

AMMA
Magazine for Australia & New Zealand

Volume - 3 Issue - 4



NOTICE
2024 Annual General Meeting
Tuesday, 10th September 2024 @ 4:00pm
AEST
ZOOM Meeting

Winter 2024
Quarterly Magazine

AMMA
Australia & New Zealand



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EDITORIAL



Welcome to the AMMA Quarterly Magazine.

The FUTURE of CLASSICS UNDER a NEW MICROSCOPE - CHINA

Chinese Interest in Historic Motor Vehicles.

Recently I read with interest an article on the interest beginning to take effect on the value and movement of classic and historically significant vehicles.

The growth in the Chinese car manufacturing industry is very reminiscent of the Japanese impact which started back in the 1950's and 60's. The Chinese Government has incentivized the development of the industry to enable it to build and deliver vehicles at a price point to better the global market from other world class manufacturers.

The quality of build and the fact China is at the forefront of technology manufacture, electronics and battery powered vehicles, puts it in a very influential party to the automotive industry.

It is only now showing a less than glancing interest in the historic significance of our motoring heritage. In recent times, the European body FIVA (Federation Internationale des Vehicules Anciens) met with the Chinese Vice Minister of Commerce in December 2023 to discuss the future of the classic car movement. In April this year the President of FIVA was invited to the China Classic International Car Industry Outlook Conference. Present at the conference were Vice Minister of Commerce, the Director of the Consumer Promotion Department of the Ministry of Commerce and the President of the Classic Vehicle Union of China (CUVC).

The conference aim was to define what a classic car was to potentially enable political reform given the need for legislative change to be affected to enable the importation of historically significant vehicles and retain Chinese built vehicles to reflect their own automotive history. The change in attitude toward historic vehicles has been slow and obviously measured.

Only in the past few years has China opened to any classic cars. Until 2019 Chinese authorities strictly banned the importing of any secondhand cars. Even then they had to be more than 100 years old. Before regulations changed last year, any cars more than 15 years old faced compulsory destruction however it is estimated some 1 million vehicles still exist and could form the basis of a classic car movement alongside any imports.

The reality is China see the commercial value of increased classic car values and in supporting the development of restoration industry and its supply needs. Tourism through the creation of Motor Museums is also seen as a viable revenue earner. There are already a few restoration workshops, one within what is known as the "free trade" area on the east coast. This free trade area can be used to facilitate importation and storage of vehicles in warehouses and potentially loaned for display on a rotational basis at Government encouraged Motor Museums. This is the way people are looking to build their collections.

Like India who have an over 50-year-old limitation on imports, it is thought China may follow suite albeit other parts of the world have settled on a 30-year-old definition for classic vehicles.

The bottom line for AMMA is to expect a grab for classic cars by China from across the world and we will not be exempt as the quality of our inventory of historically significant vehicles will be a clear target for importation.

Two museums are detailed below. ENJOY!!!!!!!

Ian Bone

Sanhe Classic Car Museum Chengdu, Sichuan, China is a private classic car museum with the largest number of “collection-class” classic cars in China with the most complete exhibition and multifunctional facility.

The museum is equipped with a classic car exhibition hall, anecdotal hall, temporary exhibition hall, research institute, library, retro street, art gallery, theatre, children’s centre, car theme cafe, souvenir shop, etc.

Concentrate on the collection, unlock the exhibition language, innovate the exhibition methods, release the value of the collection, connect with the audience in a close, understandable and relevant way, and be the guardian of the legacy of the automobile industry and the disseminator of the automobile culture.



The Shanghai Auto Museum is an automobile museum located in Anting, Jiading District, Shanghai, China. It was designed by the Architectural Design & Research Institute of Tongji University and IFB from Germany. The museum is China’s first dedicated auto museum and opened to the public on January 17, 2007.



It features a display of about 70 classic automobiles and automobile history and development. It is divided into three pavilions: History Pavilion, Antique Car Pavilion, and Exploration Pavilion. The History Pavilion houses 27 cars representing milestones in automotive development. The Antique Car Pavilion contains 40 cars from 20 different manufacturers dating between 1900 and 1970.

The museum houses Chinese and foreign car models including Fords, Fiat 500, Austin 7, Rover P6, and a Jaguar E-Type and is located in the Auto Expo Park of Shanghai International Automobile City.



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The PRESIDENT's REPORT

Welcome to Winter 2024 Magazine

Hi Folks,

Yet another financial year has ended. Membership renewals are slowly coming in, just a gentle reminder for those who haven't paid. A pleasant surprise will be forwarded to those who renew. AMMA is now the major sponsor to the World Forum for Motor Museums which is totally volunteer based, and our small donation each year is greatly appreciated.

The World Forum Conference in Japan is only weeks away, so time is rapidly running out if you have been thinking of going.

This year we have had a couple of new motor museums join us, a past member rejoining after many years, also a second-generation member re-opening his father's collection after many years. Our affiliation with the AHMF is starting to bear fruit. Some unbelievable statistics have been revealed to us plus some important investigations have been forwarded to us for comment. Please take some time to look at these reports.

Our AGM is set for the 10th of Sept. via zoom which appears to work well. For all previous minutes and financial reports refer to our website. Remember, user name is "motor" and the password is "museum@amma".

I will look forward to meeting some of you in Japan.

Best regards to all.
Your President
Colin Kiel.

Bare Fruit

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MUSEUM NEWS

AUSTRALIAN HISTORIC MOTORING FEDERATION



Dear fellow motoring enthusiast,

My name is David Berner and I am the President of the Australian Historic Motoring Federation (AHMF). Recently the movement has expressed a range of concerns regarding the availability of Fossil Fuels as we head into a future of net zero emissions by 2050. The AHMF is committed to protecting our environment and our aim is to represent the movement at Government level to ensure we have a voice and are not victims of the unintended consequences of future Government Legislation.

To gather data on which to build our representation the University of Canberra and the Australian Historic Motoring Federation are conducting a survey on current and future use of fossil fuels and lubricants in operating heritage machines.

Fossil Fuels keep our heritage machines working so whether you are a private owner, a small museum or a government funded institution, we are keen to know what types of fuels and lubricants your machines use and how you might prepare for a potential phasing out of fossil fuels. This could include historic motor vehicles, steam, aviation, maritime, farm equipment and early electric machines, or any other old machines that you keep in working order.

Help us prepare for the future of operating heritage by participating in our survey here:
https://uoc.syd1.qualtrics.com/jfe/form/SV_eYdZYPxnUunYd3o

Please feel free to circulate this information widely. Our aim is get a large number of responses to ensure we can accurately reflect our movements requirements.

I thank you in anticipation of your assistance and if I can be of further assistance please do not hesitate to contact me.

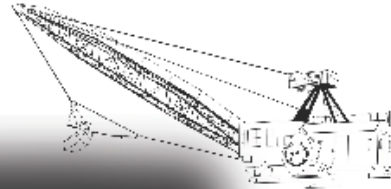
Best Regards,

David L Berner
President
Australian Historic Motoring Federation

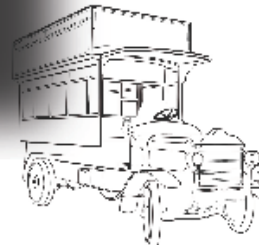
Fossil fuels keep many of our heritage machines working

HISTORIC MOTOR VEHICLES | STEAM & FARM MACHINERY | AVIATION & MARITIME EQUIPMENT ETC

But things are changing...



WHAT HAPPENS IF FOSSIL
FUELS DISAPPEAR?



Help us prepare for the future of operating heritage by participating in this survey.

NOTE: The survey link below does not collect any personal information

SCAN QR CODE



OR USE THIS LINK

<https://tinyurl.com/2vpz9a8w>

Research Partners



Supported by



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McFEETERS MOTOR MUSEUM CLOSURE



The McFeeters Motor Museum in Forbes, New South Wales, is currently on the market as Bill and Jan McFeeter look to a quieter retirement after 16 years of serving car enthusiasts with their fabulous purpose-built building and display of over 60 vehicles.

The museum will remain open until the building is sold, after which the vehicles will be placed on the market to be enjoyed and hopefully available for all to see once more.

You are encouraged to make your way through Forbes to see the cars and bikes adorned with the fashion of the times which range from veterans to custom cars, rare, common and just down right bizarre. The Complex houses a cafe restaurant; Souvenir gift shop and a Cellar Door showcasing local wines.

Whether your interest is as a car enthusiast, architectural buff or you are just travelling through; McFeeters will have something that will interest you.

Remember to check before dropping by as the Museum will remain open

until the building is sold.

Ph. 026852 3001

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TRAFALGAR HOLDEN MUSEUM



With great sadness we report Trafalgar Holden Museum founder and president Neil Joiner died on Thursday, 4th July age 75.

Neil's passing was announced on the Trafalgar Holden Museum's Facebook page.

A well-known face in the community, Mr Joiner was the driving force behind the creation of the museum, where he sought to tell the full story of Holden's history through its many displays.

Mr Joiner recruited a passionate group of volunteers and together they saw the museum go from humble beginnings to become one of Trafalgar's main tourist attractions.

The museum said Mr Joiner's "enthusiasm and spirit will continue to inspire us all."

Mr Joiner also was a contributing member of the Trafalgar Chamber of Commerce, who paid tribute to him on its Facebook page, saying "Neil's wisdom, advice, passion and knowledge will be sorely missed at our chamber of commerce meetings."

We pass on our thoughts and prayers to his wife of 53 years Annette, his mother Gwen and his children Andrew, Catherine, Anne and Rosemary.

O-O-O

POWERHOUSE MUSEUM CLOSURE

When support by Government is removed!



Email from Andrew Grant to Colin Kiel

Thank you very much for the certificate!

You're correct that my association with AMMA began with the Powerhouse.

Sadly, the ten year campaign waged by a small group of colleagues and myself who comprise the [Powerhouse Museum Alliance](#) and local community group [Save the Powerhouse](#) to save the Museum at Ultimo from destruction as a Museum and conversion into a contemporary arts/creative industries events centre has so far not succeeded. Almost all the former exhibits have been removed, including the Transport, Flight and live steam galleries, and the demolition of the interior floors will commence in the coming weeks. Only a last-minute political intervention would stop this, and as both major parties have been complicit in this cultural disaster, that is highly unlikely.

Sadly, the public thinks everything is fine and that the Ultimo site will be redeveloped as a new version of the highly popular Powerhouse Museum, but they have been deliberately misled. In three years or thereabouts when Ultimo reopens (it was unnecessarily closed on 4 February for the eviction of exhibits and demolition work to be carried out) we are sure that the public will be very angry about what they have very expensively (\$350m+) paid for. Meanwhile, the new museum at Parramatta (so-called 'Powerhouse Parramatta') has also absorbed enormous amounts of government funds to produce what will also not be a museum at all. More a series of 'presentation spaces' with temporary installations and exhibits, not the complex interpretive themed exhibitions people used to have at Ultimo. It will also have retail, theatre, dining, accommodation and gaming facilities with a 24 hour operation driving it. So in essence, not actually a 'Museum', which significantly is lacking in the name. Even the Ultimo site will lose its 'Museum' title, just being called 'Powerhouse Ultimo'.

Since I retired at the end of 2012, there have been no curatorial appointments in the Transport fields - or, for that matter, any in science and technology field. There used to be curators in land transport, aviation and space with an assistant curator for support. Since about 2017, all of these positions have gone and none is likely to be replaced. The same goes for all the other science and technology related departments.

The Powerhouse Museum was once a highly regarded, internationally known institution that led the way in demonstrating how a former industrial building could be adaptively re-used to fulfil a new purpose for public benefit. It was also a leader in interactivity and thematic presentations of its collections and led the world in the digital realm with its website being regarded by the American Association of Museums in 2005 as the best collection search facility in the world. In recent years, that website has been severely curtailed.

Full of good news, aren't I? If you are still interested, I have attached a few files. What the Transport gallery used to look like as recently as 2020 and what it looked like last week with the Catalina flying boat in pieces are below:



Sadly, the Museum 'industry' is too small and vulnerable to government support in its funding to expect the level of support and protest that would have been required to stop this cultural vandalism. Let the Powerhouse situation be a warning to those in other states and overseas about what happens when the wrong people are placed in charge and Governments act with dishonesty, secrecy and breathtaking corruption of process.

Having said that, all the best to the future of the AMMA! And the new brochure looks great. 😊

Kind regards

Andrew

Andrew Grant
Transport Heritage Consultant

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FEATURED MUSEUM



RICHARDSON'S HARLEY-DAVIDSON MUSEUM

Overview

The Richardson's Harley-Davidson® Museum is dedicated to motorcycling history and is a must-visit for any enthusiast.

It is located at our Launceston Dealership and is open Monday to Saturday.

The Museum

The museum is set out in decades with history-boards to follow the life of the Harley-Davidson® family and business.

It contains a 1900s A6 Flannery-Harley-Gallion Co. pushbike, one of only a few examples left in the world as well as a 1940 Ex-Army Indian Scout and replica garage set out.

In the growing museum you will find some rare treasures from the glory days including an early 1900's pedal bike with a plate that reads 'A.G. FLANNERY-HARLEY-GALLION – an extremely rare piece, a 1940 Indian Scout Ex-Army, two J model Harley-Davidson® Motorcycles and more.

Admission is a gold coin donation, with all proceeds going to the Tasmanian Devil Fund.

Contact Details.

468 Westbury Road, Prospect
7250 Launceston
[+61 \(0\) 3 6344 4524](tel:+618363444524)

contact@rhd.com.au

[Get directions](#)

Dealership hours

Monday - Friday 09:00 - 17:30

Saturday 09:00 - 15:00

Sunday Closed



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History

Store History

Simon Hrycyszyn (Richardson) runs the oldest motorcycle dealership in Tasmania and possibly the oldest Harley-Davidson Dealership in Australia that hasn't changed hands, starting in 1978.



The year 1995 saw the building of the premises as they are today with the majority of the building materials being recycled.

Beginning simply beneath his father's house in West Launceston, Tasmania, in 1973 as a motorcycle repair business, Simon then expanded to his current location in a single shed in 1975.

This 3/4 of an acre of land, with an old,

condemned house, he purchased for \$4000. He renovated the house and then lived in it for 10 years.

The store is approximately 5 kilometres from the city centre of Launceston. The tin shed was built by Simon's Dad, Brothers, Friends, and of course, Simon. His father is Ukrainian and his mother German. His dad is great with his hands and really taught Simon how to work and save.



The construction period of around 20 months saw 2 builders and 10 labourers (including Simon) use 235 litres of timber stain and varnish, along with over 60,000 nails, and 200 tons of 7 different timbers



used. Just about everything was recycled from strange places, like the counters and doorsteps which came from old banks, shelving in the pre-owned parts section was built from Harley Davidson bike crates, flooring was built from telegraph poles, structural beams from wharf pylons – the list goes on and on. Simon was (is!) a hoarder of old things and has a knack of being able to turn junk into usable materials.

In November 1978 Simon was appointed the Harley-Davidson® Dealer for Tasmania and sold his first new Harley-Davidson®, a 1979 XLCH Sportster. Richardson's Motorcycles, as it was known then, expanded adding three more tin sheds, all built the same way. 1995 saw Richardson's Harley-Davidson® expand again into the existing store design. The building itself is a recycled vegetable shed which was relocated to its

present site from another part of the city. It was a huge job, second-hand materials were recycled from near and far, such as the second floor (this houses the museum of motorcycles and motor memorabilia) which is made from wharf pylons consisting of a rare, rot-resistant timber called Turpentine. The timber had been in the ocean since 1921, supporting the Burnie Wharf in Tasmania's North West, before finding its new home in the shop.

Also on the same site is the House of Motorcycles which sells Yamaha, Can-Am, Sea-Doo, Ducati, Triumph, Royal Enfield, GASGAS, and Benelli, plus an amazing range of Parts Accessories and Merchandise. We also have the largest range of pre-loved Motorcycle parts in Tasmania.



Richardson's Harley-Davidson® Tasmania, Australia is a family business and now takes up the whole 3/4 of an acre. Simon has 7 children, some of whom help out in the Store. He, along with Merylyn and the rest of the team are helping us make Richardson's Australia's No. 1 Dealership (and the World's next!).



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FEATURE ARTICLE - REPEAT

WORLD FORUM FOR MOTORING MUSEUMS – JAPAN (October 2024)

The AMMA is a major supporter of the World Forum of Motor Museums and this year our Chairman will be presenting in the most difficult time slot – immediately after lunch. We wish him well.

It would be fantastic to get as many of our members and families to attend.



The World Forum for Motor Museums is not just an international conference, for almost thirty years it has provided one of the most useful vehicles (pardon the pun) for museum personnel networking that has proved incredibly rewarding for all those taking part.

How often have we visited other museums and thought to ourselves, “that’s a good idea, I can adapt and use that”. At the World Forum you have the opportunity to discuss and develop new ideas, share and develop solutions to problems that in singularity appear to be barriers but when discussed as a group can provide fruitful suggestions if not complete answers. There is an old saying that a problem shared is a problem halved with the added comfort that comes from the realisation that other museum folk have similar problems.



American delegates at the 10th Forum, Haynes International Motor Museum



British Delegate Micheal Penn tries a GM design at the 11th World Forum, Detroit

Over a period of five days the delegates work hard and play hard taking every opportunity to learn from other delegates either from the podium or over coffee and cake during break times.

Coventry Transport Museum



Planned field trips are designed to highlight behind the scenes methodology, often innovative methodology that can provide a useful addition to add to the delegate’s experiential knowledge base which in turn can be carried back to their own museums.

Holden Torana V8 (MMWA)



Australian Byfield with V12 Jaguar Motor (MMWA)



Motor Museum of Western Australia

Many delegates have developed bon homme and friendships that have gone on to provide fruitful relationships for many years. Looking back over 30 years attending this forum I my life has been enhanced by the many people of all nationalities that I have met during forum proceedings.



HRH Prince Michael of Kent opens the 10th Forum



Hidden collections in Italy



Panini Museum Italy. Cheese and Sports Cars

In these photographs there are representatives from over 20 countries many of whom are repeat participants many times over. The forum secretariat has links to over 1,500 transport museums worldwide. If your museum is not represented let us know, it costs nothing to be included

A summary of the event from the organizing committee with important information for when you BOOK YOUR TRIP, is follows: -



Dear all,

The World Forum board would like to sincerely thank you for your active support and participation in the World Forum For Motor Museums (WFFMM).

With respect to the 2024 Japan Conference that is briefly posted on the WFFMM website, we would like to share the following updates.

1. Schedule

Oct 29th (Tue) – Welcome cocktail & Reception at Toyota Club (Aichi Prefecture)

Oct 30th (Wed)– Oct 31st (Thu)/Opening remarks, Key 8 sessions, etc. at Toyota Automobile Museum (in Aichi Prefecture)

Nov 1st (Fri) – Guided Tour & Farewell Dinner at Fuji Motorsports Museum (in Shizuoka Prefecture)

Nov 2nd (Sat) – Move to Mishima and delegates disperse

*Special Japan tour before and after the forum will be arranged upon requests (e.g. popular sightseeing spots, Japanese Auto Manufacturer’s Heritage centres, etc.)

2. Programs (TBD)

• Overall theme is “Hindsight Insight Evolution”

• Now refining 8 programs covering sub-themes among “Culture & Heritage”, “New Trends & Digitization,” “Community,” “Mobility & Future,” and “Operation.”

3. Registration fee (projected)

a. Early bird*¹ (Application by April 30th, 2024): 61,600 JPY

b. Normal: 77,000 JPY (Application deadline is July 31st*²)

○ *¹ Application is planned to start in late February

○ *² Application will close when the maximum number of participants is reached

4. Accommodations (recommended)

Oct 29th – Oct 31st in Aichi Prefecture: Marriott Associa hotel (27,000 JPY/night/head)

Nov 1st in Shizuoka Prefecture: Fuji Speedway hotel (70,400 JPY/night/room) or CLAD (26,000 JPY/night/head)

**The WFFMM 2024 Japan secretariat has reserved rooms for guests with the tentative rate (no need to personally reserve rooms at this moment)*

5. Inquiry contact

WFFMM 2024 Japan secretariat: 2024wffmm@toyotatourist.co.jp

As the forum will be held for the first time in Asia, secretariat members have been active, visiting motor museums in Europe, U.S., and Asian countries to get them on board (other museums to follow). We believe that the best practices of these diverse museums will surely provide new insights, learnings, and stimulation for the participants. The forum participants will also include Japanese Auto manufacturers/auto museums, so please enjoy engaging with them too.

We are proud to announce that almost all of the domestic Japanese automobile manufacturers have come together to serve as the WFFMM 2024 Executive Committee to plan this Forum.

By fixing the date and posting updates, we are giving participants the opportunity to plan ahead and be part of this exciting event.

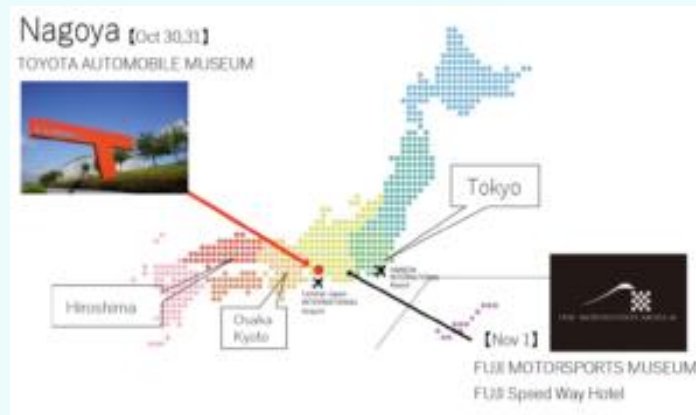
We sincerely hope that you can join us at the World Forum For Motor Museums in Japan and look forward to welcoming you.

Yours sincerely,

Michael Penn
Chairman

Naoaki Nunogaki
Chairman

World Forum for Motor Museum WFFMM 2024 Japan
Executive Committee





EVENTS

| DATE | EVENT | Comments |
|-------------------------------------|-------------------------------|--|
| 2024 | | |
| August 2024 thru' September 2024 | Brisbane Motor Museum | “Holden Vs Ford” exhibition. |
| October 2024 | WORLD FORUM for MOTOR MUSUEMS | To be held in Japan – sponsored by Toyota with venues including Fuji Motorsport Museum. Links: https://worldforumformotormuseums.com/ https://fuji-motorsports-museum.jp/ |
| 2028 | | |
| PROPOSED November 2028 In Australia | WORLD FORUM for MOTOR MUSUEMS | Looking for people to be involved in the planning and presentation stages |
| | | |
| | | |

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AMMA Contacts

| | |
|---|---|
| CHAIR - 0412 539 634 Colin Kiel - 4C's Motor Museum – Qld | QLD Delegate – 0414 752 203 Carl Amor – Gold Coast Motor Museum |
| VICE CHAIR - Belinda McMartin – Museum of Fire Penrith NSW | ACT Delegate - Vacant |
| SECRETARY - 0438 154 748 Ian Bone PO Box 64 Mt Ommaney – Qld Email: ian@qldmotorsportmuseum.au | NSW Delegate - Belinda McMartin – Museum of Fire Penrith NSW |
| TREASURER - 0429 682 465 Maxine Kiel - 4C's Motor Museum Email: maxinekiel@hotmail.com | VIC Delegate - 0411 465 098 David Peck - The Motorist |
| New Zealand Delegate - Vacant | TAS Delegate - 0407 881 288 Daryl Meek |
| World Forum of Motor Museums Delegate – 0412 539 634 - Colin Keil 4C's Motor Museum | SA/NT Delegate - Vacant |
| Roving Ambassador - 0412 539 634 Colin Kiel - 4C's Motor Museum | WA Delegate Pat O'Callahan - Motor Museum of WA |
| | |

CONTRIBUTIONS WANTED

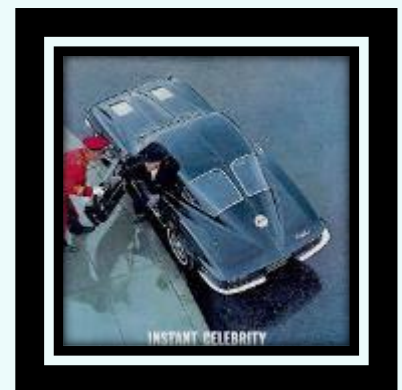
Your contributions are integral to creating a successful magazine. Contributions or suggestions for content should be directed to: -

Ian Bone – ian@qldmotorsportmuseum.org

PHOTO GALLERY

REAR WINDOWS

Do you recognize any of these gems?





And for now, we say goodnight until we spread the news next Quarter