

AOMC News

December 2020 - Issue 149

www.aomc.asn.au

REMINDER TO CLUBS

AOMC 2021 Membership
Renewals are now due.

Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

FEATURED IN THIS ISSUE

| | |
|--|----|
| Covid Update | 3 |
| Club Events | 4 |
| VicRoads News | 6 |
| RACV News | 7 |
| How to Import a Vehicle from Overseas | 9 |
| News from Europe & UK | 12 |
| News from the USA | 14 |
| Ron Tauranac | 16 |
| Minutes of the AOMC Annual general meeting | 18 |

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 & Postal Address:

21 Rosalie Street,

Springvale, VICTORIA 3171

Tel.: (03) 9558 4829

Website: www.aomc.asn.au

Email: secretary@aomc.asn.au

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

Important note re paying renewals by Direct Deposit.

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.

Front Cover Photo: When the 'Wall of Steel' around Melbourne came down I travelled to Lismore in the Western Districts, and came across a group of BSA club members also enjoying their new freedom to ride around Victoria on their favourite mode of transport.

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.

COVID Update

The Victorian Government have eased restrictions as of December 5th, allowing more people to return to work, larger group gatherings and an easing of the face mask provisions. Following is a summary of the changes. Note that this is just a broad summary, and it is strongly advised that you get advice from the DHHS about any event or club activity that you consider staging.

Some clubs are already planning events, and you will find some of them advertised on the AOMC website and in this newsletter. Of course all this is dependent on there not being another outbreak of the virus, as we are seeing in other parts of the world where third waves of infections are taking place. The health and safety of your members and the community must be a high priority.

Victorian Covid Summer Restrictions.

The following list is effective from December 5th, 2020 and is published on the DHHS website.

Basic CovidSafe principles are still: wear a face mask, keep physical distancing (1.5 metres), Good hand Hygiene, Don't go to work or a group activity if unwell, Cough or Sneeze into a tissue or your elbow.

Face masks: Must be carried at all times. Wearing a face mask is strongly recommended indoors and outdoors when you can't keep 1.5 metres distance from other people. Masks are mandatory when inside shopping centres, retail stores inside shopping centres, department stores, electronics stores, furniture stores, hardware stores or supermarkets, when travelling on public transport or when travelling in a commercial passenger vehicle (unless a lawful exemption applies).

Any person diagnosed or suspected of having COVID-19, or who is a close contact of someone diagnosed with COVID-19, must wear a face covering if leaving home/accommodation for a permitted reason, such as medical care. Face coverings are recommended, but not mandatory, when leaving home and physical distancing cannot be maintained, for example, while shopping.

Public gatherings: Up to 100 people can gather outdoors from any number of households, infants under 12 months are not included in the cap

Visitors to the home: Up to 30 visitors can visit a home in a day (infants under 12 months are not counted in the cap). Visitors may be from any number of households and may visit either together or separately. Front and backyards are considered part of the home.

Community venues and facilities including libraries: No patron caps with a density quotient of 1 per 2sqm, subject to use of electronic record keeping. If not using electronic record keeping a density quotient of 1 per 4sqm applies.

Hospitality: Density quotient of 1 per 2sqm for indoor and outdoor hospitality venues. Up to 25 patrons are permitted in a venue before the density quotient applies. No requirement for seated service. Density quotient of 1 per 4sqm on a dancefloor up to a maximum of 50 people. All venues are required to use electronic record keeping when applying the density quotient of 1 per 2 sqm. In venues not using electronic record a density quotient of 1 per 4 sqm applies.

Food courts: Indoor and outdoor food courts open with a density quotient of 1 per 2 sqm. No patron cap for indoor food courts.

Accommodation: Bookings restricted to the private gathering limit. The person or household booking the accommodation can have up to 30 visitors.

Tourism spaces and groups: No patron cap on tour groups. Masks must be worn on tour transport.

Intrastate travel: Allowed.

Interstate travel: Continued international border controls. State border controls activated in case of outbreaks.

Seated entertainment venues (indoors and outdoors): Open, up to 75 per cent of fixed seated capacity with maximum patron cap of 1000 people, density quotient of 1 per 2sqm in foyers, bars, bathrooms etc when using electronic record keeping. In venues not using electronic record a density quotient of 1 per 4 sqm applies. Venues with capacity of greater than 500 patrons must publish a COVIDSafe Plan online. Arrangements for large events determined on an individual basis under the Public Events Framework.

Public events: (Swap meets, Car Shows, Major Club events that draw an outside audience). You need to register your event and submit documentation based on number of attendees and risk factors.

Introducing

The Aussie B40 Rally



A rally for young people, by young people.

For cars built pre-1940 with drivers under 40* years of age.

Phillip Island 30/4 - 2/5/2021

Highlights include:

- Night trial
- Scenic observation tour of the area
- Brewery tours
- Fun-khana

Plus more!

(No scones & cream)

Awards given for:

- Youngest driver
- Oldest car
- Overall winner of the rally

Contact stuart.mccockle@hotmail.com for further information

Like the sound of this but you're not eligible?

Then it's the perfect time to train up someone young to drive your car. The future of our early cars and the movement depends on it.

The Echuca & District
Historic Vehicle Club Inc.

ECHUCA SWAP MEET ROTARY PARK, ROSE STREET ECHUCA

Saturday, 17th April, 2021

Automotive Parts & Collectables welcome
Show & Shine open section as well as ladies
only section, prizes will be awarded.

200 PLUS SITES AVAILABLE AT \$20 PER SITE.

ON SITE CATERING,

\$5 PER PERSON ENTRY,

CHILDREN UNDER 15 FREE

Gates Open: Sellers: 5:00 am Buyers: 7:00 am

ENQUIRIES: 0456 010 665, echucaswap@outlook.com

\$500.00 Donated to a local charity



GEELONG REVIVAL MOTORING FESTIVAL
PRESENTS

CITY CRUISE

**SATURDAY 12TH
DECEMBER 2020**

WWW.GEELONGREVIVAL.COM.AU

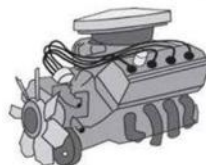
MAFFRA MOTOR MUSEUM

SWAP MEET

DATE 18th April 2021

1a Sale Road – Maffra

Gates Open for Buyers and Sellers 7.00 a.m.



Featuring ★ Garage-enalia★ Mancave and

★ other Motoring related treasures

Cost - \$10.00 site fee (including driver)

\$5.00 buyers

Camping Available Saturday Night

By appointment

Full Onsite catering

Information and Bookings
call Mike on 0402 084 302

www.gippslandvehiclecollection.org.au



44th

Proudly presented by

The Austin Seven Club in association with the HMRAV

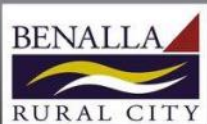
HISTORIC WINTON

22nd & 23rd May 2021



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Austin Seven Club Inc. A0003290N | Photo: Andrew Day

Buying and selling a second-hand vehicle is online

Buyers and sellers can now complete the transfer of a second-hand vehicle online using the eTransfers process within the myVicRoads personal portal.

Over the last 18 months, significant improvements have been made to the registration transfer process to protect the interests of customers and ensure timely, accurate updates to the Vehicles Register. On 24 September 2020, VicRoads launched another stage of the eTransfers process, enabling buyers to complete their vehicle transfer online.

Completing the transfer process online saves customers time and effort without having to visit a Customer Service Centre. It also means that transfer information is processed quickly and securely to assist law enforcement in case of traffic infringements.

Sellers complete a Notice of Disposal

Sellers can use the myVicRoads online application to transfer vehicle registrations from their name, and into the buyer's name, when a registration transfer is between individuals.

When a seller logs into their myVicRoads account, they can select the vehicle that has been sold from their dashboard, enter the buyer's surname and licence number (which is immediately verified) and the vehicle will be transferred into the buyer's name within 24 hours.

For more information go to [sell a registered vehicle](#) on the VicRoads website

Buyers complete the Transfer

When a buyer logs into their myVicRoads account, vehicles that have been transferred into their name and have outstanding transfer requirements will be highlighted for action.

From within the online application, buyers can review transfer details already provided to VicRoads, enter details of their Roadworthy Certificate, upload images and files directly and make a payment for their transfer and motor vehicle duty fees, unless exempt.

For more information go to [buy a registered vehicle](#) on the VicRoads website

License testing Resumes

The Victorian Government announced licence testing has re-opened for new customer bookings across Melbourne from Monday 16 November.

The easiest way to make an appointment is online, or alternatively you can call us on 13 11 71.

Customers with suspended appointments who have been given priority to rebook their tests are being reminded to contact VicRoads on a dedicated number as soon as possible to book an appointment.

Hardship and special circumstances appointments will continue to be offered for eligible customers who would experience undue hardship as a result of not sitting a licence test.

Customers who had their appointments suspended due to coronavirus (COVID-19) will also have their booking fees refunded and all new appointment fees will be waived until bookings return to normal levels. **We will contact all customers who are eligible for an appointment fee refund. Please do not call us for your refund.**

Heavy vehicle and motorcycle training and testing re-commenced on Wednesday 28 October. Medical review assessments re-commenced on Monday 2 November.

All licence testing has resumed in regional Victoria.

Additional licence testing centres with new staff have been setup to offer more bookings and ensure these key services can resume safely as part of the roadmap to recovery. COVIDSafe measures remain in place to allow the safe delivery of licensing services.

RACV News

Message from the RACV regarding their Motoring Interests Program

RACV has been, and will continue to be, a strong supporter of the historic vehicle movement for many years to come and we value the role that the movement plays in connecting Victorians, particularly in the regions.

One of our flagship events for 2021 is the commemoration of the centenary of the RACV Alpine Trials (1921) and this will travel through the regions in Victoria which have been impacted by COVID-19 and the summer bushfires. RACV will also support a number of events across Victoria in 2021 to showcase historic vehicles.

The RACV Motoring Interests program will continue to support the movement and will now be managed by a broader community engagement team. Nicole Ballina, Community Engagement Manager, is your new contact at RACV. She can be contacted on Nicole.Ballina@racv.com.au or 0407 150 568.

RACV is committed to supporting the movement and looks forward to working with the clubs to deliver a long lasting and successful relationship.

Megan Ballantyne

Head of Partnerships & Education

RACV

RACV Motoring Interests Program Form Preview

RACV Motoring Interests Program

The RACV Motoring Interests Program provides an important role in promoting Victoria's social and motoring history. The program provides sponsorship, support and advice to the historic vehicle movement while playing a role in connecting communities, particularly in rural and regional Victoria, and providing much needed local investment.

RACV prefers 3-6 months lead time between sponsorship proposal and the event or activity. Preference is given to sponsorships that provide appeal, accessibility and benefit to local communities and RACV members. Supported events must be primarily Victorian based.

Criteria for Support

Your application should include opportunity for:

- RACV branding, advertising and promotion
- Promotion of RACV products, services and facilities
- RACV member benefit
- Community investment
- Promotion of Victoria's historic vehicle movement

Other: RACV's financial support must be entirely acquitted within the event's administration
Naming or major sponsorship rights should be considered where relevant
Requests must be received on the submitting organisation's official letterhead

Exclusions

- Events that are:
- sponsored by a direct RACV product competitor
 - discriminate against individuals or groups
 - are political or religious in nature
 - are a hazard to the community
 - promote tobacco or alcohol
 - promote speed or dangerous driving
 - support third party programs and events, including charities and foundations
 - support individuals

For more information, go to the AOMC website at: <https://www.aomc.asn.au/racv-motoring-interests>

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.

RACV Vintage, Veteran & Classic Vehicle Insurance:
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.

Old Tricks for New Players OR How to import a Vehicle from Overseas:

As a recently retired Licensed Customs & Quarantine Broker I would like to provide some initial and basic information to hopefully assist members who are contemplating purchasing a vehicle from overseas.

Chances are if you are reading this magazine you may already own a vehicle originally imported from overseas by you or the previous owner/s.

At the time of writing, we are coming out of shutdown due to Covid 19. Even when current lockdowns are lifted I can't foresee a quick return to overseas travel. Having said that, you can still buy and import a vehicle from anywhere around the world from the comfort of your couch and laptop.

Purchasing a vehicle & Protecting your money: Since Covid began in early 2020 many of us have been "locked up" and looking forward to the day we can get out and about again and enjoy our weekend drives in our special vehicle/s. For some of us, this enforced lock down has provided us with the time to research the worldwide market for that special vehicle we have longed for.

You have finally found that vehicle you pine for.....(tick the box)

| | | | |
|---------------|--------------|-------------|----------|
| Austin Healey | Triumph | Mustang | MG |
| Ferrari | Jaguar | Studebaker | Vauxhall |
| Chevrolet | T Model Ford | Olds Mobile | Other |

You have established that the vehicle is located in.....(tick the box)

| | | | | | |
|---------|------------|--------------|------------|-------|----------|
| USA | East Coast | / West Coast | / Mid West | UK | Cornwall |
| Germany | Cologne | France | Paris | Japan | Yokohama |
| Italy | Rome | Other | | | |

Having made the decision to purchase the said vehicle from the said origin, you need to consider the following.

I always advise importers to protect their money at all times. In other words, be comfortable with who you are paying and when you are paying them. It will essentially come down to whether you trust the seller or not. Let's face it, you can't jump in the car and go and see these people.....they are thousands of miles away!!

Assuming you are comfortable with the seller, you send off the funds generally by TT (telegraphic transfer). The seller advises funds are received and then comes the next part, moving the vehicle to Australia.

DOTAR Import Permit: Before vehicle is shipped from anywhere in the world we strongly recommend you apply for the **Department of Transport and Regional Services (DOTAR)** vehicle import permit.

Website; www.infrastructure.gov.au/vehicles/imports/ provides details on how to go about this permit application. It costs A\$50.00 and takes 20 working days minimum to process. If you do not have this permit in place before vehicle arrives, the vehicle will not be released by Australian Customs from the wharf and you will incur expensive storage costs in the meantime. Both Australian Customs & DOTAR strongly recommend vehicle is not shipped until permit is issued.

This website also has *8 steps to importing a motor vehicle* which also provides similar information to what is being supplied in this article (you can never have too much information).

Freighting the Vehicle to Australia: There are many companies that are able to ship vehicles from anywhere in the world to all major ports in Australia. These companies are generally described as *International Freight Forwarders*. You can obtain a quotation from an Australian based Freight Forwarder to provide all costs from collection of vehicle at origin to delivery to container packing depot where vehicle can be secured in a container and shipped to Australia.

Generally, we would recommend that you arrange shipment to Australia as, in some instances, the seller may ship the vehicle on the *Marie Celeste* and it either never gets here or it takes an inordinate amount of time to do so. By nominating an Australian based freight forwarder you have a "go to" point if required.

Your vehicle will be shipped in a 20ft container OR shipped in a 40ft container with other people's vehicles or goods. It is probably cheaper to ship with other people's vehicle or goods but there are drawbacks. The drawbacks can be that other vehicles in the container may be "stacked" on angles to allow more vehicles to be packed in the container. If vehicles move in transit it may damage your vehicle or other cargo in container may move and damage your vehicle.

Import Process: After ship departs export port you will receive a *Bill of Lading*. This document confirms vehicle is loaded on board ship. It is similar to a consignment note and whoever holds it has title to the shipment (in laymans terms).

You provide this document to your *Freight Forwarder* who also has a *Licensed Customs & Quarantine Broker* to arrange Customs & Quarantine Clearance on your behalf. At this time the Customs Broker will also require the commercial invoices that provides details of the sale, evidence of payment and the DOTAR permit.

The Customs Broker calculates the Import Duty and Import GST payable on your vehicle importation. He will send you an invoice for these costs and generally requires this money before he pays these costs to the government.

A vehicle over 30 years of age is duty free. Import GST is calculated on total of the following costs:

Purchase Price of Vehicle

Transport from place of Origin to Melbourne

*Marine Insurance***

** Allow 0.5% for Marine insurance as a rough guide.

Believe it or not, if you import a 1928 vehicle (for example) that is over approximately A\$65,000 in value you will also incur a **Luxury Car Tax**. You tell me how a 1928 vehicle can be called a luxury vehicle.?

As we all know, the only certainties in life are death and taxes and this is one of those taxes you would prefer to die before paying them!!

The ship arrives: Finally, your vehicle arrives in Australian Port nominated. Australia has some of the strictest quarantine laws and regulations in the world. Because of these laws and regulations vehicles like yours **MUST** be clean of all dirt, soil etc prior to release from Customs and Quarantine control. Generally, ALL vehicles are directed to a depot for further cleaning. Generally, it is to high pressure hose dirt, soil from the vehicle. If there is dirt inside vehicle that too will need to be cleaned via vacuuming. Based on our observations over the years it doesn't matter how clean you think the vehicle is, the Quarantine Department will still direct it for further cleaning. Just to confuse you, there is also another Quarantine critter called the *Brown Marmorated Stink Bug BMSB*. This bugger cannot be allowed entry into Australia and therefore the container with your vehicle in it **MUST** be treated prior to shipment from overseas or upon arrival in Australia. Therefore, there are two treatments which you will pay for. One is for the BMSB and the other is for dirt etc. The first treatment for BMSB does not clean dirt, soil from vehicle.

Parts: After making the purchase of the vehicle you would like to maximise the space you have in the container and decide to purchase from various locations parts to be shipped in the container with vehicle

This is not a problem providing you understand that the world is a BIG place. We strongly recommend that if you do purchase parts only purchase them from the same country you purchased vehicle to avoid these parts crossing borders and potentially being delayed/held. And, the Customs Broker must also calculate Import Duty and Import GST on these parts. You cannot conveniently forget about these purchases, failure to declare the cargo is a very serious offence and fines are severe.

Asbestos: Australia has a NIL tolerance for ANY asbestos being imported into the country. It does not matter if vehicle is original with asbestos parts (brake shoes etc) ALL asbestos **MUST** be removed prior to shipment to Australia. Website: www.abf.gov.au/asbestos provides detailed information on what is required.

Summary: This article provides a general overview of the process. It is far from being definitive and it does not answer all the "what if" type questions.


Finally, we all look forward to the day when we can plan that long dreamed about trip to somewhere in the world to see the sites and just maybe make a little purchase along the way.

All The Best

About the Author: Mick Parsons has been gainfully employed in the Customs Clearance & International Freight Forwarding Industry for 45 years. He was granted his Customs Brokers licence in 1983. In 1996 he founded his own Customs Brokerage firm, Port Air Logistics which he sold in early 2020.

During his 45 years of work he has seen many interesting and in some instances weird imports and exports.

This article originally appeared in the July-Sept 2020 issue of Mustang Roundup and has been slightly modified.



Trust us to bring your classic beauty home...

Now that you've found the car of your dreams, let Port Air Logistics organise a safe and hassle-free journey to Australia.

Port Air Logistics, a privately owned Australian company, has over 25 years experience in International Freight Forwarding. We've been trusted to transport many classic beauties safely to their new homes in Australia.

Call us today to discuss your classic car and we will provide a detailed quotation. This will cover all costs from collection of vehicle at origin, to delivery to container packing depot where vehicle can be secured in a container and shipped to Australia, to final delivery to your doorstep.

We will make the process a simple and stress-free experience...



Port Air Logistics

UNIQUE INNOVATIVE GENUINE

T: 03 9521 4088

www.portair.com.au

110A, 620 St Kilda Road, Melbourne



FBHVC position on Government ban on sale of new cars with internal combustion engines from 2030

Published: 19/11/2020

The UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035.

The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles.

The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes.

Indeed, it may well be that in a couple of decade's time, the early Nissan Leaf and Tesla models for example will be joining the ranks of historically important vehicles and referred to as 'classic cars.'

The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the 'Village Green' area of the NEC Classic Motor Show in 2019 on the Federation stand. The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under license in Paris. In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do today. In 1900, 20 per cent of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially building electric vehicles.

So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.

The main focus points of the Federation's activities in light of the announcement of the intended 2030 ban on the sale of new ICE vehicles will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post- pandemic and post- Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at <https://www.fbhvc.co.uk/>

The Federation of British Historic Vehicle Clubs (FBHVC) is the peak UK body for motoring clubs

News from The United Kingdom

National Historic Vehicle Survey reveals significant contribution to UK economy

- Number of historic vehicles on DVLA database has increased yet again to 1.5 million
- The historic movement now worth over £7.2 billion to UK economy
- 4,000 businesses employing over 34,000 people
- 700,000 enthusiasts – up from 500,000 in 2016
- Overall, historic vehicles account for less than 0.2% of the total miles driven in the UK
- 35% of owners either already or are willing to contribute to a carbon reduction scheme
- 56% of historic vehicles are on SORN

The results of the 2020 National Historic Vehicle Survey have been announced by the Federation of British Historic Vehicle Clubs. The summary results were revealed during the Virtual Lancaster Classic Motor Show with Discovery, filmed at the NEC this month.

Historically, the Federation has undertaken this major survey every 5 years, the most recent being the 2016. However, in light of the very obvious impact that worldwide pandemic has had on the UK and is likely to have on historic vehicle habits, the survey was conducted earlier to represent a more typical year in 2019.

The survey is the largest and most detailed survey of historic vehicle ownership carried out in any country. The results will help shape the future of the industry and will give the Federation of British Historic Vehicle Clubs the vital facts and figures needed to protect future of transport heritage in the United Kingdom at the very highest levels.

More vehicles, contributing more to the UK economy

Growth in the sector is the result of an increased number of historic vehicles registered with the DVLA, over the 2016 figures, to an incredible 1.5 million vehicles of all types from cars, buses and lorries to motorcycles, agricultural, military and steam vehicles. This represents 3.4% of all registered vehicles in the UK. Naturally, more vehicles mean more owners, 700,000 in fact, up by 200k on the previous survey in 2016.

The use of those historic vehicles and their need for services and supplies has kept spending healthy, with the historic vehicle sector now contributing an impressive £7.2 billion to the UK economy – that's more than the equestrian sector and significantly up on the £5.5 billion in 2016.

This revenue is generated from the nearly 4,000 businesses that support the movement employing over 34,000 people. Those businesses are working on ensuring the future of the movement as well, with over a third either employing or considering employing an apprentice.

The value of individual vehicles is widely spread, with 51% having a market value of less than £10,000 demonstrating a community of diversity and inclusiveness driven by enthusiasm. 44% are registered as on the road and ready for use.

The survey revealed that increasingly, historic vehicles are not used for daily transport. Indeed, the average mileage covered during the course of a year is just 1,200 miles, which equates to all the historic vehicles on the road accounting for less than 0.2% of the total miles driven on UK roads each year. Despite that tiny mileage for recreational and heritage uses, enthusiasts are clearly becoming more aware of the environmental impact of their activities, with 35% of owners saying they already contribute to, or would consider contributing to, a carbon reduction scheme. The Federation is actively researching options to identify tangible solutions for enthusiasts.

So, the headlines are positive and it's good news for the future of the historic vehicle community that, despite concerns and uncertainty around Brexit, the movement has continued to grow, develop and contribute a significant sum annually to the economy of the United Kingdom.

David Whale, Chairman of the FBHVC said, *"The significant value to the United Kingdom that the historic vehicle industry generates simply cannot be ignored by those in power. We face the most challenging times ahead over the next few years and these results give us the justification to ensure that our freedoms to enjoy our transport heritage continue unhindered. As a sector we cannot be ignored and will be instrumental in the recovery of our nation's economy post-Brexit and post-COVID. The most heart-warming news was that there are more enthusiasts than ever who are immersing themselves in our community and that is really positive for the future."*

The FBHVC will be releasing a more detailed report in mid- December 2020. Statistics are from the 2020 National Historic Vehicle Survey, carried out by the Federation of British Historic Vehicle Clubs during Summer and Autumn 2020. Other figures are from DVLA published statistics. JDA Research has been the FBHVC's research partner for the 2020 Survey. JDA Research also undertook the Federation's 2016 survey and is completing a worldwide survey on behalf of FIVA.



FIGHT UNFAIR AUTOMOTIVE LAWS

The SEMA Action Network (SAN) is a nationwide partnership between vehicle clubs, enthusiasts and members of the specialty auto parts industry who want to protect their hobby. Founded in 1997, the SAN was designed to help stamp out legislative threats to the automotive hobby and pass favorable laws

Wyoming to Consider New Restrictions on Antique Vehicles

Overview: A SAN-opposed proposal in Wyoming is scheduled to be heard by the Joint Transportation, Highways & Military Affairs Committee on Tuesday, December 1st which would significantly restrict eligibility of antique vehicle registration. Currently, an antique vehicle must be at least 25 years old and antique vehicle registration only requires an initial fee. If passed, antique vehicles would be required to be at least 40 years old, and the antique vehicle registration would be required to be renewed annually.

- The proposed changes unfairly raise the age of vehicles eligible to be registered as antique vehicles from at least 25 years old to at least 40 years old.
- The proposed changes unreasonably increase the initial registration fee and transfer of license plate fee. It also creates a new annual validation fee.
- The proposed changes mandate specified insurance policies without legitimate cause.
- The proposed changes make it more difficult to register legitimate antique vehicles, which are already limited to club activities, parades, exhibitions, tours, and other related activities, and not to be used for general transportation.

Tell Congress to Pass the RPM Act to Save Our Racecars This Year!

Tell Congress to pass the RPM Act in 2020 and make clear that it is legal to convert street-vehicles into dedicated racecars. Your members of Congress could help enact this critical bill into law as the 2019-2020 legislative session nears a close—however, they need to hear from you right away!

- According to the EPA, current law does not explicitly allow street vehicles—cars, trucks, and motorcycles—to be converted into racecars.
- The EPA has announced that enforcement against high performance parts—including superchargers, tuners, and exhaust systems—is a top priority for 2020 and beyond.
- The RPM Act removes any doubt that it is legal to modify a motor vehicle for exclusive use on the track.

The RPM Act must be passed into law in 2020. Even if you are one of the hundreds of thousands of enthusiasts who contacted Congress in the past, this important bill needs your support now!



Above: The start line at the Bonneville Salt Flats. The 72nd running of 'Speed Week' took place in August with only half the normal attendance.



TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

Shannons have designed Home & Contents insurance specifically for motoring enthusiasts, including **\$10,000 worth of enthusiast cover**. Plus extra features like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

When it comes to insurance for your home, there's only one person you should talk to – a fellow enthusiast at Shannons.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

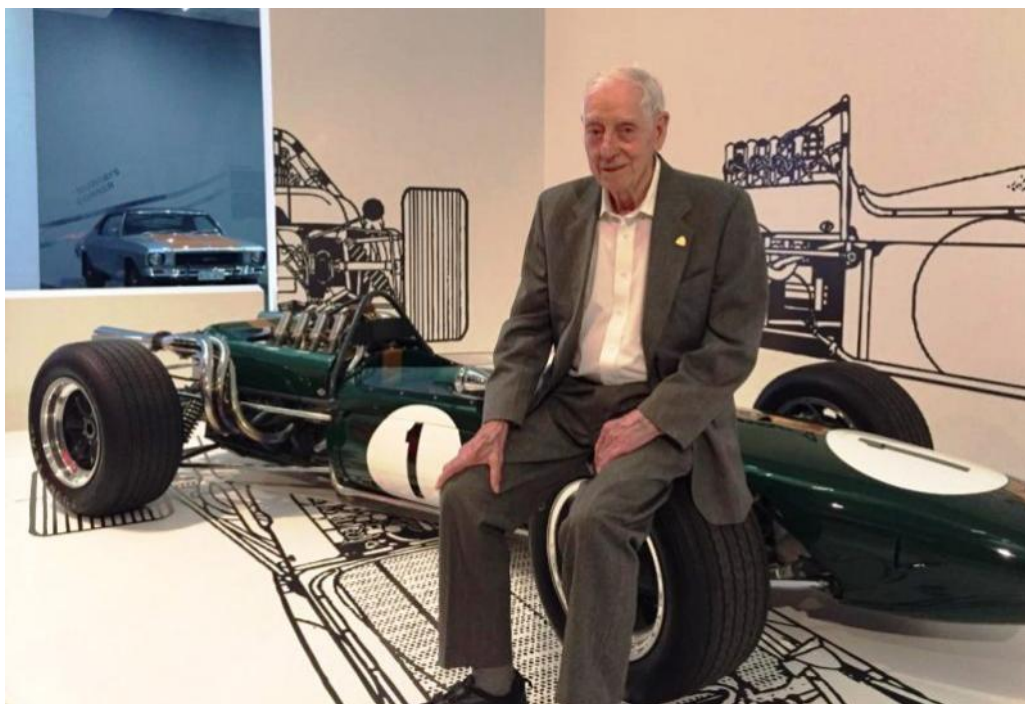
**INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

Ron Tauranac

January 13, 1925 - July 17, 2020

The following obituary for Ron Tauranac appeared in the Age newspaper on Thursday November 5th, page 39 and was written by Ian Porter.



Ron Tauranac took two years to build his first racing car in a lock-up garage in Sydney. The first time he raced it, in 1950, the car ran wide in a corner, flipped and threw him out. He nearly died.

Having repaired the car, and fitted shock absorbers for the first time, Tauranac went back to the track. This time the rear suspension failed, the car flipped once more and came to rest on a guardrail. He was lucky again.

Tauranac persisted despite these setbacks but focused more on the design side as he devoured the latest information from overseas. It was a good decision.

Within 10 years he was in partnership with two times world champion Jack Brabham, having unofficially helped Brabham develop the 1960 winning car, the 'lowline' Cooper T53.

By 1966, Tauranac had designed his own F1 title winner and by 1982 he was the largest manufacturer of racing cars in the world.

It was an amazing career for an English boy whose family landed in Melbourne in 1928, when Ron was three years old. The family was forced to move several times, eventually to Wollongong, as Ron's father sought employment during the Depression. Ron recalled not wearing shoes regularly until he was 12.

After training as a fighter pilot during the war, Tauranac became hooked on motor racing and set about building his first car with the help of his brother Austin Lewis Tauranac. Using their initials, it was called Ralt.

In the early 1950's, Tauranac had crossed paths with Brabham at racetracks and in business, where Tauranac would commission machining work from Brabham's workshop. Brabham went to England in 1955 to work as a driver and engineer at the Cooper Car Company, but always kept in touch, asking Tauranac for advice on various Cooper engineering problems.

In 1960 Tauranac accepted an invitation to travel to England to start a partnership with Brabham, Motor Racing Developments (MRD), to make F1 cars for Brabham to race and Formula Junior (FJ) racing cars for customers to buy. Tauranac's philosophy was to build cars with owner / drivers in mind, someone who often was also the chief mechanic.

The FJ cars were an immediate hit because they were fast, strong, simple to repair and easy to drive. They were also the first to have adjustable roll bars and, in 1963, Tauranac was the first constructor to use a wind tunnel.

Tauranac was a practical man. When the team was having high speed handling problems with its BT5 sports car, Tauranac knelt on the passenger seat, head under the engine cover – no helmet, no seat belt – while Brabham sped around the track at racing speeds. The result was another first for the industry, an adjustable aerofoil on the

back of the car to stop the rear lifting at speed.

Off the track, MRD soon acquired a reputation for fair dealing. Tauranac's approach to business included always paying his suppliers on time and this created a great deal of loyalty.

Another plus was his pursuit of high production standards. Any profits were ploughed back into the factory, acquiring ever more sophisticated machine tools which, in turn, meant any spares from MRD would fit on a repaired car without any fettling required.

Tauranac could be a difficult person to work with – Brabham admitted later that the annoying thing about having a disagreement with Tauranac was that Ron was almost always right – but he was well known for being honest, perhaps blunt, and straightforward. You always knew where you stood.

When Tauranac arrived in the UK, all racing cars used components like steering racks, gearboxes and brakes from road cars, but right from the start MRD worked with suppliers to help them develop purpose built parts for its cars, which then became available to other constructors.

In this way, Tauranac played a significant part in helping develop the racing car components industry in the UK, which is now a £5 billion a year network capped by Motorsport Valley, home of seven of the world's 10 F1 teams.

In 1966, after Brabham had persuaded the Australian Repco company to make a suitable engine, Tauranac's BT19 and BT24 cars won the 1966 and 1967 world titles with Brabham and Denny Hulme doing the driving.

By 1967, MRD was making nine different models and, including the F1 titles, won an unprecedented 10 championships in Europe, America and Australia.

Tauranac bought full control of MRD when Brabham retired from racing in 1970, but Ron was not a wheeler dealer and raising sponsorship for the F1 program was not his cup of tea. In late 1971, he sold MRD and the F1 team to Bernie Ecclestone, who stopped making customer cars for junior formulae.

While Tauranac could be difficult to work with, he was also a good judge of character. Before the sale to Ecclestone, long time Brabham mechanic Ron Dennis – who would later create the modern day McLaren Team – left MRD to start his own team even though he had no sponsorship. Tauranac lent the new team two cars, to be paid for at the end of the season and gave Dennis easy terms on spare parts.

Dennis later said that without Tauranac's generosity it was unlikely he would have ended up at McLaren.

After the sale, Tauranac did some design work for various teams until, in 1974, aspiring Australian racing driver Larry Perkins (later to win Bathurst six times) turned up at his house and asked him how to improve Larry's GRD F3 car.

Tauranac's blunt assessment was that it would be easier to start from scratch, so he did.

He designed and built the Ralt RT1. Perkins used it to become European F3 champion in 1975 and the orders started flooding in again.

By 1977 production was above 50 cars a year and the British F3 series became known as Formula Ralt because in many races there were no other marques on the grid.

In 1982 Ralt equalled a record previously set by Tauranac's Brabhams when Ralt cars won a total of 10 international class championships.

Ralts were still winning in F3 and also lifted the F2 crown in 1981 and 1984, but competition in Europe and America was increasing. When arch competitor March Engineering approached Ron in 1988 with an offer to buy the company and keep him on as a consultant, he accepted. Again, his practical side shone through. He negotiated down the offered salary by 25 percent because he was looking for a long term arrangement with March and he did not want that spoiled by 'unrealistic figures'.

He and wife Norma returned to Australia that year.

Tauranac was awarded the Order of Australia in 2002 and inducted into the Motorsport Australia Hall of Fame in 2017.

He is survived by his daughters Jann and Julie.



Right: Tauranac and Brabham

Minutes of the AOMC AGM meeting on November 23

Held on Monday November 23rd via zoom

There were 75 participants representing 67 clubs

The meeting was chaired by President Iain Ross.

Iain welcomed all delegates who have signed into the meeting.

Apologies: Administrative Officer Howard Billing reported the following apologies have been received:-

| | |
|--------------|---|
| Bill Allen | Rover Car Club of Aust & Rover P4 Guild of Aust |
| Geoff Meehan | Morris Car Club (Vic) |
| Bill Ballard | Ford Owners, Restorers & Drivers Club |
| Arthur Byron | Grampians Vintage Vehicle Club |
| Peter Welten | Triumph Car Club |

Guests / Visitors: Harry Duynhoven (NZ Federation of Motoring Clubs)

The minutes of the 2019 Annual General Meeting (as circulated via email and published in the February 2020 AOMC Newsletter) were accepted as a true and accurate record on a motion moved Colin Jenkins (Triumph CC), seconded Rick Cove (EGHVC) and carried.

Presidents Report: Iain Ross noted that this has been a very different and difficult year for all. AOMC and club activities have been severely curtailed. We were lucky to be able to run the British and European Show in February before restrictions came into force, and the only face to face delegates meeting able to be held was way back in February.

The AOMC have been unable to hold the usual seminars, National Motoring Heritage Day event or face to face delegates or committee meetings since. The Engine Number Records service has been curtailed and Howard Billing (AOMC Office Administrator) is currently working from home.

We are looking forward to being able to hold meetings and run our shows and seminars again when the situation allows.

Covid has brought some interesting things to the movement, and clubs have responded well, holding virtual meetings and garage sessions.

The worldwide environmental movement, which is seeing countries introduce bans on the sale of new fossil fuelled vehicles from as early as 2030, may mean our vehicles and our use of them may be in danger.

Five of our current committee members are retiring from their roles tonight, Martyn Bishop, Colin Jenkins, Bryan Langton, David Andreassen and Steve Young. Iain thanked them for the work they have put into the Association over the years they have been involved.

Treasurers Report: Angelo D'Ambrosio noted that this has been a challenging year for the AOMC and clubs. AOMC has returned a small surplus of \$20,000 for the financial year ending June 30, 2020. The AOMC cash balance as at 30.6.20 was \$190,000. The balance sheet has looked OK due to cost cutting measures.

The accounts have been fully audited and a copy of the full final accounts are available for viewing if requested.

The Treasurers Report was accepted on a motion moved by Angelo D'Ambrosio (Torana CC), seconded Colin Jenkins (Triumph CC) and carried.

Subscription Fees for 2021/22. Angelo reported that invoices for the 2020/21 year were held back and have only recently been sent out with a discount. He proposed that the fees for 2021/22 remain the same as the pre discounted 2020/21 fees.

It was moved Iain Ross (VDC), seconded Andrew McDougall (Alvis CC) that the membership subscription fees be maintained at the pre discount amounts for 2020/21. Motion was carried.

Auditor: It was moved Angelo D'Ambrosio (Torana CC), seconded David Smallcombe (Morris Register) that the current auditor, Stephen Barker be reappointed for 2020/21. Motion was carried.

Election of Office Bearers for 2020/21.

Daryl Meek (Veteran CC) took the chair to conduct the elections.

On behalf of the clubs and the movement in general, Daryl thanked Iain and his team for all of their work during the difficult Covid times. Also great thanks to Howard Billing for his work in the AOMC office.

Daryl also noted that he has been surprised to have seen some of the more traditional, older clubs taking to zoom and other electronic formats during the Covid lockdown.

Daryl referred to the recent FBHVC survey of the historic movement in the UK. In 2015 the results were an estimated worth to the UK economy of £5.5 billion. Daryl used this data at the time to compare to the Victorian movement and estimated a net worth in Victoria of approximately \$860million.

The 2020 FBHVC survey showed an increased value of £7.2 billion to the UK economy, and using the same comparison as 2015, Daryl surmised that the value of the movement to the Victorian economy to be approximately \$1.2 billion. This highlights the need for effective peak body representation to reflect the importance of the movement to Victoria.

As per the rules of the Association, all committee positions are declared vacant and nominations were called from the floor. Members can nominate themselves or be nominated by another delegate. The rules allow for 4 executive positions, President, Vice President, Treasurer and Secretary. They also allow for a range of 7 to 9 general committee members in addition to these executive positions to be determined at the Annual General Meeting..

It was moved Keith Mortimer (Jaguar CC) seconded Andrew McDougal (Alvis CC) that the general committee consist of up to 9 members for 2020/21.

Nominations have already been received for the following positions:

| | |
|---------------------------|---|
| President | Iain Ross (Vinatge Drivers Club) |
| Vice President: | Keith Mortimer (Jaguar CC) |
| Treasurer: | Angelo D'Ambrosio (Torana CC) |
| Secretary: | Robbie Mihelcic (Torana CC) |
| General Committee: | Philip Johnstone (Triumph Sports Owners) |
| | Peter Welten (Triumph CC) |
| | Geoff Meehan (Morris CC) |
| | John Ferguson (Motto Guzzi Motorcycle Club) |
| | Andrew McDougall (Alvis CC & Veteran CC) |
| | Allan Fabry (MG CC) |
| | Lawrence Glynn (BMW Drivers Club Melbourne) |

As well as these 7 nominations for committee, there is another delegate who has agreed to be co-opted for committee roles when required:

Daryl Meek (Veteran CC)

As there were no further nominations, Daryl announced that the above be duly elected for the year 2020/21.

Iain Ross resumed the chair and then produced a presentation plaque from the AOMC and Clubs to be presented to Daryl Meek in recognition of his untiring work for the movement when with the RACV as Motoring Interests manager.

Daryl responded that it is a shame that a program that has been 20 years in the making has suddenly come to a halt. RACV have indicated that they will still provide support to the movement.

Iain reported that he has had discussions with the RACV and pointed out to them that the new system of grants will disadvantage clubs.

Iain also noted that AOMC is still looking for representation from the American Vehicle field on the committee.

Iain also reported that he has been approached by the Dept of Transport regarding starting discussions on a revision of the CPS. Conferencing to begin later this week.

He also noted that the U.K. government have announced that they are barring the sales of new internal combustion engine vehicles from 2030.

Events: Clubs are looking patiently to organising events and meetings in the near future. All reliant on levels of restrictions, but we seem to be heading in the right direction. The AOMC has at present cancelled the British and European Show scheduled for February 2021, but will look at the situation after Christmas and maybe run it late in February.

Chairman Iain Ross announced that the AGM for 2020 closed, and that the next AGM of the Association will take place on Monday November 22nd, 2021.

Chairman Iain Ross then asked for Delegates to give any reports or updates.

Delegates Reports.

Len Kerwood (Austin 7): Len announced a change of date for next years Winton event. The V8 supercars have again taken the traditional date that Historic Winton is held, so it has been changed to the weekend of 22 and 23 May 2021.

Len also asked if we had any links with heritage groups or the National Trust so that our vehicles can be properly recognised as historic. Daryl Meek responded that there are currently some semi formal links.

Andrew McDougall (Alvis CC & Veteran CC): FIVA have recently circulated 2 surveys. One is based around individual members and this survey has closed. The second one is based on clubs and is open for responses until December 15th. Andrew stressed that it is extremely important that clubs respond to the survey. All information gathered in Australia will be available for use in Australia, which would be very useful when lobbying government bodies. There will also be a third survey which will be based on money spent on service / parts / rallies / accommodation / etc.

The Alvis National rally has been planned to take place in Victoria in April 2021 and to be based in Hamilton. They are still hoping to be able to run it in April.

Keith Taylor (Chev CC): If the Dept of Transport change the CPS eligibility from 25 years to 30 years, can we push them for a rolling change.

Rick Cove (EGHVC): announced that the Maffra Shed is open again.

Harry Duynhoven (NZ Federation of Motoring Clubs): In New Zealand, all clubs were asked to put on spontaneous events in the weekend after lockdown finished and raised money for charities.

John Johnson (Volvo CC): asked if there is any news on the Berwick Swap, is it going ahead?. There were several conflicting responses, with some delegates having heard it was cancelled and some that it was going ahead. Howard Billing checked the website which states it is still taking place.

Philip Johnstone (Triumph Sports Owners): The Engine Number Records service is almost back to full service. Philip has been busy clearing the backlog of requests received during Covid lockdown, which could not be processed as he could not attend the storage facility as it meant travelling more than the 5km allowed. There have been plenty of searches for Monaro's, Torana's, GT Falcons, Honda motorbikes and Land Rovers.

The AOMC has the Springs Specification records now stored with the Engine Number Records. Philip has been sorting through them, and they are now ordered and he is starting to list them. The records run from 1923 to the 1970s and cover all imaginable vehicles.

Iain Ross thanked Philip for all his work on this service.

Tony Hall (Nissan Datsun Sports Owners): Club events did not decrease this year, as they held virtual cars and coffee events with up to 40 attendees. They have been so successful that the club plans to continue with these virtual events post Covid.

Wandy McIntyre-Leale (Sun Country Historical Vehicle and Machinery Club): Club has been holding small events since October based on the numbers allowed. Being regional they had less restrictions than Melbourne based clubs. At present, hospitality venues can host more people than an outdoor event. Need to record attendee's for any contact tracing that may be required.

Keith Mortimer (Jaguar CC): All clubs should have a covid safe plan, including recording names for contact tracing.

John Johnson (Volvo CC): No more news on an American car Show? Iain Ross responded that AOMC are still searching for an appropriate venue that Shannons the major sponsor are happy with.

Len Kerwood (Austin 7): noted that his club is classed as a sporting club so they need to draft their covid plan differently.

Iain Ross thanked all for taking the effort of attending this evening and declared the meeting closed at 8.40pm.



Insure your love for less

Spend less on your insurance and more on your obsession

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

Lumley 
Special Vehicles

Call 133 578 today to see how much you could save

Lumley Special vehicles is a trading name of Insurance Australia Limited ABN 11 000 016 722 AFSL 227681. Any advice is general only and doesn't consider your needs. Before acting on it, consider if it is right for you by reading the Product Disclosure Statement available at www.lsvinsurance.com.au