clubs are not represented by the CHMC – they do not meet the eligibility criteria for membership of the CHMC.

Street Rods have their own Conditional Registration Scheme (S-Plates). CHMC member clubs are not stakeholders in the S-Plate scheme so the CHMC has no role in negotiating a log book for the scheme. However, the CHMC respects the right of the Street Rod councils to negotiate conditions according to the wishes of their members.

❖ The Process for Change to Motoring Registration Legislation in NSW

- **Quote from Minutes of Meeting:** *“In NSW there about 800 clubs who use the H plate registration scheme. Only 258 clubs belong to the CMC or CHMC, most of which have never attended a meeting of their affiliated council. So what is happening in NSW, is that the CMC and CHMC are meeting with the government on the basis of opinions from a very small number of clubs; probably only 40-50 clubs...”*

The CHMC has always, and will always, be guided by the wishes of its members. That is to say, the majority view becomes the CHMC view. Most democratic organizations work that way.

The CHMC and the CMC were involved in the establishment of the NSW HCRS and have remained involved since then. These two councils represent the greatest bloc of RMS Approved Clubs in the scheme and continue to promote the attitudes and aspirations determined by a majority of members in each council.

The CHMC invests considerable resources in researching and discussing the latest trends in attitudes and ideas in the wider historic vehicle movement before a CHMC view is established.

The CHMC is absolutely confident that its voice is the voice of its members and representative of the voice of many other clubs not affiliated with CHMC.

The warning below relates to D Shackles & chains fitted to your trailer & tow vehicle. The article was "stolen" from "The Monitor" August 2014. Similar inspections have been carried out in NSW, so check if your trailer and tow vehicle complies!

The Victorian Police have found another money raiser. A \$235 fine and 3 demerit points if you do not have 'Load Rated' D Shackles fitted to the chains from your vehicle to your tow vehicle. They are also checking the chains, tow ball weight and towing capacity of the tow vehicle and the towbar.

If your vehicle is listed as able to tow 2.5 tonnes and your towbar is listed at 1.5 tonnes then 1.5 tonnes is all you are legally able to tow. If the weight on the towbar exceeds the manufacturer's towbar rating, you will have to unhook and go and get a tow vehicle of the correct towing capacity. This was seen in Bairnsdale over the past few weeks. It would muck up your holiday a bit.

There is a certain formula for the size, fitting and type of chains as well (all in Australian Design Rules 62/01). ADR62/01 also states that if you have two chains, they must be crossed over to stop the drawbar from contacting the ground in the event of a failure. The chains must also be short enough to stop the drawbar from contacting the road. D rated shackles have different colours for different ratings, yellow for up to 2 tonnes etc.

Interpretation of the Australian Design Rules is that if a shackle is used to attach the safety chain to the tow hitch it must have at least the same load capacity as the chain, ie if the chain is 3000kg load capacity then a 3 ton shackle must be used, see www.goseeaustralia.com.au/article/901

In South Australia, "It is the view of SAPOL to strongly urge the public to make the change to a rated D shackle for peace of mind when towing and as part of a positive outlook on road safety". "As part of the SAPOL Road Safety Section we will continue to promote rated D shackles to the public as a *road safety measure*." "In SA it is not an offence to have a non rated D shackle connecting the safety chains to a motor vehicle", Senior Constable First Class Paul Bryant said.

It is recommended that if shackles are used, then they comply with AS 2741-2002 "Shackles". These shall be legibly and permanently marked with the following information:

The manufacturer's name or trademark, Quality grade of the shackle, e.g. ("M" or "4", "S" or "6"), Working Load Limit (WLL) or Rating; Identification marking to correlate shackle to test certificate.

Notes: Generally, the break load limit of a rated shackle will be six times greater than its work limit. The Pin diameter of shackle will be greater than the diameter of the main shackle body. Same size shackles of different quality grades will have a different WLL (i.e. 6mm "s" grade shackle has a greater WLL than a 6mm "M" grade shackle.

Stainless steel shackles are unsuitable for trailer use due to the material's general low resistance to bending stresses.

"S" or "6" grade "D" shackles bear similar characteristics to "S" or "6" grade bow shackles.

Bow shackles provide for greater angular usage compared with "D" shackles.

Rated bolts, chain shackles or other suitable fittings (i.e. Hammerlocks) may be used as devices for connection on safety chains providing the break load limit of the device is at least 1.5 times greater than the ATM of the trailer.

I have not been able to locate anything on the VicRoads website regarding which shackles to use, nor anywhere in the Act (doesn't mean it's not there), but I think that they are acting under the Australian Design Rules (see ADR62/01) and Australian Standards (AS-2741-2002) which lists chain regulations from under 750kg up to large semis and "B" doubles. (VSB-1)

We will let you know when we find out anything. If you find out anything, then please let me know ASAP. Please ask questions from the authorities before you hook up and head off.

Rick Cove

This article first appeared in the GHAC June 2014 newsletter.

Table shows Safety Chain Shackle Matrix (Guide only)

Diameter mm	WLL (kg)	Quality Grade Marking	Diameter mm	WLL (kg)	Quality Grade Marking
6	250	'M' or '4'	16	1500	'M' or '4'
	500	'S' or '6'		3200	'S' or '4'
8	750	'S' or '6'	19	2000	'M' or '4'
				4700	'S' or '6'
10	500	'M' or '4'	22	3000	'M' or '4'
	1000	'S' or '6'		6500	'S' or '6'
11	1500	'S' or '4'	25	3800	'M' or '4'
				8500	'S' or '6'
13	750	'M' or '4'	29	5000	'M' or '4'
	2000	'S' or '6'		9500	'S' or '6'

What's on and Where at!

January 2015.

Allora Heritage Weekend. 24th & 25th January, 2015. Allora Showgrounds, New England Highway, Qld. Trucks, Tractors & Machinery. Working displays all weekend.

Contact: (07) 4666 3554. www.alloraheritageweekend.org.au

February 2015.

March 2015.

Moombi/Kootingal Motor Show & Historical Machinery Exhibition. 7th March 2015. Weekend event. Moombi Showgrounds. Moombi. N.S.W. Free camping for exhibitors. Contact: Tony 0407 831 253. Des 0427 890 343.

Lockhart Truck & Commercial Vehicle Show. 7th March 2015. Cnr. Treasure & Reid Streets, Lockhart. N.S.W. Featuring Dodge. Contact: Peter Smith 02 6920 6246 (evenings).

HVCCVC 5th Truck Muster. 14th & 15th March 2015. Maitland Showground. Cnr. Anzac & Bloomfield Streets. Maitland. N.S.W. Contact: Bill Swift 0420 635 146 or Paul Campbell 0419 430 825. Email: hvtruckmuster@hotmail.com. www.hunteroldtrucks.com

6th Australian White Truck Muster. 21-22 March 2015. Kyabram, Victoria. Contact Ray: 03 5855 2615 or 0407 311 007. Incorporates The Scale Model White Muster (Saturday). Ph. Brian

Little 0418 226 751.

2nd Harden Truck & Tractor Show. 22/03/2015. Harden/Murrumburrah Showground, Woolwych St. Murrumburrah. N.S.W. Camping available at Showground at \$15.00. Entrants set up on Saturday. Free BBQ for entrants on Saturday night. Contact: Kevin 0413 027 932.

April 2015.

Haulin' The Hume. Highway Road Run, Sydney to Yass. 11th & 12th April 2015. Leaving Clarendon Showground on Saturday 11th. Contact: Ron Ross 0437 384 736 or Bruce Gunter 0459 991 929.

The above events are Club Events, so carry this page with you in case you are challenged by the authorities.

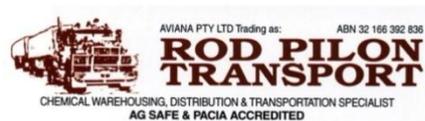
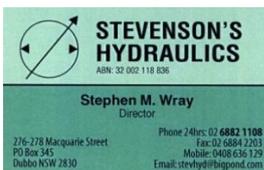
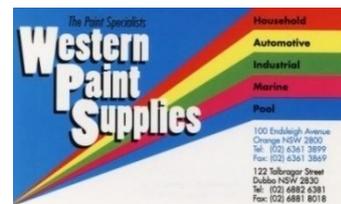


GOTC presentation of donations to local charities held at Quality Inn Dubbo, 6/12/2014.
GOTC Members trucks. John Bainbridge (Gulgong) Kenworth, Jon & Nathan Mancer (Dubbo) C Line Semi & Graham Barker (Dubbo) C Line.

Big Thanks to our Sponsors

We would like to thank our sponsors for the assistance they gave us before and during our last show. Without them it would make it very difficult to cover all the expenses incurred in holding this growing event.

Keep these business in mind when you make your next transactions:-



Snares Newsagent, Bunnings, Dubbo Power House, Speeds Truck and Ag, Gasweld, Tafe Dubbo, Fred Tapping, Commonwealth Bank & 2WEB