



MOUNTAIN MANIFOLD

The Journal of the Australian Historic Motor Club Blue Mountains



1938 Chevrolet Master Deluxe outside the Zimmerman Automobile Driving Museum, Los Angeles California, 18th May 2024.

Club meetings are held on the **FIRST WEDNESDAY** of every month.

The meeting starts at **8pm SHARP** at North Katoomba School Hall

Entry via Mistral Street, North Katoomba

AHMCBM OFFICE BEARERS 2024

PRESIDENT	Andrew Moyle
VICE PRESIDENT	Bryce Sutcliffe
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ASSISTANT SECRETARY	Peter Ramsden
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REGISTRAR	Dave Gillmore
LIBRARIAN	Christian Schulke
Ordinary Club Members for Committee	Ernie Mitchell Richard Philbrook Wayne Halls

Club Aims and Objectives

The Club is set up to bring together people who have an interest in road-going vehicles more than **25 years** old

- To promote the restoration and preservation of such vehicles
- To foster friendship and cooperation by meeting together and going on outings
- To promote interest in and use of vehicles which come within the interest of the Club
- To assist members, where possible, by the use of the Club Library.

From the Editor

Hello, welcome to the May 2024 edition of Mountain Manifold! The last club mag went out in December, so it's been a while. Thanks for your patience!

A reminder that the committee decided that we would no longer include the Club's meeting minutes in the Manifold. The decision was that the details of our club meetings such as our finances & other club-only content did not belong in a publication that is freely available to the general public on our website. As stated in the December magazine, meeting minutes will continue to be emailed to all financial members with a valid email address. If you're not getting them via email, please check with Maureen that she has your correct email address on file.

in this edition, we have a special feature on [Keith Henley's 1935 DU Dodge Fastback Sedan](#). You might have seen it, newly registered, at the club Christmas BBQ last year. The last time it was registered was in 1984, so it's been a long road for both Keith and the car!

You'll also find an article on the recent [Australian Motor Heritage Foundation \(AHMF\) Historic Vehicle Survey](#) that Ernie spoke about in the May club meeting.

As an extra bonus, I've also included a stack of photos from my recent [visit to the Zimmerman Automobile Driving Museum, Los Angeles California](#).

As I've said before, I think recording the stories of the cars and members in this club is a worthwhile endeavour. I don't know if you're aware, but the NSW State Library maintains a catalogue of all club publications, and periodically hassles me about sending them the latest edition, so our little magazine is being kept for posterity. That means if someone is researching the history of Australian car clubs one day in the future, this will be a resource available to them. I think that's pretty cool.

Please get in touch if you have some photos or a story to share that other members would find interesting- All contributions welcome, and I'm always willing to help with writing or editing if you've got the story but not the words.

Again as I've said before, this is your club and your mag, and these are our stories to tell!

Cheers,

Gerard.

Keith Henley's 1935 DU Dodge Fastback Sedan

32 years ago, club life member Keith Henley bought a 1935 DU Dodge Fastback Sedan from a local Katoomba bloke who told him it just needed a new windscreen, battery and muffler. Keith was looking for an interesting car to take on club runs but being busy with their 6 kids and not a lot of spare time or money, he wanted something that didn't need too much work.

After getting it home, he pulled the head off the motor to take a closer look at why it wouldn't turn over, only to find busted bits of piston rings and scratched up bores, which meant a full engine rebuild! While saving for the engine parts, Keith decided to pull the running boards off & clean them up... well, they turned out to be rotten and full of filler and in need of replacing.

In fact the list of things just kept growing the more he got into it.

Fast forward 32 years, and Keith has just got it back on the road at the end of last year. So much for a quick project!

Walking around the car with Keith, there's a story about pretty much every part of it. When you don't have a lot of budget to throw at the problems of restoring an old car, you need plenty of resourcefulness and patience to either repair, recreate or source alternatives for parts that are no longer available. The indicators are old Honda units from a motorcycle wreckers and Keith reckons he put 200 hours into restoring the rusty old grille alone. New glass for the windscreen and some side windows were made from cardboard templates, and installing the side glass pieces back into the winder mechanisms was another time consuming, frustrating and knuckle-busting job. An unusual feature of this car is windable windows at the very rear, as opposed to the more common hinged pop-out glass.

The car itself is an imported model, being a steel framed 'fastback sedan' with a frame for a travel trunk on the back instead of a boot. Apparently the locally built models had a timber frame, which is a giveaway that this came from elsewhere. Another clue is the running lights on the front fenders- these are an unusual feature, & one theory is it might have been imported through New Zealand, which would have required these lights, as a way of avoiding the import tariffs imposed on cars directly imported from the US to Australia.

One of the quirks Keith mentioned about the car is the close spacing between brake and accelerator pedals. The accelerator is also hard up against the side of the footwell. This is likely due to it being designed for left-hand drive, which would have had the accelerator pedal against the transmission tunnel with a bit more space around it. Keith reckons you want to be wearing narrow shoes when driving!

It was last registered in 1984, now after 40 years, and thanks to Keith's perseverance and resourcefulness, it's back on the road.

Keith is currently fitting up new carpets and trim and restoring the seats to make it a little more comfortable. He plans to take it on local club runs, while using his S-series Valiant on the longer trips.

Thanks to Keith for letting me poke around the car and answering all my questions. If you have a car and a story you think your fellow club members would be interested in, please get in touch!















Australian Motor Heritage Foundation (AMHF) Historic Vehicle Survey

- **Over 6,000 respondents across 800 motoring clubs in a nationwide Economic Value Study confirm close to \$10 billion in annual expenditure on historic vehicles**
- **An estimated 970,000 historic vehicles in Australia with owners spending close to \$10,240 per vehicle per year**
- **Australian Motor Heritage Foundation: “In carrying out this study, we have shown that the historic vehicle movement is a large and vibrant part of Australia’s society and economy”**

Sydney, 11th April, 2024 – The owners of Australia’s historic vehicles spend some \$9.9 billion each year on their passion, according to a new survey.

The Economic Value Study (EVS) of well over 6000 Australian respondents, distributed to over 800 motoring clubs nationally, was conducted for the Australian Motor Heritage Foundation (AMHF) by The Mercurius Group (TMG). The Foundation is champions of Australia’s motor heritage, and an organisation dedicated to promoting and preserving Australia’s motoring history.

The enthusiast owners of an estimated 970,000 historic vehicles in Australia spend on average \$10,240 per vehicle annually, around 12.5% more than people who own daily driven cars. The historic vehicle fleet represents 4.4% of Australia’s 21 million total vehicle fleet. Around 50% of the survey respondents own only one historic vehicle, the other 50% owning two or more vehicles. “Historic” vehicles are in two categories: those 15 to 30 years old defined as “classic” vehicles and those over 30 years old defined as “heritage” vehicles.

Such a survey has never been comprehensively undertaken on so wide a scope or on a national basis in Australia. Following publication of the similar landmark 2020 HERO-ERA study in the UK, the AMHF decided to find out what is the real figure for the economic contribution of historic vehicles for Australia.

“The findings of this report have certainly highlighted the significance of the historic vehicle sector to both the community at large and the economic sector,” says Hugh King, Chairman of the AMHF.

“The response from Australia’s motoring club members has been unprecedented: the economic modellers at TMG have never had so large a data pool to work with, proving motoring enthusiasts care as passionately about their historic vehicles as they do having their voices heard. In carrying out this study, we have shown that the historic vehicle movement is a large and vibrant part of Australia’s society and economy.”

The survey also reveals the total annual economic impact, including both direct and indirect expenditure, is \$25.2 billion: with the sector creating almost 79,000 jobs – 42,000 direct and 37,000 indirect. These jobs generate \$6.2 billion in wages and salaries annually. These are very large numbers by any standard.

Stavros Yallouridis, CEO of the Motor Traders’ Association of NSW (MTA NSW), said the AMHF’s survey gave yet more irrefutable evidence of the significant contribution of the automotive sector in the broader Australian economy.

“Despite the end of local vehicle manufacturing, Australia maintains a rich and diverse automotive industry, which employs hundreds of thousands of people across a range of roles,” Mr Yallouridis said.

“The automotive sector is one of the backbones of our economy and is also at the heart of our communities. This survey, and the enthusiastic response, highlights the necessity for Australia to back its automotive sector with world-class training, local skills development and career pathways,” he continued.

If you’re interested in reading more, here is a link to the study on the AMHF website: [**Economic Value Study of Australia's Historic Vehicle Sector - Australian Motor Heritage Foundation.**](#)

Thanks to Ernie Mitchell for sharing this at May’s club meeting.

Editor's visit to the Zimmerman Automobile Driving Museum, Los Angeles California

During a work trip to the United States in May, I happened to be in Los Angeles on a sunny Saturday looking for something to do. I decided on a visit to the Zimmerman Automobile Driving Museum, which bills itself as a museum and enthusiast venue. I was expecting a building full of historic vehicles, but was not expecting what greeted us when we got there- the entire street was taken over with a show and shine event in full swing! Classic cars, hot rods, rat rods and choppers everywhere! In true American style, nobody does anything by halves, so it was a truly stunning display!

























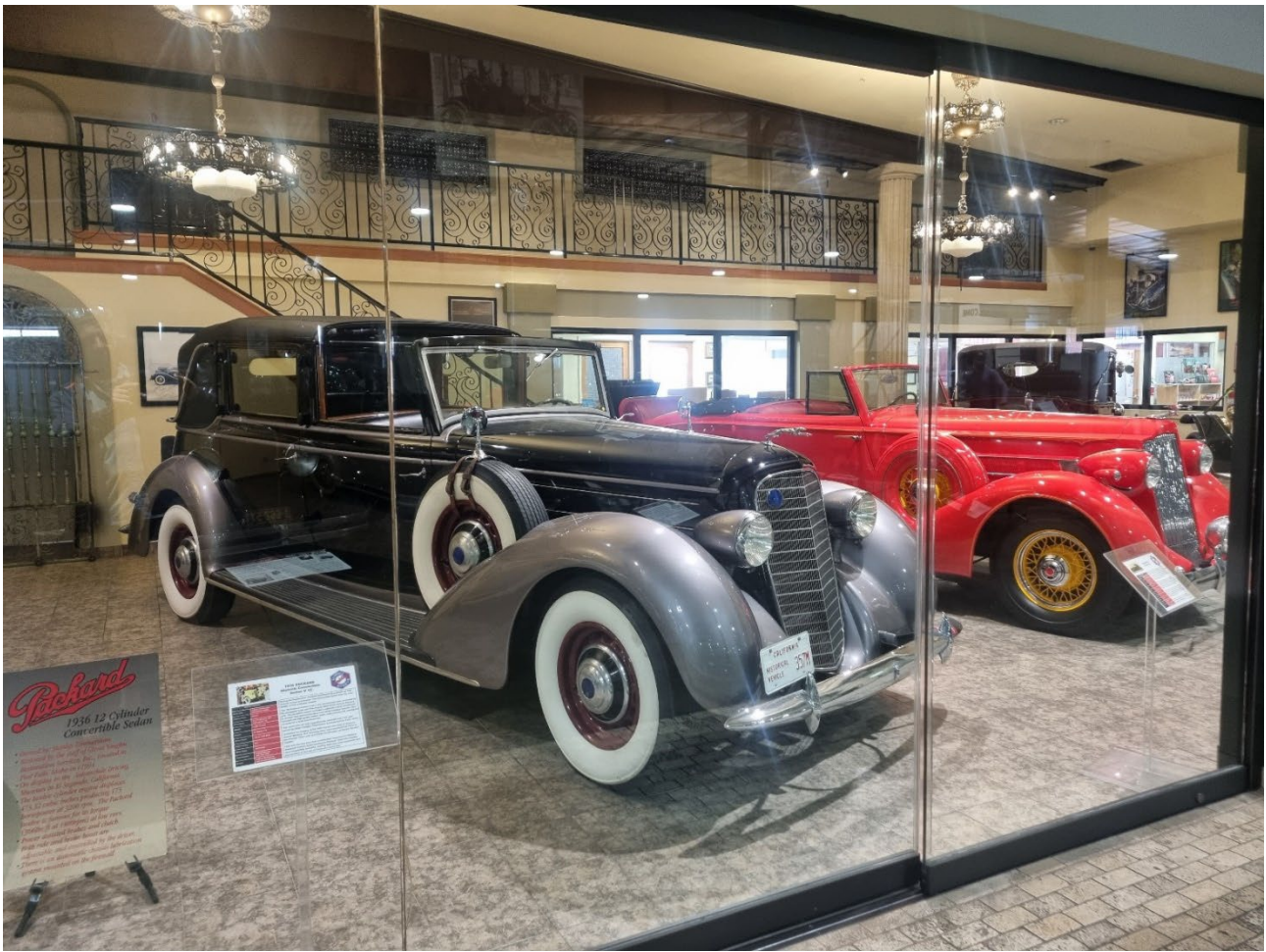














Cultural IMPACT

The Ford Model T was popular among:

- Farmers buying their first gasoline-powered engine.
- Rural Americans going to church, town, and social and business activities.
- Doctors and veterinarians who needed to get to their patients expediently.

The Model T brought farmers to the city and city dwellers to the country. It equipped the countryside in a way never seen before.

Model T wasn't just used to carry hay. It could be used as a stationary engine. The movement of the Model T's front wheels used to be reversible and optional.

Model T was often used as a tractor with a front-end loader. It was also used as a power source for pumps and generators.

Model T was adapted to move loads and about their tractors as well.

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REMEMBER

- **If you are not financial your vehicle is unregistered by the RMS and if stopped by the Police your vehicle is deemed to be unregistered and uninsured and hefty fines will apply.**
- **It is the members responsibility to advise the club of any modifications made to vehicles on A.H.M.C—B.M. Historic Vehicle number plates, including disposal.**

The Australian Historic Motor Club, Blue Mountains is owned and operated by A.H.M.C. – B.M. Incorporated

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