

ASSOCIATION OF MOTORING CLUBS INC

AOMC

AOMC News

August 2021 - Issue 152

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Association of Motoring Clubs Inc



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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.

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

Front Cover Photo: A Moto Guzzi Bicydrinca. On March this year the 100th anniversary of Moto Guzzi was celebrated, and inside we have an article on this.

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

18 months (and 6 lockdowns) into this pandemic and it sometimes seems like it will never end. Needless to say, things seem to be getting worse and more restrictions are looming, making it precarious for club and event planning.

Amongst cancellations already announced are the Euroa Show and Shine, The Winton Festival of Speed, Te RACV Centenary Alpine Rally, The Royal Melbourne Show and even most probably a Melbourne footy grand final. The AOMC have their American Motoring Show planned for September 26th and are still hoping to go ahead with it pending restrictions at the time.

The planned Delegates meeting for August has been deferred and will now be 2 x zoom meetings, one for country delegates and one for metro delegates. As recently as May we were able to hold a delegates meeting with all delegates in the room and we all looked forward to the second half of 2021 as a chance to return to normal activity, but the recent resurgence shows that nothing can be taken for granted. Below is the latest DHHS information on restrictions across the state.

From 1:00pm Saturday 21 August 2021, restrictions across Victoria change:

Changes have been introduced to slow the spread of COVID-19 by reducing the number of people leaving their homes and moving around Victoria.

You cannot leave your home other than for one of the five following reasons:

- shopping for necessary goods and services
- caregiving or compassionate reasons, including medical care or to get a COVID-19 test
- authorised work (with a permit) or permitted education
- exercise (once a day for 2 hours)
- to get a COVID-19 vaccination (provided the distance travelled, and the time taken is no more than is absolutely necessary)

A stay-at-home curfew is in place for Metropolitan Melbourne. Between 9:00pm and 5:00am, you cannot leave your home (or the home of your intimate partner or bubble buddy) other than for limited reasons, including:

- authorised work
- health and medical purposes
- care and support of a child or someone with special needs
- in an emergency or to escape harm

If you are in Regional Victoria, the curfew does not apply. If you travel to metropolitan Melbourne from regional Victoria for a permitted reason, you will be required to adhere to the curfew whilst you are in metropolitan Melbourne.

Masks; Anyone 12 years and over must wear a fitted face mask whenever they leave their home, indoors or outdoors, unless a lawful exception applies.

Schools and child care will close except for children of essential workers.

Authorised Workplaces that remain open will have stricter conditions, such as checking in, cleaning requirements, workforce limits and covid marshalls on site.

Exercise: You can exercise with one other person, plus dependants, as long as you both do not travel more than 5km from your home.

Please use common sense and limit the number of people you see in person right now. It is safer to connect with friends and family using phone calls, social media and video calls.

If you are exercising with someone else, you should keep at least 1.5 metres distance between you. Don't hug, kiss or shake hands.

AOMC August Delegates Meeting(s)

Delegates Meeting for Country Club Representatives Tuesday 31st August

We will be conducting a meeting on Zoom for country club delegates on Tuesday 31st August commencing at 7.30 pm.

You are invited to come along and represent your club.

We will have John Lewis from Department of Transport along to answer your Club permit enquiries and discuss the recent changes proposed to be introduced to the scheme.

Can you please advise Howard if you intend to participate in this meeting by e mail to secretary@ aomc.asn.au or telephone 9558 4829

A Zoom link will be forwarded to you in the week prior to the meeting.

I look forward to seeing you at this meeting

Iain Ross
President

Delegates Meeting for Metropolitan Club Representatives Tuesday 7th September

We will be conducting a meeting on Zoom for metropolitan club delegates on Tuesday 7th September commencing at 7.30 pm.

You are invited to come along and represent your club.

Can you please advise Howard if you intend to participate in this meeting by e mail to secretary@ aomc.asn.au or telephone 9558 4829

A Zoom link will be forwarded to you in the week prior to the meeting.

I look forward to seeing you at this meeting

Iain Ross
President

OBTAINING YOUR CLUB'S CLUB PERMIT LIST FROM VICROADS

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

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

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

Slim Line Plates

VicRoads is now making same number club permit replacement number plates and same number club permit slimline replacement plates available.

Because of systems limitations they are only available for order online for permit holders who have a **myVicRoads account**. Replacement and slimline club permit plates cannot be ordered at VicRoads' Customer Service Centres (CSC). Slimline club permit plates are only available for new issue club permits at CSCs.

For a quick summary, [download the official letter](#) from **John Lewis, Principal Practice Advisor – Registration and Licensing, VicRoads**.

How to order replacement plates online:

Replacement club permit number plates of any sort **CANNOT** be ordered at Customer Service Centres. **To order you plates and for all the information you need on fees, renewals and how to order replacement plates online, please download the relevant information sheet from the AOMC website.**

Customer Service Centres Covid Restrictions.

Regional licence testing. From Tuesday 10 August all licence testing will resume in regional Victoria. We will contact all regional customers directly to re-book their appointments. There are no new licence testing appointments available until further notice.

Licence testing suspended in metropolitan Melbourne. Licence testing remains suspended in metropolitan Melbourne until at least 11.59pm on Thursday 12 August (pending restrictions being extended).

While all our Customer Service Centres remain open, we ask customers not to visit our CSCs unless their matter is urgent. Many VicRoads transactions can be completed online including registration and licence renewals. We encourage you to do your business with us online wherever possible.

During this time, there are only five reasons to leave your home in metropolitan Melbourne – shopping for the things you need (one person per household, per day), care and care giving, work if you cannot do it from home, exercise for two hours per day and to get vaccinated.

We're confident we can help you to complete your transaction online or over the phone.

Pay for your registration or licence renewal online or over the phone.

You can pay for your registration online or by calling **1300 086 314**.

You don't need a new photo, you can pay for your licence with BPAY (if shown on your renewal notice) or by calling **1300 554 853**.

AOMC submission to Dept of Transport on CPS proposals

General

The Association fully supports the Club Permit Scheme and the economic social and cultural benefits it affords enthusiasts in this state. The movement is a major financial contributor to regional Victoria and there is a small but financially important industry devoted to repair, restoration and maintenance of the Victorian heritage fleet.

Comment has been made concerning the suitability of clubs nominated to provide members with access to the scheme. The Association believes that all clubs nominated should be required to be members of one of the four state level bodies representing the movement.

These are AOMC, Vic Fed, ASRF or Motorsport Australia.

Further that clubs registered for the scheme must be genuine in their ability to preserve and promote the vehicles of a particular marque, or serve the enthusiasts of a particular region.

If the integrity of the permit scheme is to be upheld, they must demonstrate the highest standards of governance, be incorporated under Victorian legislation, provide services and social activities for members and have a substantial membership.

There is no place in the scheme for clubs with minimal membership, no club structures or activities and fees for the provision of entrance to the Permit scheme.

The Association is willing to work with the department to enhance the scheme or to provide a platform for consultation with our two hundred plus member clubs.

Further since its inception the rules and regulations for permitted motorcycles have not been adequately developed. The Association has recently formed an interest group of motorcycle clubs that we could tap into to ensure this important aspect of the movement is included in future adjustments to the scheme.

The Association is pleased to note that the department has increased its ability to detect permit infringements as this aspect is commonly reported to the Association.

Age Eligibility

The Association is generally supportive of a transition of the scheme to a thirty-year entry age.

This would bring the Victorian scheme into alignment with most other Australian historical permit/registration schemes, and the FIVA international standard for historical vehicles.

Clubs catering for vehicles pre 1950's would not be affected by such a change and are generally supportive of the proposal.

Such a change in entry age would need to be carefully staged and grandfathering would need to ensure that restoration projects commenced with a view to entering the scheme were provided entry, and vehicles on the scheme, changing owners whilst pre 30 years old are allowed to continue operating on the scheme.

If the scheme had clearly defined definitions of what constitutes a classic or historic vehicle then the age of entry would not be an issue. As it stands any vehicle be it a vehicle with production in the millions or a vehicle used as a daily driver, when reaching the prescribed age is able to be permitted. Preservation and recreational use should be part of the process for any vehicle entering the scheme.

Other states have prescribed schemes to cater for the younger vehicles such as "Special Interest Vehicles" that may not fit the historic or classic categories. This may be an alternative if the 25 years entry age was to be retained.

Initially the Association supported the twenty-five-year entry age for vehicles as an incentive to attract younger enthusiasts to the car movement. This is still an important aspect that should be considered

Evidence to accompany incomplete applications

Member clubs of our Association take seriously their role in administering the Club Permit Scheme. Most appoint officers whose role it is to accept renewals and applications on behalf of their club and

ensure the records are regularly updated and presented as required by Vic Roads. The Association supports actions to streamline the application and renewal processes. The Association would be willing to work with the department to ensure suitable processes are adopted by our clubs

Proposed penalties for Logbook offences.

The Association acknowledges the need for the introduction of appropriate penalties for log book offences.

Definition of replica vehicles.

The Association supports the eligibility of suitable replica vehicles to the scheme.

Our member representative Rod Amos has submitted separately information concerning issues with the definitions as proposed. The Association recognises that this country in the past has been home to significant vehicles which in many cases have left our shores. Replicas of these vehicles in many cases are the only opportunity to demonstrate the countries motoring heritage.

Motorcycle replicas are of growing concern and we would request that the department investigates suitable eligibility rules in conjunction with our member motorcycle clubs.

Permit fees.

The Association recognises that the permit scheme must be financially viable. When established the fees were proportional to the full registration fees and there is no reason why this should not be maintained.

Electronic Log Books

The Association supports the introduction of electronic logbooks but the current demographic of the movement and the existence of black spots in rural areas leads us to support a hybrid system with electronic logbook being the normal supply, and conventional log books available for permit holders in remote areas of the state and for elderly enthusiasts.

Electronic logbooks should ensure a higher degree of compliance checking ability by the authorities.

Rules concerning written off vehicles.

The Association supports the view that Club Permitted vehicles be excluded from this proposed regulation, rebirthing of vehicles is a common problem, but there is a concern that a historically significant or rare vehicle may be ensnared in this proposed regulation.

The Association supports the overall proposal to add fifteen plus year old vehicles to the written off register

Currently vehicles over 15 years old do not have to be added to the Written Off Vehicle Register. Repairable Write-Offs over 15 years old do not require a VIV.

A repairable write off (RWO) must be repaired in accordance with the manufacturer's repair instructions to achieve a VIV, which in effect means all genuine parts and a return to accurate showroom condition. This is simply impossible for most 30 plus year old vehicles, and clearly impossible for older historic vehicles. This proposal effectively bans the return of older RWO's and is inconsistent with the current requirements.

Criteria other than Club permitted vehicles, or not are difficult to develop so a properly constituted appeal process may be required. Further it is suggested that specialist insurance underwriters' opinions be sought as how to protect historic vehicles upon write off.

Proposed shorter term permit

The Association does not support any proposed shorter-term permit than the existing 45-day permit

The Association is unaware of any demand for such a permit and believes that this proposal would add more complexity to an already complex system.

Shannons American Motoring Show

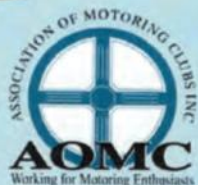


Sunday 26th September 2021

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

Proudly presented by: Association of Motoring Clubs

- **Veteran** ● **Vintage** ● **Classics** ● **Customs** ● **Muscle Cars**
- **Fifties Fins** ● **Sixties Cruisers** ● **Modified** ●
- **Hot Rods** ● **Commercials** ●



Gates Open

Display Cars 9:00 am

Spectators 10:00 am

Admission:

Display Cars \$15.00 includes all occupants

Spectators \$8.00

Children Free

Enquiries: Iain on Mob: 0473 832 277

For updates, maps and information see website: www.aomc.asn.au Facebook: fb.com/infoaome

Association of Motoring Clubs 21 Rosalie St, Springvale Vic 3171

ABN: 90 979 750 693

Message from the President

Shannons American Motoring Show

Sunday 26th September

Please Note

This event will go ahead if COVID conditions at the time allow. A decision will be made three weeks prior to the date of the event.

All display vehicles will need to be pre booked via Trybooking. Note all occupants of display vehicles need to be nominated and included in the booking process.

The Try booking link is:

<https://www.trybooking.com/BQTBJ>

All spectators will be required to check in on entry via QR code or manually.

Club displays are encouraged

Trade stall opportunities are available

Event updates will be available at aomc.asn.au or on our Facebook page

Event enquiries can be made to 0473 832 277



100 Years of Moto Guzzi.

On the 15th of March, 1921, the Societa Anonima MOTO GUZZI agreement was drawn up; 100 years later, Guzzisti around the world gathered to mark the centenary of that occasion.

Founded by three Italian Air Force veterans – Carlo Guzzi, Aeronautical Engineer, Giorgio Parodi, decorated fighter pilot, and Giovanni Ravelli, skilled aviator and experienced motorcycle racer – the company produced a fabulous range of exotic racing and road machines, with their peak in the 1950's. The factory in Mandello del Lario, a very small village on the beautiful shores of Lake Como, is still producing Moto Guzzi motorcycles, despite the company now being part of the Piaggio conglomerate.

The "Normale", a 500cc, exhaust over inlet engine laid horizontally with the gearbox cast in unit with it, was the first production model, the foundation of 50 years of horizontal singles. By 1924 the racer variant sported four valves, in 1926 the prototype machine with rear suspension by a pivoting fork (springs beneath the engine) was ridden to Norway and across the Arctic Circle.

Stanley Woods won the Senior TT on a Norton for 5 years 1929 – 34, but in 1935 won it on a Guzzi, the first TT win for a non-British machine. His team-mate on the wide angle (120 degree) V twin "Bicylindrica" was Ombono Tenni, whose flamboyant riding style and shock of hair made him the Valentino Rossi of the 1930's. Woods followed the Senior win with another victory on the 250cc Guzzi the day after. For the next 20 years, Guzzi dominated in racing.

Wide angle V twins, straight OHV triples across the frame, straight four across the frame (with supercharger), DOHC four along the frame, supercharged singles, Guzzi experimented with a huge range of engine configurations. This culminated in the legendary 500cc V8 of 1957, with eight tiny Del 'Orto carburetors lying interleaved across each other in the valley. It was never fully developed, as Guzzi withdrew from racing in 1958. Australian Keith Campbell was one of the few to ride it in anger. By 1958, Moto Guzzi had 14 World Championships, 47 Italian Championships, and a staggering total 3,329 race victories in their name.

For the local Italian market there were many other developments; the Galletto large wheeled scooter with single sided swinging arm, various two-stroke lightweights, and a range derived from the "Ercole" (donkey) Motocarro, three wheeled trucks with a horizontal single cylinder engine driving the two rear wheels, whilst a massively beefed up motorcycle styled front end took care of steering. Caterpillar tracks were an option, but they were ideal in the hill villages.

Harley Davidson inadvertently saved Moto Guzzi from their inevitable decline of the late 1960's. Greatly dissatisfied by the appalling unreliability of their Harleys, and poor factory support, the Californian Police were desperate for a fast, reliable motorcycle. Guzzi's US agent prevailed, the transverse twin V7 range were reliable, fine handling, quiet, clean, shaft drive, good performers with good brakes and easily maintained in Police workshops. Soon Moto Guzzi was the bike of choice for all major American police forces.

The 2021 Moto Guzzi range derives from the 1967 V7. And they're still built in Mandello del Lario.



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.



RACV ALPINE TRIAL C E N T E N A R Y

20-27 NOVEMBER 2021

HISTORY

RACV held a series of reliability trials between 1921-1926. The route of the inaugural 1921 trial ran from Melbourne to Lakes Entrance, Tallangatta, Mount Buffalo, Wangaratta and Healesville before returning to Melbourne via a final loop through Ballarat and Geelong.

The trial focused on Victoria's Alpine region, advocating for both tourism and the construction of better roads and services to expand the touring potential of north-east Victoria. They were both reliability and efficiency contests. Hill climbing contests and fuel consumption tests were also included with automobile companies using the associated publicity to promote their vehicles.

The RACV Alpine Trial Centenary event will follow, as close as practicable, the route of the 1921 RACV 1000 Mile Reliability Trial.

RACV Alpine Trial Centenary event rescheduled

It is with regret we wish to advise that the 2021 RACV Alpine Trial Centenary will not be proceeding as planned in November 2021 but will be rescheduled to 2022. This is due to the ongoing impact of COVID and the uncertainty to deliver the event.

We are pleased to advise that the RACV Alpine Trial Centenary event has been rescheduled to Saturday 15 October - Sunday 23 October 2022. This event will follow the same route as was planned in 2021.

Registrations are now open for the 2022 event. Please contact racvalpinecentenary@vdc.org.au to register.

We look forward to celebrating the RACV Alpine Trial Centenary in October 2022.

RACV Alpine Trial Centenary Committee

NICOLE BALLINA

Community Engagement Manager

Partnerships and Events Team

Royal Automobile Club of Victoria (RACV) Limited



History of the Club. The club started in NSW and was formed in 1988. It quickly grew to be the largest single make American Car Club in Australia, with members in every state. With the success of the first Pontiac Nationals at Nerrandera in June 1988 and meetings in Sydney, Melbourne, Canberra and later in Adelaide, it was decided to form the Pontiac Car Club of Australia with separate chapters in each state. The 1989 Pontiac Nats, also at Nerrandera, was the first major event held by the newly named club.

The Victorian Chapter has a strong Membership base with a diverse range of vehicles from the Pontiac range and also across the years. We actively encourage family participation and our annual weekends away book out quickly and grow larger each year.

Throughout the year monthly outings are arranged to keep everyone in touch and are always well attended. We encourage anyone with a Pontiac, or even an interest in the make, to join the club. We are also registered under the VicRoads Club permit scheme to authorise applications for members cars onto the program as well.

Monthly meetings are held on the First Tuesday of the Month at the Chev Club rooms in Moorabbin.

About Pontiacs. Pontiac was created in 1926 by Alfred P. Sloan Jr, the Boss of GM in the USA. This is the only surviving brand created by GM, the other brands being independent companies which were combined or purchased to form GM. GM's plan was to have a brand available to suit all price brackets. Cadillac was asked to create a car to fill in the upper gap, and made a LaSalle in 1927 at around \$2000. The gap between the Chevrolet and Oldsmobile was considered more serious as a much larger market existed in that price range. The Pontiac was made to fill that gap. It was built at the Oakland plant and sold through Oakland dealers. It was based on a Chevrolet 4-cylinder body and Chassis but had a new Pontiac 6-cylinder engine. At its Debut at the New York Auto Show in January 1926 it was priced at \$825 for a coach, compared to the Chevrolet at \$645 and the Oldsmobile at \$950.

Facing financial problems and the need to restructure GM in 2008 it was decided to discontinue manufacturing vehicles under the Pontiac brand after 2010.

Holden and General Motors also have a long association and Pontiacs were produced by GMH as far back as 1926.

Right: Jeff Gammon's 1979 Trans Am 10th anniversary.



Two Great **PONTIAC** Lines



The Distinguished Chieftains... The Beautiful Streamliners



Chieftain De Luxe Four-Door Sedan
BIRMINGHAM GREEN COUPEL, TAMMARAID GREEN COUPEL



Chieftain De Luxe Two-Door Sedan
BROWN COUPEL



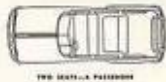
Chieftain De Luxe Sedan Coupe
BIRMINGHAM BLUE COUPEL, CANTONIA GREY COUPEL



Chieftain De Luxe Convertible Coupe
RED COUPEL



Chieftain All-Steel Station Wagon
BIRMINGHAM GREEN COUPEL-INDIANIA GREEN COUPEL



TWO SEATS—A PASSENGER



THREE SEATS—A PASSENGER

The All-Steel Station Wagon—a car to delight everyone who admires Station Wagon style—the new Pontiac with an All-Steel Body by Fisher. There's nothing like steel for workman, durability and quietness—and this new body surrounds you with steel, topside as well as sides and rear. All the swank of a Sedan—all the comfort and convenience of a sedan—that's the story of this new Pontiac which is available in both six and eight passenger models.



Here's a car that's really ready to go places—loaded in the passenger's feet with all these seats in place there's plenty of room for luggage. With optional rear window glass there's room for four more of your luggage. The rear seat and the window loaded on right, this Pontiac will give you the convenience you've been looking for.

Here are ten of the most beautiful Pontiacs ever to carry the famous "Silver Streak"! With beautiful new Bodies by Fisher, they are available with Standard or De Luxe equipment. Any model may also be powered with your choice of Pontiac's famous straight-eight engine or the equally renowned six. Needless to say, every model is

a Pontiac through and through—for performance, dependability and long range economy. Remember, too, that the wonderful 1950 Pontiac shown here are priced just above the very lowest! Choose the Pontiac you want—equipped just the way you want it—for whatever you choose, you can be sure that dollar for dollar you can't beat a Pontiac!



Streamliner De Luxe Four-Door Sedan
BIRMINGHAM BLUE



Streamliner De Luxe Sedan Coupe
BIRMINGHAM RED



Chieftain Business Coupe
BLACK

The Brilliantly Beautiful De Luxe Catalina

The De Luxe Catalina combines the low-slung beauty and style of a convertible, with the comfort and safety of Pontiac's De Luxe All-Steel Body by Fisher. The interior of this car is entirely upholstered in fine fabric with the same sparkling accents and details as the beautiful De Luxe Pontiac Sedan. Best of all, this sparkling new automobile is priced far below what you would expect to pay for its beautiful beauty, advanced styling and Pontiac performance. The De Luxe Catalina is available in four exclusive color combinations or in any one of the wide range of Pontiac solid colors. Here again is beautiful proof that dollar for dollar you can't beat a Pontiac!



The De Luxe Catalina
BIRMINGHAM GREEN COUPEL, TAMMARAID GREEN COUPEL
The brilliant, beautiful new De Luxe Catalina is dollar for dollar, the most beautiful you can buy!



The De Luxe Catalina
BIRMINGHAM GREY COUPEL, CANTONIA GREY COUPEL



Sedan Delivery
CANTONIA BLUE COUPEL, BIRMINGHAM BLUE COUPEL

Here is the most beautiful commercial car in America—the Silver Streak Pontiac Sedan Delivery. Here is the perfect delivery vehicle for those firms who want the prestige and pride of an expanding, hard-working

advertisement on which, Name-It, it delivers Pontiac's famed performance, rugged dependability and economy. The Sedan Delivery is available in four two-tone color combinations or any one of eight solid colors.

DOLLAR FOR DOLLAR—YOU CAN'T BEAT A PONTIAC... THE MOST BEAUTIFUL THING ON WHEELS!

News from Europe & The United Kingdom

The following information has been lifted from the latest Federation of British Historic Vehicle Clubs (FBHVC) newsletter.

Brexit: The FBHVC focus has been on clarifying matters for the individual who wants to drive or trailer their historic vehicle onto the continent. The pandemic has both prevented experience of the post Brexit arrangements and any subsequent smoothing out of difficulties as essentially there is no tourist interaction and precious few events overseas. In addition, the situation remains very fluid. For example, a study of the current government and motoring organisation websites states that insurance green cards are at the top of the list of documents required.

Yet as I write this, the EU Commission is relaxing that requirement in part due to Northern Ireland Protocol issues. We are hoping to clarify soon on the website how far if at all carnets are required for trailered cars or bikes owned by the driver of the towing vehicle given the indication that vehicles when towed behind motorhomes do not need such documentation.

Ultimately it will turn on how far the customs officials of the visiting country are satisfied that you will not be parting with the vehicle on the continent trying to avoid duty which is what carnets are all about.

MoT: Another issue we are seeking clarification about, this time from the Department for Transport, is whether the MOT exempt status of many historic vehicles will continue to be fully recognised by our former EU colleagues. Whilst we were a member, our road traffic legislation was harmonised with other states through implementation of EU Directives. Thus, the ability to exempt historic cars from testing was covered in EU Roadworthiness Directive 2009/40/ EC first implemented in the UK for pre 1960 vehicles then later in 2017 on a rolling basis for vehicles of historical interest (VHIs) subject to exceptions for our HGV colleagues. With our exit, the government guidance states that an MOT is required for international travel for vehicles over 3 years old.

Ideally we would want to see the addition of 'where required' as road traffic laws were harmonised under even older Treaty law (the Vienna Convention on Road Traffic 1968) whereby so long as a vehicle complied with its domestic legislation, other countries were obliged to recognise its documents.

Clean Air/Low Emission Zones: As expected, Aberdeen, Edinburgh and Glasgow have started consultations on their Clean Air Zones. The good news is that the proposals are all in accordance with the regulations made under the Transport (Scotland) Act which will provide exemptions for vehicles defined as historic by the FIVA international standard of 30 years and utilising the EU inspired definition of a Vehicle of Historic Interest (VHI). We await further details on how the automated identification and exemption from enforcement process will work, whether by local or national registers or simply by age trusting that drivers will own up to any major modification of their vehicle!

30/40: With Wimbledon on the TV as I write this, the heading might seem to refer to a tennis score but it is a reference to the online petition which was started a few weeks ago and already responded to by government, asking for the Tax exemption age for classic cars to be reduced to 30 years. It is one of a number of similar petitions started since this online phenomenon was started by a previous government. The petition's demand is oddly worded as the impetus for the change stirred on by some in the media seemed to be the imminent extension of the boundaries of the Greater London ULEZ. The headlines were that the additional daily charges would price out the younger enthusiast who would like to use their 'classic' car for commuting. Essentially if the government could be persuaded to lower the age, then a wider community could enjoy tax and charges benefits.

The Federation is anxious to ensure that the current generation of enthusiasts is replaced and supplemented by a younger one. However, the proposal is not a straightforward one in policy terms and the issues were exhaustively covered by my predecessor in FBHVC News Issue 3, 2019. All I can add to this for now is that it is obvious that we will not receive a favourable ear from government at the current time. As well as the obvious bill to pay for the Covid pandemic, the decarbonising agenda will not gel with lobbying for an extension of exemptions to a sizeable number of older non-compliant vehicles especially if used for commuting. I appreciate this is not welcome news to some, but an over dilution of the concept of a 'historic vehicle' will not assist the case for maintaining many of our existing freedoms.

Brooklands Museum to celebrate 95th Anniversary of first ever British Grand Prix.

9th July, Weybridge – At Brooklands Relived on 7th August, Brooklands Museum is preparing to celebrate the 95th anniversary of the first Grand Prix to take place on British soil. Organised by the Royal Automobile Club and held in 1926 at Brooklands, the world's first purpose-built race track, the first British Grand Prix formed part of the World Manufacturers' Championship alongside the continental Grands Prix in Spain, France and Italy and the Indianapolis 500. Ninety-five years later, Brooklands will once again welcome some of the vehicles that took part in the very first Grand Prix, along with examples of Grand Prix cars from every decade up to 2013.

Among the cars confirmed are a Delage 15-S-8 as raced in the 1926 Grand Prix, a 1928 Aston Martin LM1, 1960 Cooper Climax and 2013 Mercedes F1 WO4.

Grand Prix racing has long been held as the pinnacle of motorsport and has driven technological development at an unrivaled rate. Brooklands Museum will tell the story of the first Grand Prix and its place in history during Brooklands Relived with the highlight of the day expected to be the 'race starts' which will see both cars and bikes setting off at racing speed up the historic Finishing Straight and onto the Members Banking just as they did in 1926.

Brooklands has an unparalleled history in British motorsport and aviation and serves to inspire the next generation to pursue careers in science, technology, engineering and maths. Among the permanent exhibits at Brooklands is 'Driven by Design', a new supercar exhibition opened on 26th July in collaboration with McLaren which features a McLaren Senna GTR prototype car, a McLaren Senna GTR concept car and a full-scale LEGO model of a McLaren 720S.

Britain was first awarded the opportunity to run a Grand Prix after Sir Henry Segrave won the French Grand Prix in 1923 putting Britain on the motorsport map and starting a tradition of British Grand Prix winners that continues to this day with seven-time world champion Sir Lewis Hamilton.

Emphasising the close links between the motorsport, experimental engineering and aviation worlds in the 1920s, there were no fewer than five past, present and future Land Speed Record holders competing in the 1926 event.





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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 favourable laws

FACT VS. FICTION: NEW YORK EXHAUST NOISE LEGISLATION

In early June, the New York legislature passed a bill that aims to crack down on excessively loud vehicles. Unfortunately, vague local news reporting has created confusion amongst enthusiasts about what the law will actually do. Luckily, the SEMA Action Network (SAN) is here to answer your burning questions

BACKGROUND: So far in 2021, at least 11 states, including New York, have introduced bills aiming to curb the amount of noise emitted from a vehicle's muffler. While no two state's means of achieving this goal have been identical, they all have one thing in common: they were requested by constituents upset by loud vehicles in their community. Why? For many workers across the country, the pandemic meant an unexpected shift to remote work. As a result, people became far more aware of their surroundings, and the noises that come with them, especially from cars and trucks. Fortunately for enthusiasts, SEMA's Government Affairs staff have been successful thus far in killing or amending any onerous proposals before they become law.

SO, WHAT ABOUT IN NEW YORK? LET'S DIVE IN!

Claim: A new bill in New York will ban exhaust modifications

Rating: Fiction

In January, lawmakers in New York introduced a pair of bills (S. 784 and A. 471) seeking to curb loud cars and trucks. The bills were amended several times prior to passage and now await approval or veto by Governor Andrew Cuomo. Importantly, the proposal does not change the state's existing exhaust noise laws, which require every motor vehicle to be equipped with a muffler in working condition and prohibits the installation of bypasses, cutouts, or similar devices. Comparable language is universally used by states across the country and is designed to prevent motorists from deleting their muffler and/or catalytic converter.

So, what does the new law change? Put simply, it allows police to write larger fines for those breaking existing law. As it stands New York has one of the lowest exhaust noise fines in the country. This bill would give police the discretion to write larger tickets (capped at \$1,000) if the situation warrants.

THE BOTTOM LINE: LAW-ABIDING ENTHUSIASTS WILL BE UNAFFECTED BY THESE PROPOSALS.

Claim: New York's new exhaust noise bill creates a 60-decibel muffler limit

Rating: Fiction

As mentioned above, S. 784 and A. 471 do not change New York's underlying exhaust noise laws, it simply gives police more discretion to enforce against bad actors. However, the initial versions of the bill were quite different from the final product, and some in the automotive media have used early versions of the bill as their reference when reporting on the proposal.

So, what sort of differences are we talking about? As initially drafted, cars and trucks would have been limited to 60-decibels of exhaust noise, subject to a flat \$1,000 fine, and police cars would have been equipped with sound meters to help enforce the law. None of these proposals made it into the final version of the bill. The decibel limit was removed as it would have rendered practically every car on the road illegal, the universal fine was changed to a cap, and the sound meters were scrapped as well.

For months, SAN staff have been working behind the scenes with the bills' sponsors to craft language that both achieved their goal of cracking down on lawbreakers while ensuring that enthusiasts would still be allowed to enjoy their passion. Yes, compromise is still possible in politics!

Cottman Colt

Another story from the AOMC engine number records

Rob Saward's "A-Z of Australian Made Motorcycles" was published by Turton & Armstrong in 1996. As happens with any such work, on publication there immediately came a flood of further information that would have been included had Rob known about it. There were also the usual need for corrections and minor editing. As time went on the need for a second, revised edition became more and more obvious. Work on this has been underway for some time and accurate information only available from the AOMC engine records has been invaluable.

A typical example was the Cottman Colt.

The original A-Z had advised the Royal Enfield Model A two-stroke was rebadged and sold by W.T. Cottman at 291 Elizabeth St, as the Cottman Colt but thought they had done so from 1935 or so until WWII ceased play. Later research had shown this to be not so but time had blurred the true story with puzzling stories about several hundred being sold to the venture not really getting off the ground. What was the story?

As it happened, Cottmans held the Singer car agency and in 1938 gained the Triumph and Indian motorcycle agencies. They wanted to round off their range with a low cost motorcycle so negotiated with Royal Enfield to supply an unbadged version of their Model A to be sold as the Cottman Colt. This arrangement was to start in 1939 but as with much commerce of that year ground to a halt when Herr Hitler stopped play.

The Cottman Colt was just another victim of World War II.

A search of the AOMC engine records told all. They showed an initial few Model A/Colt registered in mid-1939, possibly sample/demonstration models sent out by Royal Enfield but the bulk were registered later in the year after war had been declared. Only that single shipment of some sixty-seventy models arrived and once sold the Cottman Colt was no more.

Curiously, other action by Herr Hitler had already sent the Model A/Colt to the wall but Cottmans didn't know it. In Holland the DKW (made in Germany) motorcycle agency was refused supply as contrary to Nazi ideology it was held by a Jewish family. In desperation they turned to Royal Enfield for a suitable bike who in turn more or less cloned the best selling lightweight DKW to create their first 125cc bike, the "Flying Flea", dropping the obsolete Model A in the process.

One way or another Hitler had effectively stopped the Cottman Colt in its tracks.

Colt survivors are few but except for those few sold interstate all can be identified from the engine record cards held by the AOMC. Distinguishing a Colt from a regular Model A Royal Enfield is not a problem.

Robert McGrath

The AOMC Engine Records provide invaluable historical information on Victoria's motoring development. These records constitute about 25% of Australia's vehicle fleet over the years and therefore can be reasonably extrapolated to get a picture of the composition of all Australia at any time from the early 1920s through to the 1980s.



If you want to know the details of your vehicle - perhaps to establish originality, explore family car history or just to settle a bet then the AOMC Engine & Registration Record Search Service may be useful. See the application form at the back of the AOMC Newsletter for details. A copy may also be downloaded from the AOMC Web pages at www.aomc.asn.au

At left is a 1936 Cottman Colt 225cc motorcycle restored in 2013 by Historic and Vintage Restorations.

FIVA Survey Results



HEADLINE RESULTS: AUSTRALIA



This short Fact File provides the key headline results for Australia from the 2020/21 FIVA Socio-Economic Historic Vehicle Survey. It is based on 2 430 surveys with owner enthusiasts in **Australia**, who have provided 6 511 historic vehicle evaluations (see Historic Vehicle Fleet section).

PURCHASING POWER: ANNUAL SPENDING BY OWNERS

The average historic vehicle owner spends an estimated 9.700 \$ per annum on the maintenance and running of their vehicle(s), 2.500 \$ on attending historic vehicle events (entry, accommodation, food etc), and a further 600 \$ on other items related to their interest in historic vehicles e.g. club membership, magazines etc. This adds to a total expenditure of 12.800 \$ per owner, per annum.

DIRECT SPENDING on historic vehicles

Direct spending includes expenditure directly on historic vehicles including insurance, upkeep, repairs, storage, the cost of fuel, servicing and restoration. Note: it is spending across all historic vehicles owned.



Average owner expenditure directly on their historic vehicle(s)

TOTAL SPENDING on historic vehicles



Total expenditure on interest in historic vehicles (per owner)

Total spending includes all direct spending, plus all other related activity including event attendance, overnight stays and other items related to an interest in historic vehicles on a per capita basis (note: excludes historic vehicle purchase).

DISTANCES TRAVELLED PER ANNUM

On average, historic cars travel 1 146 km per annum and historic motorcycles travel 803 km per annum. The average distance that historic vehicle owners say they travel in their historic vehicles per annum is 2 130km.

CARS



per car, per annum

Vehicle distances based on registered vehicles only.

MOTORCYCLES



per motorcycle, per annum

HERITAGE AND CULTURE

4 in 10 owners (45%) visit museums relating to historic vehicles each year, and on average spend 100 \$ on entrance fees.

In addition, more than 9 in 10 (91%) attend historic vehicle events (spending around 2.800 \$ per annum). This includes more than 6 in 10 (63%) that stay overnight - on average a total of 5.3 nights per annum.

MUSEUMS



HISTORIC VEHICLE EVENTS



The FIVA definition of Historic vehicles is based on vehicles that fit the following criteria: are a mechanically propelled road vehicle; which is at least 30 years old, which is preserved and maintained in a historically correct condition, which is not used as a means of daily transport and which is therefore a part of our technical and cultural heritage. Note: Direct spending is across all vehicles owned (average 3.6 in Australia). Total spending is based on a per owner basis to be able to provide an overall spend estimate. Owner and vehicle distances travelled are derived from different questions. All results presented in this document are based on the survey sample and reflect the owners that completed the survey. Currency values in Aus \$.

HISTORIC VEHICLE OWNERS: AUSTRALIA



The FIVA 2020/21 Socio-Economic survey collected 2 430 surveys from owners and enthusiasts of historic vehicles in Australia. We have used that base to provide an overview on historic vehicle owners. Results for car owners are based on a 2 158 surveys, and for motorcycle owners are based on 297 surveys.

HISTORIC VEHICLE OWNERS

More than 9 in 10 owners are male (96%) with an average age of 66. Around 1 in 10 owners (9%) are aged 50 or younger. More than 4 in 10 (42%) owners are working, most in full time (23%), or self-employed roles (13%), 57% are retired and 1% other. The average household income of a historic vehicle owner is 120K \$ per annum - around 4 in 10 (38%) have an annual household income of 65K \$ or less. Considerably more owners live in an urban city setting than a rural location (62% vs 24%) with 16% living in towns.



The average age of an owner is 66 years
66yrs Car / 64yrs Motorcycle



More than 4 in 10 owners are working (42%), 57% are retired
Car 41% working / 57% retired
Motorcycle 44% working / 55% retired



Average household income (38% less than 65K \$)
Car 118K \$ |
Motorcycle 94K \$



62% of historic vehicle owners live in a urban city setting
Car 61% city vs 23% rural
Motorcycle 55% city vs 25% rural

CLUBS & EVENTS

Nearly all owners (98%) are members of historic vehicle clubs (on average 1.8 national clubs). Around 1 in 4 (26%) that are members of clubs are members of international clubs.



Nearly all are club members
Car 99% / 98% Motorcycle



9 in 10 owners attend historic vehicle events (on average 7.8 events each year)



The average amount owners spend at events per annum
Car 2.875K \$ / Motorcycle 1.700K \$



Fewer than 1 in 20 owners had an accident in their historic vehicle(s) in 2019

More than 9 in 10 (91%) owners attend events, on average 7.8 events each year (7.8 for car owners | 8.5 for motorcycle owners). Owners travel an average of 1 024 km to be at their favourite event (1051 km for car owners | 719 km for motorcycle owners). Owners say that Club (45%) and National events (23%) are the most enjoyable to attend (car owners 45% and 23% | motorcycle owners 52% and 17%). More than 6 in 10 (63%) stay overnight at events (on average 5.3 nights per annum). Of these, most stay in hotels (72%), Bed & Breakfast (17%) or camping/caravanning accommodation (14%).

SOCIAL MEDIA USE

Facebook is the most frequently used social media platform (60% car owners | 70% motorcycle owners) and 4 in 10 historic vehicle owners (40%) use it on a daily basis (40% car owners | 48% motorcycle owners). YouTube is used by more owners (75%), but less frequently than Facebook (20% use it daily).

YOUNGTIMERS

More than 1 in 4 historic vehicle owners (28%) say they own a youngtimer vehicle (an average of 1.5 youngtimer vehicles). These are mostly passenger cars (77%) and motorcycles (10%). The main marques for youngtimer cars are Toyota (10%), Mercedes-Benz (8%), Jaguar (7%) and BMW (7%). The main marques for youngtimer motorcycles are Honda (19%), Yamaha (17%), Triumph (14%) and Kawasaki (12%). The average age of these vehicles is 24 years i.e. manufactured in 1996.

More than 8 in 10 (85%) youngtimer vehicles are licensed for road use and they are driven/ridden an average of 5 466 km per annum (cars 4 730 km and motorcycles 5 600 km). The majority of youngtimer vehicles are described as being in original (84%).

The FIVA definition of Historic vehicles is based on vehicles that fit the following criteria: are a mechanically propelled road vehicle; which is at least 30 years old, which is preserved and maintained in a historically correct condition, which is not used as a means of daily transport and which is therefore a part of our technical and cultural heritage. Note: some base sizes vary due to non-response.

HISTORIC VEHICLE FLEET: AUSTRALIA



The FIVA 2020/21 Socio-Economic Historic Vehicle Survey collected 6 511 detailed evaluations of the historic vehicle fleet in Australia (5 251 cars and 697 motorcycles). We have used that base of historic vehicles to provide the following overview of the historic vehicle fleet.

THE HISTORIC VEHICLE FLEET

The survey indicates that 81% are cars, 11% are motorcycles and 8% are other types of historic vehicles (mopeds, commercial vehicles, ex-military vehicles etc).

There is a wide mix of marques for historic cars and motorcycles including Jaguar, MG, Ford (USA), Holden (Aus) and Triumph for cars, and Honda, BSA and Suzuki for motorcycles. The average historic vehicle is 62 years old, having been manufactured in 1958. Historic cars tend to be older (62 years) than motorcycles (58 years).



Jaguar, MG, Ford (USA), Holden (Aus) and Triumph account for an estimated 3 in 10 historic cars



Cars have an average age of 62

HONDA

Honda and BSA account for an estimated 1 in 4 historic motorcycles



Motorcycles have an average age of 58

HISTORIC VEHICLE VALUES

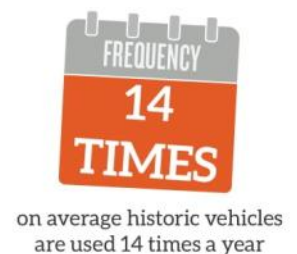
The average value of an historic vehicle is 57K \$ with cars being considerably more valuable than motorcycles (63.5K \$ vs 16.5K \$).

The value of the most common car marques include Jaguar (77K \$), MG (41K \$), Ford (37K \$), Holden (27.9K €) and Triumph (16.3K €). For motorcycles the value of the most common marques include Honda (4.5K \$), BSA (11K \$), Suzuki (6.5K \$), Yamaha (4.8K \$) and Lambretta (8.5K \$) Note: these are based on owner estimates and should be treated as

HISTORIC VEHICLE CONDITION AND USE

More than 3 in 4 historic vehicles (77%) are licensed for road use (cars 79% | motorcycles 73%). On average, historic vehicles travel 1 101 km each year, with cars travelling further than motorcycles (1 146 km and 803 km respectively). On average, historic vehicles are taken out 14 times a year (14 times for cars and 11 times for motorcycles). Historic vehicles are used for a wide variety of reasons. For example, vehicles that have been used in the last 12 months have been primarily used for short runs (55% cars and 58% motorcycles), and leisure driving (42% cars and 30% motorcycles). Around 4 in 10 are used for travel to events (40% cars and 18% motorcycles) and 1 in 3 used for organised tours (35% cars and 26% motorcycles). No historic vehicles are used on a daily basis for routine travel.

Around 8 in 10 (79%) historic vehicles are described as being in an original state. This is higher for motorcycles than for cars (85% compared to 78%). Around 1 in 5 historic vehicles (22%) are described as original condition, 43% restored, 10% rebuilt, 12% authentic and 13% in need of restoration. For cars - 22% original, 43% restored, 10% rebuilt, 12% authentic and 13% needing restoration | For motorcycles - 29% original, 9% rebuilt, 12% authentic, 39% restored and 11% needing restoration.



The FIVA definition of Historic vehicles is based on vehicles that fit the following criteria: are a mechanically propelled road vehicle; which is at least 30 years old, which is preserved and maintained in a historically correct condition, which is not used as a means of daily transport and which is therefore a part of our technical and cultural heritage. Reasons for using historic vehicles is based on all vehicles that have been used in some way in the last 12 months (to Dec 2019). Note: some base sizes vary due to non-response.

CLUB FACT FILE: AUSTRALIA



The 2020/21 FIVA Socio-Economic Historic Vehicle Survey provides a great deal of focus on the historic vehicle movement. This report looks at historic vehicle clubs in Australia... read on:

This short fact file contains summary results and themes from 160 club surveys from enthusiasts responsible for running historic vehicle clubs in Australia. We provide an overview of clubs, what problems they foresee, what services and activities they provide and how they generate their income to continue to help keep yesterday's vehicles on today's roads (note: the small sample size should be considered indicative of clubs and treated with some caution).

WHAT ARE THE POTENTIAL PROBLEMS CLUBS FACE?

Perhaps unsurprisingly, clubs tell us that the most concerning problem they foresee is the ability of club members to use their vehicles on roads without stringent regulation affecting vehicle usage (69% of clubs). As many as 4 in 10 are concerned about changing public perception and environmental considerations (39%).

We also know that more than half of clubs (52%) are struggling to find new board members to help support the continued running of their club.

What clubs say they are concerned about the most...



69%

Regulation affecting vehicle usage



52%

Finding new board members / volunteers



39%

Changing public perception, environment considerations etc



34%

Fuel problems

THE NEXT 5 YEARS

Whilst 1 in 2 historic vehicle clubs (50%) expect their membership to grow over the next 5 years, as many as 1 in 4 expect their member numbers to shrink (24%). A similar proportion (26%) expect member numbers to be unchanged.

Q. How do you envisage the number of members of the club in 5 years from now?

50% MORE MEMBERS

26% UNCHANGED

24% FEWER MEMBERS

All clubs (n=148)

MEMBERS ARE GETTING OLDER!

Nearly 1 in 2 clubs (49%) say that the average age of their members is getting older, with only 11% expecting the average age of members to be younger in 5 years time. The average age of a club member in 2020 is 61 years.

Q. How do you envisage the average age of members of your club in 5 years from now?

49% OLDER

40% SIMILAR AVERAGE AGE

11% YOUNGER

All clubs (n=148)

CLUBS COME IN ALL SHAPES & SIZES

The average club has 278 members, although 1 in 5 (20%) can be defined as small with 50 or fewer members, 70% medium sized (51-499 members) and 10% as large (500+ members). Around 4 in 10 historic vehicle clubs describe themselves as local (41%) or regional (41%) in focus, with just 1% saying they are international, 6% a branch of a larger club and 11% saying they are national.

The most common vehicle types catered for include passenger cars (91%), motorcycles (49%), van (36%), truck (33%) and military vehicles (28%). The majority of club members own at least one historic vehicle (75%), and 1 in 3 own at least one youngtimer vehicle (27%).



70%

clubs are described as medium in size



75%

of members own an historic vehicle



8 in 10

of clubs describe themselves as Local or Regional



33.00 €

Average annual cost of a club membership

Note: The survey was conducted online with the help of FIVA member Federations being responsible for promoting the survey to all clubs in their own country. Please note that club participation was not compulsory and the sample may therefore not reflect the accurate structure of clubs. Base sizes for different questions may vary due to non-response. Front pic credit: tbc

FORDCA HOSTS BIENNIAL FORD SIDEVALVE NATIONAL RALLY IN BALLARAT

by Bill Ballard

The biennial National Ford 8 & 10hp Sidevalve Rally is hosted by the bigger States on a rotational basis. This year it was Victoria's turn and it was hosted by the Ford Owners, Restorers & Drivers Club Inc. (FORDCA), which is based in Melbourne. We chose to hold it in Ballarat, a city with plenty of history and places of interest to visit, and used The Windmill Holiday Park in Cardigan, 7km from the city centre, as our base. We believe we made history by being the first big car event to be held in Victoria since the lockdowns started in March 2020.

It was held from March 13th (pm) to 21st (am), and was very successful. We had 75 people and 40 'Small Fords' from New South Wales, Queensland, South Australia and Victoria participate on the event. We spent three full days visiting major attractions within the city of Ballarat and three full days visiting historic towns within a 60km radius of the city, including Beaufort, Clunes, Creswick and Daylesford. We should have had a trip out to a National Trust property near Skipton on the 7th day, but it was cancelled by the N.T. at the 11th hour due to social distancing problems. We had to hurriedly re-arrange for our BBQ and photo-shoot of all the cars to be held at Kirk's Reservoir Park, just off the Daylesford Road on the outskirts of Ballarat. Otherwise, there were practically no Covid-19 restrictions; we only had to wear masks when we visited the local supermarket for groceries!



*Above: Cars displayed outside museum at Beaufort Railway Station,
Below: Ford Prefects at Kirk's Reservoir Park, Ballarat*



Right: Ford Anglia's and Prefects as far as the eye can see at Sailors Falls near Daylesford,



Left: Entering Clunes with the former post office on the left,

Right: Pre war cars gathered at Ballarat



Left: Impromptu gathering outside main gate of Windmill Holiday Park,

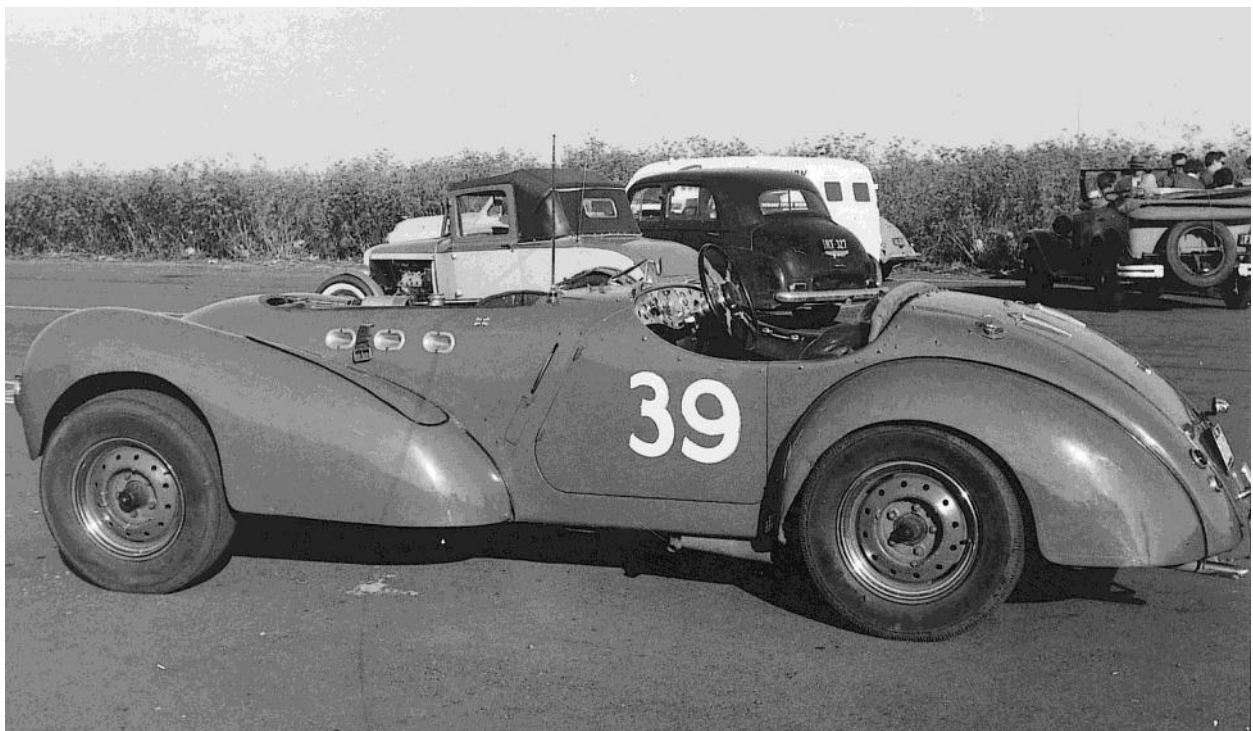
Deserving recipient of the 'LEGENDS AWARD' Bob Dykes.

A Hot Rodder who's energy and foresight cemented STREET RODDING in Australia as an organized and respected family sport. Bob's passion for Hot rodding started from reading rod magazines from the USA in the mid-fifties.

By 1957 he was hooked! Bob drove an Austin 7 at the time but his first V8 was a 35 Ford sedan, that was swapped for a 32 sports coupe. Bob proceeded to transform the sports coupe into a roadster with a fixed windscreen from a 38 Ford roadster. He then acquired an Allard, a British car with an aluminum body and a hot Ford Pilot side valve V8. The sidey was soon retired and replaced with a 1942 Caddy V8... and then by 1965 Bob had become the proud owner of a Y block powered 32 Ford sedan cut down into a Sedoupe.

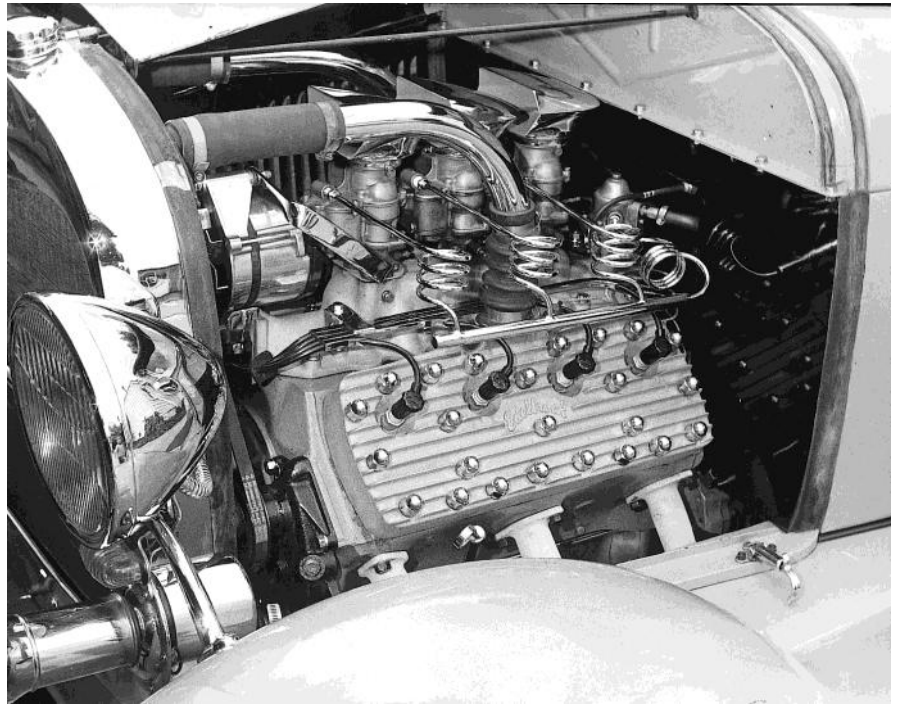
In the early 60s he was an establishing member of the Rockers Hot Rod Club, South Melbourne and Essendon. He convinced the club to draw up a constitution, the club then changed its name and in January 1963 saw him become a founding member and first Secretary of the Thunderbirds Rod and Custom Club, Bob became President in 66 until 1977. He was an early President of the Victorian Hot Rod Association help and at Riverside and Calder Drags, Bob was co- Meeting Director until 1971.

Bob saw that this exciting new sports future, needed to become organized if it was to be taken seriously by all participants as well as the Government regulated departments. Bobs insight and energy has greatly contributed towards the sport of Street Rodding in Australia!



In 1967 Bob was a founding member of the Australian Hot Rod Federation and the first Victorian State Director for which wife Nola can vouch for, as time was given up from their honeymoon to attend the meeting in Albury.

The AHRF was the governing body of both Drag Racing and Street Rodding in Australia. The first 'Two States Rod Run' in 71 (SA & Vic) and again in 72 was organized by Bob Dykes (VIC) and Bob Moule (SA). This success soon led to a bigger event with Bob Dykes as Nationals Co-Ordinator assisted by a small helping group. With Bob's passion and drive, the first Australian Street Rod Nationals, held in 1973 at Narrandra NSW, became a reality, heralding a new and exciting era for rodding in Australia as a family sport.



In late 73 Drag Racing split from the AHRF to become ANDRA and Bob was voted in to be the new National Director of the new organization the 'ASRF', a position he held until 1989 and was also the National Coordinator of 9 Australian Street Rod Nationals in 4 different cities. Bob is particularly aware and thank full for the support given him by the State Directors and National Secretary June Cartledge along with wife Nola and their sons.

Now... back in 1968, 12 months after Bob and Nola were married, Bob purchased a 1929 A touring (A Family Affair) which was completed with sidey power in time for the 2 State Rod Ron in 72.

The touring was repowered to a small block Ford, pre the 75 Nat's and is still in the family and has attended 20 Nationals. Also, in the Dykes garage, is a 1941 Ford coupe which Bob rebuilt including repowered with a 351C for wife Nola. Bob has two sons with their own families, all enjoying their own Hot Rods. At present Bob is building a 54 Ford F100 ,351c C4, 9" diff, Holden front end, air and elec windows. Will be a nice "Jigger". Just a 'shop truck' Bob reckons.

Congratulations Bob.



Coming Events

The Gippsland Vehicle Collection

presents
**Rod & Custom
Cars & Bikes**



Opening
Sun 11th
JULY
2021



**A DISPLAY OF UNIQUE HAND CRAFTED BEAUTIES
AT OUR MAFFRA MOTOR MUSEUM FROM JULY 11th
2021 UNTIL END OF OCTOBER 2021**



Museum open Fri to Mon 10 til 4
Daily during school holidays
Anytime by appointment (groups)



gippslandvehiclecollection.org.au

Ballarat Engine & Machinery
Preservation Society Inc.
again presents

THE BEST OF BALLARAT RALLY



Ballarat Airport, 40 Airport Road, Mitchell Park.

17TH OCTOBER, 2021 from 10am - 4pm

SET UP DAY - 16TH OCTOBER

SHOWCASING ALL THINGS BALLARAT

(But includes anything old & interesting)

OUR INDOOR DISPLAYS INCLUDE:

A large collection of memorabilia of particular interest to the Ladies and Children in addition to machines of a bygone era including an operating 1880's printing press.

THE OUTDOOR DISPLAYS INCLUDE:

A diverse range of steam and oil powered engines and flat belt driven machines. Numerous demonstrations etc. Cars, trucks and tractors, trade displays and joy rides drawn by Steam Traction Engines

ENTRY - ADULTS \$5 - CHILDREN & EXHIBITORS FREE

Find us under the large overhead water tank follow signs. Unpowered camping, sorry no campfires. While at the Airport take the opportunity to visit other like minded displays, the Anson Museum, Aviation Museum & Air force Association etc.

FOR FURTHER INFORMATION PHONE:

PETER 0400 154 972 | BEN 0411 189 520 | ROD (03) 5342 4521

Proudly supported by Scobies Service Centre and Westag Ballarat by transporting the large items to our Rally

EUROA SHOW & SHINE CANCELLED

The 2021 Australian National Show and Shine - Euroa has been cancelled due to the ongoing uncertainty and operational constraints, challenges and risks associated with holding major events with large free roaming crowds during the COVID-19 pandemic.

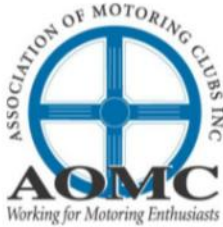
The 2021 Euroa Show and Shine was scheduled to be held on Sunday 3 October at Seven Creeks Park, Euroa. This will unfortunately be the second year in a row that the event has been cancelled because of the Corona virus pandemic.

The Euroa Show and Shine President, Ross Holt said: *"The annual Euroa Show and Shine is a much-loved major motoring event that is a unique and valuable platform to promote and celebrate excellence in everything automotive. Our extremely affordable family event would have seen its nineteenth year since inception back in 2001."*

"Whilst the Euroa Show and Shine Committee is disappointed to make the decision to cancel the 2021 show, we felt it important for all those planning to be involved in the event including exhibitors, judges, sponsors and volunteers, that they have certainty so they can make informed decisions in relation to their own arrangements." Mr Holt said.

"We thank our sponsors for their support for the 2021 event. There has been an incredible response and we are sorry that we will be unable to provide the exposure that we intended for our sponsors. Any sponsorship money paid to date will be fully refunded. We sincerely hope to have all sponsors on board again when we return for 2022."

The Euroa Show and Shine is one of Victoria's largest and most iconic annual car and bike shows, attracting a great many visitors to the 2019 event which reportedly contributed almost \$800,000 in value to the Strathbogie Shire's economy.



Association of Motoring Clubs Inc.
 21 Rosalie Street Springvale 3171
 Phone (03) 9558 4829
 Email secretary@aomc.asn.au

CLUB CONTACT DETAILS - UPDATE FOR 2021 - 2022

Please note, both sides of the sheet must be completed AND please

- (i) Print clearly in CAPITAL letters, completing all sections.
- (ii) Return completed form to address above or email to secretary@aomc.asn.au
- (iii) Private addresses are preferred as this helps prompt delivery where snail mail is used.
- (iv) We understand that email addresses are lower case BUT using capitals makes the address less vulnerable to mistakes thus causing bounces.
- (v) In "CLUB" – Abbreviation - please show the abbreviation the Club is normally known by – e.g. Model A Ford Club of Victoria is MAFCV.

We appreciate your time in assisting us to keep our database up to date.

CLUB

Name		Abbreviation:		
Number of Victorian Members		AGM Month		
We cover the following vehicles <small>Please ✓ one or more as applicable e.g. British ✓ One Make ✓ Motorcycles ✓</small>		Number of vehicles on CPS		
British	European	Japanese	Oz	U.S.
All Makes	One Make	Motorcycles	Cars	Trucks

CLUB POSTAL ADDRESS & CONTACT DETAILS

Name		
Street/PO Box	Town	Postcode
Phone	Mobile	
Email	Website	

PRESIDENT

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

SECRETARY

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

MORE OVER THE PAGE

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CLUB CONTACT DETAILS - UPDATE AT 1st AUGUST 2021

TREASURER

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

EDITOR

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

DELEGATE # 1

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

DELEGATE # 2

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

DELEGATE #3

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

CLUB PERMIT OFFICER

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

**Minutes of the AOMC Delegates' Meeting held on
Monday May 24th 2021 at the Veneto Club, Bulleen.
Meeting commenced at 7.30pm.**

There were 77 delegates present, representing 65 clubs.

Chairman Iain Ross (AOMC President) welcomed delegates to the May meeting, noting it was the first face to face meeting since February 2020.

1 Apologies: Michael Cooper (Murray Heritage Motorists), Deborah Haydon (Northern Peninsular Classic Car Club), Bob Taylor (Good Times Motoring Club), Lawrence Glynn (BMW Drivers Club Melbourne), Alan Stork (Classic Rides & Drives Club), Allan Fabry (MG Car Club of Victoria), Bevan Fenner (Victorian Military Vehicle Club)

2 New Delegates: Graeme Vaux (Maserati Owners Club), Alan Lavis (GVMV Drivers), Tony Hall (Nissan/Datsun), Ruth Wood (Ballarat Vintage & Classic CC), Martin Goodwin (Vincent Riders Vic.)

3 Guest Speakers: Iain Ross introduced the first speakers for the evening, Megan Ballantyne and Nicole Ballina from RACV Motoring Interests.

Nicole began by saying that there is some false information circulating about RACV and the Historical Motoring Movement. RACV still have a commitment to historic motoring.

The Motoring Interests program has been running for 15 years, and over \$3 million has been put into the movement. The RACV has now made the process for accessing funding easier.

Megan noted that she has been at RACV for 27 years. She also acknowledged the brilliant job Daryl Meek had done in getting the Motoring Interests Program up and running. The heritage vehicle fleet is still a proud part of the RACV, with 17 heritage vehicles in the fleet.

Megan would like to hear stories from people about their cars.

Questions from the floor:

Q: Rick Cove (GHAC) What are you going to do for us?

A: Megan responded that there will be the same investment as the RACV has always done.

Q: What is the criteria for funding?

A: Preference will be given for regional Victoria supporting local communities. Melbourne based clubs can get funds and support for running events in regional areas.

Q: Is there a limit on how many applications a club can make?

A: RACV would like to share resources as wide as possible, so no strict limit but would like to ensure as many clubs as possible are catered for first.

Q: What is meant by community support?

A: When clubs do runs and events there is a monetary value on what they put into a small community, be it catering, accommodation, entrance fees, etc.

Q: Len Kerwood (Austin 7) Why did the RACV abandon the Maryborough Energy Breakthrough event, which contributed greatly to the local community and was a great educational event for students?

A: Megan acknowledged that this had been a fantastic event over the years, but RACV has changed its focus to mental health and community support.

Q: Will the RACV still run the Florence Thompson Run for women drivers in classic cars?

A: Iain Ross responded that the AOMC will be guiding the event with RACV support.

Q: Talking of supporting mental health issues, historic car clubs are mobile mens sheds and contribute to well being and mental health.

Q: Iain Ross asked on behalf of the group, what assistance can RACV give for a small club to run a rally?

A: They need to put in a proposal on the on-line form.

Q: Will the RACV still provide merchandising material for clubs to put into rally packs?

A: RACV are trying to steer away from this form of merchandise.

Q: If an increased amount will potentially be going to clubs, where is it coming from?

A: Megan responded that she will keep asking for the funds. She reiterated that when stories can be told of what the events will support in the communities, it will make it easier to get the funding.

Q: Can member clubs have access to view the historic vehicle fleet?

A: Yes. It is housed in Noble Park and can be arranged by contacting Nicole.

One delegate thanked RACV for the fantastic Total Care service.

AOMC will circulate the link for applying for RACV grants.

Chairman Iain Ross thanked Megan and Nicole for their time and they received generous applause from the

delegates

Iain then introduced the second speaker for this evening, Leon Sinnot from Beyond Blue.

Leon started by saying that Beyond Blue speakers have all either suffered from mental health issues, or care for someone who has them.

Beyond Blue strive to reduce the stigma associated with mental illness.

Leon quoted some statistics - 3 million people in Australia suffer from anxiety or depression.

8 Australians take their life every day – 6 of them are men.

Signs and symptoms of depression:

- Behavioural (withdrawing, lack of concentration)
- Physical (sick and run down)
- Feeling (unhappy)
- Thinking (I'm a failure)

Mental Health Risk Factors:

- Family history of mental illness,
- A single traumatic event,
- Long term difficulties, living with long term stress.

Beyond Blue recommend that if you are feeling unwell talk to somebody – a friend , your GP or Beyond Blue.

Leon then outlined his own journey with mental health.

He is a retired secondary school principal. His job was stressful, but he did not come down with agitated depression until 5 years after he retired. Not looking after his mental health while under stress led to his depression.

Beyond Blue ask speakers to talk of their own experience to show Hope, Recovery and Resilience.

First steps to getting support:

- Contact family or a friend.
- See your GP.
- Visit a mental health website or phone a help line.

If you see someone who appears to be suffering:

- Ask if they are OK,
- Tell them why you are asking,
- If they are not ready to talk, let them know it is OK,
- Resist the temptation to give advice or diagnose.

Looking after your own mental health:

- Manage stress (learn to say no!),
- Exercise regularly,
- Develop a good sleep routine,
- Limit alcohol and drugs,
- Make time for hobbies,
- Volunteer or participate in community / social activities.

Delegates thanked Leon and congratulated him on coming and telling his story.

Iain Ross noted that we all need to look at our club membership and look after them.

4 Presidents Report: Iain Ross reported nothing much as been happening, so not much to report. Several zoom meetings have been held for delegates and the committee have been meeting via zoom until recently.

5 Treasurers Report: Angelo D'Ambrosio reported that it has been a challenging 12 months. The AOMC have received great support from their landlords and government grants which has enabled the organisation to maintain a break even position. Costs have been cut without diminishing services.

Current cash on hand is \$229,800.

Questions from the Floor: Q – How many clubs are members of the AOMC?

A – Angelo responded that there are currently 245 member clubs.

6 VicRoads/CPS report: Iain Ross reported that the full review of the Club Permit Scheme has been postponed, and no review is expected in the near future.

There has been an issue with the supply of CPS log books, and VicRoads actually ran out of them at one stage. AOMC will aim to get John Lewis from VicRoads along to a delegates meeting.

Tony Hall (Nissan / Datsun Club) reported that his club obtained a list of their Club Permit holders from VicRoads, and it showed that 8 had expired, even though they had paid their renewal. This was due to a problem with over the counter renewals where the operator needs to add information onto a second screen to finalise the renewal, and this sometimes gets overlooked and the renewal does not get logged.

Q – Is there any truth to the rumour that CPS is on the way out?

A – Iain Ross responded that we have heard nothing about any threats to the CPS, but perceptions of ‘Older polluting cars’ is a threat.

7 AOMC Events:

- **Club Management Seminar.** Keith Mortimer reported that this seminar will be held at the Jaguar / Healy room in Nunawadding on Saturday July 10th. There will be several speakers on the following topics:

- Accounting Procedures,
- Social Media,
- Club Governance.

- **Country Delegates Meeting, Saturday August 14th:** Will be held in North East Victoria. Still talking to various clubs in the region about hosting. Will advise further when details are confirmed.

American Motoring Show Sunday September 26th at Yarra Glen Racecourse. Iain Ross reported that Shannons have agreed to sponsor the event. Due to covid requirements, it will be a booked only event for display vehicles. Driver and occupants need to prebook via TryBooking. Spectators will need to use QR code at the gate.

8 Current Issues:

- **VicRoads VSI 33 review and feedback.** Submissions have been put into VicRoads, but no word has been received back yet.

The World Scene and Historic Motoring. Several major cities around the world are imposing restrictions on vehicles entering them (Ultra Low Emissions Zones). This started in Europe and has spread to the U.S. There is a growing attitude of the public towards our vehicles as ‘polluters’.

- **FBHVC survey.** The Federation of British Historic Vehicle Clubs conducted a wide ranging survey on the worth of the movement to the British Economy, which gives the peak body good statistical facts to back them up when lobbying government. Something similar needs to be done in Victoria.

9 Engine Number Records: Philip Johnstone reported that demand is continuing for the service. Searches have been completed for a 1924 Buick ute, a 1923 Studebaker, a 1993 Montgomery motorcycle, a 1931 Packard, a 1974 Toyota Corona, a Minerva, and a Messerschmitt. There has been an 80% success rate on searches.

Philip also noted that if anyone is doing a Freedom of Information request to VicRoads, don’t go to the counter, do it all on the Dept of Transport website, and put in as much information as you can.

10 Delegates Reports / General Business.

Iain Ross: had attended the Winton weekend and paid tribute to the Austin 7 club on the way they run the event.

Andrew McDougal (Veteran CC) reported that the FIVA survey results have been received, both the worldwide results and the Australian results. They give a snapshot of the movement based on those who completed the survey.

On Drive it Day the Veteran CC met at Ballarat. 23 pre 1905 vehicles attended, the oldest being 1898. There was also 8 motorcycles in attendance.

Iain Ross added that AOMC did not organise a NMHD event this year. Next year will be looking at doing something with the RACV and regional clubs.

Len Kerwood (Austin 7) complimented the Chrysler club on the membership database they developed and have made available to other clubs.

Fred De Gooyer (Land Rover Owners) Club has seen a massive increase in interest from younger people keen on older Land Rovers.

Terry Roche (Triumph CC) pleased to report that club has grown and average age has decreased.

Arthur Byron (Grampians CC) 50th Anniversary this weekend.

Bill Ballard (F.O.R.D.) Club hosted National Rally in March. 75 attendees from all over Australia. They were well received everywhere they went. Some venues even gave unexpected discounts, and as everyone had prepaid, excess funds were donated to the local community.

Graeme Bell (BMW Drivers Club Melb.) ran a NMHD run from Geelong to Phillip Island. This year the BMW club will be running the German Auto Show on 29th August at Sandown.

Question from the floor:

Q Are there any new CPS handbooks coming from the AOMC?

A Iain Ross responded that this was looked at 6 months ago, and advice from VicRoads was that there would be changes. An electronic version from the last handbook could be made available.

ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the
Association of Motoring Clubs Incorporated

APPLICATION FOR A SEARCH

Covering the period 1901 to 1984
(see www.aomc.asn.au for more details)

Search Fee (inc GST)

Possible information available:

Period	1901-1919	1920-1932	1933-1984
Reg No.	Yes	Yes	Yes
Reg. Date	Yes	Yes	Yes
Eng No.	No	No	Yes
Eng No. changes	No	No	Yes
Make	Possibly	Yes	Yes
Owner Name	Yes	Possibly	No
Owner Address	Yes	Possibly	No
	\$115	\$115	\$90
	Maximum fee \$150		



**PO Box 875
Springvale South Vic 3172
Tel: 03 9558 4829
Email: secretary@aomc.asn.au**

Name		
Address		
		Postcode
Phone	Fax	Email

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

Year/Make/Model			
Engine Number	<= Necessary Information (No Eng Number = No Search)		
Chassis Number	Registration No.		

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

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

Is this the original registration number? Yes No Unsure

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

Any other relevant information

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

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

Card Number

Name on Card Expiry Date

Signature

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

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

Office Use Only

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

Charges for Information

Search for a single engine number whether it is on card or computer file	\$85
Follow-up for the same or related vehicle or engine number	N/C
Search for a single registration owner details (1910 to 1932 only)	\$110
Maximum Fee for search 1910 to 1984	\$150
Sale of all computerised records for a marque to a club that has an interest in the marque. For each 100 records (or part thereof)	\$220 [#]
Sale of all computerised records for a marque to a person or commercial group that has an interest in the marque. For each 100 records (or part thereof)	\$440 [#]

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

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

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

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

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

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

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

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

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



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- 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
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