



The Polishers Rag



OCTOBER 2025

Dedicated to the life-long enjoyment of historic vehicles by enthusiasts on the Darling Downs

WWW RALLY



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OTHER CONTACTS.

Swap Co-ordinator..... Jim Beh
 General enquiries to swap manager see above.

Swap Secretary - Short Term Position.....Vacant

Web sites:.....

..... www.ddvmmc.com.au

..... [DDVVMC Facebook page](#)

Meetings: Visitors welcome

Meetings are held on the second Thursday of each month in the DDVVMC Clubrooms, 2 Rocla Court, Toowoomba.

Mailing address:

DDVVMC, PO Box 486, Toowoomba Qld 4350
 Clubroom p: 07 4633 3181

Workshop

Workshop open
 Monday nights from (approx) 7pm to 9pm
 Wednesday afternoons from (approx) 1pm to 5pm.

Next General meeting

7.30 pm Thursday 9th October 2025

Next Management Committee meeting

7.00 pm Monday 13th October 2025

Next newsletter closing date

COB Wednesday 24th October 2025



Enjoy the Ride

By Trevor Hoffmann

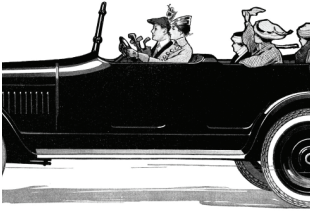
We have had four builders look at the proposed extension to house the Hudson. They seem interested when they have a look, however prices are slow at coming in. We hope to get two or three prices before we give any one the right to proceed.

The Hudson project is almost to an end. We were having trouble getting it to run right on the open road. While I was away a Falcon carby was fitted and the car ran real well so the problem was with the carby. It was pulled down again and a small arrow was spotted and the part was rotated 180 degree so the arrow pointed towards the motor . Problem solved – we hope.

The swap meeting is fast approaching and we need volunteers. A lot of people wanted the swap to proceed and now we need you to help. I am thinking along the lines of people taking on a small job but we will need several volunteers to carry this out. Give it consideration before the next monthly meeting and let us get this show on the road.



Could all Club Members please wear your Name Tags to all club functions and meetings so all members and especially new members can introduce themselves.



WWW RALLY REPORT

WWW rally 14th September

Not Wellcamp, Withcott & Westbrook which were along the route of the day. Not World Welter Weight boxing but the World Wide Web. Run organiser David Grant sought to entice a few more members, that hadn't already done so, to arrange a password enabling them to log on to the Club website. The incentive was the pre-published questionnaire base on our website with questions from both the public and member's pages.

What a glorious day it was for a run. Participants gathered at the Club grounds for a 9:30 am departure. The route led us to the south then swung to the west and north as we wended our way via country roads to Peacehaven Park at Highfields. Most of us had driven these roads before but not for some time and as I recall mostly in the opposite direction. This made for a very pleasant and leisurely drive to the back entrance of the park in time for morning tea and a natter. By all accounts parking and picnic spots around the main entrance were non-existing so well planned David.

Stage two saw us head to Murphy's Creek Tavern for lunch. We set off down Mt Kynoch but on the outskirts of Toowoomba we diverted off the main road for a Cooks tour of the north east suburbs. This delighted some members as they drove past their alma mater. Up and down hills and around tight corners we made our way to the top of the range then descended on the old range crossing (although one car was seen to make an unscheduled detour) to Withcott. Continuing along the main road we followed the signs to Murphy's Creek. Again, once off the main drag the driving was very enjoyable.

Straight to the tavern to order lunch and a beer.

During lunch the results of the competition were announced. There were twelve entries, three of which tied for first place. They were Keith & Coral Hoffmann, Shane Hoffmann and Trish and Joe Ciantar. A winner was decided on a throw of the dice. The last named couple being the winners of a voucher whilst the others received consolation prizes. Further consolation prizes were awarded to Ben and Toni Tanner, Mark Smith and Bill and Dell Fischer.

The run home was by driver choice with most electing to take the climb back to Mt Kynoch. One car suffered a head gasket issue but this was promptly righted and the car is now back on the road.

This was the second Club outing to Murphy's Creek Tavern with the food and service equalling the standard set during our first visit. I'm sure many of us will find a reason to go back for a third.







AUTOMOBILES – The Early Years

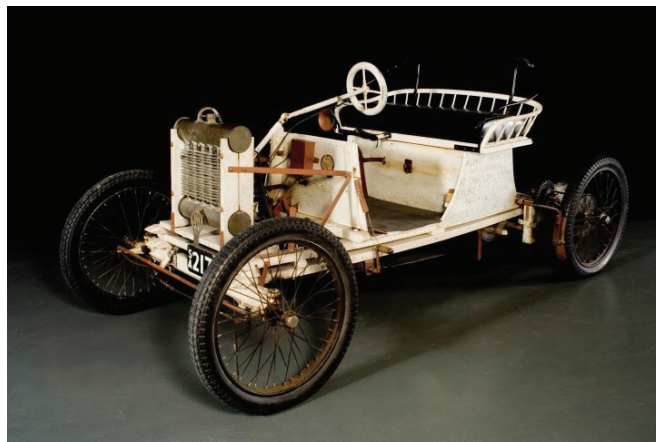
By Graham Fitzgerald

Part 9 The backyard builders

In the early part of the twentieth century many men couldn't afford to buy a motor car so they made their own. A lot of their home made vehicles did not have a name but some had descriptive nicknames by their builders. One such vehicle was called the "Jigger".

This was made in 1904 by a South Australian watch maker, Mr Ohlmeyer. It was made up of bits and pieces found around the property and had a single cylinder stationary engine to propel it. This vehicle was in use up to 1969 by his family.

It has survived and is on display at the National Motor Museum in South Australia.



The Ohlmeyer "Jigger"

Also in 1904 a Dr E. Kinmont built in South Australia a two and three HP motor car which had a two speed gearbox but no reverse gears. It was a very lightly built car that you just got out and pushed it backward. It appears to be unnamed.

Some of the cars that were one offs that were given names were, Richter, Trevethan, Bullock, Hammer, Lean, Puckeridge, Knowles, Acme, Roo, there was even a Holden not connected to the GMH vehicle.



The 1904 car by Dr E. Kinmont

Another builder closer to home was John Yaeger of Coraki near Lismore.

At the early age of seventeen he arrived home with an early Indian motorcycle which his parents immediately condemned and told him to get rid of it.

He took it to a shed not far from the home and transformed the motorcycle into a three wheel car which he drove for nearly ten years till the engine exploded.

His second car was an open sports made up of parts from the discarded family car.

The third car he started building in 1960 with all new parts including a six cylinder Humber engine he brought out from England. The car eventually was never completed due to him getting on in years and it stood in his garage for over thirty years.



The 1960 Yaeger



Please ensure your mobile phone is Turned off - Silent or Do Not Disturb whilst the meetings are in progress,



Coming Events 2025

Crooked Conrod rally with Dalby and Nanango clubs, Saturday 11th October. Starting from the clubhouse 8.30 for a 9am start. Travelling via Gowrie Junction. Goombungee and Kulpi to Cooyar.

Laidley Motorcycle Swap Saturday 18th October
(See flyer details)

25 - 26th October Classic and Muscle Car of Ipswich Swap Meet, 193 Chermside Rd Ipswich

25th October Fraser Coast Regional Swap Meet
Torbanlea, Torbanlea Racecourse

Kingaroy Swap Meet Saturday November 8th
Geoff Ralph Drive, Kingaroy Airport Precinct Contact Janet 0438 325 472 (See flyer details)

23rd November Scenic Rim Motor SA, Show N Shine/
Swap, Beaudesent Showgrounds. Contact: 0437 143 177

HMCCQ 2025



**LAIDLEY
MOTORCYCLE
ONLY
SWAP MEET**

**SATURDAY
18TH OCTOBER 2025
LAIDLEY SHOWGROUNDS**

**Gates open to general public 5am Saturday
\$10 per adult. Kids under 14 Free!**
(Cash Only - Correct Money preferred)

VENDORS - 5 X \$100 GIFT VOUCHERS TO WIN
DRAWN 12PM SATURDAY (MUST BE THERE TO WIN)

Vendor Entry from 4pm Friday & 5am Saturday
Vendor - \$10 per site + \$10 per adult
Booking not required - Camping Free for Vendors

FOOD AVAILABLE FROM 4PM FRIDAY AND 5AM SATURDAY

**NO GLASS! NO DOGS!
NO CAR PARTS!
NO BRIC-A-BRAC!**

CONTACT GRAHAM
0409 195 941

QUEENSLAND HISTORIC MOTORING COUNCIL Inc.

PRESENTS THEIR

INAUGURAL ENGLISH AND EUROPEAN SWAP MEET

From 8am until 12 Noon **SATURDAY** the 18th October 2025

Veteran Car Club Entry via **Wright St Carindale**

Entry \$10 per site

Walk-ins \$2

Sausage Sizzle \$4, Drinks \$2

CASH ONLY

Parking for car trailers

NO Bric-a-brac etc

For inquiries please Contact 0413 553 173 or email president@qhmc.net.au

Kingaroy Swap Meet

**The 9th
Kingaroy
Swap Meet**

**Saturday
8th November 2025**

Geoff Ralph Drive, Kingaroy Airport Precinct,
Off Warren Truss Drive, at Kingaroy & District Machinery Club grounds.

Open to General Public from 6:00 am Saturday

Sponsored by Shannons

Entry Fee \$5.00/person 16 & over

Heritage Car and Bike Display
(Heritage Driver entry FREE)

Stall sites (10 x 6m) \$20/site

Overnight camping available for just \$10/site/night
With hot showers available

Site Bookings Essential

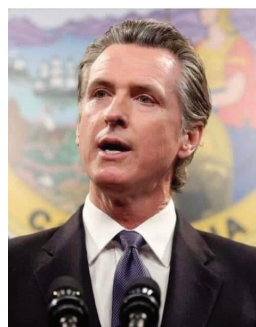
Food and Drinks available Friday 6:00 pm to 8:00 pm
Saturday 5:00 am to 12:00 pm

General Enquiries and Bookings
Janet Heiner 0438 325 472
kingaroyswapmeet@gmail.com

NO DOGS

Set up from
12 Noon
Friday

Newsom Asks Public To Help Design New California Coin, Instantly Regrets It





FROM THE HISTORIAN



Apparently this butcher shop was in Bridge St opposite the Gowrie Rd Hotel. It may have been demolished to make way for a more modern shop set back behind this building to allow for the widening of Bridge St in the sixties.

The ute beside the shop is a beauty. Maybe a late forties early fifties model. it's a bit square for an FJ Holden. Could it be a Ford? I make this bold statement because something amazing happened on the last club run.

Believe it or not but there were more Fords than any other make on the rally.

There were 2 A Models

2 Mark 2 Zephyr utes

3 XP Falcon hardtops

A Mustang

An XD and an XE Falcon.

For the last 15 years at least, the club has been dominated by Holdens. When I first started rallying almost forty years ago, there seemed to be more Chevs than any other make.

I wasn't around for the first ten years but there seemed to be a lot of T Fords in that era. The club logo is based on foundation president Nev Dorman's model T with a different radiator. This car is still in the club with the

Kennedy family as custodians.

Congratulations to the Carnival of Flowers for continuing the event for around 76 years.

The photo below may have been taken at the first parade. Would a bullock team be allowed today? There is a Blitz in the background and the Whitehorse building has verandahs. Check out the policeman with his hat/helmet.



3



Follow us on Facebook



<https://www.facebook.com/p/Darling-Downs-Veteran-And-Vintage-Motor-Club-10070668391428/>

2025 DDVVMC CLUB AWARDS



*50 Year Membership badge to
Lyle Handley*



*50 year Membership badge to
Keith and Coral Hoffmann*



*Roy Hall presenting a 50 year
Membership badge to
Trevor Hoffmann*



*Harry Brazier receiving his Life
Membership Award*



*50 year Membership badge to Clyde and
Maree Baker*



Shann Hoffman Editors Award



Jim Beh Best Rally Attendance

Encouragement Award Recipients



*Arthur Johnson for his
MGB GT*



*Joe Ciantar for his 1934
Dodge model KC sedan*



Jeff Cox for his Morris X Ute



Jeff Brown for his 1928 Cadillac



Brian Schafer for his 1913 Rover Clegg

Best Restorations for the year



*Anthony Murphy
Holden Monaro*



Ben Tanner 1927 Buick Roaster



Jim Beh Holden HR

Featured Articles

FROM OUR DDVVMC CLUB MEMBER

Holden has had a long association with the station wagon. Starting in 1954, Holden had built a number of prototype or "test mule" station wagons in their own workshops

Conflicting reports have surfaced over the years on the actual numbers built. Estimates range from one based on an earlier 48-215 sedan, to 24 in both 2-door and 4-door variants. The only one that still exists today is thought to be the 48-215 car.

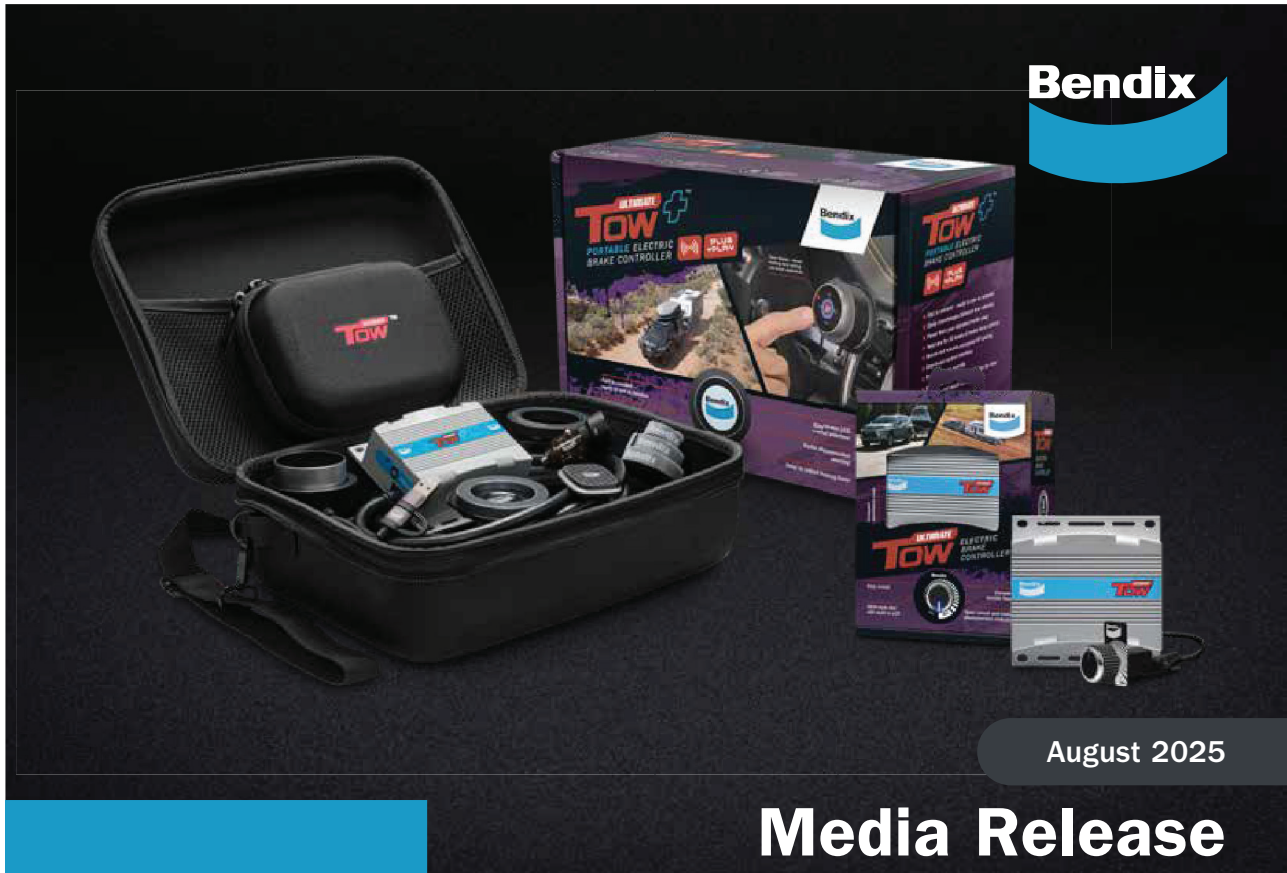
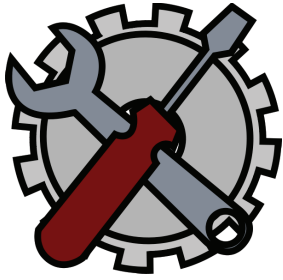
At around the same time a body and engineering firm based in Hampton, near Melbourne started converting FJ Holden sedans into station wagons. S.H. Cordell Motor Body and Engineering Works were known to have converted at least 15 FX and FJ sedans into station wagons. This conversion was not cheap, costing well over 400 pounds (\$800). If brought the total cost of a rolling finished car to over \$1,500 pounds (\$3,000).



The only one still in existence is the FJ that was sold to an employee who's son still owns now



Article supplied by Bill Fischer



Bendix's tips for avoiding trailer sway

The number of caravan and camper trailers on local roads rose sharply during the COVID pandemic, as international travel restrictions saw holiday options narrow. While things have now normalised, caravan sales have remained strong ever since.

More caravans and campervans on the roads mean that many have first time owners, with little or no towing experience, especially towing larger caravans. It's no surprise then that there's a correlation between increased ownership rates and a rise in accidents involving caravans in recent years.

Despite the large size of many modern caravans, no additional training or licensing is needed for owners before they hitch up and hit the road. While caravan

towing courses are widely available through specialist training outlets, most owners instead learn as they go.

Although some approaches to safe towing come down to common sense such as allowing for longer stopping distances, being aware of a caravan's large dimensions and how this may affect steer angles, overhead branches and street signs, other aspects of towing are trickier.

The phenomenon known as 'trailer sway' is a prime example. Trailer sway occurs when the caravan or trailer begins to move from side to side or 'fish tail' on its own; it can become uncontrollable and even cause the caravan and tow vehicle to flip in a worst-case scenario.

"Despite the large size of many modern caravans, no additional training or licensing is needed for owners before they hitch up and hit the road."

What causes trailer sway?

Trailer sway can be triggered by several things including poorly distributed loads on the trailer or inside the caravan, incorrect tyre pressures, sudden change in direction and excessive speed. External factors such as blustery winds can also set it off.

Drivers can mitigate the chances of trailer sway by slowing down, correctly maintaining their caravan or trailer – including having the correct/uniform tyre pressure according to manufacturer recommendations – and distributing weight correctly.



More caravans and campervans on our roads means that many have first time owners, with little or no towing experience.



Despite the large dimensions of many modern caravans, no additional training or licensing is needed for owners before they hitch up and hit the road.

When it comes to weight distribution, in the case of a caravan, best practice is to have 60 per cent of the weight forward of the axle and to avoid anything heavy at the rear of the caravan, because weight at the back can cause a pendulum effect.

Brake controllers with 'break away' function

Having a quality brake controller on your tow vehicle such as Bendix's Ultimate Tow™ or Ultimate Tow+™ Portable brake controllers, provides a fall back should the driver have taken the necessary precautions but still encounters trailer sway.

Legally, all trailers with a gross trailer mass (the weight of the trailer with everything in it) of between 750kg and 2,000kg need to be fitted with either a mechanical or electrical braking system. And anything over 2,000kg requires an electric, or electric over hydraulic brake and an electric break-away function.

If sway is noticed, at the press of a button, the driver can activate the trailer's brakes independently of the tow vehicle's, bringing the trailer or caravan back into line and under control. The brake controller can also detect if the trailer or caravan becomes unhitched from the tow vehicle, and automatically apply the caravan brakes to minimise the chance of a serious accident.

For a modest outlay, investment in a brake controller provides those who tow trailers, caravans, boats and the like with a simple and cost-effective way of meeting legal requirements, while also giving them peace of mind in knowing they'll be better able to control trailer sway if it arises. Of course, a brake controller will also greatly assist during general towing and reduce braking strain on the tow vehicle.

ULTIMATE TOW™ PORTABLE ELECTRIC BRAKE CONTROLLER

Brake controllers such as Bendix's Ultimate Tow+™ Portable brake controllers help alleviate trailer sway at the press of a button.

ULTIMATE TOW™ ELECTRIC BRAKE CONTROLLER

Legally, all trailers with a gross trailer mass of over 2,000kg need to be fitted with an electric, or electric over hydraulic braking system with an electric break away function.



FOR MORE INFORMATION

Freecall the Bendix Brake Advice Centre on 1800 819 666 (8am-5pm Monday to Friday EST) or +61 3 5327 0211 from overseas. brakeadvicecentre@bendix.com.au bendix.com.au or bendix.co.nz



Put your foot down with confidence™

*Bendix brake components are appropriate for the purpose intended and if installed by qualified staff, to the vehicle manufacturer's specifications, can be used in logbook servicing.

PRJ-08819

SEWING MACHINE FOR TENDER

Our new Typical sewing machine has been used a few times and seems to be going very well. I have worked with a couple of people on some small jobs. This machine's great advantage is that you can vary the speed. Novices should start at a slow pace.

We bought our other machine (a BROTHER) in the early nineties. From memory it was purchased before moving to Rocla Crt. I reckon I've (in conjunction with Lynne) done six or seven jobs over those years.

Even though this machine is getting a bit long in the tooth it hasn't done all that much work. The club doesn't need two machines so we need to move the BROTHER on.

Our club policy is to offer anything we no longer need, firstly to club members using a tender system. The highest tender may not be accepted if it doesn't reach a certain value. In this instance, the club may decide to put the machine on the open market.

If anyone is interested in the BROTHER machine, written offers should be submitted to the secretary before the November Management meeting which will probably be held on Monday 19th November.

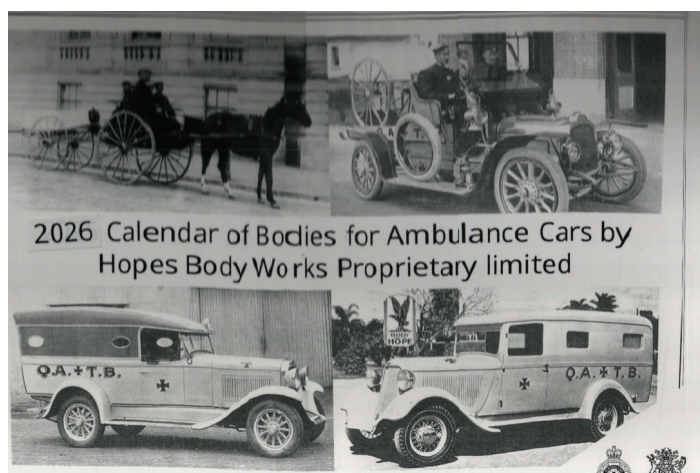
Anyone wishing to look at this machine can contact me.

Pat Murphy
0428 746 272

2026 Calendar Ambulance Restoration

All proceeds from sales will go to the restoration of the 1969 Chrysler Valiant (Car 5) from Miles. It is good value at just \$10ea. We only have 250 copies and 50 have gone already.

Vince Little.
Mobile: 0418 826 64
Email: littlevincent30@gmail.com



To all of our club members having a Birthday in
October





AROUND THE WORKSHOP ON A WEDNESDAY



Jeff Cox with the oxy torch



Bob Chapmam having a cuppa



Gene Lucas at work again



*Gene Lucas removing the driveshaft bearing for
Harry Brazier*



Harry inspecting the bearing



FOR SALE

1925 2 ton Republic Truck partly restored

Ken Rogers
Ph: 0418 636 862



.....1



1965 MGB 4sp Manual in very good condition. \$35,500 or ono

**Contact: Allan Waite: 0418 772 114
or
email: stuart@timpani.tv**

Click the link below for photos
and a sumerary of this restoration

<https://mgb65.my.canva.site/>

RALLY SUGGESTIONS



**Ben Tanner our Rally Director welcomes from club members
any suggestions or ideas of places to go to or things to see.**

*Ph: 0427 379 253
email: rally.ddvmmc.1@gmail.com*



FOR SALE

Project Car for Sale

VW Explorer, fibre glass body, good condition

1971 VW rust Free floor pan, good condition

Torsion bar front suspension with disc brakes

4 universal rear suspension

Motor in running condition

New brake master Cylinder & front callipers

Good seats. Good instruments

Commodore dash, partly done, some spares

Can be fully registered or club rego

Car in Toowoomba area.



\$4500. ONO. Ph (07) 46300048
(leave a msg if no answer)



Ford XC Panelvan \$3,750 James 0417 075 819

1986 Jaguar Sovereign Series 3 Sedan

Light Blue Metallic Exterior

Light Coloured Leather Interior

4.2 litre, 6 Cylinder engine

105,000 mileage and garaged in Toowoomba



Contact Susan Hill
Email: brisyhill@bigpond.com

1964 Humber Super Snipe

This vehicle is in first class condition with only 45,000 miles on the clock.

Was repainted approx. 15 years ago and been shaded ever since.

Also is fitted with Humber Power steering, which is unusual in Australia, I imported it from New Zealand. Has new white wall tyres.

Bob Yabsley: Ph 0428 584 428



1

1973 VW Beetle in very good condition, 80,000kms, repainted 2023. new tyres on american chrome wheels. Lots of extras including the 4 original wheels with hub caps and dress rims. \$26,000.00

Contact Allan 0418 77 2114



IF YOU ARE LOOKING FOR PARTS FOR YOUR RESTORATION,
ADVERTISE HERE.

Spare wheel for a EJ Holden sedan. Contact: Noel Campbell 0427 357 244

Note about private, free classified ads

Free ads will be run for three (3) consecutive issues, and then be removed, unless notified to continue. The number below the ad is the number of editions left. Editor



*From barp barp, honk honk, aroogar, beep beep
It all started for klaxons by C. Kettering who invented
them in 1909.*

*Cadillac's 1912 featured vertical drive klaxon (all
brass), starter motor, electric lights and generator.
1932 saw the last KLAXON HORN.*

Any Klaxon Horns working or not.

I am a enthusiast who does repairs and restores
any Klaxon in the vintage era. Located on the
Gold Coast.

Mobile: 0434 127 722

Ph: 07) 5539 1438

Email: roberthorns333@gmail.com

Itch 2 Stitch Sewing Group

Sewing, crafting & good company, Itch 2 Stitch meets at the
clubrooms once a month for a day
of sewing & creativity.

Starting at 9 am, BYO morning Tea
and lunch

October Monday 13th

For further enquiries: Marion Chapman

m: 0438 359 235

JP service for members

Bob Chapman 0427 539 394

Michael Robinson 0409 340 986

Keith Lawrence 46 370 949

Andrea Mathies 0407 768 575

Any non urgent JP business for club members could be ar-
ranged for the monthly club meetings.

Direct deposit details

Account name	Darling Downs Veteran & Vintage Motor Club Inc Cheque Account or DDVVMC Club Cheque Account
Account no.	530406
Bank	Westpac, Ruthven St, Toowoomba
BSB	034221
Reference	Your membership no. & purpose (eg: March rally)

**Skin color doesn't
mean shit. You're either
a good person or a
piece of shit.
End of story.**

DDVVMC Merchandise

40 yr car decal	\$2	Toowoomba City Centenary Rally Grille Badge	\$5
Cloth badge 70mm x 45mm	\$2	DDVVMC Metal Car badge	\$32.50
Club shirts	Visit Totally Workwear in Prescott Street to purchase your shirt, and get the club logo embroidered on.		

See the club Librarian for any of these items.

CITRIC ACID BATH



You may be aware that Jeff Cox is restoring a Morris Z ute. Another member Stuart Westermann invited Jeff to soak his mudguards in his citric acid bath.

Jeff was quite impressed with the process. It removed all of the rust but the paint remained. These guards were subsequently paint stripped and then coated in epoxy primer. Jeff thought we could do with a similar tank at the workshop.

He was subsequently given a suitable container and the management committee approved a trial. We made a lid for the tank in the workshop and fitted a lock as well.



Citric Acid is used in cooking and appears to be quite safe. We bought a 20kg bucket of the substance from a chemical company in Cairns.

Stuart advised us to use about a third of the bucket to the tank almost full of water. We conducted a trial with an old bonnet and a wheel which were submerged in the solution.

After a week we hosed these parts and the rust as well as any loose paint came away.



Some other stuff is now dangling in the bath. We also added a little bit more powder to make the solution a bit more effective. So now there is around 8Kg of citric acid in around 800 litres of water.

The key to the padlock on the tank has been stored above the sink near the sign in book. If you place something in the tank one week, you could pick it up the following week. It works best on rust on iron/steel surfaces. Be careful with non ferrous metals.

Using the acid bath may save you time and money. You may have to do a final clean in the sand blaster but quite a bit of time should be saved and the sand blasting cabinet and its contents should last a bit longer.

It would be a good idea to wash your hands after use.



If you import the third world, you become the third world.



I might be laid back, but I can lean forward real quick.





QUEENSLAND HISTORIC MOTORING COUNCIL INC.

IA08973

1376 Old Cleveland Road, CARINDALE QLD 4152

President (Carle Gregory): 0413 553 173 Email: president@qhmc.net.au

Secretary (Doug Murphy): 0402 845 925 Email: treasurer@qhmc.net.au

Vice President (Albert Budworth) Email: vicepresident@qhmc.net.au

NEWSLETTER No. 19

February 2024

SIVs UPDATES

QHMC BULLETIN 5 of 2013

To: QHMC Affiliated Clubs

Subject: SIV Support to Schools, Charities and the Community – policy guidance

BACKGROUND

Over the last several years, QHMC has been approached by affiliated clubs for interpretation of the Special Interest Vehicle registration arrangements (SIV) guidelines in relation to the use of SIV vehicles in support of schools conducting formals and similar events. Recently, a couple of our clubs bypassed the QHMC committee and sought their own guidance direct from DTMR. The results have been less than encouraging to those clubs.

2. The SIV guidelines are clear enough. All clubs need to do is to sensibly interpret them in order to remain within the guidelines and within the spirit of the SIV arrangements. If clubs require further guidance in arriving at a decision, then the first point of contact must necessarily be our own QHMC committee. Rod Graydon is currently our DTMR Liaison Officer on the QHMC committee. Rod has the experience and knowledge of dealing with DTMR in such matters. Rod will provide most guidance immediately. If not, he knows where to find answers very quickly. If contacting Rod by email, send a cc to the QHMC Secretary and President also. Our affiliated clubs should avail themselves of this service where further interpretation and guidance is required.

INTERPRETATION AND CLARIFICATION OF EXISTING GUIDELINES

3. QHMC consulted DTMR last week at its quarterly liaison meeting and came away with an agreed interpretation as explained below relating to SIV Support to Schools, Charities and the Community – non relative (does not alter the existing SIV guideline in relation to ceremonies for immediate family).

4. The overarching requirements for an **event for non-relatives** are that the event is to be conducted as an official club event, have an educational value, a charitable endeavour and be within the spirit of the SIV guidelines.

Clubs and members must also abide by the following detailed guidelines: (i) Event must be recorded and promoted through the car club newsletter,

Queensland Historic Motoring Council Inc. – 1376 Old Cleveland Road, Carindale Qld 4152

(ii) No direct payment to the SIVS vehicle owner is permitted (donations may be made to a charity nominated in the event flyer, newsletter listing),

(iii) Event must commence from a common point; no door to door service, (iv) Event must terminate at a common point, e.g. at the venue,

(v) Display vehicles at the termination point, and

(vi) Charity collection at the car display or termination point (charity must be a recognised charity; and event co ordinator or designated person must have authorisation from the relevant charity to act as a fundraiser at this event).

5. The above requirements are not new, they are simply an extrapolation of the existing published SIV guidelines resulting in an approved interpretation for your club's use. They are very close to the guidance provided by the QHMC Executive to one of our country clubs back in 2010 – further reason that QHMC has to be the first point of contact for consistent and accurate interpretation of guidelines.

6. I trust this information is of value to your club and will provide you with greater scope to support your community. Please contact myself or Rod Graydon for further clarification if required.

Yours in historic motoring,

Graham Allum

President 30th April 2013.
Rod Graydon DTMR Liaison

INFORMATION

ROMA HISTORICAL MOTOR CLUB FORMAL RUN GUIDELINES - Roma Schools

Updated 07.02.24

One of the club's most frequently asked questions is whether we can "hire out" historic vehicles for weddings or formals.

The short answer is: No. To hire out vehicles a person must have a taxi or limousine license or be registered for ride sharing.

A club member with a vehicle on full registration may be prepared to use their car for formals or weddings, "without fee or reward", as a goodwill gesture.

If a vehicle is on restricted registration, it cannot be used for ceremonial purposes (weddings, formals)

except those: "involving immediate family members provided this is not done for fee or reward. Immediate family means parents, grandparents, sons, daughters, grandchildren but not extended family relationships such as nephews and nieces." This is a direct quote from the guidelines.

An exception has been made to this for formals provided the club organises a club run for the formal. This run is to leave from one starting point to the formal, with students being dropped off to this starting point. The club also needs to display the vehicles at the venue. These guidelines have been provided by our governing body the Queensland Historic Motoring Council Inc.

As you can appreciate all of this takes some time for the club to organise and source available vehicles and drivers for the run, so advance notice is required to put all of this into place and to match students with vehicles.

Complying with our regulations means that we will all continue to enjoy the lower registration fee for vehicles registered under the

SIVS scheme. A vehicle being used outside the guidelines is not covered by CTP insurance and may incur a fine.

Queensland Historic Motoring Council Inc. – 1376 Old Cleveland Road, Carindale Qld 4152

RESPONSE FROM TMR

As discussed, the Department of Transport and Main Roads (TMR) undertook a review of the QHMC BULLETIN 5 of 2013 following an enquiry from a QPS officer who was acting on behalf of a historical vehicle club. The officer shared with us the QHMC BULLETIN 5 of 2013. The club was seeking formal clarification to confirm the requirements for SIV vehicle participation in events with non-relatives as members of the club wanted to offer their vehicles to students attending school formals.

TMR would like to propose a minor update to the bulletin to ensure it matches current SIV guidelines outlined on the TMR's website. We are proposing the wording is changed in section 4 of the bulletin which describes the requirements for SIV vehicle participation in events with non-relatives.

The current wording is:

Clubs and members must also abide by the following detailed guidelines:

- (i) Event must be recorded and promoted through the car club newsletter,
- (ii) No direct payment to the SIVS vehicle owner is permitted (donations may be made to a charity nominated in the event flyer, newsletter listing),
- (iii) Event must commence from a common point; no door to door service,
- (iv) Event must terminate at a common point, e.g. at the venue,
- (v) Display vehicles at the termination point, and
- (vi) Charity collection at the car display or termination point (charity must be a recognised charity; and event coordinator or designated person must have authorisation from the relevant charity to act as a fundraiser at this event).

TMR recommends that section (i) to (vi) is replaced with:

- (i) Club members must carry paperwork that supports their reason for travel during the event. This could include an event flyer, club newsletter or a club calendar of events. Alternatively, digital proof in the form of events listed on a club website or social media page is also accepted.
- (ii) A fee or reward must not be charged for the use of the vehicle, this includes compensation for fuel used.
- (iii) If donations are made, the club should not receive any direct payments. All donations should be managed directly through the school.

- (iv) Charity collection at the car display or termination point (charity must be a recognised charity; and event coordinator or designated person must have authorisation from the relevant charity to act as a fundraiser at this event).
- (v) Event must commence from a common point; no door to door service.
- (vi) Event must terminate at a common point, e.g. at the venue.

While these changes are not major, it is important that the QHMC bulletin is in accordance with the wording used in the SIV guidelines outlined on the TMR website to minimise future confusion for historic vehicle clubs.

Thank you for your time,

Kate Maccarone

Graduate Policy Officer | Licensing, Automated Vehicles and Registration Policy
Land Transport Safety & Regulation Branch | Customer Services, Safety & Regulation
Department of Transport and Main Roads

QHMC SUMMARY

On checking the current Special Interest Vehicle Concession Scheme Guide it states the following :-

- (1) Exhibiting the vehicle in displays for educational purposes.
- (2) Part of a sanctioned Incorporated Club event provided this is not done for fee or reward.

This is expanded on in the above amendment to QHMC BULLETIN 5 of 2013 provided by TMR on 12th February 2024.

Note: TMR do not refer to Formal but to an Event. My suggestion is to call a School Formal a School Event to fit in with the guidelines. This is at your Clubs discretion.

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Albert Budworth
QHMC TMR Liaison Officer

Carle Gregory
QHMC President



QUEENSLAND HISTORIC MOTORING COUNCIL INC.

IA08973

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Vice President (Albert Budworth) 0429 780 980 Email: vicepresident@qhmc.net.au

NEWSLETTER No 22 **November 2024**

Below is a clarification and reminder of SIVs guidelines

Suggested wording for guide to clubs for Formals provided by Karen Dawes-thank you, Roma Historical Motor Club Inc

EMAIL FROM TMR

"Thank you for inviting the Department of Transport and Main Roads (TMR) to review the Queensland Historic Motoring Council (QHMC) Guide concerning school formal runs as a sanctioned event for incorporated vehicle clubs.

It is imperative that, while the QHMC is eager to develop and publish its own guide, the Special Interest Vehicle (SIV) guide available on the TMR website must be acknowledged as the source of information. The relevant webpage can be found at: <https://www.qld.gov.au/transport/registration/fees/concession/special-interest/restrictions>

I have incorporated track-changes into the draft of your guide to clearly indicate the modifications suggested by TMR.

Given the nature of this document as a general guide, TMR advises against including overly specific information. This approach ensures that the content remains applicable across a variety of individual events, which may differ significantly in their requirements and outcomes"

SCHOOL FORMAL RUNS AS A SANCTIONED INCORPORATED VEHICLE CLUB EVENT **GUIDE FOR CLUBS**

- (i) The event must be recorded and promoted through the car club newsletter, website or be an event listed on the social media page of the club. Club members are recommended to carry paperwork that supports their reason for travel during the event. This could include an event flyer, club newsletter or a club calendar of events. Alternatively, digital proof in the form of events listed on a club website or social media page is also accepted.
- (ii) A fee or reward must not be charged for the use of the vehicle; this includes compensation for fuel used. Donations may be made to a nominated charity by the student or their family, or, if desired, an authorised representative of the nominated charity may be present at the event to collect the donations.

Queensland Historic Motoring Council Inc. – 1376 Old Cleveland Road, Carindale Qld 4152

- (iii) Event must commence from a common point, no door to door service.
- (iv) Event must terminate at a common point, e.g. at the venue.

THE TMR WEBSITE

a special interest vehicle is restricted. The vehicle must not be used for:

General purposes – for example, to commute to and from the registered operator's place of employment, running down to the shops, and other forms of everyday vehicle use.

Hire or reward – a fee cannot be charged for use of the vehicle, and the owner cannot receive any consideration or reward for supplying the vehicle.

Providing a booked hire service – to use your vehicle to provide a booked hire service you need to meet the [requirements of a booked hire service licences](#).

and anyone driving your special interest vehicle must only use the vehicle for:

participating in incorporated vehicle club rallies or events (of your own car club, another car club or the Australian Street Rod Federation), including impromptu events as long as the event has been sanctioned by your own car club.

- o a rally is a social event where a parade of special interest vehicles travel together for competition or to meet at an agreed location. Rallies and events must be listed before the event in the incorporated club newsletter or on the incorporated club's website or social media page (or in another manner approved by the club or Australian Street Rod Federation, such as the club calendar of events). Information such as location (start and end), meeting time and date of the event should be included.
- o an impromptu event that has been initiated by a club member involving one or more vehicles. To attend an impromptu event, each club must comply with the following:
 - send an invitation to the wider club members to attend the event
 - either
 - the car club or Australian Street Rod Federation committee must endorse the event in advance
 - comply with published club guidelines as to what is a valid event, where they exist
 - before the event, list it in the newsletter, on the website, or social media page (or in another manner approved by the club or Australian Street Rod Federation, such as the club calendar of events).

Note: Incorporated vehicle clubs should maintain a register of endorsed impromptu events. This register should contain information on the impromptu event, such as location (start and end), meeting time and date.

participating in processions for which a Special Events Permit has been issued under the Transport Operations (Road Use Management – Accreditation and Other Provisions) Regulation 2015.

exhibiting the vehicle in displays, fetes or similar functions conducted for religious, charitable or educational purposes.

ceremonial purposes (such as weddings, funerals) involving immediate and de facto family members, or as part of a sanctioned incorporated club event, provided this is not done for fee or reward. Immediate and de facto family means parents, grandparents, sons, daughters, grandchildren, adopted children and adopted grandchildren, but not extended family members such as aunts, uncles, nephews and nieces.

preparing for, proceeding to, and returning from any of the above activities, including events in other states and territories in which the club is directly involved with.

- direct travel to and from an approved inspection station to get a safety certificate or certificate of inspection before offering the vehicle for sale.
- travel in order to have the vehicle repaired is allowed. There is no distance restriction, however, such travel must be reasonable and justifiable by the vehicle operator.
- road testing within a 30km radius from the place where the vehicle is garaged or is being repaired. The purpose of the travel must be to road test the vehicle following repair or restoration, or for general vehicle maintenance and not for any other purpose. This does not include use as an everyday means of transport. A passenger may travel in your vehicle to assist with road testing—only if your vehicle can legally carry passengers.

Find out about [what to carry in your vehicle](#) to support your reason for travel.

Carrying passengers

Vehicles with a special interest vehicle concession are permitted to carry passengers when travelling to and from an event permitted for special interest vehicle use (for example a rally, fete or procession). The vehicle must be able to legally carry passengers and all safety requirements must be met.

Buses are permitted to carry non-fare paying passengers for journeys (joy-rides) from an event (for example, a fete) and return provided the length of the journey does not exceed 5km. Payment of any kind cannot be received for these journeys.

Carrying a load and/or towing a trailer

Heavy motor vehicles over 4.5t GVM are permitted to carry a load provided the loaded GVM or gross combination mass (GCM) does not exceed 50% of the maximum permitted mass for the vehicle configuration. This mass is based on the lesser of:

- Individual axle ratings
- Tyre manufacturer's limits
- Manufacturer's GVM or GCM
- Regulation mass limits.

Motor vehicles (light and heavy) are permitted to tow a trailer with a load as long as you comply with the above usage for special interest vehicles and adhere to the vehicle's towing capacity.

Any load carried must be in relation to or part of the reason for the vehicle's use under the special interest vehicle scheme or required as part of the vehicle's display, for example, promotional items, signage, shade gazebo, chairs. You cannot carry a load for hire or reward.

Lighting

If your special interest vehicle does not have permanent lighting, you must carry a removable lighting system with the vehicle at all times and use that system whenever lighting would normally be required. Carbide lights are acceptable where that type of light was originally fitted.

Seatbelt exemptions for historic vehicles

In Queensland, an exemption from seatbelt requirements for historic vehicles manufactured with no seatbelts only applies for children 7 years and over. Children under 7 years of age are not permitted to travel in a vehicle unless they are restrained in a properly fastened and adjusted Australian Standard approved child restraint.

Your historic vehicle will need to have approved restraint/s and anchorage point/s installed for children under 7 years of age to be able to travel in the vehicle. This modification must be performed by an [Approved Person](#) and must have certification and a modification plate attached to the vehicle.