



AOMC News

October 2020 - Issue 148

www.aomc.asn.au

Annual General Meeting

Monday 23rd November

Time: 7.30pm

The 2020 AOMC AGM will be conducted via zoom.

More details on page 4 of this newsletter.

Association of Motoring Clubs Inc



An image of from pre covid times. Ian James' 1959 Morris Commercial which was awarded Best Commercial Vehicle at the British and European Show in February.

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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.

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**And visit our facebook site:
www.facebook.com/infoAOMC**

New Member Clubs

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

**Maserati Owners Club of
Australia**

**Classic Rides and Drives
Club**

ASSOCIATION OF MOTORING CLUBS ISSUES & ACTIONS

- Support the Development and Retention of the permit scheme for historic vehicles
- Lobby against the introduction of annual roadworthy inspections
- Lobby against any legislation that introduces compulsory removal of older vehicles from the road.
- Support Retention of the left hand drive registration scheme for classic, historic vehicles
- Lobby for the introduction of Australian standards for fuels suitable for the historic fleet.
- Carry out a watching brief for any State or Federal legislation that may affect the ability of the historic vehicle movement to continue to use their vehicles on the roads and highways.
- Continue to monitor the historic vehicle movement to ensure that it operates in a manner that is not considered anti social by the wider community and that attention is paid to changing community environmental standards.
- Provide relevant advice to clubs on matters that have state wide ramifications.
- Provide forums for discussions and training for club officials on matters of common interest.
- Assist with the recording of information relating to the part played in the history of the State by the historical vehicle fleet.
- Assist clubs with promotion of the member clubs and of the historic vehicle movement.
- Provide assistance or support with the establishment and promotion of events of state wide significance that showcase the historic vehicle movement.
- Liaise with other state wide organisations that service the historic vehicle movement.
- Alert state clubs of prospective Victorian local Government rules impacting on local clubs relating to the storage of vehicles on private property.

Presidents's Report

Welcome to our latest Newsletter.

During this year, the Association has been closely monitoring the situation regarding the COVID-19 pandemic and the effect on our movement as well as on clubs and their members. We are aware that many traditional club activities have been curtailed and some clubs have all but ceased to operate.

The Association has been required to close its office in favour of working from home and cease processing engine number record searches to be compliant with the guidelines. We have maintained contact with our clubs via our newsletter, e-mail updates, our website, Facebook and virtual meetings via zoom have also been initiated. Our committee has continued meeting each month via zoom to enable the association to continue to support our clubs.

We are issuing our membership invoices shortly and we will be offering our members a discount on the fees to be paid.

We are developing an exciting array of member seminars that will assist our clubs

Topics being considered include, managing social media and communications, member engagement, risk management, newsletter and electronic content production, financial and compliance issues, and estate planning. Clearly these will either be in person seminars at our headquarters or virtual zoom meetings. Please watch out for details as they come to hand.

Like all organisations our committee constantly needs change. Change that can bring new ideas and emphasis for the organisation.

If you have a desire to see our movement thrive into the future, have an understanding of legislative procedures affecting the movement, or generally value the need for a state level representative association, we would like to hear from you.

We want to develop more representation from the European and American vehicle clubs on our committee. As well youth orientated, and female representation would be welcomed.

It is expected that committee members would be able to attend a monthly committee meeting, scheduled for a Monday evening. Face to face meetings are held in Springvale (zoom meetings are currently taking place). Candidates need to be comfortable with computer-based communication. Meetings generally last no more than two hours. Committee members are expected to attend and assist with shows and seminars organised by the Association. Applicants must be computer literate.

As well we need a shows coordinator to assist in the organisation of our annual Motoring Shows. A great opportunity for a well organised enthusiast to put his/her stamp on these popular events. This is a multifaceted role combining venue management, publicity, and financials. Full support will be provided by the Executive committee.

If you would like to discuss committee positions or the shows coordinator role in the first instance, please contact me for a chat.

Keep safe and we hope it is not too long until normal club activities can resume.

Iain Ross
AOMC President

Important note re paying renewals by Direct Debit.

Clubs are requested that when paying their subscription renewal by direct deposit please reference the club's name and invoice number so we can identify who is actually paying.

A recent example is: Deposited in the AOMC bank account on October 15th:
reference "Deposit Bank Flrst 275540 Tax Invoice".

We are unable to identify who the payee is. If you recognise the deposit please contact the AOMC office.



Notice of Annual General Meeting Monday 23rd November Time: 7.30pm

The Association Of Motoring Club's Annual General Meeting will be held on Monday 23rd November at 7.30pm as a virtual meeting by zoom.

Participant numbers will be limited and we request that one delegate from each member club participates in the zoom meeting.

Early in November Delegates will be emailed a Nomination form, Proxy Form, and an Invitation to participate.

Closer to the meeting participating delegates will be emailed the Financial Summary, 2019 Annual General Meeting minutes, an Agenda and the officer's Reports.

The AOMC Executive Committee

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If you would like to discuss committee positions or the shows coordinator role in the first instance, please contact me for a chat.

Iain Ross
President
imgross@bigpond.com

Covid Hardship - What Hardship?

The following article was published in the Federation of British Historic Vehicle Clubs September newsletter, and puts the constraints on our normal lives under Covid 19 into historical perspective. The FBHVC Communications Director Wayne Scott came across it via a WhatsApp chat group

Imagine you were born in 1900. At 14 years old, the First World War breaks out and runs until you have your 18th birthday with 22 million dead around the world. Soon after that and in time for your 20th birthday, a global pandemic of Spanish Flu strikes with 50 million dead by 1920. By the time you celebrate your 29th birthday, a global recession breaks out, the New York Stock Exchange collapses and millions suffer in poverty and famine. Riding on the back all of this, when you turn 33, the Nazis come to power in Germany. Just before your 40th birthday, World War 2 begins and by the time you are 45, some 60 million have been killed in that conflict, plus 6 million Jews. When you are 52, the Korean War begins and when you are 64 the Vietnam War breaks out and lasts until you are 75! Not to mention the Cold War which probably outlasted you altogether.

The point is, today we live in relative peace and comfort. We have many tools, technological advances and medicines to help us. So, if we need to wear a mask and stay at home where we have food, electricity, running water, radio, TV and WiFi, we should appreciate that thankfully all this bears little resemblance the hardship encountered by some of those previous generations that 'saw it all' in their lifetime. They suffered so much, yet still came out fighting to change the world and make great advances for the betterment of all, especially in the automotive and aviation fields.

So, if ever you find yourself frustrated, angry even, at not being able to attend your favourite historic vehicle club event or venue. If you feel bereft of the freedom to meet up with like-minded friend and wander around autojumbles, then pause. Stop and remember the person born in 1900 and be inspired to find the strength, patience and tolerance to cope with the present situations' challenges.

Just as those previous generations fought for a better life, so we will come out fighting to return to our previous way of life and to once again enjoy the collective use of historic vehicles and the camaraderie they bring. We will get back to it, patience is required, but normality will return through collaboration and support for one another.

This information from a medical expert was provided to the Federal Veteran Car Club and other clubs with rallies in the pipeline

A meeting of representatives' from several major historic car clubs in Victoria heard from an epidemic specialist about the ongoing effects of the pandemic, especially in relation to recreational motoring events.

It seems likely that national rallies may well be affected for 2021 and possibly longer, the threat of border closures being one serious matter as that influences entries (and likewise major interstate swap meet attendances), to say nothing of the difficulties in arranging hundreds of meals etc. attentive to health safety and distancing, and satisfying local authorities (Councils, Police and Health) that all aspects of Covid safety for large numbers coming into a centre would be appropriately managed.

As was pointed out, a national rally may introduce a Covid hotspot that could overwhelm local and regional health facilities. On a brighter note though it was suggested that State and regional rallies, while needing to of course observe all the health etc. requirements could, with limited entries, be managed to comply. It certainly seems it is going to be a changed environment for car clubs and historic motoring events into 2021 too.

VicRoads News

From 21 September, all licence testing will resume in regional Victoria. Customers who previously had their appointment postponed will be contacted directly via SMS and asked to call a dedicated 1300 number to re-book their appointment.

From Tuesday 29 September, customers in regional Victoria will be able to book their licence test at their closest regional VicRoads Customer Service Centre. Tests are going ahead with additional safety and cleaning measures in place.

The Government has announced all licence testing will resume in metropolitan Melbourne when the city moves to the Third Step of the roadmap to reopening.

The first priority will be to directly contact all metropolitan customers whose appointments were postponed on 25 March and again on 8 July, due to the impacts of coronavirus (COVID-19). These customers will be sent a text message with instructions for how to re-book.

Second Step restrictions in Metropolitan Melbourne

Second Step restrictions are now in place across Metropolitan Melbourne. You can only leave home for permitted work, essential goods and services, exercise, medical care and caregiving. When you leave home for a permitted reasons, you must use a face covering, unless you have a lawful reason for not doing so.

We're still open for business – online and on the phone. Our Customer Service Centres remain open but we ask you not to visit unless your matter is urgent. We are not accepting online appointment bookings at this time. To book an appointment, please call [13 11 71](tel:131171)

Licence testing All licence testing, including computer-based testing, is suspended under Second Step restrictions across metropolitan Melbourne.

The Chief Health Officer has outlined a range of measures to allow hardship and compassionate drive testing to take place safely where undue hardship would be experienced in absence of the test taking place. Pre-drive health-screening checks for all occupants in the vehicle, appropriate cleaning or coverage of vehicles used in tests, increased hand hygiene protocols for all occupants in the vehicle and the use of appropriate personal protection equipment as stipulated by VicRoads for all vehicle occupants as requested.

These tests will continue to be conducted at all Customer Service Centres and scheduled at the nearest CSC where possible.

For more information go to [Safe Operating Procedure \(SOP\)](#) for licence testing.

Learner drivers and practice drives

- **For light vehicle learner drivers within metropolitan Melbourne, driving practice is now permitted for essential activities, such as going to the shops, work and other permitted activities, with a parent from your household. Driving solely for the purpose of practice is still not permitted.**
- **For light vehicle learner drivers within metropolitan Melbourne, professional driving lessons are not permitted reasons to leave home at this time.** Under Second Step restrictions, professional driver training can only continue if it is necessary for the operations of a permitted workplace. A valid worker permit would be required for both the instructor and the driver and face coverings must be worn.
- **Light vehicle learner drivers living within regional Victoria can undertake supervised driving practice under Third Step restrictions.** Supervising drivers are full licence holders which may include family members, volunteer mentors and also qualified driving instructors.
- **For heavy vehicle and motorcycle training and assessment, under Second Step restrictions, professional driver training can only continue if it is necessary for the operations of a permitted workplace.** A valid worker permit would be required for both the instructor and the driver and face masks must be worn.

Recent changes to the Club Permit Scheme

October 2020

The Road Safety (Vehicles) Regulations 2009 will be replaced by the Road Safety (Vehicles) Interim Regulations 2020, which will take effect from 4 October 2020

The new Regulations include the following changes that apply to the Club Permit Scheme.

Use of Club Permit vehicles

The vehicle operated under the Club Permit must not be used for hire or reward for the carriage of goods or freight or to provide a commercial passenger vehicle service as defined by the *Commercial Passenger Vehicle Industry Act 2017*.

Club conditions

VicRoads may, from time to time, vary or remove a condition that an approved vehicle must comply with. Internal review rights apply.

Club Permit number plates

When applying for a Club Permit, the applicant will now be required to pay a fee for the issue of standard Club Permit number plates (\$38 for two number plates, or \$19 for one number plate.)

Insure with Victoria's first car enthusiasts.



Since 1903 RACV has been taking care of car enthusiasts and their cars. So when you're looking to insure your vintage, veteran or classic vehicle, you can relax knowing RACV's policy takes care of your car almost as well as you do.

With a list of features including agreed value, retention of salvage[^] and a choice of repairer, you can be sure that RACV has got you covered, and with our Years of Membership Benefits program the longer you've been a member the more you'll save.

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For a quote call 1800 646 605 or visit www.racv.com.au



RACV Veteran, Vintage and Classic Vehicle Insurance is issued by Insurance Manufacturers of Australia Pty Ltd ABN 93 004 208 084 AFS Licence No. 227678. Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228). [^]Applies to total loss vehicles manufactured before 31/12/1980.

Automotive Industry Advice

This information has been published on the VACC website, and reproduced here for your information.

Coronavirus Update: Following the low number of COVID-19 cases in both metropolitan and regional Victoria, the Premier announced a number of changes to community restrictions. These changes came into play Sunday, October 18 at 11:59pm.

Most notably, for members in metro Melbourne the five-kilometre limit for exercise and shopping has now been extended to 25 kilometres. Customers are therefore now able to visit a workshop up to 25 kilometres away from their residence. If a specialist and/or brand-specific workplace is required, travel beyond this radius is permitted in order to access these services.

Car washing services, including automated, self-service, or those undertaken in line with social distancing requirements are open. Services must operate solely outdoors with up to five people where social distancing can be maintained. Businesses must have an ABN.

Servicing permitted *(advise issued 16 September 2020)*

Stage 4 restrictions pertaining to logbook and scheduled vehicle servicing have been eased, after a long and collaborative discussion between VACC and the Victorian Government.

Any vehicle, be it for a permitted industry or a member of the public, can now have a routine service or scheduled service performed.

This advice is confirmed on the Business Victoria website, under Frequently Asked Questions:

Routine maintenance (i.e. logbook or scheduled maintenance) is permitted as a standalone service for safety purposes only, including for repairs and product recalls. Under the current guidance, automotive, machinery and equipment repair and maintenance are permitted to operate:

- where service providers are providing support to a permitted service or industry or
- where it is required to maintain the health and safety of Victorians at home or at work (e.g. routine maintenance, vehicle repairs and critical maintenance including disinfection).

"VACC has been in constant dialogue with the Victorian Government and is pleased that the government has listened to our reasoned arguments and put the safety of motorists first," said VACC CEO, Geoff Gwilym.

Previously under Stage 4 conditions, motorists living in the metro Melbourne area were not permitted to book routine servicing (logbook or scheduled maintenance) for their vehicle/s as a standalone service. Additional service work to a vehicle was only lawful when urgent vehicle repairs were being undertaken – in those cases, maintenance and servicing could then be completed at the same time, to keep the vehicle roadworthy. As a result, many metro Melbourne motorists were left vulnerable.

"VACC research indicates that Victorian new car dealers saw an 81.1 percent drop in vehicles presented for service between June and August. This, when factoring in motorcycles and trucks, could have led to half a million vehicles missing their regular service 'window' by December – if the government had not listened to industry feedback and insight. Critical repairs may have been missed. This is not only dangerous but would have produced a backlog that was unlikely to be cleared in time for the end-of-year holiday period," said VACC CEO, Geoff Gwilym.



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.



Victoria Police Blitz on illegally modified vehicles

Victorian Police highway patrol unit has contacted VACC to raise awareness among the automotive repair industry relating to an increase of illegally modified vehicles on Victorian roads. Repairers may potentially be caught up in a police investigation for breaches of the Road Safety (Vehicles) Regulations 2009.

What's Happened? Police intercepted a vehicle fitted with a nonstandard high-performance engine and turbocharger without an engineer's certificate/ VASS certificate. The owner was issued with a defect notice and fined for driving a high-powered vehicle while still on their P's.

Subsequently, the owner proceeded to have the engine swapped with the original engine in order to obtain a roadworthy certificate and have the defect cleared. The engine swap was completed by a repairer who then sent the vehicle to a licensed vehicle tester (LVT) for inspection.

Once the vehicle had passed the roadworthy inspection and a certificate issued, the vehicle was returned to the repairer. On that same day, the engine was again removed and replaced with the performance engine. The owner visited a VicRoads Service Centre with a copy of the roadworthy certificate and had the defect notice cleared. Police intervention prevented this vehicle from being allowed back on the road within 2 days of the roadworthy certificate being issued.

The matter is now under police investigation to determine any wrongdoing on the part of the repairer and the LVT. Fortunately, in this case the LVT was able to provide evidence including photographs and engine details of the vehicle when it was presented for inspection. The licensed vehicle tester was found to have acted in accordance with VicRoads testing standards and road safety regulations. Failing to adhere to these rules may have resulted in the LVT losing their license and possibly their livelihood or potentially facing the scrutiny of the coroner had the vehicle been involved in a fatal collision.

Road Safety (Vehicles) Regulations 2009 - Chapter 2 regulation 21 (3)

- (3) person who modifies, or adds components to, a vehicle must ensure that –
- (a) If the vehicle complied with the standards for registration immediately before the modification or addition, the vehicle continues to comply with those standards
 - (b) For a heavy vehicle –
 - (i) The modification or addition is certified by a person appointed as an authorised officer under regulation 7 as complying with the National Code of Practice for Heavy Vehicle Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No. 6; or
 - (ii) The modification or alteration is otherwise acceptable to the Corporation (VicRoads); and
 - (c) For a light vehicle-
 - (i) The modification or addition is certified by an authorised officer as complying with the National Code of Practice for Light Vehicle Construction and Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No.14; or
 - (ii) The modification or alteration is otherwise acceptable to the Corporation (VicRoads)

Chapter 6 regulation 233

It is an offence to substitute equipment on a tested vehicle.

If a current certificate or roadworthiness exists for a vehicle, a person must not detract from its roadworthiness by adding, altering, removing or substituting equipment or fittings on the vehicle. Penalty: 5 penalty units

I am aware of multiple instances where a vehicle has been altered after a roadworthy certificate has been issued resulting in a show cause sent to the License Vehicle Tester. Members are reminded to check for any signs of previous modifications when inspecting vehicles and that photos are your best form of defence should you be investigated.

John Khoury
Industry Divisions & Policy Advisor
ARD, AED, ERRD, GD, SVA, Auto Trans, ATRA, LVT
VACC

What can a Club do? A story from the Moto Guzzi Motorcycle Club.

Moto Guzzi was established in 1921, in the picturesque rural village of Mandelo Del Lario, about halfway up the Eastern shore of Lake Como, and a long way from the traditional industrial centre of Milan. Unusually, the factory is still there, and despite Moto Guzzi now being part of the Piaggio Group, production remains at Mandelo Del Lario. One legacy of this is that the surrounding villages have for generations supplied the labour to Moto Guzzi, and Guzzi has spawned many subcontractors and supplier businesses in the immediate area; the whole district is passionate about Moto Guzzi. They don't have much else.

Every fifth anniversary has been celebrated at Mandelo, as a festival of enthusiasts and with owners from around the world converging on the factory. In 2016, for the 95th, the Moto Guzzi Club of Victoria went. 48 bikes, filling two containers, were shipped to the Netherlands, one lot to return after four weeks, the second after eight weeks. A deal was done with Peter Stevens Motorcycles to acquire 48 ex-Triumph stackable shipping crates. Members loaded their own bikes into the crates, at home, along with their riding gear and luggage, so most travelled with carry-on luggage only. Bikes had to fit into the crates, no overhangs or protrusions allowed, which meant wheel or screen and handlebar removal for some.

Something like 70 riders and pillions flew into Schipol and bussed to Nijmegen for the night. Next day was spent recovering and readying the bikes before a three-day organised ride through Germany, Austria, and Switzerland, to Mandelo. This was arranged by TLM, the Dutch Guzzi distributor, who has years of experience at this trip. Their involvement was essential; 15,000 enthusiasts descended on Mandelo for that three day weekend and everything was choked with Guzzis and their riders. The foreshore is opened to free camping, there are fireworks, factory tours, museum tours, bands, food, and drink. It's a true enthusiasts festival, organised largely by the mayor and the people of Mandelo, with almost no corporate presence.

The Moto Guzzi Club of Victoria took the award for highest Club attendance, as well as the distance award.

From Mandelo the members scattered; to ride the Alps, to the Isle of Man for the Manx GP, to Scandinavia, to see European GP racing, to follow and find their European ancestors. Dreams pursued and caught. The only constraint was that they needed to be back in Nijmegen in time to re-pack their bikes. For most it was the first time in Europe. For all it was fabulous. There were thousands of adventures, and no disasters. A bond has been forged with the Moto Guzzi Club of Bohemia which endures with visits and exchanges.

And after everyone returns, what happens? At last count there are ten members that now own bikes in Europe somewhere, and who now take their annual holidays (or they did pre-COVID 19) riding there.

Next year, 2021 is the centenary of Moto Guzzi, and we're going again. The Club has capped this at one container of 24, but TLM's Australian arm has four containers – that's 96 Moto Guzzis – confirmed. What can a Club do? There is no limit.

Below is the scene outside the Motto Guzzi factory during the festivities.





The 2 Wheel Action Group is petitioning for the reduced costs of two-wheel commuting

A petition for improved motorcycle conditions has been backed by the Federal Chamber of Automotive Industries (FCAI), with a reduced cost for two-wheel commuting at the top of the list.

In a statement, the FCAI expressed its support for the initiatives presented by the 2 Wheel Action Group (TWAG), an organisation that lists former motorcycle world champion, Wayne Gardner, as an ambassador.

The interestingly-named TWAG is petitioning the Australian government to reduce the costs of two-wheel commuting through a number of changes including registration prices, incentives for purchasing electric motorcycles, free parking and exemptions from toll charges.

The full list of initiatives proposed by TWAG include:

- Lowering the cost of two-wheel registration and CTP (\$50 - 50cc, \$100 - LAMS, \$200 - Open)
- Standardising registration and CTP Australia-wide
- Allowing LA category vehicles to be ridden on a car licence Australia-wide
- Providing incentives commuters to purchase electric powered two-wheel transport through green fund rebates (as per current solar rebates) and no stamp duty charges.
- Delivering national exemptions from motorway, bridge, and tunnel toll charges.
- Allowing parking to be free, including on the footpath (as long as public thoroughfares and walkways are not compromised or impaired).

Representing 16 motorcycle brands in Australia, the FCAI believes the importance of motorcycling as a form of transport has grown during the COVID-19 pandemic.

“Motorcycles, scooters and electric two-wheelers are flexible, dynamic, and environmentally-friendly vehicles which provide excellent personal distancing for commuters,” said FCAI CEO, Tony Weber. “We support the aims of TWAG in petitioning the government to introduce more convenient and more economical conditions for two-wheel riders.”

To sign the 2 Wheel Action Group petition, head to www.twag.org.au.

FIVA News

The big question:

Will we still be able to drive in 20, 30, 50 years? FIVA (the *Fédération Internationale des Véhicules Anciens* or international federation of historic vehicles) poses the biggest question facing the historic vehicle community today:

In 20, 30, 50 years' time, will we be allowed to drive historic vehicles at all? “We can't afford to be complacent when it comes to our future motoring freedom,” says FIVA President Patrick Rollet. “Congestion, pollution and road safety issues – all legitimate concerns – are contributing to the potential demise of motorists at the wheel of their own vehicles. Yet it's the historic vehicle that is most at risk, despite their almost negligible effect on pollution and congestion, and our excellent safety statistics – while generating significant economic, social and tourist benefits.”

...and will there be people to drive them? “But it's not just a question of whether we'll be *allowed* to drive. Perhaps the even bigger question is whether there will be drivers to use them; or, with the advent of autonomous vehicles, are drivers becoming ever more 'historic' themselves?”

Why does it matter? “For the enthusiast, the answer is obvious,” continues Rollet. “The pleasure we get from owning, maintaining and using our classics is beyond description, but there's a far wider social importance to keeping historic vehicles on our roads. They are part of our technical, scientific and cultural heritage (as the partnership between UNESCO and FIVA demonstrates) and the world would be a poorer place if such vehicles could only be seen in static museums.”

What can be done? “The future of historic vehicles isn't simply that of used vehicles, but of recreation and pleasure; ownership isn't based on economics but on passion,” states Rollet. “We see several simple steps to help us keep driving, 50 years from now.

“First, we must target the young. Clubs around the world are arguably in the last throes of a golden age, seeing a sad decline in new members because of the lack of younger people. Young petrolheads still exist, but all they need to organise a gathering are a few Facebook messages: no road book, rally plates or fuss. Likewise, they use their informal network to find a mechanic or surf the web for parts, so why join a club?”

“Too many clubs ignore these profound technological and sociological changes, mismanaging their efforts to attract young people, to welcome them and satisfy their desire for informal, fuss-free events. Many clubs ostracise youngtimers, both vehicles and members. They organise hidden outings, almost out of sight, whereas a display of historic vehicles offers a marvellous museum in movement – free of charge – to delight and fascinate passers-by.

“We won't renew our numbers waiting patiently for them to come to us because, like Godot, they will not come. We must change our habits: create a 'young' section in the club, run by a younger person, to design simple, dynamic and fun outings; ensure there are several under-40s on the main committee; enjoy the Vintage movement (fashion, accessories, etc.); organise free presentations at events – with commentary – for the public; team up with popular events run by others (planes and old cars, rail and yesterday's road...); exhibit at hypermarkets or fairs, wherever there is an audience, especially young people. We must show our vehicles.

“Next, we must tell a story, because every historic vehicle has a fascinating tale to tell, of much more interest to the general public than the cubic capacity or number of valves.

“And it's vital that we avoid being too narrow in our definition of historic motoring. You might only be interested in Vintage Bentleys, but please don't criticise your neighbour's passion for mopeds, or microcars, or buses, or customised American muscle cars in fuchsia with turquoise stripes. They're all an important part of our history, our culture, and the rich diversity of classic vehicles on our roads. No one disputes the value of authenticity – and FIVA will continue to applaud it – but beware the risk of seeming elitist, when young people often want to own a historic vehicle simply because it is different: quirky, unique, even iconoclastic.

“At a recent seminar, Michael Abele, in charge of social networks at Mercedes-Benz Classic, proposed an answer to the authenticity-vs-inclusiveness debate. Indicating a 190E with big chrome wheels and low-profile tyres, he suggested, 'Don't criticise; respect. Listen... and then educate'. Very wise advice.

“Finally, and above all, keep enjoying your motoring, and communicate that pleasure to others, because it's down to us, as individual enthusiasts, to ensure we don't lose the right and the ability to drive on the roads 50 years from now.”

Rootes Archive Centre Trust - Announcement of the death of Tim Rootes

It is with great sadness that we announce the death of one of our Patrons Timothy Rootes.

Tim was the son of Reginald Rootes and thus the last generation of the Rootes family who dedicated their life to the family automotive business, so it really is the end of an era.

The official obituary from the Rootes family follows:

TIMOTHY DAVID ROOTES 1925 - 2020

Tim Rootes was born on 26th May 1925 in Maidstone, Kent. He was the only son of Sir Reginald Rootes, who founded the Rootes motor business with his brother Billy Rootes. Tim was educated at Harrow School, leaving at the age of fifteen to work for Humber in Coventry. The War interrupted his apprenticeship in 1943, when, at the age of eighteen, he was called up. He finished his military training on V.E Day and was commissioned into the 12th Lancers, from where he was posted to the Sixth Airborne Armoured Reconnaissance Division in Palestine.

After leaving the army he worked briefly in Cairo and then Baghdad. In 1947, at the age of 22, he returned to England, driving a 2 litre Sunbeam Talbot Tourer on a seven-week trip from Baghdad to England. It was a hazardous journey to achieve only two years after the end of the War as any deviation risked driving over abandoned land mines. His route took him through Jordan, Palestine, across the Sinai desert to Cairo; then westward along the north African coast to Tangiers from where he crossed to Europe and drove through Spain and France to England. Despite the gruelling journey, the Sunbeam was in such good shape that it came second in a Concours d'Elegance in Biarritz.

In November 1950, Tim sailed to New York on the Queen Mary to join his cousin Brian Rootes, who was in charge of Rootes Inc, the North American sales and marketing division. The next year, he moved west to Beverly Hills, Los Angeles, becoming a regional director, with responsibility for business west of the Mississippi. He took great pleasure in driving his Sunbeam Talbot drophead coupe down Sunset Boulevard in the sunshine.

Following his return to the UK, Tim was made director of the sales and service division of the manufacturing company in 1956. He was also appointed to the board of the parent company, Rootes Motors Ltd, and also Rootes Ltd, the group's merchandising division. Then, in 1965, following the death of Lord Rootes, Tim became managing director of the passenger car division.

In 1967 Chrysler took overall control of what had previously been a family business. Tim left and set up his own companies, consisting of Jaguar and Rover dealerships, as well as a company supplying tractors and agricultural equipment.

After leaving Rootes, Tim became involved with horse racing, a sport which had always been a favourite of his. He founded Shutford Stud and bred an impressive list of winners, both for himself and other owners. It was an interest he continued right to the end of his life. He was also from an early age an accomplished piano player.

Tim lived in Oxfordshire near Banbury, where he had his stud and he was a Patron of the Rootes Archive Centre, in which he took a great interest.



Above photo taken at the 1955 Scottish Motor Show.

L to R: Sir Reginald Rootes, Brian Rootes, Sir William Rootes, Geoffrey Rootes, C. Warrilow, Timothy Rootes and Desmond Rootes.

Johns Hopkins researchers question controversial study linking Sturgis rally to COVID-19 spike

Motorcyclists from around the country converged on Sturgis, South Dakota, for the town's annual motorcycle rally in August — most unmasked and ignoring social distancing guidelines. After a group of economists published a study claiming the Sturgis Motorcycle Rally in South Dakota last month may have triggered a "superspreading event" that led to over 250,000 new cases of Covid-19, and this figure went viral on news and social media. Sceptical experts broke down the numbers, and found them lacking.

Researchers at Johns Hopkins University are raising doubts about a study that estimated that a massive motorcycle rally in Sturgis, South Dakota, last month led to more than 260,000 new cases of coronavirus nationwide.

The study, released late last week by four economists associated with the Center for Health Economics and Policy Studies at San Diego State University, also found that the annual event resulted in more than \$12 billion in health care costs stemming from the infections.

The study has drawn considerable public attention in part because it seemed to confirm concerns expressed by health officials prior to the rally — which drew nearly 500,000 attendees over 10 days — about the potential risks of such a large gathering. The San Diego center's research also appeared to show a much larger coronavirus outbreak due to the Sturgis event than other sources. The Associated Press reported finding just 290 cases of coronavirus among people who attended the event nationwide.

South Dakota Governor Kristi Noem, who declined to restrict the event despite concerns about spreading the virus, has derided the study as "fiction."

In a paper posted Friday, the Johns Hopkins researchers say the data collected by the San Diego center's economists (who represent three different universities) in fact support one main thrust of the study — that the Sturgis event led to a spike in COVID-19 cases in the county that hosted the rally as well as in surrounding areas.

"The case data show relatively stable trends prior to the event and clear changes around the event, with little reason to believe that the changes in cases could have been caused by anything but the event," the Johns Hopkins researchers write. "The overall conclusions that the Sturgis event caused a large increase in COVID-19 cases and infections are likely to be relatively robust to the specific statistical methodologies used."

But the paper also called the model used to reach the study's specific finding of nearly 267,000 new cases



of COVID-19 nationwide "relatively weak." As a result, the San Diego study should be "interpreted cautiously."

The Johns Hopkins researchers point to several factors in seeking to temper the Sturgis study's explosive findings, including

- The San Diego researchers didn't compare geographic areas that were hit by coronavirus infections from Sturgis with other nearby areas. For example, a county in Arizona was compared to counties in Maine and Hawaii despite significant differences in the populations and mask-wearing habits of the two areas.
- The Sturgis rally likely caused more people to get a coronavirus test given the numerous warnings before the event about the potential health risks. That increase in testing — not direct transmission from people at the rally — could explain the jump in reported cases.

The method used to put a public health cost of \$12 billion on the Sturgis rally is simplistic because it fails to reflect that the costs of treating people with COVID-19 can vary widely around the country.

"There is evidence in that paper that Sturgis increased infections across the United States," Elizabeth Stuart, a statistician and associate dean at the Johns Hopkins Bloomberg School of Public Health who helped review the San Diego center's study, told CBS MoneyWatch. "But do I believe that number is 200,000 or more? I am not sure."

Joseph Sabia, one of the co-authors of the San Diego study, said in an email before Johns Hopkins' assessment was published that he and his fellow authors stand by the research and their "entire body of rigorous scholarship on COVID-19."

"We believe our evidence is compelling that the Sturgis Motorcycle Rally was the cause of this spike," Sabia told CBS MoneyWatch. The Centers for Disease Control and Prevention "has stated that large in-person gatherings of individuals who do not socially distance and who have traveled from outside the local area are at 'highest risk' for COVID-19 spread. The Sturgis Rally had all of these elements on steroids."

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California to Ban Gas Powered Cars by 2035.

California Gov. Gavin Newsom signed an executive order Wednesday that will ban the sale of gas and diesel-powered passenger vehicles in the state by 2035, in the most aggressive legislation to fight climate change taken by any state in the U.S.

Key Facts: The executive order requires all new passenger vehicles sold in California to be zero-emission, which includes battery-powered electric cars, vehicles that run on hydrogen fuel cells, and plug-in hybrids that still use some gasoline or diesel in addition to electricity.

The decision is likely to face pushback from the Trump administration, who is already battling California in court over the state's authority to set auto emissions rules that are more strict than current federal standards, though at least four major car manufacturers have agreed to California's tougher restrictions.

Under the new order, residents would still be able to own gas-powered vehicles, and sell them on the used-car market.

Transportation causes over 40% of the greenhouse gasses emitted in California, more than any other sector—and the state says banning new gas-powered cars and trucks could drop greenhouse gas emissions by 35%.

Similar legislation has been taken up 15 countries, including the U.K., France and Germany.

"For too many decades, we have allowed cars to pollute the air that our children and families breathe. You deserve to have a car that doesn't give your kids asthma. Our cars shouldn't make wildfires worse — and create more days filled with smoky air. Cars shouldn't melt glaciers or raise sea levels threatening our cherished beaches and coastlines," Newsom said in a statement.

Republican state Sen. Shannon Grove called the executive order "legislative malpractice" in a tweet, adding "the Governor continues to alter the course of our states history by executive order without the approval of the California Legislature." The 2020 California legislative session adjourned on Aug. 31.

California has a long history of promoting zero-emission vehicles. In 2012, Former Gov. Jerry Brown ordered state agencies to work toward a goal of putting 1.5 million zero-emission vehicles on California roadways by 2025. In 2015, he signed a non-binding agreement with 12 other North American and European governments, with the goal of making all new passenger vehicles sold in California zero-emission by 2050, according to the *Sacramento Bee*. California already has the country's biggest market for electric vehicles, with about 750,000 currently on the road. Newsom's announcement comes amid devastating wildfires that have been burning across California for over a month and have taken at least 25 lives.



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The Dodge Brothers and Henry Ford: A Brief History

When most people think of old cars, the Ford Model T comes to mind. It is little known, however, that the Dodge Brothers of Detroit, Michigan, are in many ways responsible for Ford's success, which eventually led to their own success in the automotive industry, and made for the brothers a vast personal fortune.

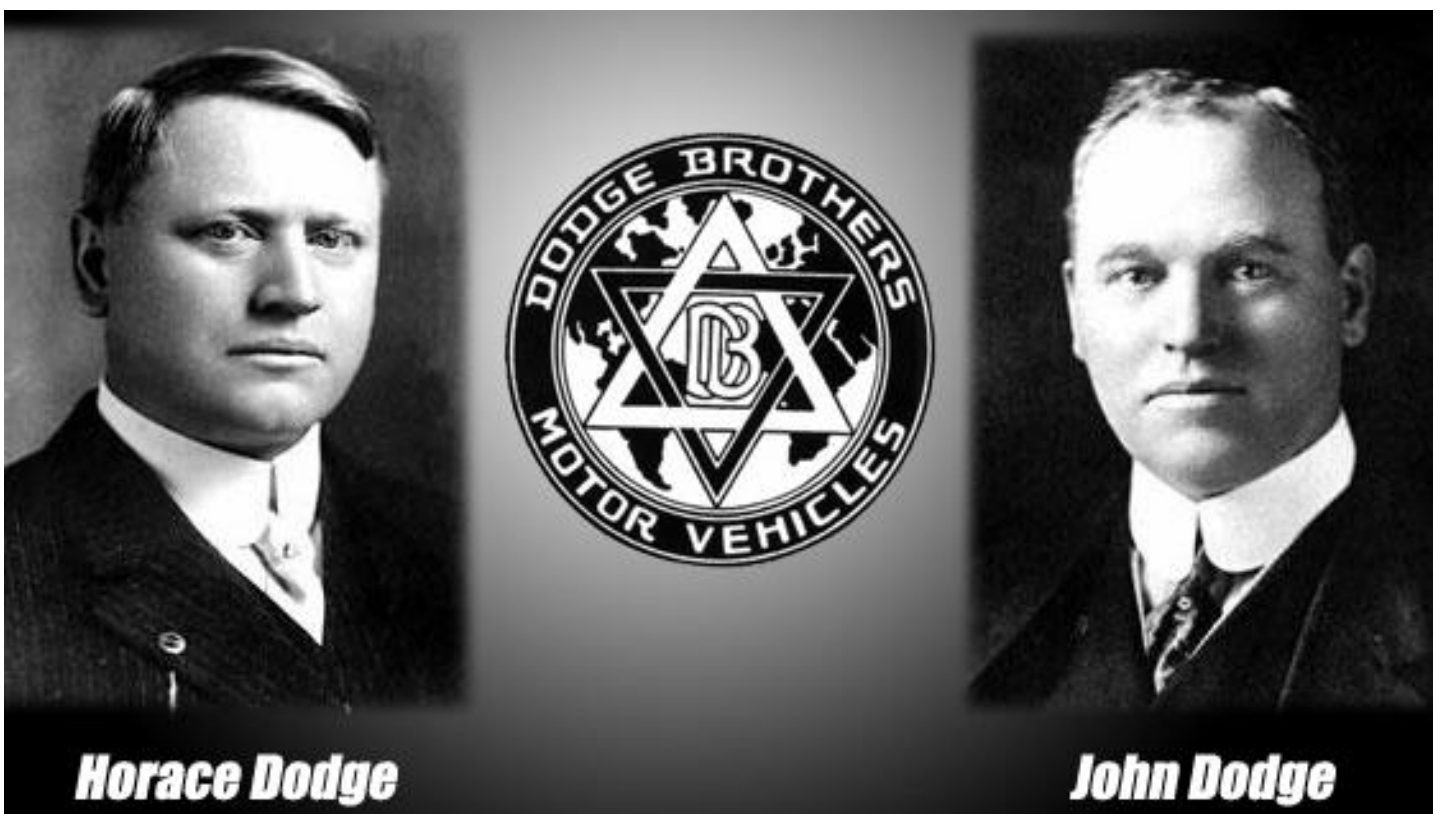
All the Dodge men were strong and hardworking types who could trace the Dodge family back to 1629 in America. In the 1850s, Ezekiel Dodge ran a successful machine shop on the banks of the St. Joseph River in Niles, Michigan. Ezekiel was a good machinist upon whom the local fishermen depended to repair the steam engines in their boats. Ezekiel and his wife Anna had 2 daughters and 11 sons including Daniel Rugg Dodge.

Despite the success of Ezekiel's machine shop, times were hard and all the Dodge children had a tough life ahead of them. Daniel's father taught the young man to be a machinist and Daniel took over the business when the time came. Daniel married Maria Duval Casto; Della, their oldest child, was born in 1863, John Francis was born in 1864, and Horace followed in 1868. The boys grew up on the dusty streets of Niles and played along the river's edge — two red-haired urchins, who spent many hours at their Father's side learning the skills of the machinists trade. John was the quieter of the two and the better machinist. Horace was the leader, making sure the no one took advantage of the pair. The brothers were inseparable.

The Dodge family moved to Detroit, Michigan, in 1886. One of the sons, Horace, was a gifted mechanic. Another son, John, was a skilled financier. In 1887, Horace created a dirt-proof ball bearing at his home workbench. John procured financial backing for a company to manufacture the first Dodge vehicle, a bicycle featuring the ball bearing. The bicycle was manufactured under the Evans & Dodge name in Windsor, Ontario, where they moved in 1899. Windsor is just across the river and U.S.-Canada border from Detroit. The bicycle was manufactured in a building leased from their former employer, the Canadian Typothetac Company. Modest profits from this venture allowed them to open a machine shop in 1901.



Above: an Evans & Dodge bicycle



Horace Dodge

John Dodge

Ransom Eli Olds, father of the Oldsmobile, wanted the best machinists to manufacture his car parts so in 1902 he contracted with the Dodge Brothers to make transmissions for his curved-dash Oldsmobile. The Dodge Brothers had a small staff, but kept up with demand once production was under way and later expanded to meet higher demand.

During the time that the Dodge Brothers were perfecting their machining skills and contracting with companies to make parts for them, Henry Ford was trying to develop a successful car and car company. After meeting Henry Ford, the Dodge Brothers were intrigued by his car and its engine. They were so impressed by Ford and his proposition that they risked their business future on a contract with him.

Under the terms of the contract with Ford, Dodge would receive all of Ford's assets if Ford went bankrupt, as he had before in other ventures. The reason this was included in the contract was because Ford needed money to launch his car, money that he didn't have. The Dodges agreed to give Ford the \$7,000 worth of automobile parts and \$3,000 in cash that he needed in return for a ten-percent stake in Ford Motor Company. The brothers didn't know this, but they would eventually make millions of dollars from that initial investment.

Dodge manufactured every part of the Ford car except for the buckboard wooden seats and the rubber tires. Dr. E. Pfennig bought the first Ford for \$850. At the time of the sale, Ford only had left \$223.65 in his bank account, and was almost bankrupt. However, cash flow went only one direction after that first sale, and that direction was up. Dodge received \$10,000 in stock dividends the first year. Ford stock would eventually pay out millions more to them, but for the time being the Dodge Brothers profited handsomely twice: once by selling Ford the parts he needed to manufacture his car, and again by owning stock in his prospering company.

In 1914 Henry Ford finished his River Rouge manufacturing plant in Detroit. Its completion meant that he didn't need Dodge to manufacture parts for his cars anymore. Ford offered to lease the Dodges' plant and run it himself, but the Dodge Brothers had other ideas. By excluding Dodge, Henry Ford would only make his competition even tougher.

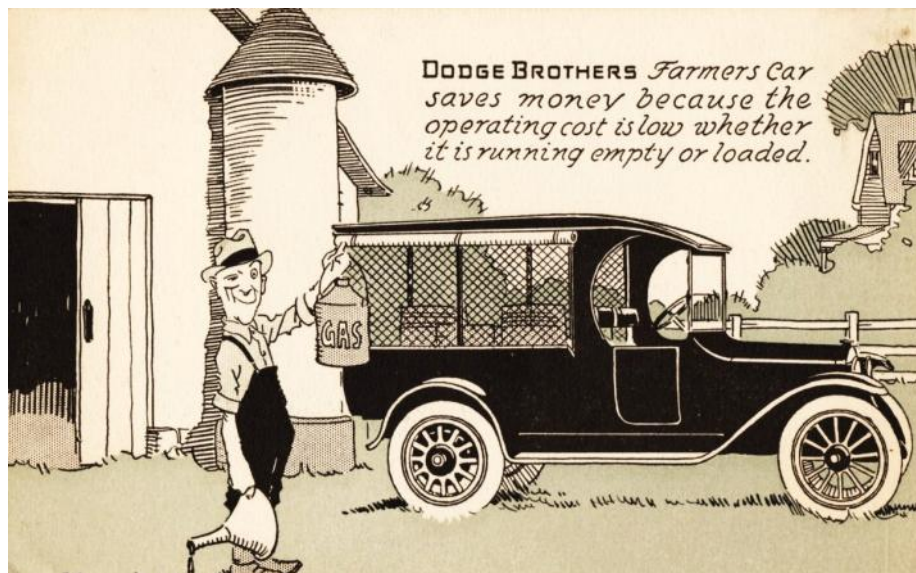
The Dodge Brothers knew all of the Model T's weaknesses, so they set out to build their own car to compete with it. Dodge suggested several improvements to the Model T along the way, but Ford refused. The Dodge car, which they'd build in their own factory, would include all of these improvements. They would also use their profit from their dealings with Ford as well as dividends of the Ford stock they still owned to bankroll the new company.

In 1913, Dodge announced they'd stop building Ford cars and would design, build, and sell their own car, and on July 15, 1914, the Dodge Brothers made their last Ford part. The Dodge Brothers name was synonymous with quality, and the announcement that they would build their car was as important and as great as the announcement of the Comstock Lode. The *Michigan Manufacturer and Financial Record* claimed in August 1914 that "the Dodge Brothers are the two best mechanics in Michigan," and that, "to a great extent, the splendid work of the Dodge Brothers [and] their quality production, has been the silent compelling factor behind the record-breaking sales of Ford."

On July 17, 1914, Dodge Brothers was formed with \$5 million in common stock. Later that year, on

November 14, the first Dodge car rolled off the assembly line. It was better than the Model T in every way, but was only \$100 more.

Ford was not happy that the dividends he paid to Dodge were being used to bankroll his competition. In 1916 he announced that he would stop paying dividends to all shareholders. This hurt Henry Ford the most because he owned 51% of the stock in his company, but it hurt Dodge nonetheless because Dodge counted on the money to finance their company. The



Dodge Brothers sued and got an appropriate \$19 million in back dividends.

In a scheme to buy his stock back and avoid paying future dividends to the Dodges, Ford announced in December 1918 that he was retiring from Ford and turning over control to his son, Edsel. He then left for an extended vacation. On March 5, 1919, the *Los Angeles Examiner* broke a story that Ford was organizing another company to build a cheaper, mass-produced car on a great scale that would sell for \$250. If this was true, it would put the Dodge Brothers out of business. Soon after, "the Dodge Brothers and other minority shareholders found themselves mysteriously approached in the following weeks by would-be Ford share purchasers," Robert Lacey wrote. The Dodges saw through Ford's plan, but decided to sell their stock anyway. Bidding on each of the 2,000 shares the Dodges owned started at \$7,500. Dodge persisted and received \$12,500 per share. As they suspected, Ford's announcement of a new company was false after all.

The Dodges received \$25 million from the sale of their Ford stock and about \$10 million from dividends Ford paid them from 1903 to 1909. This all came from their initial investment of \$10,000 in parts and cash. Then, in two decades they built a \$200 million joint venture. The brothers made so much money from their dealings with Ford that business historians now consider it the most profitable investment in the history of American commerce.

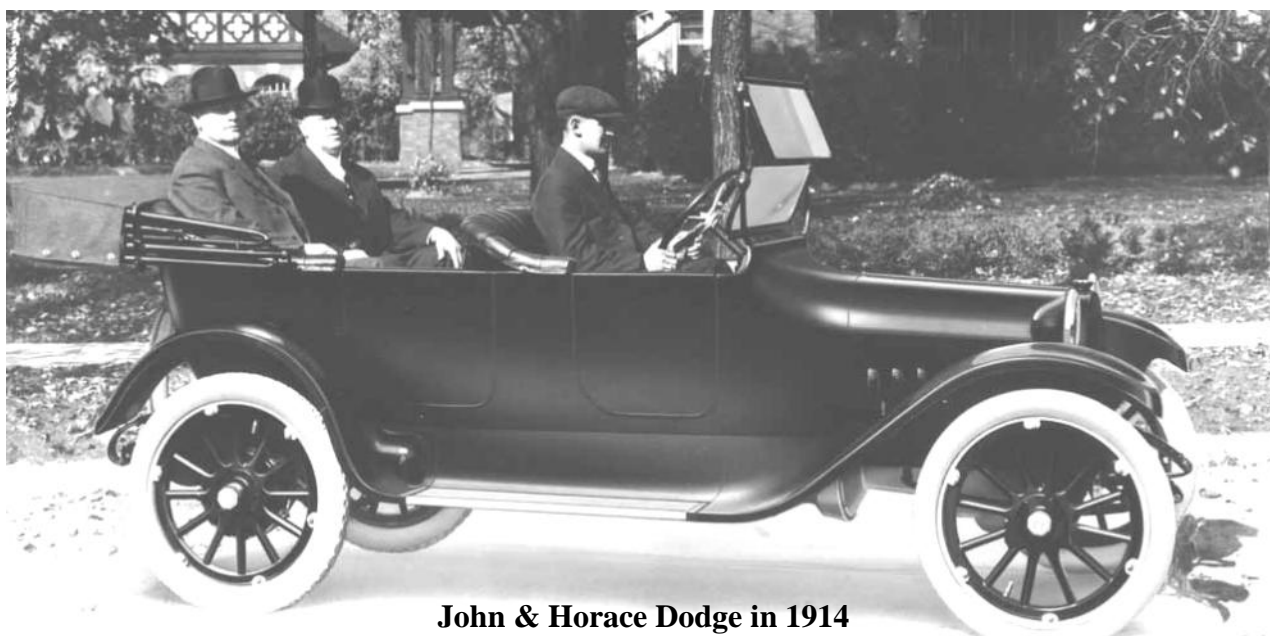
While attending the 1920 New York Auto Show, Horace fell ill with pneumonia. John rushed to his bedside where he sat idle for days. John caught pneumonia almost immediately and died ten days later. Horace lingered on for a few more months and then died.

The brothers' wives inherited all of the company but decided not to sell right away. Its estimated net worth at the time of the brothers' deaths was \$60 million. The wives finally decided to sell the company in 1924 (one year before Chrysler formally took over and renamed Maxwell Motors), and the Wall Street firm Dillon, Read, & Co. purchased it for \$146 million in 1925. At the time of the transaction, it was the largest in history. Three years later in 1928, Dillon, Read, & Co. sold Dodge to Walter P. Chrysler, the head of Chrysler Corp. for \$170 million. This was just in time for the Great Depression, which started after the Great Stock Market Crash in October 1929. Many automobile companies went bankrupt during the depression, but Chrysler was strong, and survived it. Chrysler Corp. and Daimler-Benz merged in 1998 to form DaimlerChrysler, then split up in 2007, but Dodge is still alive today.

The Dodge Brothers' story is unknown to many people even to this day and even to people who are familiar with Ford and his successful Model T. The Dodge Brothers were not from a wealthy family, but through hard work, they built a business empire that is still alive and prospering more than 85 years later, one that survived a depression and two world wars. This is the epitome of the American Dream, and shows that success in business isn't necessarily who you know but what you know and how you apply that knowledge. The Dodge Brothers and Henry Ford are also a good example of teamwork, as they laid the groundwork for the modern car and set the example for the modern car manufacturer to follow. The story of the Dodge Brothers is a very worthy inspiration to entrepreneurs the world over, and should not be overlooked or overshadowed by Ford the way it has been in the past.

Original is at [Brief history of the Dodge Brothers and Henry Ford http://www.allpar.com/corporate/bios/dodge-brothers.html#ixzz2t6UlcU5V](http://www.allpar.com/corporate/bios/dodge-brothers.html#ixzz2t6UlcU5V)

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John & Horace Dodge in 1914

Notes from Delegates zoom meetings

The AOMC has recently held zoom meetings with club delegates, spread over 3 separate meetings, Country club delegates, Metro A—L club delegates, and Metro M—Z club delegates. John Lewis from VicRoads was present at 2 of these meetings to give an overview of changes to regulations concerning the Club Permit Scheme. He then took questions from the floor. Here we have a summary combining the 3 meetings.

Over the 3 meetings, a total of 105 delegates were in attendance representing 99 clubs.

President: Iain Ross welcomed everyone attending, and especially John Lewis from VicRoads. He noted that this is the third delegates zoom meeting to be held, with clubs split into 3 cohorts. Country Clubs, Metro clubs A to L, and Metro Clubs M – Z. These may need to continue for some time, as it is unsure when in person delegates meetings can be held again.

Nothing much has been happening due to the current lockdown, the movement is at a standstill at present and even events in the early part of next year are looking in doubt. The AOMC has still been functioning to represent clubs and keep them informed. All information has been sent out to clubs when received, and we are attempting to keep in touch with clubs as best we can via emails and the News Bulletins we send out.

Iain has been involved in a forum about the future use of Caulfield racecourse with a view to seeing if it is suitable as a venue for car shows for the movement.

RACV: Daryl Meek is leaving the organisation and the Motoring Interests department is being disbanded, leaving future support of the movement in doubt.

John Johnson (Volvo CC) remarked that this could put Australia Day in jeopardy. Iain responded that it looks in doubt, not sure what is happening.

Treasurer: Angelo D'Ambrosio reported that as at 31/8/2020, the AOMC has \$178,230.46 in its cash accounts. Rent on the office has been reduced by the landlord. Income has been reduced due to lack of ability to run car shows (our major fundraiser) and being unable to conduct Engine Number searches. Invoices for membership renewals are going out at present, with a discount on membership this year.

Engine Number Records Service: This facility has been closed during the lockdown. 20 current applications are being held over until the records can be accessed again.

AOMC AGM: Iain Ross reported that this years AGM will be held via zoom, as even if it is deferred until early 2021, restrictions on gatherings could most likely still be in place. All relevant information will be forwarded to clubs, such as voting procedures and proxies.

Guest Speaker: John Lewis, VicRoads. John started by pointing out that Road Safety Regulations are reviewed every 10 years. There will be some changes in October and more next year.

- Due to issues with production, a fee for first issue plates for permit vehicles will be introduced. Plates for Vintage will be at half cost, as only 1 plate is issued. Cost will be \$38.10 (\$19 Vintage as only 1 plate issued).
- VicRoads will have the power to issue permits with conditions. For example, vehicles without lights will not be allowed to operate at night, and vehicles with steel wheels will have restricted road use.
- Formalising the disallowing of commercial use of CPS vehicles. VicRoads will take strong action on this in the future. There has been complaints about CPS vehicles being used for reward in weddings and gardening services
- The introduction of Slim Line Plates for CPS vehicles early in the new year. They will be in the same number series as the club permit plates, and will be issued on a next out of the box basis. Still working on the process, and may be able to offer replacement plates (same number as full reg). They are still undergoing camera testing. They failed first time around and police will not approve them until they pass the test.
- Reassignment of deceased permit holder's permit to surviving spouse. This has been happening even though not in the regulations, but will now be recognised in the regulations.
- Renewing Club Permit online has been introduced. To do this you need to have a myvicroads account. Signatures are still required and log book issued, but payment can be made online. System can also allow for signatures to be provided online as well.
- Change of eligibility requirement from financial member to member. This was done because VicRoads were being used as a debt collector for clubs. It is still up to the club to determine if permit holder is a member or not.
- There will be an obligation on CPS holders to notify within 14 days of any changes of details (address, etc.)

Questions from the floor:

Iain Ross asked about the transfer of vehicles between clubs. John responded that this is straight forward if the member is changing clubs. If the vehicle is changing ownership, it would need to have the original permit cancelled and a new one applied for. If the transfer of ownership is within the same club, the plates can be retained but a new permit needs to be applied for still as there is no facility in the CPS database for transfers.

Rick Cove: asked about deceased estates ownership transfer to spouse. Are new plates issued? John responded that the permit remains the same, just the name on the permit changes.

- Are the slim line plates American shape? No, not yet but may be in the future.
- If a plate is lost, can you request a replacement? No, due to the database it needs to be a new number issued.

Ray Mason (Goldfields Car Club): Regarding deceased members, he has had trouble getting ownership changed over and in the past have gotten a whole new permit. John responded that the changes are in place and staff have been informed of the changes. All you need to do to get the permit changed over is to produce proof of death and spouse ID.

- Are 2 plates available for Vintage vehicles? No, only 1 plate produced and available.

Robert Greene (Macedon Ranges): Asked about getting exemptions from Heavy Vehicle log book provisions for owners of historic commercial vehicles going to shows. He also asked about deceased estate vehicles going to a family member other than a spouse, and would like to push for this being included in deceased estate transfer regulation. John responded that he suggested that AOMC make a submission

Laurie Ulph (MG CC Geelong): For CPS holders who want to change to slim line plates, is there any new application requirements? John responded no, you just need to apply for and it will be issued to you, no need for a new CPOS application. Cost of plates would be \$150.

Peter Vibert (GVMVC): With regard to electronic payments, would the applicant need to email documents signed by permit officer and applicant? John responded Yes.

Daryl Meek (Vet CC): Veteran cars have had a bit of a surge lately and plate numbers are already into the 900's. Only 999 numbers are available. Are there any plans for when the numbers run out? John responded that he wasn't aware of this situation and would be keen to hear from the Veteran CC on this issue.

- Re inclusion of flashing light on the back of slow moving veteran vehicles. There is no formal exemption on this at present for veteran vehicles, and asking for consideration to include veteran vehicles in exemption. John responded that would need to consider colour and flashing rates.

Graeme Gunning (Gippsland Vehicle Collection Maffra): Asked about commercial use of CPS vehicles. What if used for a wedding for no commercial gain? John responded that this would be OK. Need to be seen to be doing the right thing by the wedding car industry.

- Online payments: when CPS vehicle goes onto myvicroads account, all your vehicles go onto online advice system rather than mail outs
- Financial members/members: If a member is not a member, then Club Permit is technically illegal and Vic Roads need to be advised to cancel the permit. Does VicRoads still want clubs to advise of loss of membership status of CPS holders.

John Lewis replied that he is happy for clubs to advise, and will send a letter to the owner.

Michael Tabe (Benalla Auto Club): If a member gets a slim line plate, make sure they are advised to contact their club and notify them of the change of plate number.

Garry Allen (Bendigo Sandhurst Holden Club): Original plates for cars are lost when the car goes onto the CPS, Can old plates be used on the CPS? John Lewis replied that there is no plans for this at present, there is not enough security in the CPS database to differentiate between full registration plates and CPS plates for police.

- Log Books: Are you looking at electronic log books, would be a good idea. John Lewis replied that it may be introduced as an optional system in the coming years.
- Garry suggested having mileage on the logbooks as well to cut down on illegal use.

Daryl Meek noted that he has 5 vehicles that do not have speedometers, so would not be able to record mileage if required.

Iain Ross: Some branches do not understand that Vintage and Veteran Cars get one plate only, and some applicants have been issued with H plates. There is also an issue from country clubs over the \$19 fee for making an appointment. John Lewis responded that he will talk to Iain about these matters tomorrow.

Iain also asked about the special fine for not filling in the log book, rather than the large fine equivalent to registration. John responded that this is not in the regulations for this October, but hopefully will be in the future.

Warwick Truepenny (Norton Owners Club) noted that the model rules state that if membership is not paid within a certain time they become a non member. He also asked about the status of life members. John Lewis (JL) responded that it is up to the clubs to decide on membership status.

Andrew McDougall (Veteran CC) asked if there was any thought to doing away with the paper windscreen labels, as in open veteran vehicles they are easily spoiled when they get wet. JL responded that there has been some debate about the retention of labels, but they will continue to use them as the feeling is that CPS holders prefer to retain them. He will take on board the issue with paper labels being easily damaged.

Andrew referred to taking part in single and twin veteran runs from Perth to Sydney and from Adelaide to Darwin. On these runs he used a flashing illuminated light on the back of his vehicle to warn fast approaching traffic from the rear that there was a slow moving hazard ahead. Whilst on these runs, mixing with big trucks and road trains, he received lots of compliments from passing truck drivers who appreciated the warning. He is looking to

recommend it be allowed for slow moving vehicles in Victoria. JL responded that he has spoken to compliance engineers on this issue, and they do not support anything apart from standard lights on vehicles, as they consider it would cause confusion.

Iain Ross suggested that the best thing is to show the engineers what is happening on the road with slow moving vehicles. JL added that he is happy to continue the discussion.

Terry Roche (Triumph CC) asked why when initial CPS registration is applied for, a scrutineers signature as well as RWC are required when the RWC should be sufficient. JL responded that VicRoads want clubs to take responsibility for safety and eligibility for the scheme.

Terry asked what would happen if a vehicle that a scrutineer has signed off for is involved in a fatal accident. JL responded that the evidence of safety is the RWC.

Carl Jones (Mercedes Benz Club Vic.) thanked John and VicRoads for the scheme. With the eventual amalgamation of the database, could black and white plates be available for CPS vehicles. JL responded that CPS vehicles need to be readily identifiable on the road, particularly to monitor commercial use and log book compliance.

Gareth Walker (RS Owners Club) reported that in his club there has been a lot of problems when CPS holders change address, and subsequently renewals do not arrive at new address. JL responded that the issue with over the counter renewals and changes is that because the CPS database is separate and needs updating independently this is sometimes overlooked. VicRoads have now introduced an electronic renewal system through myvicroads which can be used to change details such as addresses. You can also check your details including which vehicles are registered under your name.

Rod Amos (Vintage Sports Car Club) queried the use of electronic renewals and the need for signatures on the renewals. JL responded that you still need to upload club endorsement of your renewal. This can be done by scanning the signed documents and this can then be uploaded onto the electronic system. Several delegates reported that they have used the system and have found that it worked well.

John Johnson (Volvo CC) asked if with deceased estate transfer of permits to spouse, could this be extended to include sons and daughters. JL responded that no, it cannot be extended to other family members. It has merely been brought into line with the situation with full registration and is in place because spouses are considered to be joint owners of a vehicle. If transferred to another family member the usual procedures and costs associated with vehicle transfers applies.

- What is the criteria with stickers with Left hand Drive vehicles? I have a 35yo LHD vehicle. JL responded that ADRs do not allow for vehicles under 30yo to be LHD. VicRoads have introduced a process whereby 25 to 30yo LHD vehicles can be registered on the CPS following inspection, but cannot be put on full registration.

- There are still a few 'cowboy' car clubs that are operating outside the spirit of the scheme. What is VicRoads criteria to monitor them. JL responded that they look at clubs activities and try to identify clubs doing the wrong thing. He added that VicRoads have no way of monitoring club activities once they are registered as CPS providers.

- Can I drive my CPS vehicle to my place of work? JL responded that you can as long as your log book is filled out, However, if that vehicle is used to do deliveries on the way to work, that is unacceptable.

Peter Ramage (Williamstown Motorcycle Club) reported that he likes to pay his bills as soon as they arrive. However, with his CPS renewals, when he tries to pay as soon as paperwork arrives, he is told he cannot as it is seen to be currently fully paid up. JL responded that under the VicRoads system, payments can only be made within 4 weeks of the renewal date.

David Smallacombe (Morris Register) asked if you are on a 4 day club rally, can you prefill your logbook to cover each day or do you need to fill out each day. JL responded that you must fill out each day separately on each day of use.

Gary Saber (Porsche CC) wanted to confirm scrutineering requirements. Does the club scrutineer have to inspect the vehicle and take the required photos. JL responded that it is OK for the member to supply photos of the vehicle. This provision was made to assist regional clubs due to distance issues.

Andrew McDougal (Veteran CC) noted that the Alvis CC that he is also a member of chose not to have a scrutineer and rely solely on RWC as proof of eligibility and safety. The scrutineer part of the form is not filled out, and they have gone through OK. JL responded that he was surprised that those forms have gone through, as they need to be fully filled out. Needs to be reinforcement on this matter. Rod Amos clarified that the scrutineer signature is to confirm that vehicle is safe for use because a RWC has been sighted.

Iain Ross thanked John Lewis for his attendance and in assisting clubs. Iain also asked that clubs when corresponding with VicRoads to please be civil.



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