



**AOMC News**

**February 2019 - Issue 143**

[www.aomc.asn.au](http://www.aomc.asn.au)

# Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

## AOMC MANAGEMENT & COMMITTEE

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*Jaguar Car Club of Victoria*

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Tel.: (03) 9890 0467  
*Vintage Drivers Club*

### **SECRETARY:**

*Position not filled at this stage*

### **TREASURER:**

**Angelo D'Ambrossio**  
*Vic. Torana Club*

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*Vintage Drivers Club*

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*Triumph Sports Owners Assoc.*

**Steve Young**  
*Rolls Royce Owners CC*

**Colin Jenkins**  
*Triumph Car Club*

**Robert Mihelcic**  
*Vic. Torana Club*

**Graeme Moody**  
*VV&CVC Wangaratta*

**Peter Welten**  
*Triumph Car Club*

**Geoff Meehan**  
*Morris CC Vic.*

**Martyn Bishop**  
*Monarchs Motorcycle Club*

**Bryan Langton**  
*Cadillac / La Salle Club*

### **AOMC Office**

**21 Rosalie St,  
Springvale, 3171**

**Tel: (03) 9558 4829**  
**Email: secretary@aomc.asn.au**  
**Web: www.aomc.asn.au**

### **ENGINE RECORDS SEARCH:**

**AOMC Office**  
Tel (03) 9558 4829.

### **RACV MOTORING INTERESTS**

#### **MANAGER:**

**Daryl Meek**  
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**Front Cover:** A swarm of R & S Series Valiants at Yarra Glen Racecourse. In this issue we have a club profile on the R&S Chrysler Valiant Car Club, as well as a profile from the Monarchs motorcycle club. If you would like to see your club highlighted in a profile in the AOMC News, then contact either the editor Daryl McMahon or Office Administrator Howard Billing. Contact details are in the column above.

## CONTACTING THE AOMC:

The AOMC office and phone is attended 2 days per week, all other times there is an answering machine operating which is accessed remotely, so your call will be attended to within 24 hours. When leaving a message, please ensure you leave your contact number and a brief outline of your query.

**AOMC OFFICE, 21 Rosalie Street, Springvale, VICTORIA 3171**

ABN 90 979 750 693- INCORPORATION REG # A731A

**Telephone: (03) 9558 4829**

**Postal Address :** 21 Rosalie Street  
Springvale Vic 3171

**Email:** secretary@aomc.asn.au

**Website:** www.aomc.asn.au

**We are now on FACEBOOK**  
For information on coming events,  
you are invited to join our site as a  
"friend" to receive notifications.  
[www.facebook.com/infoAOMC](http://www.facebook.com/infoAOMC)

# NOTICE TO CLUBS AND MEMBERS

## PRIVACY POLICY

The Association of Motoring Clubs will collect information from its constituent club members. This information will be updated regularly and held in a secure manner by the Association. The information held will relate only to:

- Office bearers of the member clubs,
- Membership fees paid and the number of individual members,
- Postal and telephone contact of member clubs,
- Electronic mail addresses of member clubs.

The Association provides a referral service to the public who wish to make contact with a motoring club. Information concerning constituent member clubs will be made available to prospective members and interested parties in line with a published aim of the Association. If any constituent club does not wish the Association to disclose its contact details it should advise the Association office of this fact. Individual members known as supporters will be listed by mail address on a separate register.

Supporter details will not be provided under any circumstances. The Association assures its membership that lists of members or contact details will not be sold to commercial organisations. The Association will only provide information to organisations or groups after consultation with the Executive committee and only if the information provided promotes or enhances the activities of the member clubs.

## NEWSLETTER NOTES

The AOMC sends out four Newsletters per year to club Delegates. A copy is also sent to the club address. It is important that a copy of each Newsletter be forwarded to the club's Editor, so that our news can be circulated to your membership via your Newsletter. A brief summary of proceedings of Delegates Meetings is sent to club Newsletter editors soon after each meeting.

## NEWSLETTER EDITORS

Items in the AOMC Newsletter can be copied/retyped without permission, provided that the AOMC source is properly acknowledged. We send out information packages from time to time, and also ask that you establish a regular AOMC News segment in your newsletter. There is much to tell and for the survival of our hobby, good and frequent communication of our news with your membership is paramount. Please ensure the Association is on your Newsletter mailing list to enable the update of its database of club office bearers and contact information, and to publish information concerning significant club events in the Newsletter. Newsletters should be posted to the AOMC at 21 Rosalie St., Springvale, Vic. 3171

## WEB MASTERS

Register your club's www site on the AOMC member club's web pages. See <http://aomc.asn.au/members.htm> If your club is already listed then check that the www address is correct. If incorrect, email the AOMC web master with the new details.

## CLUB CONTACT INFORMATION

Have you recently changed your Executive or mailing address? If so, then please advise the AOMC office of the new details otherwise you might miss the latest AOMC news. We look forward to being able to pass on enquiries about your club by using up to date information.

## DISCLAIMER

The Association of Motoring Clubs Inc. (AOMC), its Officers and the Committee cannot be held liable for any errors and/or omissions in articles, reports, notices, advertisements, comment and advice of events that are published in this Newsletter in good faith. It should be noted that the publication of an advertisement, or expression of views in articles and reports, does not necessarily imply endorsement by the AOMC of the advertised product or service, or the views expressed in any articles or reports published in the Association's Newsletter.

## Robert Shannon Foundation

The AOMC is a member of the Australian Historic Motoring Federation (AHMF). The AHMF assists in the administration of the Robert Shannon Foundation Trust which makes annual awards to young motoring enthusiasts. Victorian youth have been past recipients. Your club can sponsor a worthy youngster. See the AOMC website for more background and an application form.

***Applications for 2019 must be received by the AOMC by  
30 May 2019***

## REPORTING A CPS VEHICLE

If you see a vehicle that either:

- Should not be on the Victorian Club Permit Scheme
- Has an "H" plate when it should have an "M" plate
- Is operating outside the terms of the permit (e.g. number of days, used for commercial gain)

Then send:

- A photo of the vehicle
- The time, date and location that the photo was taken
- The reason you believe an offence has occurred
- Your name, address and phone number

To: AOMC 21 Rosalie Street,  
Springvale, 3171  
or email to: [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)

The AOMC will check that the information provided is complete and correct, and will pass it on to VicRoads. Note that the AOMC will NOT pass on your details (unless asked by VicRoads), and then only with your permission. The AOMC cannot guarantee that we can report back on the outcome of your notification.

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## AOMC Events 2019

The AOMC Shows Committee have been working on dates and venues for this years shows. Below is the schedule for 2019.

### British & European Car Show

**Sunday February 24**

Yarra Valley Racecourse.

### American Motoring Show

**Saturday March 23**

Akoonah Park, Berwick

### NMHD. - Sunday May 26

### NOTE CHANGE OF DATE

Yarra Valley Racecourse.

**Restoration Seminar.** *Details to be confirmed*

## Club Permit Scheme Handbook

The AOMC produced Club Permit Scheme Handbook has been updated to reflect the latest changes to the scheme and approved by VicRoads.

This is an invaluable resource for clubs and owners of CPS vehicles and answers many of the questions you may have. (FAQ's)

Updated FAQ's are published on the AOMC website and appear in the AOMC newsletter when they are drafted. At present there are 62 FAQ's ranging from what to do with damaged plates to dealing with deceased estates. The information in the handbook is approved by VicRoads, and can be useful when dealing with authorities who are unaware of the finer points of the scheme.

Copies of the new Handbook will be available at Delegates Meetings or can be ordered through the AOMC Office.

Delegates can pick up bulk copies for their clubs if required.

The Handbooks will be selling for \$5 per copy, and \$4 per copy for orders of 10 or more.

Payment by cash, cheque or credit card will be accepted.



**The Victorian Club Permit  
Logbook Scheme**  
(for vehicles over 25 years old)

**HANDBOOK**  
October 2015

## OBTAINING YOUR CLUB'S CLUB PERMIT LIST FROM VICROADS

If your club wishes to get a list of the CPS permits that are currently issued under your club, please do the following:

- Prepare a letter (on club letterhead) asking for the information.
- Include a return address, e-mail address and contact phone number in the letter.
- Have the letter signed by a person on VicRoads' list as an authorised signatory. (Typically club secretary or club permit officer).
- Send a scan of the letter (JPG or PDF) to: [csteam2@roads.vic.gov.au](mailto:csteam2@roads.vic.gov.au) with the subject "Request for Club Permit List for [Insert Club Name]". Include a sentence in the e-mail such as "Dear Sir, please find a request from the Doohickey Car Club for a list of CPS vehicles issued from our club." And include return snail-mail address, e-mail address and phone number on the e-mail

If your car club cannot arrange for an e-mail to be sent, send your letter to the AOMC and we will e-mail it on your behalf.

## PRESIDENT'S REPORT

Happy New Year and Welcome to 2019, I hope you have all enjoyed the Christmas and New Year break and been able to spend some time with your family, including the "wheeled" members of your families. I also hope you have had the opportunity to get out in your vehicles and support the shows and events in many forms over the Summer period without too much stress on your cooling systems, vehicular or personal.

I wish to raise three important issues with you.

Firstly, I have heard two conversations over the last few months. Clubs, having taking the well worthwhile step of putting their records (minutes, pictures, key documents, newsletters/magazines, and or club history) into electronic form have now lost these records. The first instance was where members had spent a great deal of time and effort scanning club history onto a PC has now discovered that the hard drive on this PC has failed. The other was a case where the secretary of the club like the previous instance had invested in scanning historical documents and preparing current works on a laptop only to have this laptop stolen from his car. In both these cases it would appear that no back up electronic or physical was taken. With cloud technology now being extremely affordable and even physical back up to a portable drive being so simple, I remind you of the importance of a back-up – your club history, documents and photos are precious, please do not find out that these are lost by accident – invest in a backup.

Secondly, I raise with you two issues that impact our movement significantly. We have spoken at length on the topics of asbestos and the luxury car tax and their impact on our community and the hobby that we are so passionate about Much work has been done in this area by the Australian Historic Vehicles

Interest Group (AHVIG) which the AOMC is and will continue to be a strong supporter of. This year, 2019, is an election year and as no doubt you are aware we have seen some rather interesting results in the previous Victorian State election where the views of the electorate were not interpreted well. I would like to encourage all club members to make our federal leaders aware of the impact of these two issues on our community. Following the February delegates meeting the AOMC will publish on its website a letter and copy of the AHVIG submission that we urge you and your members to forward, either electronically or physically to the Federal Ministers responsible for each portfolio to voice the concerns of our movement. In doing this please be respectful of our politicians, they are people too and raising your issues politely and respectfully often has more impact than doing so otherwise, remember your correspondence represents the movement.

Finally I remind you that two very popular shows happen early this year, the RACV British and European Motoring Show on the Sunday 24<sup>th</sup> February at Yarra Glen Racecourse and the Shannon's American Day on Saturday 23<sup>rd</sup> March at Akoonah Park Berwick. Please note the change of day and location for the Shannon's American Day; we have to keep trying new ideas to establish what works best. These shows are highlights of the motoring calendar and I urge all clubs and their members to support the shows and in turn showcase your club to the public, some may be prospective members.

Our first meeting of the year will take place on the Monday 25<sup>th</sup> of February and I look forward to seeing you all there.

Happy motoring, drive safe  
**Keith Mortimer**

### **IMPORTANT NOTE FOR CLUB SECRETARIES.**

#### **AOMC Mailing address**

**All correspondence should be addressed to the AOMC office  
at:**

**21 Rosalie St,  
Springvale, 3171**

**The post office box number previously used is no longer  
our postal address.**

**Please amend your records**


 Proudly Presented by  
 THE ASSOCIATION OF  
 MOTORING CLUBS  


# AMERICAN MOTORING SHOW

The show for Vintage, Classic Cars and Trucks manufactured in North America.





**Featuring:**  
 Ford Mustang Bullitt  
 HSV Chevrolet Camaro  
 Pontiac Bonneville 60 yrs  
 Studebaker Champion 80 yrs

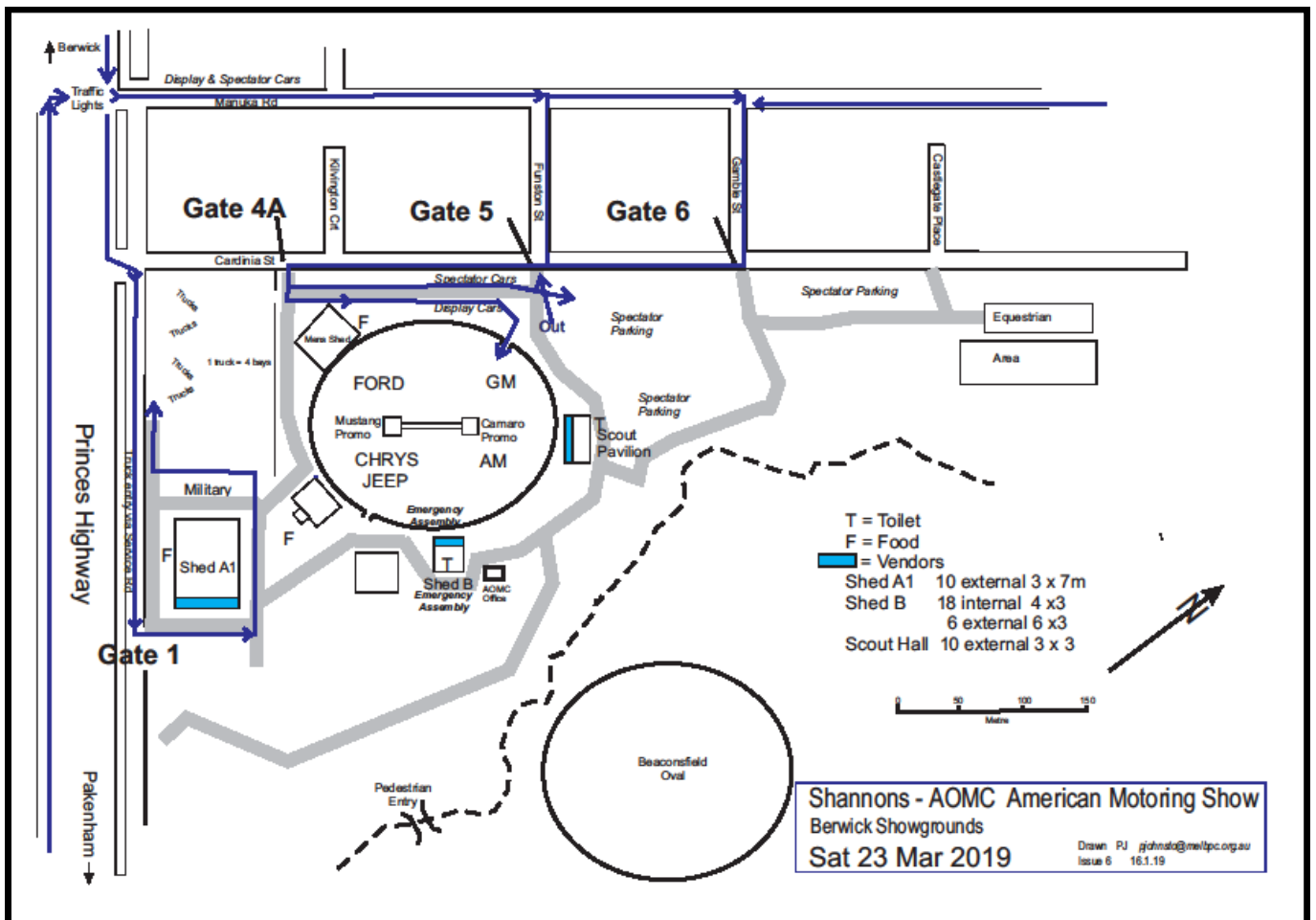
Childrens entertainment,  
 Music, Trophies,  
 Club displays &  
 Trade stands

Display vehicles \$10.00  
 (all occupants inc.)  
 Spectators \$5.00.  
 Children under 14 free.

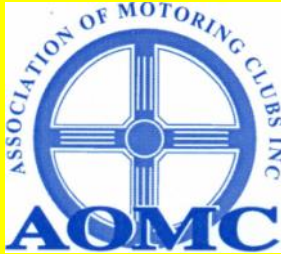
 fb.com/infoaomc
 

## Saturday 23rd March 2019

**Akoonah Park, Princess Highway, Berwick** (Melway 111 H10)  
 Gates Open: Display cars from 8.00am - 11am Spectators from 9.00am Show closes at 2pm  
 Details & site plans [www.aomc.asn.au/shannons-american-motoring-show/](http://www.aomc.asn.au/shannons-american-motoring-show/) Enquires 03 9558 4829



Above is the site plan for the American Motoring Show at Akoonah Park in Berwick..  
 This site map is also published on the AOMC website and can be downloaded.



# AOMC February Delegates Meeting

**Monday 25th February**

**Time: 7.30pm**

**Venue: Jaguar/Austin Healey Owners Rooms  
21 Rosalie Street Springvale.**

**Mel Ref 80 A8**

**Apologies & Enquiries please email AOMC office at:  
secretary@aomc.asn.au**

**Guest Speaker: To Be Confirmed.** Unfortunately our programmed speaker is unable to attend, so we are busy finding a replacement. Delegates will be notified via email of guest speaker details when confirmed.

### **Meal Arrangements:**

BBQ dinner starts at 6pm - \$10.00 per person.

Email your booking to secretary@aomc.asn.au by Friday 23<sup>rd</sup> November.

### **New Member Clubs**

The AOMC welcomes the following clubs who have become members of our association.

**Elite Rod & Custom Club  
Ruff Cut Cruisers**

The AOMC Newsletter can be downloaded in pdf form from the AOMC website.

This version is in full colour.

Go to:

[www.aomc.asn.au](http://www.aomc.asn.au)

### **AOMC Delegates**

#### **Meeting Dates 2019**

Mark these in your Diary

Delegates meetings are generally held on the Fourth Monday of February, May, August and November. The dates for forthcoming 2019 meetings are as below. Meetings begin at 7.30pm unless otherwise stated, and a BBQ meal is available from 6pm (Bookings required)

**May: Monday 27th.**

**August: Regional meeting.**  
*Date & venue tbc.*

**November AGM: Monday 25th.**

## CALENDAR OF EVENTS

***This calendar is a platform for promoting your club and its events. As well as being listed in the AOMC News, they will also feature on the AOMC website.***

### **To have your events included –**

**Preferred method** Send information by email to: [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)  
**OR** Send information by mail to  
**Events Directory AOMC Inc.**  
**21 Rosalie St., Springvale Vic. 3171**

Copy needs to be received before the 4th Monday of January, April, July and October to appear in the AOMC News.

### **Important notice.**

AOMC and its contributors rely on the information supplied for events to be correct. It is advisable to confirm details of the event with the contact noted.

### **February 2019**

**2: Berwick Swap Meet.** Akoonah Park, Princes Hwy, Berwick. Presented by the Dandenong Valley Historic Car Club. Gates open for sellers at 1.30pm on Friday 1<sup>st</sup> and 5am on Saturday 2<sup>nd</sup>. Buyers entry from 6am Saturday 2<sup>nd</sup>. Catering on site from 6am. Inquiries: Roger 0407 568 488, Ian 0419 312 304. Indoor site inquiries: Michael 0474 835 334. NO Alcohol and NO Fires.

**9: Black Saturday Remembrance Cruise.** 10<sup>th</sup> anniversary event. Cruise departs Yarra Glen Recreation Reserve, Melba Hwy at 1pm. Arrive at Healesville railway precinct at 2pm. Remembrance ceremony at 3pm at the Healesville Railway precinct. \$10 per vehicle, all vehicles welcome. All funds raised donated to local CFA. Enquiries: event organiser Stacey on 0421 321 203.

**10: Picnic At Hanging Rock.** For cars 25 years or older. Presented by the Macedon Ranges and District Motor Club. Gates open at 7.30am, \$20 entry. Classic cars, trucks & stationary engines. Free petting zoo, sack racing and community exhibitions.

**15 – 17: 48<sup>th</sup> Begona Rally.** Ballarat Greyhound Track Sutton Street, Sebastopol Vic. 9am to 4pm. Annual 3 day event organised by the Vintage & Classic Car Club Ballarat. 200 plus vehicle car show on Saturday 16/2 between 9-1pm at the Greyhound Track Car Park. Free entry – all welcome.

**17: Ballan Great Vintage Rally.** Presented by the Ballan District Vintage Machinery and Vehicle Club. Venue: Old Ballan Racecourse, Racecourse Rd, Ballan. 9am to 4pm. Entry – Adults \$10, family \$20, children U14 free. Free entry for exhibitors plus 1 passenger/helper. Features: Fabulous Ronaldson & Tippett Museum, Ford vehicles of all descriptions, Vintage Tractor Pull, Stationary engines, Vintage & Classic cars, trucks and motorcycles, Sheep

Shearing, Model Aircraft displays, Handcrafts, Old Time Wares, Working Demonstrations. Enquiries – Jason Palmer 0409 557 541, Ian Erwin 5367 1293 or Ray Meadows 5368 1177.

**23: Thank You Fireys public event.** Patterson Lakes Primary School 9am to 2pm. All monies raised go to local fire brigades in Victoria.

### **24: RACV British & European Car Show**

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen. Open to all vehicles manufactured in England and Europe. Featuring the annual MG Club Concours. Gates open for display cars at 9am, spectators at 10am.

Entry Fee – Display cars \$15 (including all occupants) Motorbikes \$10. Display vehicles driven by L or P plate drivers may enter free. Spectators \$8, RACV members \$5. Children free.

Club displays are welcomed and encouraged. A trophy for the best club display will be awarded. To park together it's a good idea to arrive together, please contact the AOMC to reserve your place. Trophies will be awarded for a number of categories and the presentation will be held at 1.30 pm. The Car of the Show Award will be made from pre-entered competitors only.

### **March 2019**

**8 – 10: Philip Island "Festival of Motorsport" Historic Racing.** Once again these dates fall one week prior to the Australian Grand Prix at Albert Park which makes it truly an exceptional week of Motor Sport in Melbourne with two of Victoria's major sporting events.



Recognised as one of the worlds largest historic motor racing events on the international calendar by the number of entries and races held over the three days, the Phillip Island Classic is expected to once again draw more than 500 entries with vehicles from around the world. 2019 marks the 30th Phillip Island Classic event along with other significant anniversaries such as the 60th anniversary of Formula Ford, the 60th anniversary of the Mini, the 50th anniversary of the Holden Dealer Team which first raced at Sandown in 1969, the 50th anniversary of the Alfa Romeo Car Club, 50 years of Formula Ford and 51st year of Porsche and its also the 50th year of the Bolwell Nagari.

Of significance, 1979 was the last year in which the Holden Torana Hatchback A9X raced with Peter Brock and Jim Richards in their outstanding win in the James Hardie 1000 Bathurst followed by Peter Jansen and Larry Perkins in 2nd place. It was also this year also that Bob Morris won the Touring Car Championship driving a Holden Torana A9X. This special car, now owned by Andrew Cannon, will be racing at Phillip Island over the weekend with Andrew at the wheel. To mark the anniversary, Formula Ford racing will be highlighted at this event along with Group C & A Touring cars, with feature races on both Saturday and Sunday. More than 1,000 classic, veteran and vintage cars are also expected to be on display the weekend in March and the Bolwell Car Club will hold its national meeting at Phillip Island over this period.

**10: Yarra Glen Swap Meet.** The Vintage Drivers Club will again be hosting their annual swap meet at the Yarra Glen racecourse. Vintage car parts, Bric a brac and lots more. Chrome bumper display cars welcome. Gates open at 6.30am for sellers Sites \$20 & \$25 (undercover) and includes entry for 2 people. Sites available on the day. Buyers from 7.30am admission \$8 children free. Display cars from 8.30 to 10am \$10 admission for 2 occupants, extra occupants \$8, single occupant \$8. Site bookings & enquiries to Iain Ross Tel.: 0409 027 392

Web: [www.vintagedriversclub.com.au/yarraglen](http://www.vintagedriversclub.com.au/yarraglen)

**11 – 17: 40<sup>th</sup> Annual Corowa Swim In and Ex Military Vehicle Gathering.** This event is the largest gathering of ex-military vehicles in the southern hemisphere. in 2019 we will celebrate the 40th year of this event. The themes will be Year of the Amphibian and Year of the Prototype. People with any type of ex-military vehicle are welcome to attend. This event attracts people from all states and territories of Australia and from overseas. The largest number of vehicles to be registered was 270 in 2018

with the theme being Year of the Land Rover. There were 111 Land Rovers. Themes for future years are: 2020 - 41st year and 40th anniversary: Year of the Motorcycle

2021 - 42nd year: Year of the Jeep

2022 - 43rd year: Year of the Heavy metal

We set a program of activities which includes visits to towns around the Federation Shire area and on Saturday 16th March the day commences with a large parade through Corowa at 9am followed by a swap meet at the Corowa Racecourse and Showgrounds Website: [www.corowaswim-in.org](http://www.corowaswim-in.org) Email: [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au) Phone: 0412078096 Facebook - corowaswimin

**15 – 17: Chryslers On The Murray.** Gateway Lakes, Wodonga. 9am to 3pm daily. National event featuring everything Chrysler from vintage to new. Featuring over 600 vehicles. Food & drink stands on site. Something for all motoring enthusiasts. Great trophies for all categories and eras Contact: Rod Taylor on 03 5722 2993

### 23: Shannon's & AOMC American Motoring Show.

**NOTE - New Venue and change of day for this event** – Acoonah Park, Berwick (Melway 111 H10) on **SATURDAY** March 23<sup>rd</sup>. Entry from Manuka Road, Berwick (turn left at traffic lights from Princes Hwy into Manuka Rd.) This show is open to all classic & historic vehicles manufactured in North America. You do not have to be a club member to display your vehicle at this show.

Gate opening times – Display cars from 8am, Spectators from 9am. Show concludes at 2pm.

Entry Fee – Display cars \$10 (passengers included) Spectators \$5 (children U14 free)

Club displays are welcomed and encouraged. A trophy for the best club display will be awarded. To park together it's a good idea to arrive together, please contact the AOMC to reserve your place. Trophies will be awarded for a number of categories and the presentation will be held at 1.30 pm. The Car of the Show Award will be made from pre-entered competitors only.

### CODE RED AND EXTREME FIRE RATING DAYS

Any event which falls on a day designated as code red or extreme fire rating may be cancelled by the organisers. It is advised to check with the designated contact for confirmation.

**24:64th Kalorama Rally.** Venue – Kalorama Reserve, 1190-1196 Mt Dandenong Tourist Road, Kalorama. Mel Ref 120 D9. The Kalorama Rally is an annual Vintage Car Rally held in the Dandenong Ranges Victoria at the Kalorama community oval. The first rally was in 1956. This year Delage and veteran cars featured. General public welcome. Entry from 10am, \$10 per person, children U16 free. All proceeds go to Kalorama CFA.

**24: Morwell Swap Meet.** Hosted by the LaTrobe Valley branch of the Gippsland Historical Automobile Club. Venue: Toners Lane, Morwell. Fully catered, no bookings required, overnight camping by appointment only. Enquiries:- Bill 0407 839 039

## April 2019

**10: Gippsland Vehicle Collection Swap Meet.** Gippsland Vehicle Collection, at 1A Sale Rd, Maffra, is holding its annual Swap Meet on Sunday, 28th April 2019. Car and motorbike parts, collectibles, man cave supplies and garage-enalia will be the order of the day and the site fee is \$10. (Including driver) \$5 entry fee for buyers. Sellers can set up from 7.00am Camping is available on Saturday night. For more information contact Mike on 0402 084 302 or visit [www.gippslandvehiclecollection.org.au](http://www.gippslandvehiclecollection.org.au)

## May 2019

**17 – 19: 43<sup>rd</sup> Historic Winton.** Winton Motor Raceway, near Benalla, Victoria Australia Conducted by the Austin 7 Club Inc A0003290N with the assistance of the HMRV. Historic Winton Australia's longest running, all-historic motor race meeting presents two big days of non-stop racing on Saturday 18 and Sunday 19 May. Once again, the event will feature over 400 historic racing cars and motorbikes from the 1920s to the 1980s plus a huge heritage display of veteran and vintage vehicles. The long weekend of historic motoring will commence on Friday 17 May with the Benalla & District Classic Car & Motorbike Tour, which is always great fun for all who participate, as well as spectators. More than 2,000 display vehicles are expected to surround the Winton Motor Raceway track on the weekend.

## 26: RACV / AOMC National Motoring Heritage Day Cavalcade.

The National Motoring Heritage Day 2019 as promoted by the AOMC and sponsored by the RACV, will be on the 26th May at Yarra Glen Racecourse. All clubs - car, truck, motorcycle and machinery are invited to participate at this event. Any club may stage their own event or attend any other event.

National Motoring Heritage Day is an initiative of Australian Historic Motoring Federation, with the aim being to promote and display Australia's strong motoring heritage and also to show the community, businesses and government the strength of the Australian historic motoring movement. All clubs are encouraged to participate in an event on the day as, without promotion of our hobby, the government and community support may gradually fade and concessional registration schemes may be lost. Our vehicles are a mobile museum, of which we are the custodians; they need to be viewed and enjoyed by the public.

## June 2019

### 7 - 8: FB-EK Holden Nationals, Mudgee NSW.

The FB EK Holden Car Club of NSW has the pleasure of inviting you to participate in the 30th FB EK Holden Nationals to be held at Mudgee, NSW over the Queens Birthday long weekend on Saturday 8th and Sunday the 9th of June, 2019. The 2019 Nationals will be a very special event as we will be celebrating the 30th anniversary of the Nationals. As long as you own a FB or EK and have submitted your Entrants Form and paid the required Entry Fee you are eligible to enter.

## July 2019

**28: Ford Flathead Festival.** Venue: Caribbean Gardens, Scoresby. A great day for all Ford Enthusiasts Non-club members especially welcome as no membership required !! This show is open to all Ford Flatheads from 1903 to the end of the Flathead era. With over 100 cars on show last year, its set to be a great day! Food & Drink available on site or BYO Admission: Adults \$2.50 pp Pensioners & Children under 13 y.o. \$1.00 This is a combined display day for all Flathead (Side Valve) Fords and has been organised by:

- The Early Ford V8 Club Victoria
- FORDCA (8 & 10 HP SV Fords)
- Model T Ford Club of Victoria
- Model A Ford Club of Victoria

## March 2020

**28 March to 4 April: AHMF National Motoring Tour.** A week long event of touring based in Albury/Wodonga. All historic vehicles are welcome and encouraged to attend and there will be routes to suit vehicles of all eras. More information go to the AHMF website; [ahmf.org.au](http://ahmf.org.au)

The Australian Historic Motoring Federation comprises the peak motoring bodies from each state, including the AOMC and Vic Fed.

**Easter Dates:** A significant number of clubs hold major events over the Easter weekend. To assist with planning future events, here are the dates for Easter Sunday in coming years:

**21 April 2019, 12 April 2020, 4 April 2021**

## Do you want to get more traffic to your WebPages?

If so, then check your URL listing in the AOMC member clubs pages at:

<http://www.aomc.asn.au/member-list/>

If your club has changed its URL then please let the AOMC webmaster know by logging onto the above page and using the link to the webmaster.

Overnight Camping by Appointment Only.

# MORWELL SWAP MEET

**SUNDAY, 24<sup>th</sup> MARCH, 2019**

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Hosted by THE LATROBE VALLEY  
BRANCH OF GIPPSLAND HISTORICAL  
AUTOMOBILE CLUB

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Car and Bike Parts

- Collectables
- Antiques
- Tools and Equipment
- Fully catered

No Bookings Required  
Sites Free

Gates Open 7.00 am for Stall holders &  
Public

Admission: \$5.00 per person  
Children under 16 Free

Food and Drink Sales Only by Club  
Unless by Prior Arrangement.

# RACV British & European Motoring Show 2019



Open to all vehicles manufactured in England and Europe

Featuring the annual MG Club Concours

Celebrating 70 years of the Rover P4 75  
60 years of the Daimler SP250 Dart,  
Austin/Morris Mini, Jaguar MK2,  
50 years of the Ford Capri MK1, Triumph TR6  
Mercedes Benz 280SE 3.5,  
40 years of the SAAB 900Turbo



Display cars \$15.00  
(inc. all occupants)  
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Display vehicles or  
motorbikes driven by  
L or P drivers  
may enter free.

Spectators \$8.00  
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## Sunday 24th February 2019

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

Childrens Entertainment, Music, Trophies, Club Displays & Vendors

Gates Open for Display Cars at 9.00am & Spectators at 10.00am

For more info contact 03 9558 4829 [www.aomc.asn.au/britishanduropean2019](http://www.aomc.asn.au/britishanduropean2019) [fb.com/infoaomc](http://fb.com/infoaomc)

## Cavalcade of Transport YARRA GLEN RACECOURSE

To celebrate National Motoring Heritage Day



### SUNDAY 26TH MAY 2019

Armstrong Grove, Yarra Glen

Gates open at 10am for Display vehicles & 10.30am for spectators

*Veteran, Vintage, Classic, Historic and Collector Vehicles.*

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- Entry to venue by gold coin donation
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Enquiries: 9558 4829 [www.aomc.asn.au](http://www.aomc.asn.au) [fb.com/infoaomc](http://fb.com/infoaomc)

Gates open 7:30 - Entry \$20

Cars 25 years and older



### Picnic at Hanging Rock

Sunday 10th February 2019

C322



Classic Cars, Trucks, Stationery engines

Free petting zoo, sack racing, displays,  
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## VicRoads News

*Not much to report from VicRoads at present, they are not yet releasing any information on the CPS review. We will pass onto clubs all information when we receive it.*

*The following article appeared on the VicRoads website, showing their human side. The community plates program is something clubs could promote to community groups they come in contact with.*

### **Wildlife warrior makes her mark**

As the old saying goes, from little things big things grow. When eight-year-old Logan McKimmie wrote an e-mail addressed to the "biggest boss" at VicRoads, it immediately caught the eye of VicRoads chief executive Michael Malouf.

A volunteer for her local wildlife rescue organisation Help For Wildlife, Logan wrote that she was fundraising to buy a vehicle so the organisation could tow its mobile veterinary clinic and asked whether she could reserve the custom plate 'H4WILD'.

Logan wrote that she had saved \$53 towards the cost of purchasing the plate, which she hoped would help identify the organisation on the road, particularly for emergency services.

It was a simple request and VicRoads has decided to help.

"I was really impressed by Logan's work in the community so I'm pleased to present to her the custom plates she requested H4WILD, in the yellow and black colours she had asked for," Mr Malouf said.

"We've also realised that there is an opportunity to help the community further which is why we're establishing the Community Plate program."

"From next year, we'll be giving away up to three custom plates a year to assist eligible community organisations, charities and not-for-profit groups."

"This a simple way we can help the community and reward everyday Victorians for the valuable contribution they are making."

Groups or individuals will be able to apply for a plate of their choosing online with a VicRoads judging panel to decide the lucky recipients based on a number of factors including whether the plate will assist with fundraising and overall community benefit.

A dedicated page will be established on the VicRoads website where community organisations can submit their entries for the Community Plate program.

The program will be operational early next year. More information about the Community Plate program will be available at

[www.vplates.com.au](http://www.vplates.com.au) in early 2019.

## NTC News

*The National Transport Council (NTC) is an independent advisory body. They provide impartial advice and national land transport reform proposals to government through the Transport and Infrastructure Council. The Council consists of Commonwealth, state and territory ministers responsible for transport and infrastructure.*

**Driver Distraction.** The NTC is examining the effectiveness of the Australian Road Rules relating to driver distraction. The current approach was developed in 1999 when mobile phones were used primarily for calls and text, and in-vehicle technology referred to television screens.

Driver distraction from technology and other factors is a safety risk, but it is not as well understood as other factors such as drink driving and speeding.

NTC will recommend what changes, if any, should be made to the Australian Road Rules to regulate for better outcomes for road users regardless of the causes of distraction and the technology used.

The current rules prevented or limited the use of particular devices – mobile phones, visual display units and television receivers – while permitting their use as driver's aids. However, the road rules are silent on which behaviours associated with distraction should be avoided or minimised. It is also not clear whether the use of newer technologies, like wearable devices, are regulated by the existing road rules.

Technology could deliver benefits to road safety, however the current rules may prevent them from being fully optimised.

Following the receipt of submissions, the NTC will develop a discussion paper outlining possible solutions for release in June 2019.

### **Investigate barriers to the safe use of innovative vehicles and motorised mobility device:**

current regulations do not allow the use of innovative vehicles such as electric scooters, skateboards and unicycles on public roads and footpaths.

"Commuters want alternative forms of transport, yet we don't have a national framework to accommodate new and emerging vehicles and devices," Mr Giannini said.

"The investigation aims to find ways to encourage greater mobility and provide safe and easy access for complying innovative vehicles on Australian public infrastructure" he said.

The NTC is also reviewing the use of motorised mobility devices, such as motorised wheelchairs and mobility scooters, to determine whether current laws meet the needs of people with disabilities and mobility limitations, and provide optimal public safety.

"We estimate that there are at least 150,000 motorised mobility devices currently in operation in Australia, and there is confusion as to how they should be operated in public areas," Mr Giannini said.

The NTC has published an issues paper which seeks comments from industry, regulators, the disability services sector, state and territory governments and individuals.

## Club Profile: Monarchs Motorcycle Club



The Monarchs Motor Cycle Club was formed by a group of friends who lived around Carrum on the Mornington Peninsula around 1961. The group became a club in 1965. The riders were involved, among other things, in motorcycle racing and the club became affiliated with the ACU (now Motorcycling Australia (Victoria)) 1967 who control motorcycle sport in Australia. The club marks this as being the 'official' start of the Monarchs as it is now. Since this point, about 40 members have held racing licences.

The Club Insignia is a stylised front view of a Norton Atlas 'café racer', chosen as this was the fastest bike you could buy at the time and the café racer was a style of modified bike that typified the spirit of the club.

The name "Monarchs" also came from the English bikes of the era, having a as a small badge on the Lucas headlight that proudly boasted "Lucas King of the Road". This somehow became Monarchs of the Road, but the name Monarchs has stuck.

The club has continued the theme of road bike touring from its earliest days and attending motorcycle rallies is a big part. The motorcycle rally is not to be confused with the motorsport type of rally but is usually a weekend camping trip at a point of natural interest. They are often at the end of a long-unmade road and often have quite a degree of difficulty in getting a fully laden road bike to the rally site. Off road bikes are not banned from these events, but it is considered 'bad form' to arrive on one.

The Monarchs have run a number of these events over the years, with the longest running being The Dargo High Plains Rally held at the old gold rush site of Talbotsville. This rally has been running every September since 1981 and has around 100 riders attending most years.

The Monarchs have also hold The Outfit Rally, held on the banks of the Murray River near Cobram, after taking on many members of the Sidecar Club of Victoria, which had disbanded in 2007.

In 1990 the Monarchs established the Domino rally, for machinery of communist country origin. Recently the interest in communist machinery has waned to a point where the Domino Rally has been discontinued.

In recent years the club members have taken to a contemporary style of motorcycle touring known as 'adventure touring'. Which can involve many types of bikes as adventure riding is different for all

riders. It usually involves some dirt tracks or roads. These bikes usually have large single or twin cylinder four stroke engines, off road tyres and suspension and huge petrol tanks.

At the other end of the touring scale is the ex-Australia Post 'Postie Bikes'. A few members originally bought these bikes as 'a bit of a wheeze' but found that they had some definite advantages for adventure touring, such as light weight, good fuel economy and very good luggage carrying capacity. The Postie Bike can be a lot of fun provided you don't want to get anywhere fast. Currently the Postie Bike (Honda CT110) is probably the most popular bike in the club, with about 15 members having one!

The Monarchs members generally have a desire to have modified bikes and this theme is taken to extremes with motorcycles with sidecars. Many of these have been greatly modified to such an extent that they would not look out of place in a Mad Max film set.

Many of the club members have old bikes. In 1991 when the opportunity to join the VicRoads Club Permit Scheme (CPS) the club jumped at it. The CPS has attracted many new members. At the time of writing, from the 180 Monarchs Club members, 100 have CPS machines.

In conclusion, The Monarchs Motorcycle Club, is a sporting and touring motorcycle club with strong ties to Classic English, European and Japanese machinery. We welcome any rider with any type of machine provided they support club activities and are prepared to get along.

*Below: Geoff Ingram (Clawed) with his Scott on one of the camping runs.*



## Club Profile: R & S Chrysler Valiant Car Club

The R and S Chrysler Valiant Car Club was formed in 1982 to cater for people who owned or intended to own R and S Series Chrysler Valiant's sold in Australia in 1962 and 1963. Most members now own Australian made R or S series Valiant sedans, but members also own imported Valiant two doors and station wagons as well as closely related imported Dodge Lancers.

The club's 130 members share interests related to owning, maintaining, restoring and using R and S Series Valiants. Members range from people who bought their car new to people born after the cars were built. The club has a stock of spare parts and knowledgeable members able to provide technical support, to assist in sourcing of parts and to identify service providers to undertake maintenance on the cars. A high quality members' newsletter is produced eleven times a year.

The club supports members' use of the Victorian Club Permit Scheme, both for Valiant's and for other eligible vehicles.

The club is very active and meets eleven times a year and usually conducts two runs each month and attends events organised in conjunction with other car clubs. The club is family oriented and members' children and grandchildren are welcomed at events.

Well attended annual tours are a feature of the club calendar. The 2019 tour will be to Broken Hill and follows previous tours to Griffith, Adelaide, Tasmania, Victorian Highlands, Flinders Ranges, Broken Hill and Grenfell.

The club is affiliated with sister clubs in NSW, QLD, SA, WA and the Association of Motoring Clubs.

### CLUB OBJECTIVES

- Cultivate and promote an interest in R and S Series Chrysler Valiant Cars
- Encourage family and social participation in all club activities

- Assist and encourage members in the maintenance and restoration of their cars
- Promote our club and liaise with other classic car clubs who have similar aims and interests;
- Issue our club newsletter 'R & S Torque' to all members following each monthly general meeting

### CLUB MEETINGS

Are held on the last Tuesday of the month, excepting December, at 310 Burwood Highway, East Burwood (Melway 62 B7). Meetings commence at 7:30pm. Visitors and guests are most welcome.

### THE CARS

The R Series Chrysler Valiant caused a huge sensation amongst the Australian motoring public when it came on to the market in January 1962 due to its uniquely sculpted space-age profile and outstanding performance.

The dramatic and attractive styling featured unusually shaped mudguards, four headlights, tail fins and a distinctive dummy 'spare tyre' boot lid. The vehicle had a tough 3.7 litre six cylinder in line engine, the famous 225 cubic inch 145 horsepower slant six, which out-powered and out-performed its direct rivals, the XK Falcon and EK Holden.

The R Series Chrysler Valiant road-handling, braking and overall comfort beat most of the popular sports cars at that time. Dubbed the 'road-rocket' by motoring journalists, only 1,008 of the R series were sold in a short two month period before a quick revamp. Both three on the floor manuals and Torqueflite push button autos were available. The S Series Valiant followed with 10,009 examples made. Both cars are now a most sought after collector's item.

The R Series Valiant, and sister S Series Valiant, had many parts from North America, as well as some Australian content and were assembled at Chrysler's plant in South Australia.

Phil James





**Saturday 28th March to  
Saturday 4th April 2020**

**AHMF 2020 NATIONAL MOTORING TOUR**

[www.ahmf.org.au](http://www.ahmf.org.au)

**Albury, NSW & Wodonga, Vic - AUSTRALIA**

*Veteran ..... Vintage ..... Classic ..... Historic caravans ..... Motorcycles ..... Tractors  
Stationary machinery ..... Lady drivers ..... Promotions for drivers under 25 years*

Australian Historic Motoring Federation, Australia's peak historic motoring body, is proud to be hosting the first major national all-make event since 2001. Enjoy and promote Australia's historic motoring with touring options designed for a variety of vehicle types and eras from Veteran through to 1990 vehicles.

For safety and enjoyment, there will be several touring groups. You will be driving with vehicles of your vehicle era. All travel the same routes, though on different days and motorcycles will not riding with the 4-wheel vehicles.

*Will your child or grandchild be under the age of 18 at the commencement of this event? If so, nominate them to be selected as one of the Youth Ambassadors.*

Attend the *Official opening, a Cocktail-style Welcome Evening*. Participate at *Open Day* with vehicle displays, children's events, trade displays, presentations and entertainment. We will visit the Historic local Army and Immigrant facilities, heritage regions and wineries, all while enjoying scenic roads. Participate in optional track-time at *Motorsport Park*. Discuss the day that was at daily *Happy Hour*. The week culminates with the *Gala Presentation Dinner*.



***Have fun at this affordable event. Bring your children; bring your grandchildren; bring your grandparents!***

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Gourmet foods and vineyards ..... Just having fun!!*

**Enquiries:** Christine Stevens Ph 0419 789 151 Neil Athorn Ph 0408 033 839  
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## Asbestos Update: from Old World Lamps & Tires

The following article has been sourced from *Old World Lamps and Tires* January 2019 newsletter and is indicative of the risk involved currently in importing classic vehicles with the potential of having some asbestos.

After over a decade of importing Old World Tyres (we) have finally been forced to undertake our first asbestos inspection. This was completed on a 1931 Cadillac sedan we imported for a customer mid 2018.

Over the past few years, I have been criticised overseas for the amount of, particularly veteran, imports we (Australians) have conducted over the last decade. What the criticsers forget is the outflow of cars to the USA & Europe to the big cheque books in the late 1960's and 70's before the days of the internet and Australians were aware of the true value & history of some of our original Australian imported vehicles. I, personally, am very keen on returning as much of our lost early motoring heritage back to Australia as possible.

If, as many suspect, the asbestos checking is a government attempt to close down the collector car hobby or certainly any imports of new stocks into the hobby or the return of our motoring history, then the Government is achieving their objective as imports have slowed dramatically. If it is to see other country's economies like the US bolstered by having employment swell in the area of stripping out brakes and gaskets from potential exports to Australia, then again they are achieving that also.

Whilst I confess I do not understand the government's focus on asbestos in older vehicles being imported into Australia, it is a political decision and I acknowledge that Australian Border Force (ABF) & Customs officers do their duty by instruction from their political masters. Throughout the whole process of the asbestos inspection, I found the staff to be professional and courteous however the communication process between the ourselves as the importer and government staff is stilted at best!

The process of an asbestos inspection, in theory should be quite simple, however the execution was somewhat mind-blowingly complicated and long winded. In our case the container arrived as usual, and we lodged documents in the normal manner very early so as to fast track the documentation clearance system as much as possible. The Cadillac came back "red line" which generally means Customs wants to have a closer look at the attached documents, particularly the proof of payments to ensure that there is no funny business going on with the value of the car and the payment process. So we supplied the proof of payment, and then Customs come back and said they wished to do an asbestos test on the 1931 Caddy – thus began the hurdy gurdy.



The container sat on the dock while everyone (ABF, Customs and Quarantine) decided what to do and if our normal quarantine facility had the necessary approvals to handle the asbestos inspection. In the meantime, I had to alert our client that the asbestos inspection process had been initiated on their vehicle. After all the approval processes were sorted, Customs allowed the container to be moved off the dock and to our quarantine facility with the strict instruction "seals intact", which means the container cannot be unpacked until ABF & Customs are present. So the next process was to find a licensed asbestos inspector that ABF & Customs approved of (they do not have a list of preferred suppliers) - this process took another 14 days! With the container sitting there unable to be unpacked, the container was now well outside it's permissible hire period from the shipping line and demurrage was levied on a daily rate.

Finally with ABF, Customs, an asbestos hygienist & myself as acting mechanic all together at the container yard, we opened the doors of the container and removed the Caddy, and the other goods within

(Below is the "Inspection Team" at work).



the container. The Caddy was then placed inside the quarantine facility where the inspection commenced.

The testing itself was relatively simple – take samples of potential areas of hazard ie wiring, firewall heat suppression, head & exhaust gaskets, brake linings etc. a total of seven samples were taken of suspect areas.

Where the process became truly extraordinary was when Customs required that all the other goods are “held, not to be released in case of cross contamination” until the Cadillac was cleared or any offending material is removed. So over \$100,000 worth of goods including customer tyres and our stock was held while this process was concluded.

Several days after the testing, the results were returned in a 28 page report and there was asbestos found in the brake linings and the exhaust header gaskets. As such, the process of finding a new asbestos hygienist was undertaken, as the previous hygienist firm was not allowed to undertake the removal, so as to prevent the perception that one firm may be “gold digging” for work. However this required more time consuming logistics and again put further delays into the removal of the asbestos and the release of the container.

Once a new firm was located, the process of coordinating the new hygienist, ABF & Customs together begins and four weeks later a date is finally secured. So on a Monday morning, we all assembled to remove the offending parts. As this was a 1931 Cadillac and the parts are not available off the shelf, I was keen to ensure only the brake linings (not the entire shoes) with the asbestos were removed. Luckily the linings were riveted to the shoes not bonded and I could drill out the rivets and remove the offending material without destroying the integrity of the Caddy. Likewise, I un-bolted the exhaust header and dropped the engine pipe so the gaskets could be removed without any damage to the car. After 5½ hours, the asbestos was removed bagged, tagged and sent off for destruction.

Then another week later the official certificate was finally issued and all up costs calculated at around

the \$5000 mark! I was relieved, thinking that meant that finally all the other goods in the container were released for quarantine inspection, but no, it takes another 2 weeks before the computer system is updated to release the goods for inspection some ten weeks after the container arrived! Needless to say, I (and my customers) were considerably frustrated (an understatement) with the length of this process.

I seriously question the political motivation of this process, considering the amount of asbestos already in Australia. As mentioned previously, I have no problem with the ABF & Customs staff members - they are doing the job as directed by their political masters. However the process & lack of timely procedure sucks. Weeks of delays, extraordinary costs and interruption to business and the hobby as a whole. Even in the event the government persist with the process, there needs to be some better process and procedures developed to minimise the disruption to business and reduce the extraordinary costs levied upon the importer of a collector vehicle. Reports are rife of importers going broke or just deciding to give up under the constant government pressure & cost of asbestos inspections. The government accepts other perceived antiquated aspects of collector cars like, no indicators, two wheel brakes, acetylene headlights, wood wheels etc. Surely accepting a very minimal chance that a vehicle may contain asbestos would be reasonable? Particularly considering the amount of asbestos currently in Australian cars and other parts of Australian society.

Our hobby earns the government millions in revenue - just with this container alone there was nearly \$20,000 in GST and 10s of \$1,000 more to be spent on the restoration of the vehicles contained in just this one container, in turn creating jobs & making the Australian economy thrive and producing more GST for the government. By my estimate, the collector car hobby is a \$500mill to \$1-billion industry and with this pinpoint focus on old car imports, the government is potentially shutting down a huge segment of our industry, costing themselves \$millions in lost revenue by focusing on one tiny aspect of what is a whole of nation asbestos issue. Hopefully common sense somewhere in the political arena, driven by a loss of revenue, will ultimately prevail.

In order to facilitate the recognition of the importance of our hobby and the supporting industry, we need to unite and make representation to the Federal Ministers to streamline this process and confirm once and for ever if this is actually designed to be a back door process to close down the collector car market. It is time to for representatives from individual aspects of the hobby to collectively meet with all appropriate ministers and lobby government to get a clear direction on the asbestos issue and the government’s intentions toward the collector car hobby as a whole



*The offending articles bound for destruction*

## Book Review Morris Minor - 70 years on the road

by Ray Newell

*The following book review was published in the December issue of the FBHVC news magazine.*

How would you feel, as a car designer, if your boss told you that he thought your latest creation looked like a 'poached egg'?

Well, that is what Lord Nuffield told Alec Issigonis about the Morris Minor prototype. At the end of World War Two most British car firms were striving to get their first post war models onto the display stands at London's Earls Court for the 1948 Motor Show.

Issigonis dealt with his boss's complaint by splitting the Minor's bonnet long ways where he inserted a raised metal strip. This enhanced the look of the car and satisfied the boss.

The engine of that launch car had to make do with the old Series 'E' which was tweaked a bit for the Minor. It had independent front suspension which came from work on an 85 ton tank by a fellow car designer.

At the Motor Show the Morris Minor was a great success and orders rolled in especially from the all-important export market. No heaters for the South African market and in India it was labelled the baby Hindustan. America was keen but almost as soon as the Minor appeared there, they brought out legislation on headlamps. This meant a change in the lighting arrangement but sales in North America were good once that was done.

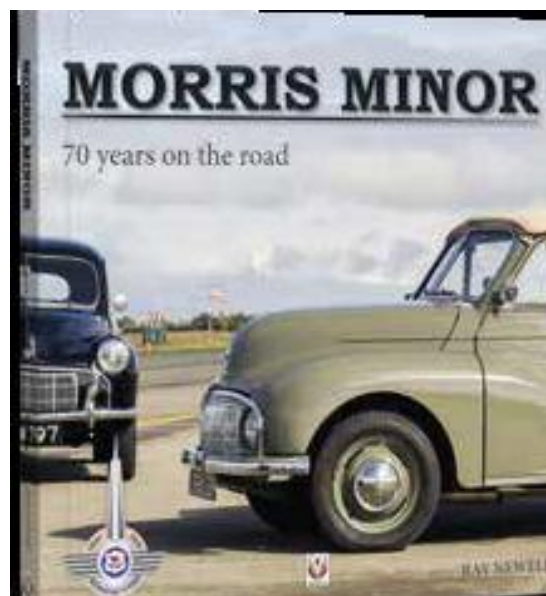
Ray Newell's book gives a wealth of detail about the Minor and is lavishly illustrated both with photographs and reproductions of adverts used throughout the world.

When Austin and Morris merged in 1951 to become BMC, British Motor Corporation, this led to the Minor getting the 803cc OHV engine from the Austin A30.

In 1954 came a facelift which gave the Minor a new look, the van and pick up variants were introduced to an enthusiastic market. Initially the van and pick up were 5 cwt payload. This got pushed up to 6 cwt in later years. Huge orders came from the Post Office and Post Office Telephones who stipulated rubber front wings for their vans. The 2 door saloon was popular as a Police Panda car for some years.

The Traveller or Station Wagon as the Americans called it, had an ash framed body made in Coventry. It cost £599.13s.4d (which included £177 purchase tax) when launched.

The Traveller had its niggles sorted and stayed in production until 1971, long after the saloon and



convertible had ceased being made. The Armed Forces bought 746 for the BAOR usage.

Next improvement was the Minor 1000, with a much improved engine. Soon after came the limited edition Morris Minor Million of which 350 were made. I was a salesman at a Morris dealer when it came out and we groaned at the special colour chosen for the car, a delicate shade of Lilac with white upholstery.

Pages of post-production vehicles portray fascinating conversions based on Morris Minor running gear. There is mention of an electric version under development. Not bad for a 70 year old car?

Minor Car Clubs abound world-wide. A veritable industry has developed for renovating old cars and vans of which the Charles Ware business in Bath is most well-known. Spare panel parts are made in Sri Lanka and British Motor Heritage produce spare parts for Minors.

'Morris Minor 70 years on the road' is published by Veloce Publishing at a price of £35.

[www.veloce.co.uk](http://www.veloce.co.uk) ISBN 978-1-787112-07-0



Above: 1949 Minor MM Tourer.

## News From From The UK & Europe

*The following article was published in the FBHVC December News magazine, and shows their concerns are similar to ours.*

### The Future?

Those of us who use our vehicles will already be conscious of the increased difficulty of getting about on the roads. The lower acceleration and speeds and less efficient braking of historic vehicles, particularly those of greater age, means the presence of many vehicles with rapid acceleration and excellent brakes, and the increasing presence of cyclists, creates new hazards for us. For many of our older members, the solution is reluctantly simply to stop driving them. But these are matters of fact and choice.

There may however be more deliberate threats to use of our historic vehicles.

Everyone is familiar with the onset of Low Emissions and Clear Air Zones. We know they are going to increase in number and probably most of us recognise they are indeed justified if the inhabitants of our cities and large towns are to have the benefit of purer air to breathe and if the effects of climate change are to be mitigated.

Here the good news is that by and large, our arguments that there are not in total many of us, that the use of our vehicles is very limited, and that our vehicles represent a part of our culture and heritage, which it would be wrong to discard, have held sway. But it may not always be like that, and the calls for exclusion of all internal combustion vehicles from urban areas may increase and become overwhelming.

We did not expect the pressures which are now appearing on the supply of 97 Octane petrol of no more than 5% ethanol content, and they may not materialise, but we should treat them as a warning for the future.

Because the predictions as to the arrival of electrically powered vehicles to replace the internal combustion engine are advancing and it may be that a large majority of vehicles will be electric much sooner than we have expected. Certainly the technology has made some strides which would have been unthinkable a few years ago.

That could result in a simple market led threat to sufficiently widespread supplies of our fuel. These developments could mean a need to rethink some of the current registration processes and procedures, and indeed some of the rules around fuel storage.

We may indeed all need to decide if our vehicles are to be consigned to museums, or if they remain sufficiently authentic after conversion to electric power that we wish to go on using them.

The onset of autonomous, as distinct from electrically powered, vehicles, may have massive effect.

We have already heard, in a recent interview with the

Head of the Highways Agency, that autonomous vehicles, which were a short while ago being boosted as able to deal safely with any road hazards, may not be able to meet their aspirations for safety unless any vehicle which cannot talk to them is banned from at least some of the roads they use. He specifically referenced, in an entirely disparaging manner, historic vehicles in these comments. So yes, some people really are out to get us.

And the proponents of autonomous vehicles are firmly wedded to the concept that driving is a chore, to be avoided at all costs. Has anyone done any research to show that to be the general opinion, especially outside major cities? Some of us, probably most of our members, actually like driving!

The proponents of these vehicles also sell the concept as creating autonomy, but in fact it is transferring autonomy from the human being to the vehicle. Surely society cannot take that massive step in loss of human autonomy without a major debate about it? The historic vehicle movement is a good place to start that debate.

And lastly, first noticed in surveys in Germany, but starting to be evident here, we may be losing youth, in particular urban youth.

Someone who lives in a big city, who leaves it, if at all, by train, who gets around either by bike, which they perceive as healthier, or at a tap of the Uber app on their smartphone, and who shops in the same way, may simply not care about buses, cars or motorcycles, historic or otherwise, any more. And they will certainly regard heavy goods vehicles, which largely in cities only come out at night, as a best an inconvenient nuisance. Maybe we can keep their interest by playing the heritage and culture card as often as possible. We need to try.

I hope the above has started some of you thinking about these challenges. We had better be, or our days as a movement are numbered.

**Bob Owen.**

### Our Website

Have you seen the AOMC website.

After many years of service our old site has been allowed to retire. Our new site is up and running and includes all of the same information but it is an easier to navigate layout. Have a look at our latest show dates and info online.

We welcome your feedback and ideas on the site.

Go on have a look [www.aomc.asn.au](http://www.aomc.asn.au)

## SEMA supports 5 high school vehicle builds in 2019

By Katie Hurst

In 2018, SEMA partnered with Santa Fe Early College Opportunities (Santa Fe ECO) High School for a pilot vehicle build program, which was aimed at high school auto shops, and offered students real-world auto tech skills while promoting the interest and knowledge of young people in accessorisation and customisation.

SEMA funded the project, including the '15 4WD Jeep Wrangler Unlimited, while ECO modified the Jeep and developed a written curriculum and a how-to guide intended to be used for similar projects in other secondary schools across the nation.

The automotive specialty-equipment industry backed the build by **donating parts** for students to install on the Jeep. The fully customized Jeep was auctioned through **Bring A Trailer** in June 2018 for a total of \$56,175. Proceeds will go toward the funding of a second vehicle build for the school.

SEMA is again partnering with Santa Fe ECO, along with four additional high schools in 2019 for a total of five vehicle builds. Partnering high schools include:

- C.D. Hylton High School – Woodbridge, Virginia
- Comstock High School – Kalamazoo, Michigan
- R.L. Turner High School – Carrollton, Texas
- Santa Fe Early College Opportunities High School – Santa Fe, New Mexico



*Last year's customized '15 Jeep Wrangler Unlimited build, auctioned through Bring A Trailer, raised \$56,175.*

- Santa Ynez Valley Union High School – Santa Ynez, California

The students will customise Jeep Wranglers between the '96–'06 model years with aftermarket products. All five customised vehicles will be auctioned at the end of the school year to fund the continued expansion of the program.

*Saturday 28th March to* **2020** *Friday 3rd April 2020*

**Australian Historic Motoring Federation Inc.**

**This event is open to:**

- Veteran, Vintage and historic vehicles more than 25 years old.
- Cars, caravans, motorcycles and commercial vehicles.

- Enter by 30/06/2019 for Early Entry Draw - accommodation for the entire event.

All information and entries on AHMF website

Visit: [ahmf.org.au/2020Tour](http://ahmf.org.au/2020Tour) ✉: [2020Tour@ahmf.org.au](mailto:2020Tour@ahmf.org.au)

## Minutes of the November 2018 AOMC Delegates meeting

**.Minutes of the November Delegates Meeting held on Monday November 26<sup>th</sup> 2018**

**Venue: Jaguar/Austin Healey clubrooms**

**There were 105 delegates in attendance representing 76 clubs. Meeting commenced at 7.30pm**

**Apologies:** There were 23 apologies for this meeting.

**Minutes of the August Delegates meeting held at Geelong.** Bill Ballard noted that the minutes re electronic log books should have stated that only a small minority of delegates responded that they had smart phones.

**The minutes of the August Delegates meeting were accepted on a motion moved Gerry Howell (Rolls Royce owners) seconded Joe Galea (FE/FC Holden) and carried.**

**Correspondence:** Letter received from Escape Motoring with regard to inconsistent approach to car shows for Japanese vehicles by AOMC.

**Presidents Report:** Keith Mortimer referred to the President's Report in November 2018 Newsletter and reported that the committee are working hard on aspects raised in his report.

**Treasurers Report:** Current cash balance in all accounts is \$166,205. Cash flow has been down due to several commitments, but the committee are making inroads on cost cutting. The car show locations have been changed to provide a better financial outcome.

**CPS Report:** Very little correspondence from VicRoads. Next year a substantial review of the CPS, but what it entails we have not been informed.

One issue that has been mooted is electronic logbooks, many clubs have written opposing this.

Clubs who obtain CPS list from VicRoads will now only get name of owner and vehicle details due to privacy provisions.

Deceased estates situation still not settled, Chevrolet Club recently took several months to get one resolved.

There have been several instances where permit holders have paid their renewal, but due to administrative error payment has not been recorded.

Australian Historic Vehicle Interests Group which was set up to get the luxury car tax axed on historic vehicles, is now looking at wider issues such as asbestos in imported vehicles and changes to import regulations. The movement had not been involved in these discussions at the Federal level, but now have a seat at the table.

**Questions from the floor:** Q: Is there any more news on old plates on CPS vehicles

A: *Special plates at the moment are a concern, but the forthcoming review of the scheme by VicRoads may involve CPS vehicles using normal issue plates.*

**Comments from the floor:** -Is the address of the vehicle owner needed on the log book. There may be an issue where vehicle is stolen with log book and thief has owners details,

- VicRoads want to charge TAC on trailers on CPS. Should be seen as double dipping,

- Deceased estates transfers can only be done between husband and wife,

- There is a large amount of CPS plates not being used, as VicRoads cannot re-issue deregistered plates,

- At Bendigo Swap there were 3 CPS registered vehicles operating commercially, (Iain Ross responded that this was an area difficult to police due to the vague rules.),

- -Falcon GT club received their CPS listing from VicRoads, and they had a previous member who had joined another club still on their list, Iain Ross noted that the Vintage Drivers Club lists also did not match up with the clubs own listing. He suggested that the smaller clubs would be more accurate.

**Car Shows:** Presentation by Graeme Moody, Shows Co-ordinator. 2019 shows are as follows:

**British & European Motoring Show** – Yarra Glen on Sunday 24th February

**American Motoring Show** – Acoonah Park, Berwick on Saturday 23<sup>rd</sup> March. 25-acre site. Acoonah Park used for markets every Sunday, so not available for Sunday events. Trucks will get free admission.

**Aussie Motoring Show** – Yarra Glen on Sunday 31st March, still looking for a major sponsor for this event (*NOTE: This event has been shifted to later in 2019, pending venue and sponsorship availability*)

**National Motoring Heritage Day** – Yarra Glen on Sunday 19th May. (*NOTE: This event has changed to the following Sunday, May 26<sup>th</sup> so as not to clash with Historic Winton*)

10 volunteers are required to help at Yarra Glen shows, 40 volunteers needed for Acoonah Park show (due to size of venue). Graeme asked if delegates could go back to their clubs to garner volunteers to help with these shows. Will receive lunch, admission and a cap. Full details of volunteers need to be forwarded to AOMC office beforehand.

**Engine Searches:** Philip Johnston reported that the usual Holden and Ford enquiries have been coming in, but recently he had enquiries for a Valiant and a Rootes carrier Truck.

**Guest Speakers: Greg Cahill, Kids Under Cover.**

Organisation that is aimed at preventing youth homelessness. Keep youth connected to family by building portable relocatable studio units that can be placed in backyard of family homes. Currently have 500 studios in place. Also provide scholarships for continued education. Funding is from donations, government and philanthropy. Biggest source is 'Donate Your Car' scheme. People donate unwanted cars, that need to be driveable, and they are auctioned. Member clubs are asked to put an article and advertisement about 'Donate Your car' in club magazines.

**Phillip Craig, Victorian Fire & Rescue Squad (VFRS). Fire extinguishers for cars.** VFRS are a not for profit organisation that provide assistance at motorsport events. Fire needs oxygen, fuel and a heat source. Cars are good places for these. Once a fire starts, you need to attack one of those components to put the fire out. There are various types of extinguishers that can be used, Foam, CO2 and Dry Chemical Powder. The most common for hobby enthusiasts to use is the dry powder models. They only weigh 1 to 1 ½ kg and are easier to fit to cars. Needs to be mounted in cabin for quick access and mounted in secure brackets. They need to be tested every 5 years and have regular servicing.

**Bill Carson: Men's Health.** In Australia men are still lagging behind women in attending to their health needs. There are similar numbers of women diagnosed with breast cancer as there are men with prostate cancer, but women have slightly better

survival rate, probably due to seeking help earlier. Bill urged everyone to get their checks done. Cancer is not necessarily a death sentence any more, 69% of diagnosed patients are still living after 5 years. Men's suicide rates are also at epidemic levels. Bill collected donations for the Movember campaign from delegates at the supper break, with over \$200 being donated.

**General Business:** Terry Roche reported that the Melbourne Cup Parade was done in classic Triumph Stags.

Daryl Meek (RACV): Australia Day in the Domain. Entry numbers have been allowed to increase to 100 this year, and will celebrate the centenary of the start of the Vintage era (1919-1930). Event is being run by the RACV and will go from 9.30am to 4pm. There is no charge for entry.

Graham Keys (Wolseley): Reported that a colleague went to VicRoads for red plates and his application would not be accepted by Geelong VicRoads branch because it was signed by the secretary and not the safety officer/scrutineer. Keith Mortimer asked for this case be referred to Iain Ross to take up with VicRoads.

Robert Greene (Macedon Ranges): Noted that clubs need to ensure that their Club Officer forms for VicRoads are filled out properly. Keith Mortimer added that VicRoads staff should be treated with courtesy and respect.

Robert Humphreys (Austin 7): Historic Winton will be held on the weekend of May 17-19 in 2019, due to the V8 supercars taking their usual date of the last weekend in May. Energy Breakthrough event is a very important educational event for the younger generation. Robert encouraged people from the movement to get involved as volunteers at next years event.

Bill Ballard (F.O.R.D.): Club has just received public liability insurance bill from JLT, and the brokerage fee is almost as much as the premium. Keith Mortimer suggested challenging JLT over their charges.

Bill Carson (Dandenong Valley): Berwick Swap is coming up early in the new year, on February 2<sup>nd</sup> at Acoonah Park, Berwick.

**Meeting declared closed at 10.15pm.**



## RACV free2go

**RACV free2go is a roadside assistance package developed especially for young people new to the road.**

Available to all Victorians aged 18 to 20 years, as well as Year 12 students, free2go provides emergency roadside assistance. And to help young people on the start of their driving life, it's free if you're 18 or in Year 12 at school and half-price if you're 19 or 20.

And it comes with all the other benefits of RACV membership as well.

# LOST & FOUND

**The Association Of Motoring Clubs has the original Victoria engine number records, and we can find YOUR vehicle**

**If your vehicle was registered in Victoria before 1984 then we can find:**

- Original registration & date
- Engine swaps
- Registration changes
- ....and possibly more



For more details on what we can discover about your vehicle and the fees involved, visit [www.amoc.asn.au](http://www.amoc.asn.au) or contact us on [secretary@amoc.asn.au](mailto:secretary@amoc.asn.au)





# Minutes of the November 2018 AOMC Annual General meeting

**Chairman Keith Mortimer announced the commencement of the Annual General Meeting of the AOMC at 9pm.**

**Attendance and apologies are as for the general delegates meeting.**

**Minutes of the 2017 Annual General Meeting were accepted on a motion moved Graeme Moody (Wangaratta CC) and seconded by Robert Humphreys (Austin 7) and carried.**

**Presidents Report:** Keith Mortimer acknowledged the work of the volunteer committee over the past year. AOMC works on substantive issues, asbestos, VicRoads, Luxury car tax, etc. Many are National issues confirming the need for an effective National Body to represent our interests. Keith also noted that many in the room are aging, and should consider bringing a younger member from their club along to replace them when the time comes.

**Treasurers Report:** Angelo D'Ambrossio presented the annual financial report which have been signed off by an independant auditor. Small loss of \$18,000 for 2017/18 year (loss was \$26,000 last year). Cash holdings were \$165,698 at June 30, 2018. Motor show revenue was down, but profit was up due to change of venue. Committee looking at balancing accounts by increasing revenue and decreasing costs. **Engine Number Records** returned \$9,000 this year, Phillip Johnstone was thanked for all his work.

**Membership fees for 2019/20** were recommended to rise by 2.2% (CPI). Angelo presented a chart showing the charges for each membership grade (number of members).

Less than 25 members	\$41
26-50 members	\$80
51-100 members	\$180
101-250 members	\$252
251-500 members	\$287
501-750 members	\$360
751-1000 members	\$515
Over 1000 members	\$800

There was some discussion about the charges for the various membership levels. Keith Mortimer pointed out that the sliding scale was to make it more equitable for the smaller clubs, and perhaps in future a flat fee per member may be looked at. A question was asked what the breakdown of clubs was in each category, Angelo will report back on that breakdown.

**It was moved Graeme Keys, seconded Geoff Meehan that recommended fee structure for 2019/20 be accepted, motion carried.**

**Daryl Meek took the chair to conduct the elections for Office Bearers for 2018/19.** Daryl then declared all positions vacant in accordance with Section 50 of the constitution, and will hold an election for those positions based on sections 51 to 54 of the constitution. He then read out the procedures for the following election of office bearers.

**Elections of Office Bearers** i.e. President; Vice President; Treasurer; Secretary in accordance with rules 51 to 54 of the Constitution.

### **Section 51 Rules for Taking Nominations**

- (1) Prior to the election of each position, the Chairperson of the meeting must call for nominations to fill that position.
- (2) An eligible member of the Association may—
  - (a) nominate himself or herself; or
  - (b) with the member's consent, be nominated by another member.
- (3) A member who is nominated for a position and fails to be elected to that position may be nominated for any other position for which an election is yet to be held.

### **Election of office bearers.**

All committee positions are declared vacant and nominations were called for from the floor. (see below)

<b>Position</b>	<b>Nominee</b>	<b>Nominator</b>	<b>Seconded</b>
<b>President:</b>	Keith Mortimer (Jaguar CC)	Gerry Howell (Rolls Royce CC)	Grant Conner (Falcon GT CC)
<b>V. President:</b>	Iain Ross (VDC)	Rod Adler (Buick CC)	Bill Reed (FB/EK Holden)
<b>Secretary:</b>	no nomination was received for this position		
<b>Treasurer:</b>	Angelo D'Ambrossio (Torana CC Vic)	Keith Mortimer (Jaguar CC)	Robbie Mihelcic (Torana CC Vic)

**Election of committee members.** Iain Ross noted that the committee needed more representation from the American Clubs.

**Motion: It was moved Terry Roche (Triumph CC) seconded Geoff Whitehead (Motorfrenz) that the committee membership be adjusted to a maximum of 10 committee members. Motion carried.**

Daryl then asked which of the outgoing committee were willing to renominate.

Philip Johnston (TSOA), Steve Young (Rolls Royce CC), Colin Jenkins (Triumph CC), Robert Michelcic (Vic. Torana Club), Geoff Meehan (Morris CC), Peter Welten (Triumph CC), Graeme Moody (Wangaratta VV&C) and Martyn Bishop (Monarchs M/C) all indicated their willingness to stand again.

**Their nominations were seconded by Rod Adler (Buick CC) and all carried and were announced duly elected for 2018/19. Meeting was declared closed at 9.45pm.**

# ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the  
Association of Motoring Clubs Incorporated

## APPLICATION FOR A SEARCH

Covering the period 1901 to 1984  
(see [www.aomc.asn.au](http://www.aomc.asn.au) for more details)

### Search Fee (inc GST)

Possible information available:

Period	1901-1919	1920-1932	1933-1984
Reg No.	Yes	Yes	Yes
Reg. Date	Yes	Yes	Yes
Eng No.	No	No	Yes
Eng No. changes	No	No	Yes
Make	Possibly	Yes	Yes
Owner Name	Yes	Possibly	No
Owner Address	Yes	Possibly	No
	<b>\$115</b>	<b>\$115</b>	<b>\$90</b>
	<b>Maximum fee \$160</b>		



**21 Rosalie Street  
Springvale Vic 3171**

**Tel: 03 9558 4829  
Email: [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)**

Name		
Address		
		Postcode
Phone	Fax	Email

### Vehicle Details **PLEASE PRINT ALL DETAILS NEATLY !!!!!!!**

Year/Make/Model		
Engine Number	<b>&lt;= Necessary Information</b> (No Eng Number = No Search)	
Chassis Number	Registration No.	

Is the engine stated consistent with the make and model?      Yes  No  Unsure

Has the vehicle been registered in Victoria prior to 1984?      Yes  No  Unsure

Is this the original registration number?      Yes  No  Unsure

**NOTE: Previous owner details 1933-84 were destroyed by VicRoads in accordance with Privacy Legislation**

### Any other relevant information

Please find enclosed a       Cheque       Money Order (Payable to Association of Motoring Clubs)

Please debit this card       Visa       Mastercard      For the Amount of \$

Card Number     

Name on Card            Expiry Date     

Signature     

Direct Deposit to AOMC Bank Account      BSB **033-039**      Account **480962**

**Please include your surname in the deposit message AND enter the deposit date here**     

Office Use Only

Date Recd/Entered into Register	Cheque Received	Sent to Treasurer	Sent to Search Officer	Reply Date
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# Archived Engine Number Records

## Charges for Information

Search for a single engine number whether it is on card or computer file	\$90
Follow-up for the same or related vehicle or engine number	N/C
Search for a single registration owner details (1910 to 1932 only)	\$115
Maximum Fee for search 1910 to 1984	\$160
Sale of all computerised records for a marque to a club that has an interest in the marque. For each 100 records (or part thereof)	\$250 <sup>#</sup>
Sale of all computerised records for a marque to a person or commercial group that has an interest in the marque. For each 100 records (or part thereof)	\$460 <sup>#</sup>

## If a Club wants to computerise the records for their marque:

- a deposit of \$500 is to be paid before any tray is handed over into the custody of a club, and will be refunded upon completion (or premature termination of the task)
- non-returnable fee of \$200 for each of the first 4 trays of cards (or part of a tray)
- non-returnable fee of \$100 for each tray or part tray after the 4<sup>th</sup> tray
- only one tray at a time is to be in the custody of the club
- cards in each tray to be counted (or weighed) before being handed to the Club and upon return from the Club
- records are to be computerised using the AOMC supplied software
- a copy of the computerised records for each tray is to be returned to the AOMC when the tray is returned and BEFORE the next tray is handed to the club
- non-marque cards are to be separated and placed at the end of the tray without being computerised
- payments are to be made before a tray is handed to a club

## Individuals who wish to computerise the records for a marque may, at the discretion of the Committee be approved to do so, provided:

- a deposit of \$200 is paid before a tray is handed over,
- only one tray at a time will be in the person's possession,
- all computerised records for the current tray of records are handed to the AOMC **before** the next tray is provided,
- the deposit is refunded at the completion (or premature termination) of the computerisation of the marque.

In all circumstances the AOMC will continue to charge for searches although it may, at the discretion of the Search Officer, refer requests to the Club that has a computerised version of the records for the marque in question.

# These amounts may be varied on a case by case basis by consideration of:

- the number of cards (records) for the marque,
- whether or not a club interested in that marque exists in the state of Victoria,
- the number of club members,
- the number of vehicles of that marque in the possession of Club members,
- the number of vehicles of that marque still likely to exist.

The AOMC's Search Officer shall keep a paper list, at least, of the Clubs and individuals who currently have custody of a tray of records. Such list shall be forwarded to the AOMC's Secretary for presentation at each Committee meeting.

The AOMC's Treasurer shall report at each Committee meeting the total amount of deposits held as part of the Liabilities report.



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- Speak to specialist staff who share your passion
- Select your own repairer and receive a lifetime guarantee on authorised repairs
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- We offer an agreed value to protect the value of your investment
- Save with competitive premiums for your daily drive
- Backed by IAG, one of Australia's largest general insurers
- To find out more visit us online: [www.lsvinsurance.com.au](http://www.lsvinsurance.com.au)

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