

**AOMC News**

**April 2022 - Issue 155**

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

# 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](http://www.aomc.asn.au)**

### Front Cover Photo:

Nicholas Perkins and his 1960 Volvo 122S which won the Best Post War European Vehicle award at the recent British & European Motoring Show at Yarra Glen on February 20th.

More information from the show on page 10 of this issue.

## 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.

## **Small Club access to RACV Sponsorship.**

AOMC have recognised that clubs that do not have an ABN or Incorporation have been disadvantaged by the RACV requirement for a club to have these when applying for sponsorship.

To facilitate access to sponsorship for these clubs, AOMC has negotiated with RACV for those applications to be channelled through the AOMC.

**How This Will Work:** Clubs will still make their applications directly to the RACV (forms are available on the AOMC website by clicking on 'Members' then "RACV Motoring Interests").

If the application is successful, the RACV will notify AOMC to provide the sponsorship amount to the club from a pool that they have already given the AOMC. This pool of sponsorship money is totally separate from general AOMC funds and is only to be used for club sponsorship applications.

**Group Insurance for clubs.** Another area that has been difficult for smaller clubs is gaining insurance cover for Public Liability and Office Bearers Indemnity due to the cost involved. AOMC is currently in discussions with insurance brokers to have a group insurance scheme under the AOMC. If successful, this will allow clubs to have cover that will be charged based on their membership numbers and a reduced rate than going directly through an insurer themselves.

More details will be available after further negotiations.

**National Motoring Heritage Day:** This is an Australian wide initiative that encourages historic and classic vehicles owners to get their vehicles out and about on a particular date to promote the movement, along the lines of "Drive It Day's ' in the UK and USA.

AOMC are supporting 3 events on Sunday May 15th for NMHD, and have gained support from the RACV for these. One will be in Melbourne at Braeside Park, the second is at Trentham and is being hosted by the Cool Country Classics club of Trentham, and the third is being held at the Maffra Shed in Gippsland and is being hosted by the Classic and Custom Japanese Motorcycle Club in association with the Gippsland vehicle Collection. Details have been sent to clubs on these events, and flyers for each event are in this publication. We encourage you to let your members know of these, especially if your club has not organised your own event.

**Spring Collection:** No, this is not a fashion show. The AOMC have added to their records a collection of data cards from a defunct vehicle springs manufacturer. These records provide data for the springs that were provided for various vehicles. If you are restoring or repairing a vehicle that uses spring suspension, this could help you with the specifications of the springs required.

These records were destined to be destroyed but were purchased for their preservation and are now stored with the AOMC engine number records.

**Restoration Seminar:** AOMC are proud to announce the return of our popular Restoration Seminar. It will be held at the Jaguar/Austin Healey Rooms in Rosalie Street, Springvale on Saturday June 18th and will have a range of presenters from various trades relevant to the hoby vehicle movement.

More details will be sent to clubs as they come to hand, but mark the date down for your members.

# Cavalcade of Transport

## Trentham Historic Railway Station

To celebrate National Motoring Heritage Day



# SUNDAY 15TH MAY 2022

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators

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

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
- Short walk to cafes and eclectic gift shops in Market and High St's
- Visit Quarry St Reserve & Trentham Falls

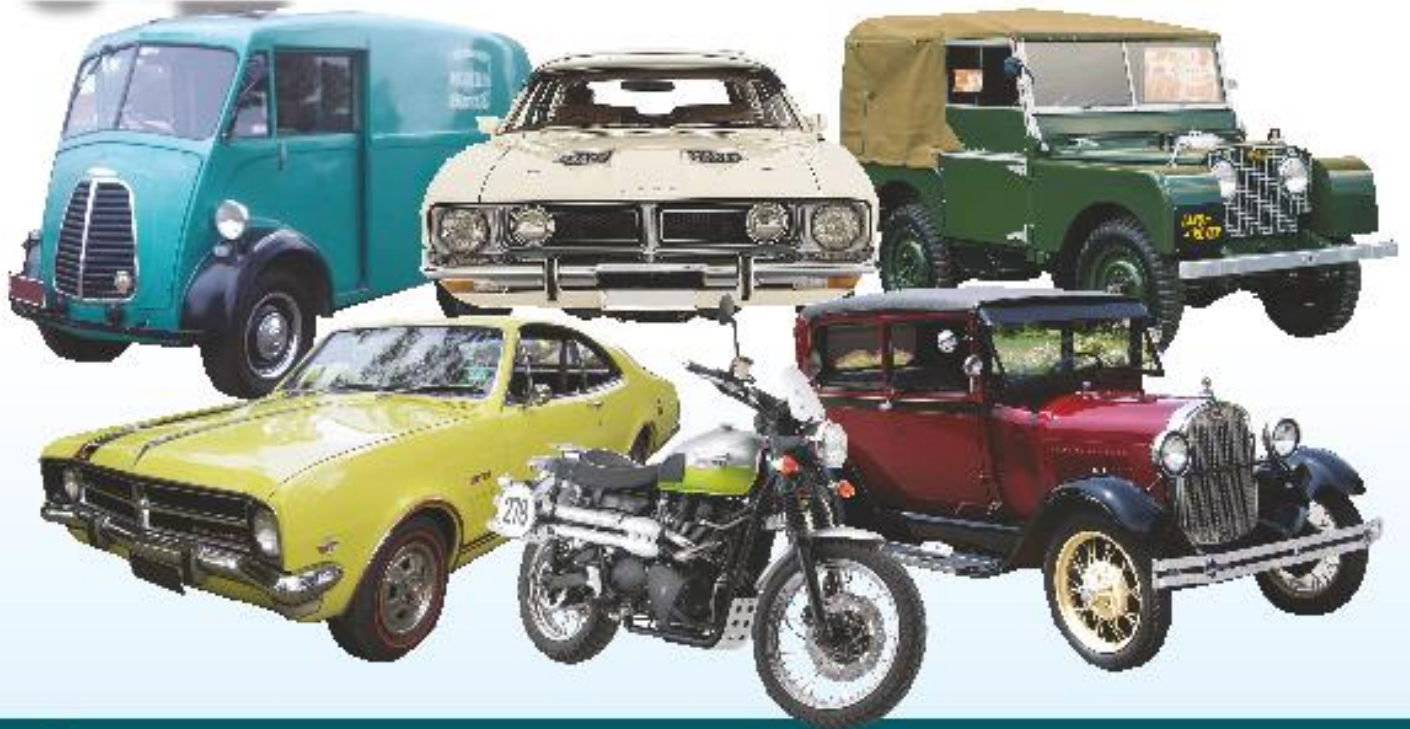
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Enquiries: 9558 4829 [www.aomc.asn.au](http://www.aomc.asn.au) [fb.com/infoaomc](https://fb.com/infoaomc)

# Cavalcade of Transport BRAESIDE PARK

To celebrate National Motoring Heritage Day



## SUNDAY 15TH MAY 2022

Rosella Car Park, Braeside Park, Lower Dandenong Road, Braeside  
Gates open at 10am for Display vehicles & 10.30am for spectators

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

Proudly  
Supported by



Promoted by the  
Association of  
Motoring Clubs



- Entry to venue by gold coin donation
- Catering available
- Children's adventure playground
- Visitor centre will be open



Enquiries: 9558 4829 [www.aomc.asn.au](http://www.aomc.asn.au) [fb.com/infoaomc](https://fb.com/infoaomc)

**The Classic and Custom Japanese Motorcycle Club**



**in association with the Gippsland Vehicle Collection**



**presents Gippsland's**

# **NATIONAL MOTORING HERITAGE DAY**

**Sunday 15 May 2022**

**Gippsland Vehicle Collection  
1 Maffra-Sale Road, Maffra**

**From 10.00am – 3.00pm**

**No charge to enter grounds, \$10 Adults museum entry, U16 free**

**No judging, no awards... the theme of Heritage Day is “Drive it Day” – to get your classic car or motorcycle out for the day!**

**Made possible with the support of the Association of  
Motoring Clubs and the Lions Club of Maffra**



## **AOMC May Delegates' meeting.**

**Monday 23<sup>rd</sup> May 2022 at 7.30 pm.**

**Venue: Jaguar/Austin Healey Owners Rooms**

**21 Rosalie Street Springvale.**

**Mel Ref 80 A8**

**Guest Speaker:** Chris Rushen (Wholesale Sales Executive Bridgestone Australia Ltd.) and technical people from Bridgestone Tyres. Bridgestone has a discount scheme for car club members (Bridgestone Business Associate Program for Car Clubs).

**Due to restrictions on the room capacity,  
bookings are essential.**

**If you wish to attend, notify the AOMC office via email to:**

**secretary@aomc.asn.au**

**or telephone: (03) 9558 4829**

**Meals will be available prior to the meeting at 6.30pm**

**Cost of meals is \$15 and bookings are essential.**

### **AOMC Delegates' Meeting Dates 2022**

**Mark these in your Diary**

Delegates' meetings are to be held in February, May, August and November. The dates for 2022 are as below. Barring any pandemic restrictions, delegates' meetings will be held at the Jaguar/Austin Healey rooms at 21 Rosalie Street, Springvale, except for the August meeting which is intended to be held at a regional venue on a Saturday.

**May: Monday May 23rd**

**August : Saturday Aug 27th (Seymour)**

**November : Monday Nov. 21st. including AGM**



# 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

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.

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

A maximum of 100 vehicles will be permitted to enter, with preference given to vehicles that competed in the original events and to other vehicles manufactured during the period of the trials: 1921-1926.

Entries will be accepted in 3 Tiers. Preference for acceptance will be in the order of these tiers.

- Tier 1:** Vehicles that actually contested any of the four RACV events between 1921-1926.
- Tier 2:** Vehicles of the same make and model as the original contestants of the 1921-1926 trials.
- Tier 3a:** Other vehicles manufactured between 1921-1926.
- Tier 3b:** Vintage vehicles up to 1930.

The event provides significant investment in regional Victoria particularly those hard hit by bushfires and then COVID.

**Registrations are now open for the 2022 event.** Please contact  
[racvalpinecentenary@vdc.org.au](mailto: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**



# 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<sup>^</sup> 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](http://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). <sup>^</sup>Applies to total loss vehicles manufactured before 31/12/1980.

# Museum of Vehicle Evolution is a must visit

Shepparton's Museum of Vehicle Evolution is thriving after a \$6.7 million redevelopment that cements it as a mecca for motoring enthusiasts.

The expansion has created 10,000sqm of floorspace including a 900sqm undercover area which is perfect for visiting car clubs to park up on the hard standing.

"We want clubs to see MOVE as a rallying point to explore the Museum but also the region and all it has to offer," MOVE Executive Officer Peter Hill said.

"We work closely with Greater Shepparton City Council, accommodation providers, food and wine and other attractions to put together a package to suit any length of stay."

MOVE is part of Shepparton's emergence as a tourist destination.

The city has always been popular for visiting families and friends, and over the part decade has developed an outstanding reputation for hosting events and conferences.

Soon after MOVE relaunched in September 2021 the new Shepparton Art Museum also opened in the heart of the city on Victoria Park Lake.

The \$50 million building houses SAM's extensive collection of Australian ceramics and a growing collection of Aboriginal and Torres Strait Islander art. The gifting of the Carrillo and Ziyin Gantner Indigenous Art Collection was part of the inspiration to build the new and impressive regional art museum.



"With MOVE and SAM, our natural attractions, great wineries and restaurants and an abundance of accommodation choices, Shepparton is worth more than a flying visit," Peter Hill said.

So, what is MOVE?

For those who visited the original Shepparton Motor Museum and Collectables, you will barely recognise it.

MOVE is a community based not-for-profit run by an independent, skills-based board with a mission to display and promote the history of transport, and the role it has played in shaping our lives.

Along the way, we've expanded from cars and motorcycles to include trucks, bicycles, buses, and bicycles.

We have also found room for important historical collections which help tell the broader story of our evolution such as the Loel Thomson Costume Collection. Loel gathered the collection while researching for the restoration of Noorilim, a grand 1879 villa on the Goulburn River near Murchison.

Over 40 years Loel collected more than 10,000 items of clothing and accessories. The collection consists of things we wore over the past 200 years, ordinary clothing that was shaped by the fashion and norms of the period. You can see great social change reflected in the costumes.

The collection of telephones, radios and broadcast equipment belonging to the late Dick Clayton is also important to MOVE. Dick was one of the visionaries who first pushed for the establishment of a museum.



The Furphy Museum tells the story of one of Australia's oldest family businesses.

J. Furphy & Sons and Furphy Foundry are still operating after 150 years and through their iconic water carts, which became places for rumours to be exchanged amongst troops in WWI, has become part of our language.

A "Furphy" is story too tall to be true, but the Big Furphy Water Cart is very real, it sits out the front of MOVE.

"In many ways the Furphy story helped us embrace the same tales of enterprise, hard work and success when it came to adding trucking and transport to the new MOVE," Peter Hill said.

"Our Transport Legends in the Kenworth Pavilion tell remarkable story of how immigration, irrigation and orchards led to the Shepparton having the highest concentration of heavy transport registrations in Victoria.

"Those trucks belong, or belonged to, pioneering companies that broke the monopoly of rail freight and forged a new era of interstate transport, they were innovators and sometimes inventors and they succeeded."



The Garth Wallace Collection spans nearly 100 years of production of the iconic Harley Davidson brand. There are restored bikes but many in the collection are survivors, left exactly as they were when they were rediscovered.



The Farren Bicycle Collection is so outstanding that a lot of 'car guys' walk out exclaiming that it was their favourite thing. Paul Farren built one of the best early bicycle collections in the world.

It includes 160 pre-1900 bicycles, including hobby horses, boneshakers and Penny Farthings, as well as early 20th-century models. The collection charts the development of the bicycle, which foreshadows the invention of the motor car in many surprising ways.

Finally, there's the cars.

"We benefit greatly from the generosity of private collectors and enthusiasts who lend us their vehicles to exhibit," Curator Jade Burley said.

"We benefit in two ways, firstly there are so many unique, rare, beautiful, odd, extravagant, and everyday cars out there that you will always find things you want to see. Secondly, we don't own our vehicles, so unlike many other Museums we have the flexibility to change frequently, swapping out individual cars or bringing in entire themed exhibitions for a particular era, marque, or model."

"MOVE is constantly changing and so whenever you come, or come back, there will be new things to see."

MOVE is located at Emerald Bank, which is on the Goulburn Valley Hwy just south of Shepparton.

"The facility has a range of meeting and function spaces, and we are happy to work with clubs and associations directly to meet their needs and ensure everyone has a great experience," Mr Hill said.

If you want to make an inquiry email [exo@moveshepparton.com.au](mailto:exo@moveshepparton.com.au)



# RACV British & European Motoring Show

The 2022 B & E Motoring Show was held at the Yarra Glen racecourse on Sunday February 20th. and saw a great turnout with over 900 vehicles in attendance.

Below is a list of the award winners from the day

## Award Winners RACV British and European Motoring Show 2022

### Best Pre War European Vehicle

1928-29 Alfa Romeo Zagato Sports      Augustine Banko

### Best Pre War British Vehicle

1937 MG TA      Walter Magilton

### Best Commercial Vehicle

1948 Bedford K model Truck      Warren Dodd

### Best Motorcycle

1969 Triumph T130R      Colin Borthwick

### Best Post War British Vehicle

1960 Austin Healey 100/6      Selwyn Hall

### Best Post War European Vehicle

1960 Volvo 122S      Nicholas Perkins

### Best Pre 1930 British or European Vehicle

1929 Wolseley Special      Gary Larkin

### Presidents Award

1923 Foden C type steam wagon.      Richard Newell

### Best Club Display

The Austin Healey Owners Club of Victoria , President Bill Metcalf received the award on behalf of the club



Augustine Banko and his 1928-29 Alfa Romeo Zagato Sports



Gary Larkin and his 1929 Wolseley Special



Norton Owners Club display

## Alignment of VicRoads club permit forms with the Road Safety (Vehicles) Regulations 2021

VicRoads has updated a number of Club Permit forms to improve the vehicle data collected by VicRoads, and to ensure that the correct permit types and club permit plates are issued to eligible vehicles.

### What do Club Permit Scheme clubs and members need to do?

The updated forms are now available on the VicRoads website at [vicroads.vic.gov.au](http://vicroads.vic.gov.au) for you and your members to use.

- Club Permit application form
- Club Permit reassignment form
- Vehicle eligibility and standards declaration form
- Approved club office bearers and scrutineers

**Please encourage your members to use these current forms rather than previous versions.**

### Why have these changes been made?

These forms now have an updated layout and align with the Road Safety (Vehicles) Regulations 2021.

### Club Permit application

- There are only four categories of Club Permit – Veteran, Vintage, Classic and Historic, and Street Rod.
- Each category now has a sub-category – either Original, Modified or Replica.
- The documents required for each sub-category are listed at the bottom of the form.

### Vehicle eligibility and standards declaration for Club Permit vehicles

- Now includes a record of the VASS approval certificate and Vehicle import details, where applicable.

### Club permit reassignment and Club permit agreement

- Re-ordering of the data fields.

### Club Permit logbook

- The Club Permit logbook has been updated to align with regulation changes.

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

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

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

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



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## News from The U.S.A



### 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*

**Another win in Kansas!** Governor Laura Kelly signed into law SAN-supported legislation (H.B. 2595) to allow vehicles registered as “Antique” which are 60 years old or older the ability to forego a VIN inspection when applying for a title. The new law expands vehicles eligible for certain titling procedures by allowing Antique vehicles that are at least 60 years old needing only a bill of sale as proof of ownership and an application when applying for a title.

Prior to the new law, only antique vehicles with a model year of 1950 or earlier could forego the VIN inspection when applying for a title. Additionally, the new law recognizes that the collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States. It will go into effect upon publication in the Kansas Register statute book.

#### **EPA to expand E15 Ethanol fuel sales into summer.**

Following long-fought debate, the Biden Administration announced that the U.S. Environmental Protection Agency (EPA) will issue a temporary waiver to allow for the summertime sale of gasoline with up to 15% ethanol (E15) to help address high fuel costs. Currently, E15 cannot be sold between June 1 and September 15 due to fuel-volatility concerns that higher blends of ethanol combined with warmer temperatures may lead to increased ground-level ozone formation and smog. The agency will review the waiver every 20 days to determine if remaining in place is justified.

Summertime sales of E15 has been a hot-button issue for years. Under the Trump Administration, the EPA issued a rule to permanently allow year-round sale of E15; however, the U.S. Court of Appeals for the District of Columbia found this rule unlawful and the U.S. Supreme Court declined to consider the appeal. The Biden Administration says this latest decision is based on its authority to pursue a temporary emergency action.

Ethanol, especially in higher concentrations such as E15, can cause metal corrosion and dissolve certain plastics and rubbers in older automobiles that were not constructed with ethanol-resistant materials and in certain specialty high-performance equipment installed on newer vehicles. SEMA opposes the expansion of E15 gasoline as a lack of clear labelling on gas pumps does not provide sufficient protection to guard against misfuelling.

**Virginia signs into law anti-hobby exhaust noise bill.** Governor Glenn Youngkin signed into law SAN-opposed legislation (H.B. 632) to reform enforcement of Virginia's exhaust noise laws. H.B. 632 repeals a 2020 bill which prevented law enforcement from stopping motorists solely for exhaust noise violations. Virginia prohibits mufflers that use an “excessive or unusual level of noise” and mandates that mufflers must be identical to their factory setting, comparable to factory equipment, approved by the Superintendent, or meets or exceeds standards of SAE International, ANSI, or the U.S. Department of Transportation.

In the next legislative session, the SEMA Action Network (SAN) will be seeking to implement a fair testing procedure and decibel limit for vehicle owners accused of unreasonable exhaust noise violations.

**Michigan introduces law to reduce registration fees.** Michigan has introduced SAN-supported legislation (H.B. 6006) to reduce the total registration fee for most vehicles by 20% beginning January 1, 2023. This bill applies to all vehicles other than those registered as Historic. Historic vehicles already have a significantly reduced registration, where a \$30 fee is due every 10 years. The bill currently awaits consideration in the House Transportation Committee.



## Ford to nearly double production of electric F-150 pickup

Amid a surge of interest, Ford announced on January 5th that it will nearly double production capacity for the electric version of its top-selling F-150 pickup truck.

The US automaker now aims to produce 150,000 units a year of the F-150 Lightning, with the first deliveries due in the spring, "pulling out all the stops" to boost output at its electric vehicle plant in Dearborn, Michigan, the company said in a statement.

Ford initially planned to build 40,000 trucks year, but after a flood of orders raised the target to 80,000. The company said it is working with supplier and at its own facilities to ramp up output of key parts like electric batteries.

"With nearly 200,000 reservations, our teams are working hard and creatively to break production constraints to get more F-150 Lightning trucks into the hands of our customers," said Kumar Galhotra, president of Ford Americas and International.

About three-fourths of the reservations for the popular truck are from customers who have never owned a Ford, the statement said.

The race for dominance of the electric car market is intensifying in the United States and Ford plans to invest a total of more than \$30 billion in the segment by 2025.

The manufacturer had already announced it would increase production capacities for its first electric Mustang, a small SUV dubbed Mach-E, with the goal of reaching more than 200,000 units a year by 2023.

Tesla remains number one in the category, and on Sunday announced it delivered a total of 936,000 vehicles worldwide in 2021, 87 percent more than in 2020.

General Motors is planning to offer 30 models of electric vehicles on the market in 2025, including a Silverado pickup.



*The all-electric F-150 Lightning is seeing a surge in demand, with Ford tallying 200,000 orders so far*

# CLUB PROFILE: BSA MOTORCYCLE OWNERS ASSOCIATION inc.

The Birmingham Small Arms company built BSA motorcycles between 1911 and 1971.

In that time BSA was for many years the largest motorcycle maker in the world, with flat tank singles & v-twins, Round Tanks, Wedge Tanks, Slopers, Empire Stars, pre-war Gold Stars, Army M20's, post-war Gold Stars, Shooting Stars, Gold Flashes, Road Rockets, Super Rockets, Rocket Gold Stars, Thunderbolts & Lightnings, Rocket 3's, Gold Stars one last time and many others. Once upon a time almost everyone learnt to ride on a BSA Bantam!

The BSAMOA held its first meeting on February 7 1973 and since then has been meeting on the first Wednesday of the month, currently at the Oakleigh Bowls Club and also has a branch in Hamilton for members in the Western Districts.

Next year marks the 50<sup>th</sup> anniversary of the club and coincidentally BSA motorcycles are about to restart production under new ownership, with yet another revival of the famous Gold Star name.

The Club has run the highly successful All British Rally since 1977 on the weekend closest Anzac Day, a lot of people are looking forward to this years' event after an enforced two year hiatus due to Coronavirus restrictions.

We have hosted the International BSA Rally in 2001 and 2018 and share the annual National BSA Rally between the SA, NSW and Qld BSA Clubs.

Our annual President's Day which highlights member's machinery has been held at many locations over the years, the last 2 events being held at the AOMC's British & European Day in Yarra Glen.

The aim of the Association is to allow people with a common interest in BSA motorcycles to share activities and maximise the pleasure of BSA ownership by getting those bikes out of the shed and on the road. To this end the club is Red Plate eligible, has a small library, a website, [bsa.asn.au](http://bsa.asn.au) and has a copy of the BSA factory dispatch records for those who wish to dig into the history. We have rides in different areas, both midweek and at weekends and a dirt road ride is gaining popularity.

The Club has always had a very keen competition element with members competing on their BSA's in all forms of sport from road racing to salt racing.

Much has changed since the BSAMOA advertised for members in Saturdays Age in 1973, here's to the next 50 years!

**Maurie Edwards** (Secretary, BSAMOA).



# CLUB PROFILE: BSA MOTORCYCLE OWNERS ASSOCIATION inc



# News from the U.K. & Europe

## **Saving the UK's Old Motorcycle Factory Records by K German**

Throughout the early 1970s as each of the British Motorcycle Manufacturers started to close down, information came into my office at the Stolen Car Squad (SVS) at New Scotland Yard that many of these unique production records were being abandoned in skips or burnt in fires outside some of the factories. The information they contained, as most enthusiasts now know, originated from the very earliest days of motorcycle manufacturing and essentially held details of all machines that ever rolled off their respective production lines.

It seems extraordinary to many of us today that this was happening, but 50 years ago it was the police who were mainly requiring the information they held simply to identify some of the seized and cloned motorcycles that were part of ever increasing theft problem that was rapidly heading towards a total of 100,000 machines stolen annually. Less than 20% of these were being recovered.

A joint police operation to visit the premises of the Norton, Triumph, Ariel, BSA, Vespa, New Hudson, Sunbeam, JAP factories was urgently organised and thankfully most were salvaged before they were destroyed. We stored them all in my office at the SVS and I remember just how valuable they proved to be over the next decade. Whilst all searches were done manually, it proved to be worth the effort because it certainly helped to combat motorcycle crime over the next decade.

During this period, many of the British machines were being repaired and restored by enthusiasts and their enquiries searching for information on individual machine provenance started to mount. Whilst I did not mind answering these individual requests for help, my own work was also increasing due to the amount of both two and four wheeled theft that we now had to deal with.

By the mid 1980s, with the influx of Japanese machines into the UK, the factory ledgers, which were starting to suffer from age, clearly needed not only restoration but proper storage and collation in a place more suitable for their importance, heritage and history. In May 1984 over 5 tons of these British motorcycle manufacturers' records were handed over to the custody of the Director of the Science Museum in London who promised us that they would be cared, restored and the information they contained would be available to all who needed it.

The press reported at the time that hundreds of these old leather bound dusty ledgers collected from eight manufacturers, each contained neatly entered individual crafted script written records of thousands of machine specifications, including frame and engine numbers and often who purchased them. Amongst them many famous names. Amongst these famous names were for example an Ariel 500cc that was shown to be sold to the King of Java and a Norton was purchased and collected directly by Noel Pope a famous racer of the 1920s. Even Selfridges, the West End of London department store purchased a few machines for selected customers. One entry simply mentioned HRH – further details with the management.

As we know the information from these manuscripts was eventually copied on to microfilm and then computers and offered to various motorcycle clubs and associations allowing members to make their own searches.

In 2019 a famous name in the world of UK motorcycle history, Norton was purchased by the T.V.Sundram Lyengar motor company (TVS) of India. It is interesting that back in 1911 when TVS was first established running buses and lorries around Delhi, at the same time Norton motorcycles were winning their first of 94 TT races in the famous Isle of Man. At that time it's likely that neither knew of each others existence but just a few years later in 1929 a letter was received from the offices of the Maharaja Srikantadatta Narasimharaja Wadiyar by the management of Norton motorcycles in Bracebridge Street in Birmingham ordering 24 machines for his army and police force.

I remember a beautifully coloured and embossed letter from the Maharaja explained his interest in motorcycles and an indication of a possible future visit to the factory. This letter formed part of a collection of correspondence found tucked in the leaves of an early leather bound ledger from the Norton factory that was saved from a burning builders skip.

Whether by fate, intuition or destiny the wise Maharaja with his interest in motorcycles who once ruled over India's Tamil Nadu region, might be smiling at the fact that Norton motorcycles now owned by TVS Motors is located in Hosur (known as little England) in the region of Tamil Nadu, South Central India.

# FIVA News



**FIVA** (the *Fédération Internationale des Véhicules Anciens*) is a worldwide non-profit organisation dedicated to the protection, preservation and promotion of historic vehicles. Established in 1966, it is active in more than 80 countries, representing millions of historic vehicle enthusiasts around the globe. Since 2017, **FIVA** has been a partner of UNESCO with consultative status, representing world motoring heritage and related culture.

**But what is a historic vehicle?** FIVA defines it as a mechanically propelled road vehicle at least 30 years old, preserved and maintained in a historically correct condition, which is not used as means of daily transport and which is therefore part of our technical and cultural heritage. A youngtimer is a similar vehicle between 20 and 29 years old.

## **Two leading global organisations are joining forces to better safeguard and promote the future of the world's historic vehicles and industrial heritage.**

FIVA (the *Fédération Internationale des Véhicules Anciens* or international federation of historic vehicles) and TICCIH (the International Committee for the Conservation of the Industrial Heritage) have signed a Memorandum of Understanding which will lead to them working closely to promote their shared objectives to a wider audience. They will stage joint and coordinated events, promote training courses and freely share information.

Both groups realised some time ago that there was much common ground between FIVA's aims to protect and promote the future of historic vehicles and TICCIH's efforts to better understand and preserve key aspects of the world's industrial heritage. Now, after two years of online meetings, they have agreed on a strategy of mutual support. The joint Memorandum of Understanding was signed at the *Rétromobile* classic vehicle show in Paris by the presidents of both organisations, Tiddo Bresters of FIVA and Dr Miles Oglethorpe of TICCIH.

FIVA's Chairwoman of Culture and Youth, Nataša G. Jerina, played a key role in bringing the two organisations together and formulating the new agreement. After two years chairing those online meetings she says: "This collaboration will now make it easier to exchange information and research. It will also enhance our efforts to raise wider international awareness of the importance and value to society of the living preservation of the world's industrial and transport heritage."

A key objective is to encourage more young people to take an active interest in the work of both organisations. A renewed effort will now be made to find effective ways to make this happen.

The next step for this collaboration is to raise wider awareness of the aims of both organisations as drawn up in FIVA's *Charter of Turin* and TICCIH's *Nizhny Tagil Charter for The Industrial Heritage*. FIVA's Culture and Youth Commission will now prepare a working plan for the coming year that will begin once it's approved by TICCIH.

Both heritage organisations say they are looking forward to working hand in hand to protect what they see as important elements of global technical, economic, and social history.

**FIVA (the *Fédération Internationale des Véhicules Anciens*)** is the worldwide organisation dedicated to the protection, preservation and promotion of historic vehicles and related culture, as well as their safe use. Since 2017, FIVA has been a non-governmental partner of UNESCO

**TICCIH (The International Committee for the Conservation of the Industrial Heritage)** is the world organization for industrial heritage. Its goals are to promote international cooperation in preserving, conserving, investigating, documenting, researching, interpreting, and advancing education of the industrial heritage.



We are very pleased to announce Henry's is now under new ownership.

Henry's Model T, A & Rod Parts has been serving early Ford enthusiasts for over 40 years supplying parts and accessories for your restoration and hot rod projects.

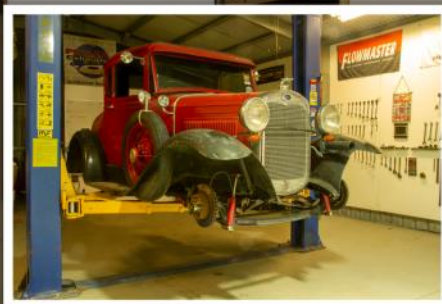
We are also offering servicing, tuning, upholstery, electrical, general maintenance, light fabrication and exhausts for your Model T & A.

Our aim is to provide you with the best possible customer experience and supply an extensive range of quality parts at competitive prices.

**Orders are shipped daily.**

You can contact the team at Henry's- Shaun, Joe, Neil or Angie on 03 5368 1088 or email us at [sales@henryspares.com.au](mailto:sales@henryspares.com.au) or drop in to see us at our new location in Bacchus Marsh, Victoria.

[www.henryspares.com.au](http://www.henryspares.com.au)



# Coming Club Events

The following few pages promote events that are being staged by car clubs around Victoria. It's great to be able to announce club events that are happening again.

Further information on any of these events can be found on the AOMC website (in the Club Events calendar section), or by contacting the event organisers.

All events will have some sort of covid protocol in place so ensure you check on those details before attending.

Also note that some parts of Victoria may be subject to Code Red fire or weather alert days which could affect the running of events.



# B40 #2

## Rally

13th-15th May 2022

Entries are now welcomed for those drivers under 40 in cars pre 1940 for the B40 Rally #2 to Central Victoria



For further details and entry form, scan the QR Code.



# ROB ROY

Venue of the first Victorian and Australian Hillclimb Championship 1938  
Clintons Road, Christmas Hills Melway ref 265 A9



Instigated in 1996 to promote friendly rivalry, at a club level, between the local sporting car clubs.

Over the years, many clubs have supported this event, with several including the series as rounds of their own club championship.

Classes cater for all types of vehicles from road registered to hill climb specials.

DATES MAY BE SUBJECT TO CHANGE, PLEASE CHECK [ROBROYHILLCLIMB.COM.AU](http://ROBROYHILLCLIMB.COM.AU)

**ROUND 1 20 MARCH**  
**ROUND 2 22 MAY**  
**ROUND 3 31 OCTOBER**

PLACINGS - 1st 10 points • 2nd 8 points • 3rd 6 points • 4th 5 points  
ATTENDANCE - 1 point per competitor

promoted by the  
**M.G. CAR CLUB VICTORIA**  
Entry Forms [robroyhillclimb.com.au](http://robroyhillclimb.com.au)  
Event Enquiries Wayne Rushton 0412 339 934  
Entry Enquiries John Kelso 0417 398 606

ADMISSION: SINGLE ENTRY \$10 OR \$20 PER CAR  
OFFICIAL TIMED RUNS COMMENCE 9AM

SUBJECT TO COVID RESTRICTIONS,  
FULL CATERING MAY BE AVAILABLE AT EVENTS  
Please check [robroyhillclimb.com.au](http://robroyhillclimb.com.au)

**SATURDAY**  
14th May 2022 | 8am-12pm

**LOCATED AT SHANNONS AUCTIONS MELBOURNE**  
40 Corporate Drive, Heatherton, VIC

**COFFEE & FOOD VAN ON SITE**  
Check out the Auction vehicles on display and catch up with our Shannons team on the ground for all things Insurance, Events & Auctions

# 45<sup>th</sup> HISTORIC WINTON

28th and 29th May 2022



[www.historicwinton.org](http://www.historicwinton.org)  
Winton Motor raceway, Benalla, Victoria



Austin Seven Club Inc. A0003290N | Car Photo - Robert Cutting | Bike Photo - Paul Stevenson

# MID STATE MOPARS

15TH ANNUAL

2022 BENDIGO

HOSTED BY CENTRAL VICTORIAN CHRYSLER CLUB INC.

Sunday June 12th

## PHILLIP ISLAND MOTORCYCLE FESTIVAL

INAUGURAL EVENT

**FRIDAY 8<sup>th</sup> SATURDAY 9<sup>th</sup> SUNDAY 10<sup>th</sup>  
OCTOBER 2022**

Come be part of this event that leads into the  
2022 Australian MotoGP held on 14<sup>th</sup> to 16<sup>th</sup> Oct.

**MORE DETAILS RE TICKETS AND PROGRAM TO COME  
BANDS - SHOW & SHINE - DISPLAYS**



Supporting



Sponsorships and marquee holders please call Allan Turner 0412985211



East Gippsland Historical Automobile Club Inc

## CLAIMING THE DATE

MELBOURNE CUP WEEKEND

28<sup>th</sup> October to 1<sup>st</sup> November 2022

Please join us again and enjoy the Triennial  
East Gippsland 50<sup>th</sup> Anniversary Rally

Bring your Veteran/Vintage or Classic/Post  
Classic vehicle and join in the fun

Register your interest with us now by-

*Please note information below is for the Rally Contact ONLY*

Rally Director Graham Young  
By Post- PO Box 120 Orbost  
Victoria, 3888

Email- [triannualrally@gmail.com](mailto:triannualrally@gmail.com)

Grahams Personal mobile - 0428 541 925

Entry forms will be available in April 2022

Entries will close on 9<sup>th</sup> September 2022

**PLEASE MARK THESE DATES ON YOUR CLUB'S CALENDAR NOW**



Rotary Club of Sorrento Presents:

Point Nepean Heritage

# MOTOR SHOW



Entries Now Open Heritage Cars & Motorcycles

### LOCATION

This inaugural community event is at the historic Point Nepean Quarantine Station.

### DATE

Sunday 30 October, 2022

### MOTOR CAR & MOTORCYCLE CLASSES

Veteran (Up to 1919) - Vintage (1920 - 1930)  
- Post Vintage (1931 - 1949) - Heritage (1950 - 1970) - Classics Post 1970

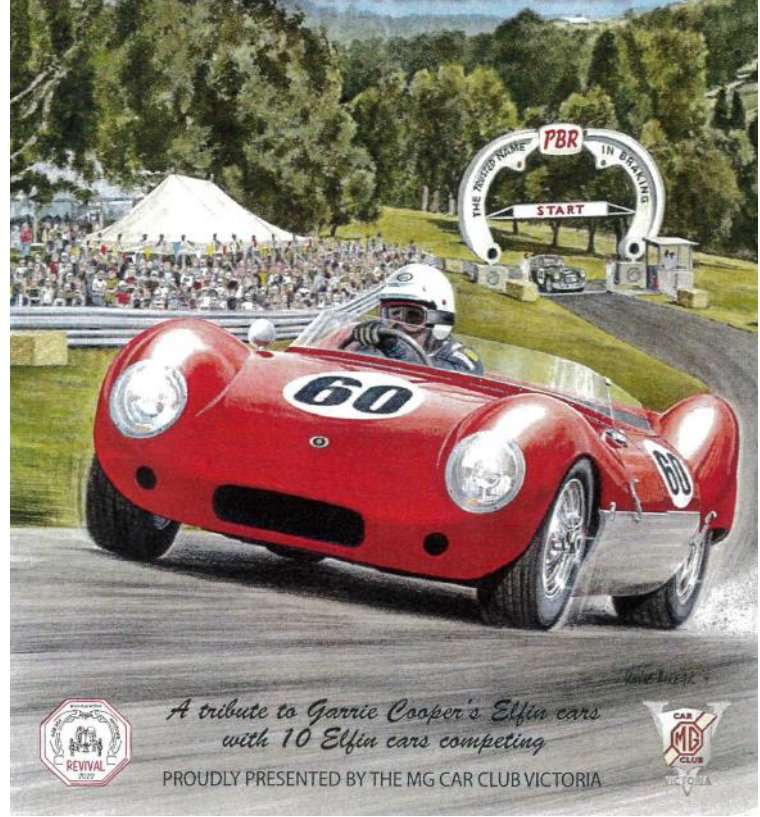
### HOW TO ENTER

Register now to exhibit your car or motorcycle via our website at: [PointNepeanMotorShow.com.au](http://PointNepeanMotorShow.com.au)

[PointNepeanMotorShow.com.au](http://PointNepeanMotorShow.com.au)

# ROB ROY REVIVAL

12 & 13 NOVEMBER 2022



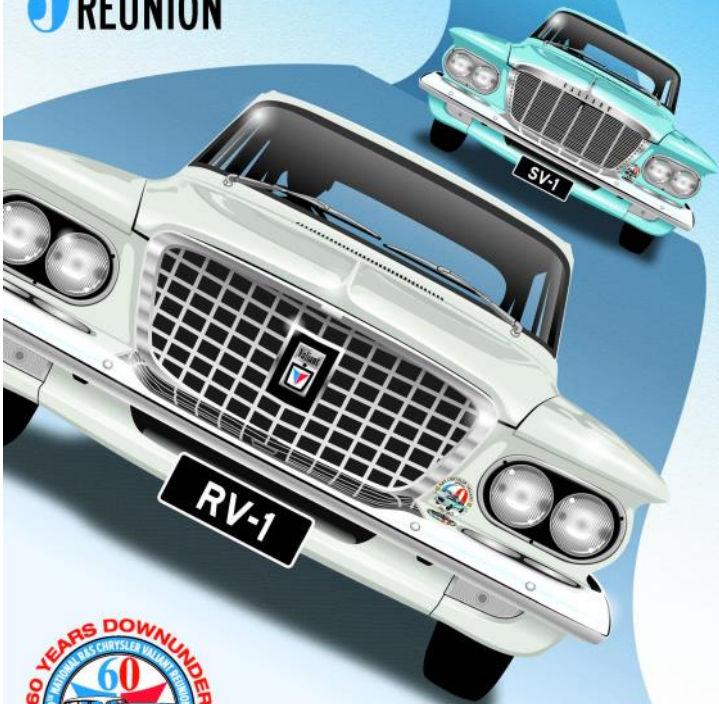
A tribute to Garrie Cooper's Elfin cars with 10 Elfin cars competing

PROUDLY PRESENTED BY THE MG CAR CLUB VICTORIA



## THE 9th NATIONAL R&S CHRYSLER VALIANT REUNION

Sun 13 to Sun 20 November 2022



Proudly sponsored by:



BROUGHT TO YOU BY THE R&S CHRYSLER VALIANT CAR CLUB OF VICTORIA

## Cavalcade of Transport Trentham Historic Railway Station To celebrate National Motoring Heritage Day



### SUNDAY 15TH MAY 2022

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators

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

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
- Short walk to cafes and eclectic gift shops in Market and High St's
- Visit Quarry St Reserve & Trentham Falls

Promoted by the Association of Motoring Clubs



Enquiries: 9558 4829 [www.aomc.asn.au](http://www.aomc.asn.au) [fb.com/infoaomc](https://fb.com/infoaomc)

# Book Reviews

## 'All Car Marques Ever Built Worldwide' and 'Dictionary of World Coachbuilders and Car Stylists' by Roy Dowding

Both titles published by the author, Marian Suman-Hreblay, Editions Autoantikvariát © 2020 in Slovakia.

In my various roles as editor for the Gordon-Keeble Owners' Club, leader of the University of the Third Age in East Suffolk Transport Group and the Chair and occasional presenter at Club nights (remember those?) of my local multi-make car club, East Anglian Practical Classics, I frequently need to undertake research for articles and PowerPoint presentations.

Some of my recent 'pet' topics have been 'Slippery Shapes', examining the effects of car design upon drag, 'East Anglian Vehicle Manufacturers' and 'A Special Relationship', cataloguing examples of British-made cars with American power plants – obviously influenced by my passion for the Gordon-Keeble.

Internet search engines are a great source but require a starting point, and there have been various works published in the past covering the World's car makers to provide triggers to follow up. For example, Temple Press (who used to publish 'The Motor' magazine) released a book by G.R.Doyle in 1955 listing some 5,000 constructors during the span of 75 years since 1880, while Chartwell Books Inc., from Secausus, New Jersey published "The Illustrated Encyclopedia of The World's Automobiles" in 1979. Written by David Burgess Wise, this detailed just over 4,000 entries, with at least a quarter of these suitably illustrated.

But in late September 2021, the Slovakian author Marian Suman-Hreblay emailed details of, and later sent for review, two (self-published) paperback A4 format books. Both are amazingly comprehensive volumes that would have made my life so much easier – and now stand ready to assist in the next project.

The "All Car Marques" has 469 pages, contains facts on about 16,500 car builders, ranging from one-offs to the major makers, and has an extensive bibliography. It has been invaluable in verifying the manufacturers I had previously found and may even reveal a few more.

The "World Coachbuilders", 388 pages, features 5,493 companies and 1,806 individuals and comes with a USB stick containing over 14,000 relevant photographs. Between them, they help to pinpoint the names of the particular stylists responsible for some of the most beautiful automotive creations – generally only attributed to the design house they worked for, or to the company's chief stylist!

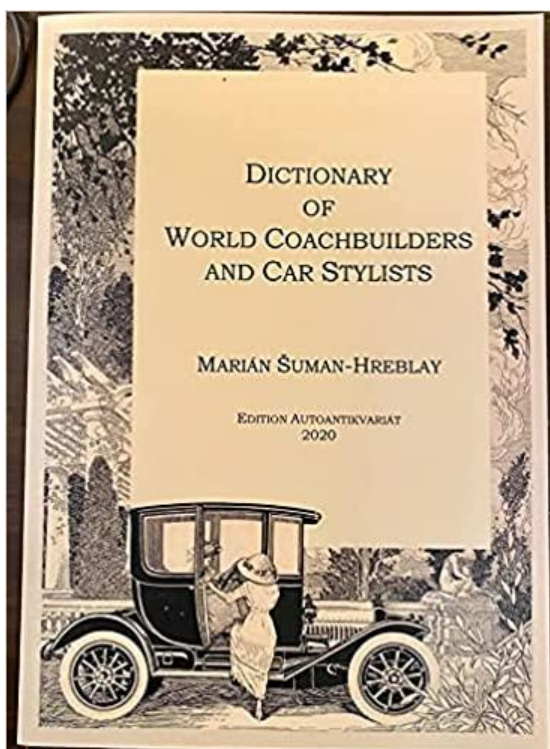
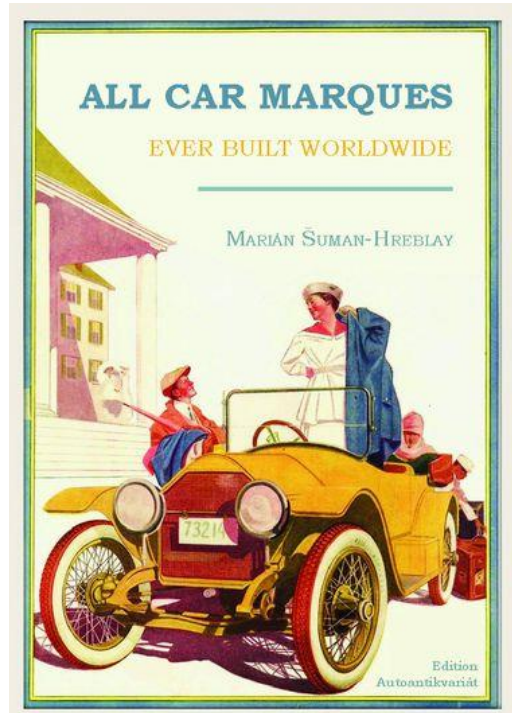
Neither volume has any illustrations - they are 'hard core' reference books, but represent a staggering achievement and a 'must' for inclusion on any enthusiast's bookshelf.

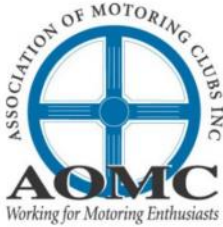
Priced at €40 per volume, they are obtainable direct from the author by email: [mariansuman@gmail.com](mailto:mariansuman@gmail.com)

About the author

Marian Suman-Hreblay was born in 1950 in Komarno, Czechoslovakia, near the village of Kocs, famous for the kocsi, a carriage style first made over 500 years ago. He graduated from Charles University in Prague with a degree in Library & Information Science, and for many years was the owner of the Autoantikvariát bookselling and consulting firm.

He has written 25 books on the history of Czechoslovakian motor vehicles and has contributed to 30 others. An honorary member of the Duryea Transportation Society and Lancia Club Vincenzo, he has been a member of the Society of Automotive Historians since 1985 and compiled the Automobile Manufacturers Worldwide Registry in 2000.





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

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

**CLUB POSTAL ADDRESS & CONTACT DETAILS**

<b>Name</b>		
<b>Street/PO Box</b>	<b>Town</b>	<b>Postcode</b>
<b>Phone</b>	<b>Mobile</b>	
<b>Email</b>	<b>Website</b>	

**PRESIDENT**

<b>Name</b>		
<b>Street</b>	<b>Town</b>	<b>Postcode</b>
<b>Phone</b>	<b>Mobile</b>	
<b>Email</b>		

**SECRETARY**

<b>Name</b>		
<b>Street</b>	<b>Town</b>	<b>Postcode</b>
<b>Phone</b>	<b>Mobile</b>	
<b>Email</b>		

**MORE OVER THE PAGE**

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**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

Monday February 28<sup>th</sup> , 2022 at 7.30pm

The meeting was held at the Jaguar/Austin Healey clubrooms, Springvale

**There were 68 delegates in attendance representing 56 clubs.**

Chairman Iain Ross welcomed all those attending to the first meeting of 2022.

**Apologies:** Allan Fabry (MGCC), Alan Lewis (Goulburn Valley VDC), Allen Fairweather (Western Restorers), Bruce Wilkinson (Lotus Club Vic.), David Esmore (Vic Mini Club), Graeme Vaux (Maserati Owners Club), Ian Clark (Dandenong Valley), Jim Stephen (Maserati Club), Lawrie Ulph (MGCC Geelong), Mark Fenton (Chrysler Restorers), Michael Cooper (Murray Heritage Enthusiasts), Richard Brown (Rover Car Club), Gary Gilchrist (Hist. Commercial Vehicle Club)

**New Delegates:** Chris Henry (Gippsland Vehicle Collection), Neil Trigger (Nth Peninsula Classic CC)

**Minutes of the November 2021 Meeting:** The minutes of the November delegate's meeting were accepted on a motion moved Rick Cove (EGHVC), seconded Bill Ballard (Ford Owners, Restorers & Drivers) and carried.

**Presidents Report:** Iain Ross reported that everything has been quiet due to covid and the subsequent lack of activity. Some changes to the way we operate may be with us for a while, like zoom meetings.

**Treasurers Report:** Mark Fenton presented his first report in his role as the new association treasurer. The AOMC finances are in a strong position. Cash balance as at January 31 is \$249,268. With the hopeful return to running car shows and the continued income from the engine number records service the financial future should be secure.

**Correspondence:** Howard Billing reported that there was nothing to report pertaining to this meeting.

**VicRoads/Club Permit Scheme:** Iain Ross reported that things have been very quiet on the VicRoads front with nothing official coming forth.

From the floor there was a report of a heavily modified vehicle on CPS plates at the ballarat swap. The delegate reporting felt that the club should be punished for putting the vehicle on the scheme. Iain Ross responded that the vehicle can be reported to VicRoads and they will write to the owner and the club concerned.

Chris Henry (Gippsland vehicle Collection) reported on a bus that was put on H plates in 2021 that is now being used as a mobile bill board for a commercial business. Chris asked if there was any avenue to assist the club in pursuing this matter. Iain Ross responded that VicRoads are having a good look at commercial use of CPS vehicles. He is happy to follow this up with VicRoads.

Daryl Meek (Goldfields CC & Veteran CC) reported that last year CPS renewals were sent out late. This year the subcontractors controlling the issuing of renewals have lifted their game and have sent renewals out 10weeks to 3 months before the renewal date. This is all good, but the problem is that the VicRoads system will not accept CPS renewals outside 60 days of the renewal date. So, if you receive your renewal very early, and try to renew your CPS more than 60 days before it is due, it will not be accepted.

Rick Cove (Gippsland Hist Vehicle Club) reported that he is having issues with having his renewals recognised on the VicRoads online system.

### **AOMC Events:**

British & European Show (Feb 20<sup>th</sup> Yarra Glen). Andrew MacDougall (Alvis CC) wondered how successful the show was, as for him it ended up a splendid surprise with the amount of vehicles and public attending. Managed to get vehicles into the venue quite well, with QR code and vaccination status required to be checked before entry.

Iain Ross responded that there were approximately 960 cars, 60 motorcycles and over 1,000 spectators. It was difficult to organise the venue due to the multitude of makes and models.

Peter Welten (Triumph CC) reported that there were 17 Spitfires and 80 Triumphs at the show.

American Motoring Show: Iain Ross reported that AOMC are looking at running an American show, but it is difficult with the number of events on the calendar. May run it in late winter to avoid competition.

Seminars: AOMC are looking to stage several seminars in winter this year, with a restoration seminar, a club management seminar and a CPS scrutineers session. Look for information on the website and in the newsletter.

Florence Thomson Rally: Maureen Ross reported that AOMC were asked to run this event by the RACV,

and it recognises the continuous contribution of women to pioneering motoring.

The event will run from Friday April 29<sup>th</sup> to Sunday May 1<sup>st</sup>. It is open to woman drivers only in vehicles 25 years old and older. Entries are being sent out, and the numbers are limited to 75 vehicles.

#### **Current Issues:**

**Club Insurance.** Iain Ross reported that the AOMC are currently talking to insurers about a group insurance scheme for clubs. It is mainly aimed at assisting small clubs to get affordable insurance cover.

**RACV Funding.** RACV funding to clubs has only been available to clubs with an ABN. AOMC have negotiated with the RACV to be able to provide funding to clubs without an ABN through the AOMC. Basically, the club applies to the RACV for funding (for an event/activity) and if it is successful, the monies will be paid to the AOMC who will then pass the full amount onto the club.

**Motorists Party.** There are moves to start up a Motorists Party in Victoria to stand at state elections.

**FIVA.** AOMC representatives will be meeting with a FIVA representative who is visiting from Denmark.

Correspondence has been received from a club that is experiencing financial issues due to covid. Iain Ross noted that if a club is experiencing difficulties, talk to the AOMC and membership renewals will be deferred.

**Engine Number Records:** Philip Johnstone reported that covid hasn't stopped demand for the searches service. There have been requests for Holden, Monaro, Falcon GT, Model T Ford, Chev Impala, Renault, MGTC and various motorbikes.

Iain Ross added that AOMC now has a collection of spring specifications.

#### **Delegates Reports.**

Rick Cove (EGHAC) pointed out the flyer that has been circulated to delegates advertising the 50<sup>th</sup> anniversary of the tri club rally with Shepparton and Warburton. Rick thanked the AOMC for their assistance with getting RACV funding for the event.

Chris Henry (Gipps Vehicle Collection) The Maffra Shed is currently closed for renovations and will re-open on April 2<sup>nd</sup>. Swap meet is on May 1<sup>st</sup>. At this time double vaccination is required for entry.

Daryl Meek: Motorclassica will be staged on October 7<sup>th</sup> to 9<sup>th</sup> at the Exhibition buildings. Categories will be advertised soon. There is a different management in place and they are interested in a wider range of vehicles, especially pre war vehicles.

With there being no more delegates reports, Iain Ross announced a short break for supper, with our Guest Speaker Iain Berg to commence after supper.

After the supper break, Ian Berg gave an excellent illustrated talk on James Munro and Company based on his recent self published book "James Munro & Company – The Largest Garage in Melbourne".

His talk traced Munro's career as a Scottish immigrant with a background as a coach builder and a wheelwright. He purchased a wire weaving machine to make a bed base for himself, which his wife sold so he started to make more for sale.

After a visit to Paris he signed up as an agent with Clement Bayard to import their vehicles. The rolling chassis were imported and the bodies were built in his workshop.

Munro's business was situated in Elizabeth Street Melbourne, in a bluestone building he purchased in 1909, which still exists on the corner with Therry Street adjoining the Victoria market. A McDonalds fast food store is now on the site.

Munro then took on the agency for many other makes, such as Sunbeam and Crossley. Ian showed various slides of the vehicles that Munro was the agent for.

During the first World War, the Belgium and French factories that supplied Munro were destroyed, drying up his supply of chassis.

By the 1920's he was out of the motor business but the bedding business continued up to the 1970s.

Munro's grandson maintained ownership of the site and all the company records. Iain got to know him and gained access to the material that allowed him to produce his book.

Copies of the book were on sale after the meeting, and some of the proceeds were donated to the AOMC.

Iain Ross thanked Ian for his very informative talk and called the meeting closed at 9pm..

# ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the

## Association Of Motoring Clubs Incorporated

### ENGINE RECORDS SEARCH SERVICE

The AOMC has introduced a simpler method of requesting an engine number search. The process is now available to directly input the requested data online and also make an online payment. This will avoid the need to download a Search Application form and enter your credit card details.

The advantages are both to the user and the AOMC.

You will not need to print out the search application form, enter data, scan it and send it by email or Auspost to the AOMC. You will receive a copy of your search request automatically emailed back to you confirming your application. You are able to manage your own payment through a secure process.

We get a legible application (poor writing or scanning often requires a follow up phone call to clarify the details), the payment process is automatic without the need for us to manually enter your credit card number. If you have doubts as to your information or whether the search can be made we are able to take a phone call if you have any queries before proceeding.

This all helps in the search process but unfortunately we are still left to make the manual search through the many card records. Whatever the outcome of our search you will get a reply.

For more information go to the Engine Records pages at [www.aomc.asn.au](http://www.aomc.asn.au)

## TALES FROM THE AOMC ENGINE RECORDS

### The original engine record cards

In Victoria, the engine number was not recorded in the vehicle registration details until the introduction of the "two card scheme" in 1932. This scheme used one card for recording the engine number (and changes in engines); horsepower and registration number; while the other card contained the engine number, registration number and owner details. The system was administered by the Motor Registration Office of the Victoria Police.

All of the early records dating back to 1910, when "Registration" was first introduced, were transcribed onto new record cards for those vehicles still on the road. These were times of austerity and the engine record cards were actually half of the reverse side of old owner detail and driver licence record cards. These orange/buff coloured blanks were rubber stamped with ENGINE No., MAKE & REG. No. and those details were then usually inserted by hand. The quality of handwriting was satisfactory although the quality of ink was sometimes marginal as it was probably diluted at times. Today, some 90 years on, these original engine record cards are in remarkably good condition although where pencil was used this can be difficult to read. Also where a registration was cancelled it was common for the entry on the engine record card to be stamped CANCELLED – unfortunately over the date of entry sometimes making it somewhat illegible in parts!

From the 1940s there was a succession of purpose designed card types printed on slightly different coloured card stock. Ranging from pale yellow through orange to pink. In the early 1950s it appears that there was a surplus of yellow owner record cards and that these were printed on the blank reverse side to be used as engine record cards.

In the early 1940s provision was made for recording the engine number **plus** chassis number (although it appears that the chassis number was not regularly recorded until the late 1940s). Fortunately if a 1940s vehicle was re-registered after 1950, then it was likely the chassis number was added to the old record card.

The low take up of the chassis number feature is possibly due to the use of the term. The first motor vehicles usually comprised a chassis, body and engine. In some cases these three parts were from different sources and there was no requirement for any serial or identification numbers to be located in an easily visible or accessible place and the chassis number was not evident. With the gradual introduction of mass produced steel bodies and less use of wood framing the BODY numbers were generally located somewhere on the firewall or nearby. So actually, it was often the body number that was recorded. Monocoque construction (without chassis) made identification easier. So generally it is the body number that was used from the 1950s onwards even though some vehicles might still have had a chassis or engine subframe of sorts. However the term Chassis No. continued on until 1984 when the Victorian records were computerised.

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 procedure described above (and on p.32)

The Engine Number Records search application can now be made via the AOMC website. Just click on the **“Engine Number Records”** button and then click on the **‘Start Online Search’** button to reach the online application form.

Below is what the form looks like and the information you need to supply.

## Contact Details

Name \*

*First*

*Last*

Email

Phone #

Mobile#

Street Address

Suburb

Postcode

## Search Fee (Incl. GST)

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

Note that all search fees are payable whether or not they are successful. If you are not sure whether the vehicle was registered in Victoria prior to 1984 please call us on 03 9558 4829 to determine whether or how to proceed

## Vehicle Details

Year/Make/Model\*

Engine Number\*

Chassis Number

Registration Number

Any other relevant information

•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



# Archived Engine Number Records

## Charges for Information

Search for a single engine number whether it is on card or computer file	\$90
Follow-up for the same or related vehicle or engine number	N/C
Search for a single registration owner details (1910 to 1932 only)	\$115
Maximum Fee for search 1910 to 1984	\$160
Sale of all computerised records for a marque to a club that has an interest in the marque. For each 100 records (or part thereof)	\$220 <sup>#</sup>
Sale of all computerised records for a marque to a person or commercial group that has an interest in the marque. For each 100 records (or part thereof)	\$440 <sup>#</sup>

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

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

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

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

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

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

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

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

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



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