



MOUNTAIN

MANIFOLD

**Autumn
2025**

The Journal of the Australian Historic Motor Club - Blue Mountains



Australia Day 2025

In the trees

Wentworth Falls

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

The meeting starts at 7:30 pm SHARP at North Katoomba School Hall

Entry via Mistral Street, North Katoomba

OFFICIAL

AHMC-BM OFFICE BEARERS 2025

PRESIDENT	Andrew Moyle
VICE PRESIDENT	Bryce Sutcliffe
SECRETARY	Lyn Sutcliffe
ASSISTANT SECRETARY	Billy Gruner
TREASURER	Maureen Johnstone
PUBLIC OFFICER	Rex Drummond
EDITOR	Wayne Halls
WEBSITE MANAGER	Ron Dixon
EVENTS COORDINATOR	Norm Johnstone
ASSISTANT EVENTS COORDINATOR	Ron Sutcliffe
REGISTRAR	Dave Gillmore
LIBRARIAN	Christian Schulke
Ordinary Club Members for Committee	Richard Philbrook Dominic Callaghan

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 and welcome to this the Autumn edition of the Mountain Manifold!

As the newly appointed editor, I'm both excited and honoured to take on this role and would like to thank our previous editor Gerard for the previous 5 years. The magazine has long been a space where we celebrate our shared passion, recount great adventures, and stay connected as a club community — and I'm looking forward to continuing that tradition with your help.

This issue features highlights from recent club outings, including our enjoyable lunch run to the Lapstone Pub and the always memorable President's Dinner. Regular columns will continue to provide updates, event recaps, and stories from our members — all the things that make this magazine uniquely ours.

I'd love to hear from you! Whether it's a trip story, a photo, a handy tip, or even just a suggestion, your contributions and feedback are what keep the magazine lively and reflective of the whole club.

Here's to the road ahead — and to many more pages filled with good memories.

Warm regards,

Wayne

Club Happenings

Australia Day 26th January 2025

The Australia Day Car Club Picnic at Wentworth Falls was a fantastic event, bringing car enthusiasts together to celebrate classic automobiles and the national holiday. The warm summer weather and the opportunity to display the cars within the trees and beside the lake provided ideal conditions, allowing the cars to shine in all their glory, making the gathering even more enjoyable.

Families and friends set up picnics on the lush green grass, enjoying the relaxed atmosphere with may a tail, both tall and true while appreciating the impressive automotive showcase. The photos tell a story all of their own...







Gnoo Blas Classic Car Show 2025.

Hosted by the Gnoo Blas Classic Car Club.



Norm Johnstone has for many years been letting club members know about this weekend at Orange. Norm & Maureen have attended many times, so on 8th February Lyn & I attended the show & we took the Blue Ford panel van for a run. We were accompanied by my brother Bryan & partner Nicole. Bryan has a restored HQ Holden Sandman panel van. It was an early start leaving here at 6am so we could arrive at 8am as the show opened to the public at 9am. Along the way we picked up Norm & Maureen in their MGB & arrived at the Jack Brabham Oval together, joined the cue to enter & after a short time we were in where we managed to find Les & Margaret Abbott in their Ford custom line ute. We lined up on the best kept grass area I have seen in a long time, it was like a bowling green. Bryan & I took along our quick shades & some chairs to set up at the back of the club cars & lucky we did as it was a very very hot day & we shared the area with other club members as they came & went. We had an extensive walk around the event & it was HUGE. There were cars of all types, motor cycles & trucks all on display. We believe there were 950 entrants on the day.

While Lyn & I were on a second walk around they were announcing the winners of all various categories & they read out best panel van as the Blue XC Sundowner owned by Bruce & Lyn Sutcliffe we were sure they meant Bryce. We quick stepped

it over to where they were handing out the trophies & was very excited to receive ours. We thanked the organisers for the event which was so easy to enter & very well run which is no mean feat. We stayed over night in Orange & made our way home in the mid morning. For those who attended there was heaps of things to which started on Friday & did not end until after lunch on Sunday, so we should all have this event on our list of club runs for years to come. Lyn & I have included some pics of the event & hope you enjoy this small coverage of the event.



Cheers

Lyn & Bryce

otherwise known as Bruce.

OFFICIAL



Lapstone Pub

Club members enjoyed a delightful lunch run to the Lapo Pub on the 16th Feb, making the most of good weather and even better company.

The pub offered its usual warm hospitality, with hearty meals and refreshing drinks that hit the spot. Lively conversation flowed easily around the table, filled with laughter, stories, and plenty of banter.

It was a simple outing, but one that reminded everyone of the joy in good food, good drink, and the even better people we share them with. A great day out for all involved!



Annual Dinner

The Annual Dinner was held on 1st March, 2025 at the Blackheath Golf Club, marking the culmination of an eventful and successful year for the club. In his address, the President extended heartfelt thanks to the committee and all club members for their dedication, support, and contributions throughout the year.

The evening featured a warm atmosphere of camaraderie, laughter, and recognition.

The Kracht Trophy for Best Restored Vehicle was presented to Steve for his MG, the story of which is featured in the restoration column of the journal. The applause was enthusiastic, reflecting the genuine appreciation and spirit of community.

Adding a touch of drama to the night's festivities, Kathleen shared her post-dinner adventure—being pulled over on the way home for a random breath test and vehicle search for her driver's license. She was pleased to report that it was her first time experiencing both, and she passed with flying colours.

The evening was a fitting end to the year, blending gratitude, recognition, and a bit of light-hearted fun. Here's to another year of growth and great memories ahead.



Mike's Advise

Vehicle Noise Camera Trial

The NSW Government has initiated a vehicle noise camera trial to address concerns about noisy vehicles and anti-social driving behaviour. The trial is taking place in the Bayside and Wollongong Council areas and is expected to run until late 2025. These cameras use advanced technology to detect vehicles exceeding noise limits and capture their license plates, similar to that of the existing truck engine braking camera's on Mt Ousley. While no fines will be issued during the trial, the data collected will help evaluate the effectiveness of this approach in reducing noise pollution and honking.



Classic Vehicle Period Modifications

Transport for NSW (TfNSW) has made a subtle change to the governance of the HVS (Historic Vehicle Scheme) in that it has made the car clubs and their registrars/responsible persons assure that the vehicle is per the intent of the HSV scheme. The HSV scheme is for vehicles at least 30 years old, maintained as close to their original condition as possible, with any repairs or restorations done sympathetically.

The HSV guide clarifies eligibility criteria, helping vehicle clubs and owners determine the appropriate registration. While initially met with concern from historic vehicle clubs, it is emphasized that the guide is not a set of strict rules but rather a framework within which clubs can enforce their own policies.

It is the responsibility of the owners to ensure that the vehicle complies to the scheme, therefore to assist the registrar on assessing period options and accessories, evidence such as documentation or period photos produced by the owners may be used.

The addition of safety items is strongly recommended however they must comply with the Road Transport requirements.

Further information may be obtained on the TfNSW website.

<https://www.nsw.gov.au/driving-boating-and-transport/vehicle-registration/how-to-register/historic-vehicles-registration/period-options-accessories-and-safety-items>

Restorations

"The Journey of My 1968 MG B GT"- 2025 Winner Kracht Trophy

It was with great honour that I received the Best Restored Car award at the annual presentation dinner this year. A moment that almost felt like a car show win, but with fewer sequins and a lot more engine grease.

My journey with my 1968 MG B GT began in 2009 when a friend of mine, in a fit of adventurous enthusiasm (or perhaps mild insanity), drove it all the way from Adelaide to the Blue Mountains for me. A staggering 1,370 km in three days. Believe it or not, the MG made it in one piece—well, almost. At one point, the heater decided it was done for the day, forcing a stop at a garage for some much-needed TLC. But hey, it was a small price to pay for a car that was about as reliable as a celebrity's social media posts—except, it didn't have a PR team.



I wasn't bothered by the quirks. Sure, the windows fogged up on rainy days like they were auditioning for a horror movie, and the headlights barely lit up more than 20 meters in front of me (I called it "mood lighting"). There was no air conditioning, no power steering, and no modern conveniences—just the sweet sounds of the engine revving, the wheel turning with the subtle grace of a gym workout, and the intoxicating scent of fuel being pumped through the carburettor. What can I say? Some people find joy in the latest tech; I find it in the hum of a classic engine.

I had a blast until one fateful day when the piston snapped. That was when I realized, as you do with old cars, that it was time to check under the hood. This led to the engine being rebuilt in 2010, which was a lesson in both mechanics and patience. You see, classic car restorations are a little like relationships—they're never really finished, and you learn a lot along the way.

Joining the club was the best decision I made. I met people who truly appreciate the art of car restoration and had a wealth of hands-on mechanical knowledge. I'd read the club magazine, admiring the beautifully

restored cars and the stories behind them. I also learned that patience is key—especially with classic cars, where restoration is more of a lifelong commitment than a weekend project.



When my first child arrived in 2013, my financial priorities shifted. Let's just say the car restoration fund took a backseat to nappies and baby formula. But then came COVID. While travel plans were put on hold, my savings grew, and restoration became a possibility again—who knew a global pandemic would be the best thing for my MG?

This time, I stripped the paint down to the metal and had it resprayed in its original colour, Blue Royal, which we discovered under the

bonnet. Fun fact: while searching for a new carpet set, I learned that my MG was actually a MKI, not the 1968 model I thought it was. Apparently, the RMS (Driving and Transport in SA) registrar had an off day. Oops. Turns out my car was actually a 1967, complete with a different transmission tunnel and floor mounts for the carpets. Classic mix-up—like calling a “vintage wine” a “classic juice.”

The MG has become a beloved member of the family. With its tiny back bench seat, my three kids often join me on fun rides, crammed together like sardines but enjoying every second of it. My daughter particularly loves the car because, and I quote, “It makes loud noises.” They’ve all participated in the infamous Rhododendron Festival Parade, and I can honestly say it was one of the best childhood memories for all of us.

Because of the MG, we’ve made so many wonderful friends and enjoyed unforgettable outings. We’ve participated in motorkhanas (a.k.a. classic cars giving rally racing a go, complete with buckets over the driver’s heads), star-gazing nights in Hartley (where you might find yourself dodging flying “hot cakes”), the President’s Run to Bulli Beach, breakfasts in Mulgoa, and even weekend trips to Orange and Lake Canobolas. However, for most of these adventures, we opted for the modern car for safety reasons. It turns out the MG isn’t quite suited for family road trips with a full crew. With no seat belts in the back, it’s not the safest choice for a family of five (unless you’re in the mood for a real “adventure” involving a lot of waving arms, awkwardly clinging to the sides, and the occasional friendly chat with the highway patrol officers).

Now, as for keeping the peace at home, I have a little arrangement with my wife, Sandy. We agreed, “Sandy has the house, and the MG has the garage.” Fifteen years of marital bliss and zero complaints—well, almost zero. Every time Sandy asks if she can drive the MG, I tell her, “Sure, of course!” But deep down, I know she doesn’t drive stick-shift. Maybe, just maybe, she’ll surprise me one day... or perhaps the MG will remain my little piece of driving heaven.

Finally, I want to thank everyone who has been part of this journey—whether through advice, helping with repairs, or simply sharing the joy of owning a classic car. Every day with the MG is a new adventure, and I can’t wait to see where it takes me next.

Steve



Member Spot Light - Ken

Mountain Roads and Railway Tracks: A Life Behind the Wheel

For nearly two decades, Ken has been a proud member of the AHMC, sharing his passion for classic cars and the open road with fellow enthusiasts. A true local, he has spent his entire life in the mountains, where the winding roads and scenic landscapes have shaped his love for driving.

His career spanned 35 years working with railway track gangs, ultimately finishing up at the Katoomba Civil Depot. The grit and determination of working on the tracks translated seamlessly into his love for cars, where hands-on mechanics and a deep appreciation for engineering became second nature. Now semi-retired, he still keeps his wheels turning, driving taxis through the mountains and enjoying the stories that come with each passenger.

His journey behind the wheel began early—at just 14 years old. With a Datsun 1-tonne ute at his disposal, he raced up and down Clarence Street in Lidcombe, honing his skills long before he was legally allowed to be on the road. His first official car was a 1964 VF Valiant, a reliable ride despite its persistent gearbox gasket issues. But it was the classics that truly captured his heart.

Among his prized classic cars was a 1977 CL Chrysler, powered by a robust 5.2L (318 cu in) V8 with a column-shift Torque Flite gearbox. Another gem in his collection was a 1950 Dodge Sedan with a "three-on-the-tree" manual transmission—a testament to the golden age of motoring.

His driving memories are rich with adventure. One of his most memorable trips was taking the Dodge up to Dorrigo, where it cruised effortlessly up the hills despite a pesky fuel pump issue. The solution? Accessing it through the wheel arch—an unconventional fix that he and his brother Steve tackled together, rebuilding the motor in the process.

Yet, his favorite car of all time remains the Australian-built VC Valiant. This dependable machine took him everywhere—from the country roads to Griffith to the dusty trails leading to Birdsville. It was a true road warrior, though not without its quirks. Gearbox gasket problems and a blown oil ring eventually led to a rebuild out at Liverpool, but even that couldn't diminish his love for the car.

From the railway tracks to the mountain roads, his life has been one long drive filled with camaraderie, challenges, and cherished memories. And whether he's behind the wheel of a classic beauty or navigating the roads in a taxi, one thing is certain—his love for driving will never retire.



Notable Business

Mt Victoria Museum - Club Cabinet

The Mount Victoria Museum is a treasure trove of history and culture. Located within the heritage-listed 1868 Mount Victoria Railway Station, the museum boasts 16 rooms filled with fascinating exhibits. From early exploration and convict days to the evolution of domestic life and local industries, the museum offers a glimpse into the rich tapestry of the region's past. To include local historic clubs the museum has reached out to the AHMC to include a display cabinet on behalf for a nominal yearly donation.



Life Members

We are proud to announce that Malcolm and Mike, two of our long-standing members have been recognised by fellow club members for their outstanding and dedicated service to the AHMC. In appreciation of their many years of commitment, contribution, and support, they have been awarded the distinguished honour of **Life Membership**.

Their efforts have helped shape the club into the vibrant and welcoming community it is today, and this recognition is a small way to say thank you for everything they've done.

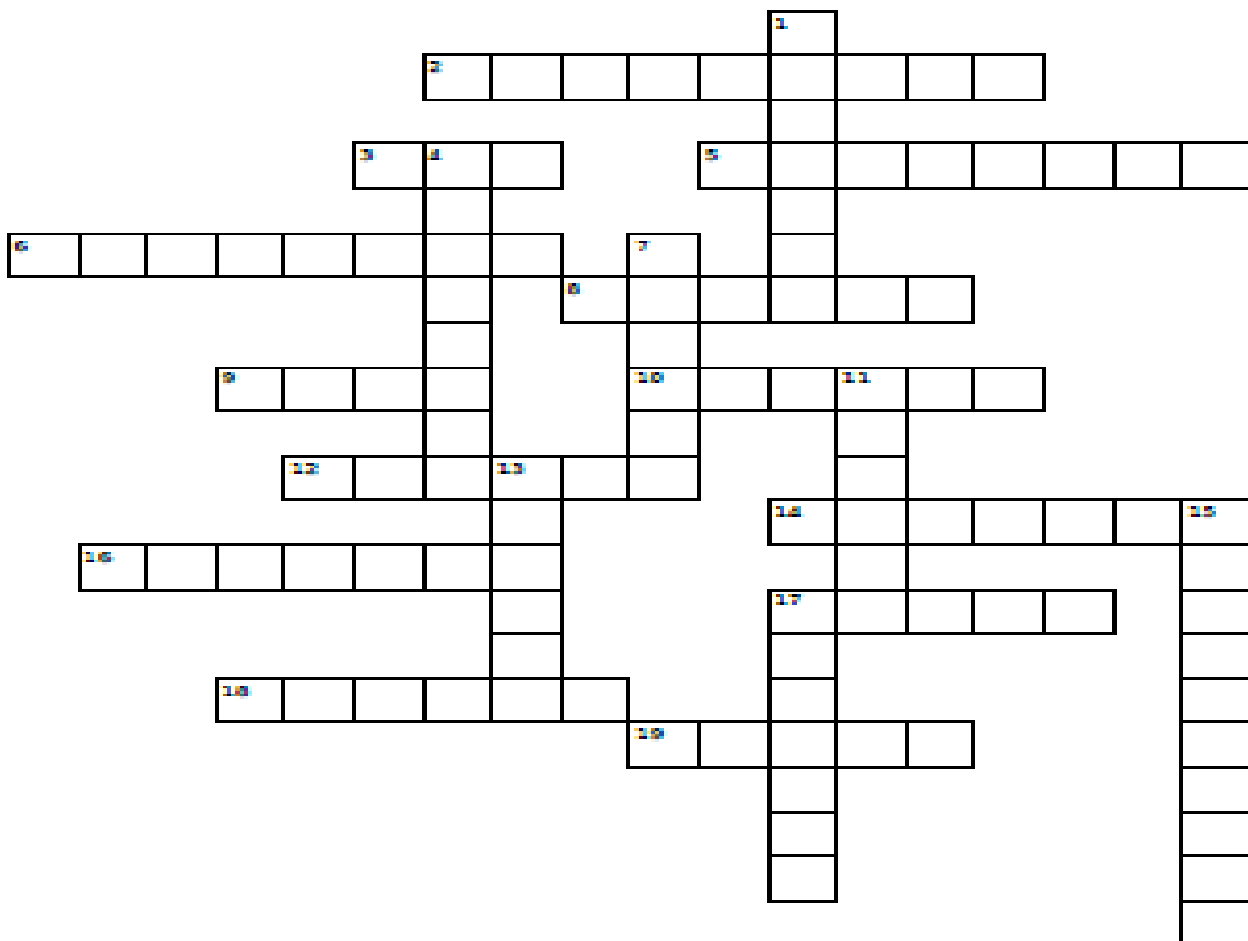
Congratulations to our newest Life Members — a well-deserved honour for two truly valued individuals.



Pick the Vehicle



Crossword – Cars



Down:

- 1. Most built car
- 4. Merc for short
- 7. Australian car brand
- 11. Japanese piano player
- 13. Oh what a feeling!
- 15. Triple diamond
- 17. Korean car

Across:

- 2. Drive to the levee
- 3. Started as an aircraft engine
- 5. Sheep make this
- 6. British battleship
- 8. One of Brock's cars
- 9. Found on rubbish dump
- 10. 180B or 120Y
- 12. Land crab
- 14. Great steam iron
- 16. British snob's car
- 17. Unbreakable
- 18. Not a Datsun
- 19. Rhymes with Rhonda

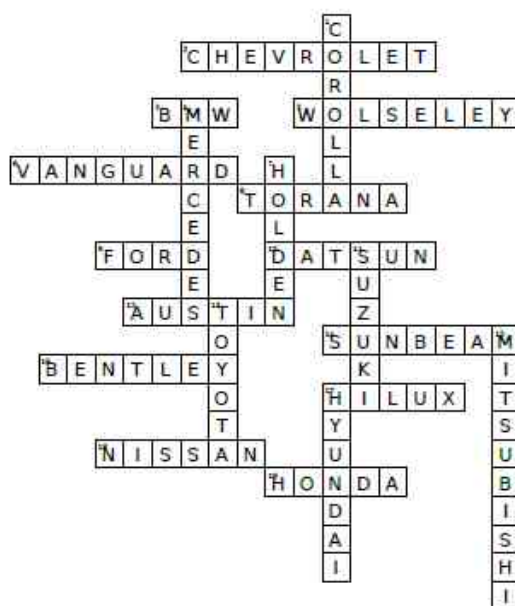
Answers

Pick the Vehicle

Standard Vanguard ute 1952 – 54 manufactured in Britain and assembled in Port Melbourne. It enjoyed a 4 cylinder wet sleeve engine being modified to also power the Massey Ferguson tractor and Triumph TR2-4. It is rumoured that a saving could be made by the farmers for a Ferguson/Vanguard package deal.



Crossword



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
Reg. No. Y16655-11

WEBSITE: <https://ahmc-bm.org.au>

Just In

Club Vehicle Badges

Club vehicle badges are a popular adornment of vehicles often tied to the early days of motoring. These badges were originally created for members to indicate they are a proud member of a club and they may enjoy exclusive benefits, eg the NRMA badge was utilised since 1920.

Some people consider the club badge as the “must have” period accessory with the AHMC striking 2 runs of badges in the past.

Engaging with industry for a simple badge proved not so straight forward with many options, make, style and mounting positions. A member survey indicated the most popular is for a hard enamel polished badge with a bottom mount tab, similar to that of previous badges.



A previous badge with a mock-up of the new 3rd edition.

Material – Zinc Alloy, Plating – Gold, Size – 70mm by 95mm, imitation hard enamel, with screw attachment on the bottom.

For a run of 50 including design, setup, die casting and manufacture will be \$40 per badge. Once an order is made delivery should be within 6 to 8 weeks.

If you wish to purchase one or more please place an order with the club treasurer (Maureen) prior to the end of June 2025