

ASSOCIATION OF MOTORING CLUBS INC



AOMC

AOMC News

May 2019 - Issue 144

www.aomc.asn.au

Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

AOMC MANAGEMENT & COMMITTEE

PRESIDENT:

Keith Mortimer
Tel.: 0403 581 479
Email: secretary@aomc.asn.au
Jaguar Car Club of Victoria

VICE PRESIDENT:

Iain Ross
Tel.: (03) 9890 0467
Vintage Drivers Club

SECRETARY:

Position not filled at this stage

TREASURER:

Angelo D'Ambrosio
Vic. Torana Club

AOMC ADMINISTRATION:

Howard Billing
Tel.: 9558 4829
Email: secretary@aomc.asn.au

NEWSLETTER EDITOR:

Daryl McMahon
tyersmac@bigpond.net.au
Vintage Drivers Club

COMMITTEE:

Philip Johnstone
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
Phone: 03 9790 3079
Fax: 03 9790 3065
Mobile: 0407 881 288
Email: daryl_meek@racv.com.au

Front Cover: Peter Saglietti's 1923 Aston Martin Sports racer which was awarded Car of the Show honours at the 2019 RACV British & European Show at Yarra Glen racecourse on Sunday 24th February. A great day with over 1,000 vehicles attending. More information and photographs on this event and the American Motoring Show at Berwick can be found on pages 13—17 of this issue.

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

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.

AOMC Restoration Seminar

RESERVE THE DATE Saturday June 29

Venue: 21 Rosalie St, Springvale

Further information will be published on the AOMC website closer to the date as presenters are locked in.

If you have a business, or know of one, that could be a presenter or have a display at the seminar, contact Howard Billing at the AOMC office by phone (03) 9558 4829 or email: secretary@aomc.asn.au

The Restoration Seminar is an excellent forum for promoting to the movement businesses that specialise in restoration services

Times: 8.30am start to 1pm finish

Break at 10.45 for refreshments.

Cost \$5 per person for refreshments.

Bookings essential to the AOMC office, as this popular seminar is always fully booked.

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New Member Clubs

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

Northern Gals Car Club

30 members, Aims and objectives are to promote and encourage family participants and to involve more females in the classic car scene

Torana Owners Club

12 members with common interest in Torana's.

Town & Country CC

11 members, specialise in Chrysler Australia vehicles of 1960s & 1970s.



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.

The Robert Shannon Foundation was established in 2003 to perpetuate the memory of Robert Shannon, founder of Shannons Insurance, who died unexpectedly in March 2000. Robert was an avid classic car enthusiast, who especially enjoyed his 1930 Invicta S Type. He was a strong supporter of the historic motoring movement and was concerned that it was not attracting enough younger people, particularly in the areas of the preservation and restoration of classic vehicles. The Robert Shannon Foundation has no connection with the Shannons Insurance organisation. All correspondence related to the Robert Shannon Foundation should be sent to the Robert Shannon Foundation through the relevant State Council.

AIM: After the success of the Shannons 2001 National Motoring Tour, the Australian Historic Motoring Federation (AHMF) established the Robert Shannon Foundation. The AHMF is the

national body representing classic and historic vehicle clubs in all states and territories. The purpose of the Foundation is to encourage people under the age of 30 to become involved in the restoration and preservation of veteran, vintage, post-vintage, historic 50's, historic 60', historic 70's and historic 80's vehicles up to 30 years old.

The Foundation may:

- help with the purchase of specialist tools or equipment
- assist with the actual cost of restoration work
- contribute toward TAFE or other fees
- contribute toward any project considered worthwhile by the Trustees.

Funds: The Robert Shannon Foundation operates a limited funds account to fund these grants. Essentially the funds are invested for the year at the best current rates available through an Australian financial institution. The sum available for grants is then based on sum of the interest earned on that investment.

To assist in increasing the value of these grants we would appreciate donations to help build our investment funds. Unfortunately, although having gained recognition as a charitable organisation we are still working on the made to be tax deductibility of donations.

ELIGIBILITY: Any person or group of people under the age of thirty years and engaged in studying automotive restoration and preservation or actively working on historic vehicles is eligible to nominate for a grant.

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

PRESIDENT'S REPORT

Welcome to the Victoria's cooler months, for those of us with older European vehicles this means no more worrying about overheating, but the focus then turns to whether Lucas our Prince of Darkness makes an appearance with those vital electrical components (lights Wipers etc) that have been dormant over Summer. It is also a time where you can enjoy the beauty of the colours of changing leaves and possibly the four Seasons in one day that Melbourne is best known for.

I have been really taken with the number of outstanding vehicles that I have seen out and about recently. Some of these traditional classics others are what I describe as the new breed of enthusiast vehicles. Seeing an amazingly original Mercedes Benz 350SL (roof down so I had a sneaky peek) was the highlight of one day. Contrast this with a recently restored Toyota Cressida Grande without a mark on it, both on CPS and both their owners pride and joy. For me the other joy was they were both younger owners, and this is something that as a movement we all need to embrace, both the concept of traditional and non-traditional classics and owners. For me I was delighted to see both.

Our Shannons American Day was held at Acoonah Park Berwick on Saturday 23rd March. It was a new venue and new day for us and given we were finding our feet the day was reasonably successful. What wasn't new to us and this event was the appearance of Melbourne's four seasons in one day weather. Despite being a lovely mid 20s day for the last 5 years (yes we checked before booking) this year the day produced showers in the morning which abated to a lovely mildly humid afternoon. I extend the associations thanks to all who supported the day especially Shannons our major sponsor and Smart Hire for their significant support. In particular I would like to acknowledge Graeme Moody and the teams of volunteers for their

contribution in making this event possible. Trophy winners and pictures from the day are on the association's website.

Speaking of out and about we celebrate National Motoring Heritage Day (NHMD) in May. This year we see a slight variation on a theme. The AOMC traditionally runs NHMD on the 3rd Sunday in May, preserving the sanctity of the second Sunday for Mothers Day. This year Historic Winton has been allocated the 3rd Sunday and given that this is such a significant event for the motoring community we have decided to have our NHMD event on Sunday 26th May at Yarra Glen Racecourse. As an aside if you haven't been to Historic Winton this is an ideal opportunity to do so, the event run entirely by volunteers and coordinated by the Austin 7 Car club is world class and it would be great to see support from the greater motoring community

It does seem a long way away but as we all know time fly's. The associations AGM will be held in November this year and as is so in club land many of the current committee are not available for further service (many have volunteered years for the association). So can you please consider and take back to your clubs the importance of this association and the need to fill committee positions with suitably talented, dedicated and experienced persons. This association does not run itself and if we want it to continue all clubs need to step up and play their part, I did and so have many others before me. It's your turn now.

Our next delegates meeting will take place on the Monday 27th of May – yes it's the day after our NMHD events, no rest for the wicked. I look forward to seeing you all there.

Happy motoring, drive safe

Keith Mortimer

President

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

VicRoads News

Australia-First Trial To Target Number Plate Theft

VicRoads is trialling new number plate security measures and digital identification technologies and to reduce number plate theft and cloning across Victoria.

A new partnership between VicRoads, Department of Justice and Community Safety, Victoria Police and La Trobe University has been established and aims to improve vehicle identification and combat number plate theft and misuse.

VicRoads Executive Director Customer and Technology Sally Curtain said the trials to investigate identification technology on Victorian vehicles will make finding stolen or cloned number plates quicker and easier.

"We are proud to lead this Australia-first research and technology trial with government and industry, and know it will go a long way to help reduce number plate theft and cloning," Ms Curtain said.

"Researching the link between number plate theft and other criminal activity will help understand motives for stealing or cloning number plates, improve community safety and relieve pressure on frontline police."

Professor Aniruddha Desai, Director of the Centre for Technology Infusion at La Trobe University said the Centre at La Trobe has extensive experience in applying emerging digital technologies to solve problems.

"Our Centre will evaluate how selected technologies perform in real-world scenarios and how they can provide tamper-proof digital vehicle identification information in an efficient manner," Professor Desai said.

One technology being trialled is Radio Frequency Identification inside a sticker on a vehicle's front windscreen, which will act as a third number plate. The sticker self-destructs when removed, enabling police to identify vehicles who may have a stolen or cloned number plate.

The second technology is Dedicated Short Range Communications, a new digital technology that can communicate with road infrastructure and could also be used to identify automated vehicles in the future.

Additional security features for number plates, like holographic patterns on driver's licences and passports, will also be tested. New digital identification methods will make it harder for an offender to successfully hide a vehicle's identity as the additional identifiers will not match a stolen or cloned number plate.

The trials will determine how the technologies operate in practice and how they will integrate with existing systems including Automatic Number Plate Recognition currently used by police.

In the 12-month period ending September 2018, Victoria Police recorded more than 19,000 incidents of number plate theft. Victoria Police report stolen and cloned number plates are used to hide a vehicle's identity when committing other crimes such as ram raids, petrol drive-offs and toll evasion.

The project phase underway also includes world leading research with the Monash University Accident Research Centre on the link between stolen number plates and other crimes is due to be complete in mid-2019.

RACV AUSSIE CLASSIC CAR SHOW



Sunday 25th August 2019

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

Celebrating the products of the great Australian Motoring Industry

The show for all the great Australian Makes Holden, Falcon, Valiant, BMC and those lesser known makes.

Trophies, club displays, refreshments, music, kids entertainment, trade stalls.



Enquiries 0473 832 277

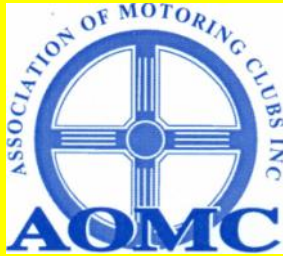
www.aomc.asn.au/aussiecarshow2019

Promoted by Association of Motoring Clubs

All proceeds from this event are returned to the motoring movement



fb.com/infoaomc



AOMC May Delegates Meeting

Monday 27th May 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 Speakers: Tony Jackson - Car Torque

CarTorque is a web and email based platform for car enthusiasts to find and list car shows and car clubs. It provides free advertising and postings for clubs, and clubs can set up mini websites on the platform.

Selwyn Cohen from Cohen Fasciani strategic business advice: will be discussing taxation as it effects clubs. Taxation can effect all our clubs and this this information will be of interest to club treasurers and committee members.

Meal Arrangements:

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

Email your booking to secretary@aomc.asn.au by Friday 24th May.

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.

Proudly
Sponsored by



Promoted by the
Association of
Motoring Clubs



- Entry to venue by gold coin donation
- Catering available from local community groups
- Kids entertainment
- Free bus to Yarra Glen town centre & Chocolaterie



Enquiries: 9558 4829 www.aomc.asn.au fb.com/infoaomc

AOMC Events 2019

The AOMC Events Committee have been working on dates and venues for this years events. Below is the schedule for the rest of 2019.

- **Cavalcade of Transport**
NOTE CHANGE OF DATE
Sunday May 26
Yarra Glen Racecourse.
- **Restoration Seminar.**
Saturday June 29
21 Rosalie Street, Springvale
- **RACV Aussie Car Show**
Sunday August 25
Yarra Glen racecourse

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

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.

May 2019

11: Geelong Bay City Swap Meet. Geelong Showgrounds, South Geelong. Presented by the Western District Historic Vehicle Club. Geelong Bay City Swap Meet is held annually on 2nd Saturday in May. Come along to browse, purchase or sell anything vehicle related or bric-a-brac items. Plenty of bargains, camping is allowed, also toilet and shower facilities are available. 7 am start. Admission \$5, children free. Outdoor sites \$10 plus admission fee, no booking required. Enquiries to mobile: 0417 546 089

11 – 12: Meguiars MotorEx. Melbourne Showgrounds, Epsom Road, Ascot Vale. From 9am. Meguiars MotorEx is the largest and most prestigious car show of its kind in Australia. Each year Meguiars MotorEx attracts Australia's best custom and modified cars, which travel from all over the country to create an amazing visual spectacle of colour, chrome and individual style. Covering over 40,000 square metres, it features 700-plus vehicles with a collective value of over \$50 million dollars along with the country's best automotive businesses showcase the industry's newest and most exciting products. Meguiars MotorEx is a car crazy experience not to be missed!!

17 – 19: 43rd 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.

19: Gisborne Steam Rally. Presented by the Gisborne Vintage Machinery Society. Sunday May 19th from 9.30am to 3pm at Webb Crescent, New Gisborne. Features tractor pull, Mini Train Rides, Food Stalls, Historic Machinery, Vintage Cars. Entry \$10, under 16 free. Contact: Arthur 0419 897 721

26: RACV / AOMC National Motoring Heritage Day Cavalcade of Transport.

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.

29: AOMC Restoration Seminar. This popular seminar is again being presented at Rosalie Street, Springvale on Saturday June 29 from 8.30am to 1pm.

Presenters and trade displays are still being organised, and will be published on the AOMC website closer to the date.

Refer to the ad on page 3 of this newsletter.

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

August 2019

25: RACV Aussie Classic Car Show.

Presented by the Association of Motoring Clubs. Yarra Glen Racecourse, Armstrong Ave, Yarra Glen. The show for all the great Australian makes: Holden, Falcon, Valiant, BMC and those lesser known makes.

Trophies, club displays, refreshments available, music, kids activities, trade stalls.

Enquiries to 0473 832 277. Further information can be found on the AOMC website at: www.aomc.asn/aussiecarshow2019

October 2019

19 – 20: Gippsland Vehicle Collection Maffra Motoring Meander. The Maffra Shed, 1A Maffra Sale Road, Maffra. The Gippsland Vehicle Collection invites you to our MAFFRA MOTORING MEANDER. Saturday 19th and Sunday 20th October. Open to all vehicles over 15 years of age. It is not a competition,

rather a leisurely drive/ride though the countryside over two days, or a one day section if you choose. email: MMMrally@gippslandvehiclecollection.org...or phone: Sue Lawrence 0428 456 614

20: Victorian 2019 Monaro State Titles. Hosted by the Monaro Club of Victoria at Cheltenham Secondary College, 73 Bernard St, Cheltenham. 9am to 3pm. All Monaros welcome. Pre entered for judging \$25.00 or \$10.00 display only on the day. Entry form online at <https://monaroclubvic.com.au> Gates will open to entered display cars at 7:30 AM and all must be parked by 8:30am. General public entry from 9:00am \$10.00 and under 18 free.

November 2019

22-24: Geelong Revival Motoring Festival.

Eastern Beach, Geelong. The Geelong Revival Motoring Festival will take place on Friday 22nd, Saturday 23rd and Sunday 24th of November 2019. This action packed motoring festival, held on Geelong's picturesque waterfront, is an event not to be missed!

Take pole position for the historic quarter-mile sprints, as 300 classic and exotic cars and motorcycles sprint down Ritchie Boulevard at full throttle. The Geelong Waterfront will be covered with over 600 quirky, valuable and fascinating vehicles that are guaranteed to please anyone with an appreciation for unique vehicles. We kick off celebrations with the Friday Night Cruise, featuring over 600 vehicles, as we prepare for a huge weekend of motorsport.

If cars and motorcycles aren't enough to get you excited, classic boats and vintage aircraft will also be on display, so make sure you look to the seas and sky! Take a step back in time into our vintage lifestyle zone featuring live music, trade stalls, delicious food and entertainment. The lifestyle zone wouldn't be complete without our Vintage Caravan Display and of course the National Vintage Fashion Awards, a crowd favourite! Motoring enthusiasts can top off their weekend in our trade expo zone, featuring great displays, sales and unique demonstrations. The Geelong Revival Motoring Festival is the ideal way to spend a day out with the whole family and this years event is going to be a memorable one! We can't wait to see you all there for some good, old-fashioned fun!

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

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:

12 April 2020, 4 April 2021



Thanks to Doug Young and AHVIG this monster may now be able to be imported into Australia though not get full registration, Concessional only. Much better than not being allowed in at all under the earlier proposed laws. See article on page 11

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

AHMF
NATIONAL MOTORING FESTIVAL
ISSUED - WOODGATE
28 MARCH - 3 APRIL

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 ✉: 2020Tour@ahmf.org.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)

August: Saturday 17th Macedon Ranges & District Motor Club, New Gisborne.

November AGM: Monday 25th.

NEW IMPORT RULES FOR OLD VEHICLES – AHVIG'S ROLE

This article was first published in the VCCQ April newsletter and is reproduced here with their permission.

The Australian Historic Vehicle Interest Group (AHVIG) comprises enthusiasts from the mainland eastern states which is supported in its endeavours by 4 of the State peak bodies for old car clubs (Qld's QHMC, NSW's SMA, WA's CMC, and Vic's AOMC), together with multiple historic vehicle clubs across the country. AHVIG's purpose is closely aligned with that of FIVA, the international body dedicated to the acquisition, preservation and continued use on public roads of vehicles over 30 years old. AHVIG's focus is on national laws which do, or might, impact on this. The new import laws, which will commence in December 2019, had the potential to impede the ability to import, or reimport, such vehicles.

For the last 20 years (and up to December 2019) importation of all vehicles (and of interest to us, those made before 1989) has been governed by the Commonwealth's *Motor Vehicle Standards Act 1989*. This will change (in December 2019) when the new *Road Vehicle Standards Act 2018* and *Rules* take effect.

An exposure draft of the Rules was released in December 2017 and a revised version became law on 13 February 2019. The intention was that the "pre-1989 option" would be replaced by the "Older Vehicle" (over 25 years old) import avenue. This is a relatively minor import avenue of the 6 comprising the "Concessional RAV entry approval pathway" (CRP). The RAV is the Register of Approved Vehicles, and an entry on it will be the equivalent of what are known as Compliance Plates or Identification Plates. One condition that will be imposed is that an imported vehicle cannot go on the RAV until it is fit for use on public roads.

AHVIG reviewed the vast quantity of material provided by the Commonwealth and made submissions at every published or invited opportunity. Most liked the Older Vehicle idea as it replaced the fixed cut off date of 1989 with a rolling 25 year demarcation, meaning that when it commences, vehicles made up to 1994 will be eligible for import.

However, AHVIG felt while the CRP would work for newer vehicles, the "one size fits all" approach did not sit well with Older Vehicles. Issues included:

- a - Prohibition on transfer of a vehicle before entry on the RAV. This would mean that an imported restoration project vehicle could not be sold or otherwise transferred to anyone else before it was roadworthy.
- b - Prohibition on imports of historic goods vehicles over 3.5 tonnes,
- c - Hard to understand why an imported pre-1989 vehicle needs to go on the RAV, when none of the millions of the pre-1989 vehicles already here will be entered on the RAV.

There is another import avenue which AHVIG felt would be more appropriate, the "Non-RAV entry

import approval" avenue, as it avoids all 3 of the items mentioned above. However, it was only to be available for vehicles which were not, "generally...be used on a public road" or only to be allowed to be used on public roads in "exceptional circumstances".

Following representations by AHVIG, including at a 5 February 2019 meeting in Canberra between 6 Department of Infrastructure officials, and AHVIG's Daryl Meek and Doug Young (Chair), agreement in principle was reached about softening the restrictions on use to allow use under a restricted registration system, such as the various Concessional Historic Vehicle Registration Schemes available in every State and Territory, provide there was restricted use and the vehicles could not be used commercially. (To this end we have ensured the new Qld SIVS wording expressly prohibits general every day use and commercial use.)

This was implemented by including in the Explanatory Statement that accompanied the Rules the statement "Exceptional circumstances may include situations where road use occurs on a regular basis, but the use on the road is controlled or limited by registration authorities". We sought some clarification from the Department, who replied with:

"Thank you for your email and apologies for the delay getting back to you. I understand your concerns, however, as discussed at our 5 February meeting, we believe that the provisions in the Road Vehicle Standards Rules could facilitate a successful non-RAV entry import approval application for some older vehicles that are intended to be used under a jurisdictional historic registration scheme. As you have alluded to, one of the key concepts here is "exceptional circumstances".

"Paragraph 768 of the Explanatory Statement says that, "Exceptional circumstances may include situations where road use occurs on a regular basis, but the use on the road is controlled or limited by registration authorities." My understanding is that use on public roads of vehicles registered under the types of historic registration schemes you are referring to are limited in some way, for example, maximum annual mileage or time limits apply.

I trust this is of assistance."

Nothing is guaranteed when dealing with the exercise of Ministerial Discretion, but the above words should bolster the case for allowing Historic vehicle import under this alternative avenue.

AHVIG will be attending a further meeting with the Commonwealth on 28 March 2019, at which, among other things, an explanation of the differences between the Exposure Draft Rules, and those as enacted, will be given.

Disclaimer: This is not legal advice and should not be relied on as such. Advice from a practising lawyer should be obtained before taking steps under the new regime.

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RACV British & European Show

Trophy Winners

Best Pre War European Vehicle

1910 Fabrique National FN - Stan Bone

Best Pre War British Vehicle

1929 Austin Burnham Saloon
Dale and Kay Goodall

Best Commercial Vehicle

1947/48 Bedford Truck - Warren Dodd

Best Motorcycle

Vincent HRD - Michael Walker

Best Post War British Vehicle

1954 Vauxhall Vagabond Tourer
Ivan Baker

Best Post War European Vehicle

1966 NSU Spider - Peter Thorogood

Best Club Display

MG Car Club of Victoria

Presidents Award

1961 Volkswagen Dual Cab Utility

Car of the Show

1923 Aston Martin Sports racer
Peter Saglietti



RACV British & European Show



Shannons American Motoring Show



Shannons American Motoring Show



Trophy Winners 2019

Best Pre War Vehicle

1939 Chrysler Imperial Jim Lambert

Best Custom

1958 Buick Jeff and Bev Woodbridge

Best Muscle Car

1973 Oldsmobile Steve Byne

Best Post War 50's-60's Classic

1954 Ford Monarch John Watson

Best Classic Fins

1960 Cadillac Eldorado David Rayner

Best Hot Rod

1932 Ford Adrian Derksen

Best Motorcycle

Indian Meredith Spyers

Best Commercial Vehicle

1964 Pontiac Bonneville Ambulance
Tony Wild

Best Rambler /AMC Vehicle

1964 Rambler 770 Colin Main

Best Convertible

1948 Ford Mercury Bob Parker

Most Original truck or heavy duty utility pre 1949

1934 Brockway Martin Egan

Best Restored truck or heavy duty utility pre 1949

1932 Chevrolet Ute Brian Dawes

Most Original truck or heavy duty Utility 1949 – 1970

Diamond T Frank Mecuri

Best Restored truck or heavy duty utility 1949-70

1959 International AA130 David Wenker

Best Prime Mover

1985 Kenworth Tony Spyers

President's Award

Cadillac coupe Irwin Sinclair

Best Club Display

Mustang Owners Club

Car of the Show

1969 Chevrolet Camaro SS
Rob Carboni



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Asbestos - some heartening news. by David Fryer

This article has been supplied by David Fryer, a committee member of the Vintage Car Club of Queensland (VCCQ) and appeared in the October 2018 issue of the VCCQ newsletter. David has kindly allowed us to reproduce his article here.

After eighteen months of relentless bad news on asbestos and eye-watering horror stories of destructive testing at Australian docks, there is finally some good news for importers of vintage and classic cars.

Hope comes in the form of a small asbestos certification company located in a quiet leafy lane in rural Gloucestershire. It's not exactly the sort of location that springs to mind when mummified in Australian red tape, but the UK is full of surprises and the principal - David Sollis - is a pioneering character who thrives on unpalatable challenges. David also happens to be a vintage and classic car enthusiast with a passion for speed at historic Pendine Sands, the legendary home of Babs and numerous world land-speed records throughout the 1920's.

I first met David in the small village of Newnham-On-Severn in 2015 when he was out for an evening stroll with his two children. Newnham is a pretty if unremarkable village situated on the banks of the River Severn - a long and meandering watercourse famous for its unusually high tidal bore. The bore is often tackled by wayward Aussie surfers looking for something different, but I was in Newnham for an annual tour of duty. My mother lived there before she passed away in 2016 and David lived just a few streets away.

Having imported a number of classic cars myself over the years, I can say the tough Australian asbestos laws were a challenge to negotiate when they were unleashed in 2017. Early advice was confusing and difficult to obtain; import agents were scrambling to make sense of it all, and as far as I could tell, no-one had actually imported a vintage or classic car without coming to grief at Australian docks. So when a good friend and myself decided to import two classic cars in June 2017, we had no idea what to expect on arrival in Brisbane.

Fortunately, we were capable of tackling most of the necessary mechanical work ourselves, but the list of items kept growing and it soon became evident that we needed an asbestos specialist to help with the import approvals. We needed someone to tick off replacement parts, approve the work carried out, and provide the essential documentation - an Asbestos Survey. Naturally, David Sollis was the first point of call, but at that stage he had only tackled building and industrial products. Not surprisingly, he was bemused when he heard about the new Australian restrictions, but he was all ears. In fact, it would be fair to say that he experienced one of those elusive 'light-bulb moments'. A new business opportunity was up for grabs and David had no intention of letting it pass by.

David would undoubtedly resist describing himself as a knight in shining armour, but he was certainly a sight in



David Sollis

a shiny asbestos suit, especially when practicing asbestos alchemy in the inner sanctum of his workshop at Flaxley. It was there that I witnessed some remarkable non-invasive testing techniques. The exact procedures are a closely guarded secret and my life would be at risk if they are revealed here. Suffice to say, David was instrumental in helping us achieve a successful and relatively painless import approval for both cars without any anticipated hiccups along the way.

I called in to see David again in 2018 and the previous year's light-bulb moment had grown into a full-scale operation to cater specifically for Australian Import Approvals. It was yet another example of an overseas business benefiting from over-regulation in Australia. This was a tale worth telling and David was happy to answer a few questions over an obligatory cuppa and a generous supply of chocolate digestives from the bottom drawer.

When did you first become interested in vintage cars?
"At the age of 9 at Pendine Sands in Wales. I learned to drive there in my dad's Moskvitch and I've been going ever since. This year I managed to squeeze 117 mph out of a 1930's Ford, but I hope to top that next year!"

How long have you been working in the asbestos industry?
"I started my Asbestos Consultancy in 2003. Before that I was a building surveyor with 30 years experience in the building industry."

How many cars have you tested for Australia since the asbestos laws were implemented?
"My 20th car just arrived in the workshop this week and another one is due in later today."

What cars have you tested so far?

"A Bentley Continental, a Borgward Isabella, an E-Type Jaguar, a Ferrari 456M, an Iso Rivolta Lele, Triumph Stags, MGB's, a Jeep Wagoneer, several Mercedes, Porsches, and a Porsche Tractor! Oh, and a Triumph Tiger and a Brough Superior SS100."

What was the most challenging?

"A Mercedes 450 SEL. The engine bay is particularly tight and obtaining samples for testing was a real challenge."

Did you uncover any unexpected horrors?

"Some cars that have been 'restored' are anything but. One even had some MIG welding wire still attached to the sills! Others were bought sight unseen at auctions and they were supposed to be rust free, but they weren't. Wiring is the most shocking. No-one seems to know how to make a proper crimped / soldered joint these days and heatshrink seems to be a thing of the past."

I meant asbestos. Did you find anything nasty?

"It's pot luck. Some cars are asbestos free, others have it everywhere. Not only gaskets and brake or clutch linings, you can find it in underseals, insulation, Bakelite knobs, even bonnet tape!"

Do you enjoy your work?

"I have a small team of mechanics and we also work on classic cars for hill climbs and routine maintenance; anything to keep classics on the road really. That's over 40 years playing with cars, bikes and trucks. To be able to combine my passion for classic cars with my day job is a dream come true."

Do you see the asbestos industry as risky business?

Yes. The asbestos industry is undoubtedly a high risk environment, but as with any hazardous material there

are different degrees of risk. For example, the exhaust heat shields on a 1960's E-Type Jaguar are a very high risk friable material that readily releases asbestos fibres. However, with asbestos based bituminous vehicle underseal it's almost impossible to release the asbestos fibres from within the material and it's also unlikely to degrade.

How do you see the future?

"I can't speak for Australian regulators, but our business is growing rapidly. We recently booked 10 Bristols for an Australian tour in 2019 and more cars are coming in every week as word spreads."

At that point, David suggested starting up the Pendine Ford, but the terrifying machine was only fitted with stub exhausts and the noise was ear-splittingly painful. I was thankful that it was buried behind a line of customer cars otherwise he may have insisted on a demonstration run. Besides, I had another appointment to keep.

Warren Mitchell - aka Alf Garnett - once said, "If medals were awarded for red tape, Australia would win Gold, Silver, and Bronze."

He certainly had a point, but in this instance David Sollis and overseas parts suppliers have struck gold as Australian car enthusiasts are forced to fork out yet more money from the sidelines.....

For more information contact:

David Sollis, **Survey Services Ltd**, The Old Forge, Flaxley, Gloucestershire, GL14 1JR.

<https://www.survey-services.co.uk/>

Tel: +44 1452 762721. Mob: +44 7919 100629

E: david@survey-services.co.uk

© David Fryer, Brisbane. Sept. 2018.

maximalist@bigpond.com



Above: Survey Services Inner Sanctum

Federal Election 2019

What RACV wants from the next Federal Government.

A concise overview of what RACV is asking each party to consider ahead of the 2019 election, and the next government to commit to delivering. This listing has been downloaded from the RACV website, which also has more concise information on each topic raised here.

A Connected Transport Network for Melbourne.

Population growth has put pressure on Melbourne's roads and infrastructure, increasing congestion and inefficiencies on our roads. To combat the inevitable effects of population growth, RACV believes the Federal Government should play a more proactive role in enabling the infrastructure Melbourne needs

Improved Transport Infrastructure and Services across Victoria's 10 major regional cities.

As Victoria's population boom spreads into regional areas, it's essential that transport systems become a focus for investment beyond Melbourne. RACV believes much needed road, public transport and bicycle infrastructure improvements are required across Victoria's 10 largest regional cities; Ballarat, Greater Bendigo, Greater Geelong, Horsham, Latrobe, Mildura, Greater Shepparton, Wangaratta, Warrnambool and Wodonga. RACV wants the Federal Government to fund the projects outlined in [RACV Growing Pains 2018](#) to ensure regional areas are not left behind and remain great places to live and work.

A Fair go on Fuel Excise expenditure. The current transport system's failure to keep up with growing demand is harming our economy and our quality of life. The current system of relying on a combination of fuel excise, GST and various Federal and State motoring taxes is complex and broken. RACV is calling for an overhaul of the current system for road use charging that considers the type of vehicle used, the location, distance and times of travel, with all revenue from the road use charge reinvested in road and public transport improvements.

A safer highway network across regional Victoria. Alongside RACV's ask to see improved transport infrastructure and services across Victoria's 10 major regional cities, RACV would like the Federal Government to support three major projects to enhance Victoria's highway network, making it safer for road users.

1. Complete the duplication of the highways to Ararat and Sale to a four-star standard.
2. Upgrade remainder of major interstate routes to a minimum three-star standard.

Deliver a renewal and maintenance program for Victoria's country highways, with community involvement and greater transparency around road conditions and safety star ratings.

Improved bicycle infrastructure and encouraging riding. RACV believes alternative modes of transport need to be a priority for the Federal

Government to reduce congestion and ensure safer conditions for cyclists and those sharing space with them.

Improved transport infrastructure across metropolitan Melbourne. For Melbourne to be a truly world class city, the Federal Government should support investment in improving Melbourne's transport network. RACV believes Federal Electorates need to investigate;

1—The [Redspot](#) issues that require fixes

2—Funding a package of train station and service improvements to address issues raised in RACV's OnTrack survey.

Australia's failing National Road Safety Strategy.

In the first few months of 2019, lives lost on Victoria's roads have increased by 41 per cent year to date, with 77 fatalities from car crashes. These deaths are avoidable, with RACV urging bipartisan support for better federal leadership in addressing road safety and road trauma.

Better prepared for autonomous vehicles. RACV recognises the future benefits of automated vehicles and zero emission vehicles and encourage a holistic approach to better understand the potential benefits, which include improved safety, accessibility and the reduction of emissions. All of which, are of keen interest to Victorians.

RACV would like to see the Federal Government make every effort to anticipate the roll-out timeframe of these technologies to realise the greatest benefit of vehicle automation. Identifying what is needed, and how progress is monitored will help to ensure the country is ready for the new technologies.

Safer laws for children in the car. RACV is urging the Federal Government to prioritise the safety of children this election by changing the law to ensure height, not age is the determining factor when deciding between a car seat or seatbelt. The current law is ambiguous, with parents often moving their children out of booster seats too soon, putting their child at greater risk of head, neck, spinal and abdominal injuries in a crash.

Reduce cost of living pressures on Victorians.

RACV Members have expressed persistent concerns about the cost of living pressures they face, which is understandable given energy prices have risen significantly over the past decade. New research commissioned by RACV has confirmed what many Victorians already know too well- Australians are struggling to keep up with ever-increasing cost of living pressures. Two thirds of Australians surveyed said that they've struggled to pay their energy bills and 80 percent of households admitted to slashing their spending to cover energy costs with electricity becoming the biggest bill. With not much relief in sight, Victorians need the Federal Government to support practical solutions, transparency and a voice to help change the system.

Cadillac LaSalle Club of Australia – Victorian region Inc



The Cadillac LaSalle club was originally a national club formed in Sydney in 1970, a time when one-make clubs were in their infancy.

Gradually active members from other states joined the committee. AGMs were held in Sydney, and several Melbourne members attended each year, along with an occasional Queensland. Cadillac people were keen supporters of General Motors Days, and several Sydney and Melbourne members attended each other's annual shows of GM American makes over the years. So there was plenty of interaction between states.

National rallies became popular in the Club from 1989 onwards and continue to grow bigger and better. They are rotated between all states and are well attended by members from all points and the US.

The Victorian club was created when it incorporated in 1991, at around the same time as other states and many other clubs also incorporated. However our much-awarded quarterly magazine "LaCad" is still produced as a national effort and our membership process is also coordinated nationally.

Membership has boomed since the availability of registration for left-hand-drive vehicles, and the popular nostalgia for postwar American cars has also brought us many members.

The Victorian club has never held a concours or competitive judging, and we think this has helped us to remain a group where everyone gets on with everyone else and there seems to be no rivalries or factions.

In addition to the quarterly national magazine, a monthly newsletter is sent to all Victorian members to advise of coming events plus what

you missed if you didn't come to the last event.

We hold an outing every month, which is usually a Sunday drive to a destination, and often in conjunction with a pub lunch. We hold an occasional weekend away, and these have also been well-attended.

This is a club that has never held regular meetings, as members over decades have been happy for the committee to run things and to enable the social side of the club to flourish. Reports are made to the membership at the AGM.

Cadillac and LaSalle

Cadillacs have been produced continuously in the USA since 1903 and were sold in Australia through GM and GM-H dealers until 1939, including some Australian-bodied cars in the late thirties. LaSalle was a mid-priced make introduced in 1927 as a "companion car" to Cadillac, but the separate make was discontinued after 1940. LaSalle was considered a luxury car in Australia, and is still a desirable classic to own.

Cadillac did not resume building right-hand-drive cars after World War Two, and importing of American cars (USA built) became very difficult under currency restrictions limiting access to US dollars, restrictions that lasted until 1960.

After 1960 several large Australian distributors imported Cadillacs, and some independent dealers also brought in new and used models. All had to be converted to RHD of course, to be registered in Australian states.

Many RHD Cadillacs survive, but these are outnumbered by more recent imports which can remain left-hand drive.

Aston Martin will make old cars electric so they don't get banned from cities

By [Sean O'Kane@sokane1](mailto:Sean.O'Kane@sokane1)

published on "The Verge" website

Add Aston Martin to the growing list of companies using nostalgia to sell customers on the idea of an electric vehicle future. The British automaker announced this week that it's starting a "Heritage EV" program where owners of classic Aston Martins can have their cars converted to an all-electric powertrain.

Wouldn't this be sacrilege, you might ask? That's an argument for another day. Aston Martin's starting this program for a very specific reason. Cities around the world, but especially in Europe, have begun to shun internal combustion engines in favour of boosting air quality for residents. If this pattern continues, it raises the question: what good is a classic car if you can't drive it anywhere?

Aston Martin says the technology for these conversions will be built on "key components" being used to develop the Rapide E, a super-limited all-electric sports car due late this year. The Rapide E will use an 800-volt, 65kWh battery, offer "over 200 miles" of range, and feature a sub-4-second 0-60 mph time, as well as a top speed of 155 miles per hour. Only 155 of them will be sold, too. So the best way to get a taste of Aston Martin's electric future might actually be one of these EV conversions. (They're also due to start in late 2019, but no word on pricing yet.)

Below: A DB6 fitted with an electric powertrain

The automaker says the first car it will develop a conversion plan for is the 1970 DB6 MkII Volante. Aston Martin will build Rapide E-inspired "cassettes" that can essentially slide in where the original engine and gearbox used to be, and will even be attached to the same mountings. A new screen will be fitted in the car's interior, but otherwise, little else is changed. This also means that, should an owner change their mind, and also have the money (which, come on, of course they do), they should be able to change it back if they so desire.

"Given the historical significance of these collectors cars it's vital any EV conversion is sympathetic to the integrity of the original car," the company wrote in a press release this week. "The cassette system offers the perfect solution, offering owners the reassurance of knowing their car is future-proofed and socially responsible, yet still an authentic Aston Martin with the ability to reinstate its original powertrain if desired."

EV conversions have been around for a while now, and both customers and companies seem especially focused on classic cars like Porsches, Range Rovers, and VW Beetles and buses. Jaguar recently announced plans to sell an all-electric version of its famous 1960s E-Type. As we push further into this new realm of electrified transportation, automakers and enthusiasts keep finding ways to drag some of their favorite cars out of the past. Aston Martin is just the latest, but it surely won't be the last.



This article from Wendy Muddell of Queensland, (which was published in the April 2019 VCCQ newsletter) is very pertinent as the 2019 AHMF Annual Meeting is due to be held in Melbourne in July, hosted by the AOMC. For any State or National issues that your club feels need airing at this forum you need to get in contact with the AOMC secretary or raise the issue at the May delegates meeting.

1970 saw the first International Veteran & Vintage Rally under FIVA held in Australia, others were held in 1978 and 1988 (the largest), hosted by the Veteran Car Club of Australia, the FIVA representative in this country. The FIVA rule is one national club or organisation per nation.

This event in 1970 generated discussion throughout the historic vehicle movement, then largely pre-WW2 vehicles, about the formation of State Councils and thereby a National organisation. A few State bodies were already formed (not many) and some were in the process.

What was planned was simpleness itself:

Antique (mainly pre-war) regional and metropolitan Clubs

FORMED

State Representative Councils,

who, through Delegates authorised by State Councils, formed a National Body.

There was some discussion principally between NSW and Victoria whether the National body should cater for veteran and vintage (Victoria) or include later vehicles – the NSW view. A number of processes were followed, and eventually the more inclusive view was adopted.

I do not know who the founding secretary and executive were, but in the mid to late 1970s Mike Belfield was active as the Secretary, and meetings were held during the Saturday afternoon at Bendigo Swap.

An expectation was that the State bodies would be responsible for communicating with State governments, the National body would be responsible for any National issues. All this sounded logical, and whilst no one was beating down the door to be on the Executive, there was an executive, of which the Secretary has the most to do, as usual.

In the years since then the participation of State bodies has included all States except Tasmania, as I understand it because it does not have a State governing body made up of clubs. By now the National body was known as Australian Historic Motoring Federation.

We will skip the intervening years since foundation and I will endeavour to tell you of the position as I see it currently.

Few enthusiasts are aware of the National responsibilities of the AHMF and the way it is supposed and required to function. There have been times when a State body sends as a delegate someone who is “willing to go”. The tyranny of distance is alive and well in Australia, and sadly some

State bodies (not all) are unwilling to send one delegate, let alone two. Costs are significant and possibly some State bodies see little value or return from the deliberations of the AHMF, or from the input of their reps.

A point must be made here in fairness. Clubs within the movement are supposed to be motivated by their members at general meetings (and a devoted executive). The clubs who are members of any of the State councils are expected to raise within those organizations matters on which some advice or lobbying may be required.

Therefore when guidance or advice is sought on National matters such is meant to be raised at AHMF meetings by the delegates to each State body. In this way (hope you are still with me!) members of the clubs have a direct line to the AHMF. This system provides – in theory at least – the opportunity for all to be “on the same page” where that is appropriate, and to observe best practice opportunities.

When any club cannot participate in the State meetings for any reason, that Club will possibly not be operating to get the best out of the available opportunities.

And when State bodies, for any reason, are not represented at an AHMF meeting (once a year?) the views of their members on National matters remain unstated, and the AHMF has limited guidance on what it should, or should NOT be doing.

The qualities of the executives of both State and National bodies are therefore critical to the future of the Historic Vehicle Movement. Therefore it is also critical that the best available people are elected to these posts.

I am not in any way criticising the efforts of those many in Australia who do their very best in any of these roles – and there have been many. I am saying that it is time for those who have a demonstrated capacity to look after the interests of the historic vehicle movement to make themselves available in any of the many roles required.

If you are aware of something you do not agree with, raise the issue with your Club, then if the members agree, your Club can put the matter forward to the relevant State council, who – if it is a National matter – can raise it at the appropriate forum. It is very simple! It is, in the end, much easier to sort something out before it becomes a total disaster, than to try and fix a perceived problem after the proverbial “roof has fallen in”.

These comments are general only, not directed at any organization or individuals, who are often doing a thankless job at expense to themselves, and possibly some inconvenience as well.

Now could be the time to ensure there is no disruption to our continued enjoyment of this wonderful, historic pursuit, in all its forms.

Wendy Muddell OAM, vintage motorist (and restorer) for a very long time.

Minutes of the February 2019 AOMC Delegates meeting

Minutes of the AOMC Delegates Meeting

Monday February 25th, 2019 at 7.30pm

Venue – Jaguar & Austin Healy Car Club rooms
Springvale.

There were 111 delegates in attendance representing 87 clubs.

Chair: Keith Mortimer, President AOMC

Keith Mortimer welcomed all delegates, visitors and guest and wished everyone a happy 2019. He then asked all delegates to stand and introduce themselves to their neighbour.

Keith reported that over 1,000 vehicles attended the British & European Motoring Show at Yarra Glen Racecourse yesterday. He acknowledged the hard work done by Iain & Maureen Ross, Graeme Moody, Robert Mihelcic, Wheelers Hill Lions Club, 60s-80s Holden Club, Philip Johnstone and the RACV in organising and presenting the show.

Apologies: Derek Birch (*Fixible Clipper Club of Australia*), Jennifer Jaeger (*Morris Register of Victoria*), Dennis Brooks (*Historic Commercial Vehicle Club of Australia*), Gordon Hellsten (*Victorian Historic Racing Register*), Martyn Bishop (*Monarchs Motorcycle Club*), Robert Mihelcic (*Victorian Torana Car Club*), Jim Stephen (*Maserati Car Club of Australia*), Fred de Gooyer (*Land Rover Owners Club*), Graeme Smith (*Goulburn Valley Motor Vehicle Drivers Club*), Richard Murrell (*Goulburn Valley Motor Vehicle Drivers Club*), Grant Dunn (*Southern Hot Rod Club*), Gerry Howell (*Rolls Royce Owners Club*)

New Delegates/New Clubs: Andrew Alkemade & Mark Ellis (Torana Owners Club), Tony Richardson & Bill Sherman (Ruff Cut Cruisers)

Minutes of previous meeting: The minutes of the November 2018 Delegates meeting were accepted on a motion moved by Rick Cove (EGHAC), seconded by Bevan Fenner (Vic Military Vehicles) and carried

There was no business arising from the minutes for this meeting.

Guest Speaker: Guy Allen, Editor of Unique cars magazine. Guy Spoke about the production of the magazine which has 13 issues per year and includes about 100 pages of advertisements. He noted that there has been a seismic shift in the industry in living memory. In its heyday, 60,000 copies were printed of each issue, and there were teams of specialists putting everything together from journalists to compositors to printers. Now they only produce about half that number of copies, and everything is done electronically.

Guy now produces 2 website articles per week and about 10 facebook posts. His company, though, has chosen to stick with a printed copy even though sales are decreasing. He noted that the pictures that appear on the cover tends to affect the sales of that particular issue, so they need to trend spot and follow the market to maintain sales. Most copies are sold off the shelf at newsagents, rather than by subscription.

Guy pointed out that mailing was an expensive proposition. He also noted that the number of newsagent outlets is also diminishing as well. Several questions and comments from the floor were complimentary of the way Guy's magazine represents the movement.

There was a discussion about the issue of regular roadworthy checks, and both Guy and Daryl Meek (RACV) pointed out that statistics from around Australia prove that regular RW checks do not affect the accident rate, and Guy pointed out that if anything classic car owners over service their vehicles.

One delegate noted that he bought a car through Unique Cars ad several years ago, and the ad is still running. Guy responded that they have regular cleanouts of the classifieds listings, but some things do get missed. He appreciates feedback on such matters.

Treasurer: Angelo D'Ambrosio reported that currently the AOMC has \$180,778 in its accounts. Over the past 12 months expenses have increased, but measures are being put in place to decrease these expenses.

Correspondence: Wolesley CC wrote re tax office ruling that a clubs non member income (such as advertising in a newsletter) over \$416 is taxable. Angelo responded that he is seeking clarification on this scenario and will report back. He noted that every clubs situation would be different.

Break for Supper at 8.10pm. Meeting resumed at 8.40pm.

Presidents Report: Keith Mortimer noted that this is an election year and it is timely for the movement to take political action over the Luxury Car Tax and Asbestos in imported vehicle issues, which are both having detrimental effects on car importers. A letter to the relevant ministers has been drafted and circulated, and Keith urged clubs to encourage their members to sign a copy of the letter and send to the two ministers named. A copy of the letter will be posted on the AOMC website.

Daryl Meek (RACV) then took the floor and spoke about the work of the Australian Historical Vehicles Interest Group (AHVIG), which has sent in a submission to the Federal Government on the LCT issue. They are now looking at the asbestos issue and the National Vehicle Standards that are under review. Several points of concern are that any vehicle over 25 years old and over 3.5 tons is banned from being imported into Australia. Also, all vehicles imported need to be on a register of approved vehicles. Daryl and Doug Young had a meeting in Canberra with government officials, and they appeared to be receptive due to the sensible alternatives that were proposed.

Protection of moveable cultural heritage: The Act has been reviewed, and no changes to the act but some rule changes. The major win is that a vehicle does not need to have a specific date or value to be considered significant under this act, so any vehicle considered to be of significance will need a special license before it can be exported. Daryl asked if anyone thinks that a significant vehicle is about to be exported dubiously, please get in contact with either the AOMC or himself.

Australia Day in Domain. Great success with 100 vintage vehicles. Dept. Of Premier & Cabinet have

agreed to increase the number of vehicles allowed into the domain for future displays.

Question from the floor: Can something be done about petrol price increases just before a holiday period or long weekend. Daryl Meek responded that the RACV have put up submissions on this matter every year for the past 6 years, and the Federal Government keeps responding that it is an overseas issue.

AOMC Events: American Motoring Show: Graeme Moody reminded everyone that the event is on Saturday March 23 at Akoonah Park in Berwick. Gates will be open from 8am for display vehicles. Graeme emphasised that volunteer assistance is required on the day to make the event work, and clubs were asked to consider supplying volunteers. All details and a site map are on the AOMC website.

NMHD: Due to Historic Winton taking place on the weekend of 17 – 19 May, the AOMC will be holding its NMHD event the following week at Yarra Glen racecourse on Sunday May 26. Entry is by gold coin donation, which goes to the local CFA who will man the gates. Rick Cove pointed out that NMHD is still on May 19, it is just the AOMC event that has changed.

Aussie Car Show: Will be held on Sunday August 25th at Yarra Glen and will be sponsored by the RACV. Will be open to all Australian made classics.

VicRoads/CPS: Iain Ross reported that the proposed review of the CPS has been put off to later this year, but we still do not know what it entails. Several delegates raised issues that club members have had with VicRoads, Iain will follow up on these issues.

Engine Number Records: Philip Johnstone recounted several of the searches he has undertaken recently. One person had a Kombi van that he tried to information

about, even writing to Germany, but no luck. Came to ENR service and found all the details he needed. Also, a Kawasaki motorcycle that Philip confirmed details of that the owner said now proves that it was used in Mad Max movie.

General Business:

Daryl Meek (RACV) Florence Thomson Tour is being run again and is already fully booked with 200 entries. If anyone is still interested they can contact Daryl.

Rick Cove: 40th anniversary event at Corowa. It was started 40 years ago by a couple of people with amphibious vehicles who got together to swim their vehicles.

Maffra Shed upcoming display is forgotten American manufacturers.

GHVAC display day at Toners Lane, Morwell.

Joe Galea (FE/FC Holden) noted that today is 100 years since Holden Motor Body Works Ltd was registered in Sth Australia, 25th February 1919.

Terry Roche (Triumph CC): club were very pleased with the event at Yarra Glen yesterday. Good venue and well run.

Len Kerwood (Austin 7): Historic Winton is on May 17-19. This year they are celebrating 60 years of the Mini, and there will be a Mini only race.

Rob Greene (Macedon Ranges) thanked daryl Meek for the Australia day event, and also thanked everyone who attended hanging Rock Picnic. Over 1800 cars and 400 motorcycles attended.

Meeting Closed at 9.45pm.

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 or contact us on secretary@amoc.asn.au



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 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
	\$115	\$115	\$90
	Maximum fee \$160		



**21 Rosalie Street
Springvale Vic 3171**

**Tel: 03 9558 4829
Email: secretary@aomc.asn.au**

Name		
Address		
		Postcode
Phone	Fax	Email

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

Year/Make/Model		
Engine Number	<= Necessary Information (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 [#]
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 [#]

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 4th 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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