

AOMC News

May 2021 - Issue 151

www.aomc.asn.au

REMINDER TO CLUBS
AOMC 2021 Membership
Renewals are now due.

Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

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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

New Member Clubs

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

Vincent Riders Vic. Inc.

Front Cover Photo:

Brock Commodore Owners Association on the grid at Bathurst in 2017. Inside we have a club profile on the club.

ASSOCIATION OF MOTORING CLUBS ISSUES & ACTIONS

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

COVID Update

Latest information from the Victorian Department of Health and Human Services as at May 7 2021

Face masks

You must carry a face mask with you when you leave home.

Face masks must be worn in the following settings, unless an exception applies:

- on public transport, in commercial passenger vehicles such as taxis and ride share vehicles, and in tour vehicles
- by visitors to a hospital or care facility (while indoors)
- on flights to and from Victoria
- indoors at airports
- while experiencing any symptoms of COVID-19.

It is strongly recommended you wear a face mask when at a private gathering or when you cannot maintain 1.5 metres distance from other people.

Entertainment and culture

- Seated areas at indoor and outdoor entertainment, cultural and sporting venues can use 100% of their seated capacity up to a maximum of 1,000 patrons per space if the event is ticketed. The density quotient still applies at these venues in non-seated spaces e.g. bathrooms and lobbies.
- These venues include theatres, cinemas, music halls, concert halls, auditoriums, galleries, museums, and sports and physical recreation facilities.
- Non-seated venues will continue to be required to apply a density quotient of 1 per 2sqm, except unstaffed gyms (such as 24-hour gyms), which have a four-square metre rule.
- Non seated venues (outdoor) do not have patron caps but density limits apply.
- Non-seated venues (indoor) are capped at 75% capacity and density limits apply.
- No cap on dance floors, but density limits apply, depending on the venue type.
- Casinos to 75 per cent of venue capacity.

All venues must use the Government QR Code Service, or API linked digital system, to maintain electronic record keeping.

Community venues

No visitor caps but density limits continue to apply.

Accommodation

- No limits on booking sizes.
- However, private gatherings at accommodation are capped at the booking household (and the intimate partners of anyone in the booking household) plus up to 100 people from any number of households. Infants 12 months and under are excluded from private gathering limits.
- No dancefloor caps.

Tourism spaces and groups – no patron caps but density limits apply.

It is recommended you check the Victorian Government DHHS site for any restriction updates before any undertaking any club event.

**AOMC May Delegates meeting
Monday 24th May 2021 at 7.30 pm.**

**Location: The Veneto Club Gondalier Room
191 Bulleen Road Bulleen
(plenty of off street parking)**

A meal will be available in the club bistro from 6.00 pm

Bookings are essential.

To make a booking for a meal in the bistro Telephone 9850 7111

Remember to leave enough time to be ready for our meeting.

Meals available from 6.00 pm

Light supper will be available for all attendees.

Come along and hear what has been happening within the movement since our last zoom meeting.

As numbers are limited you must register your intention to attend to our office manager Howard.

**Email your registration to Howard - Secretary@aomc.asn.au
or tel: 03 95584829 and leave a message on our voicemail.**

We look forward to seeing you there for our first in person meeting since last year.

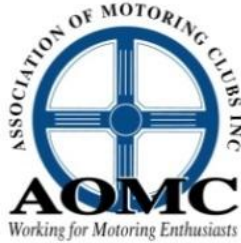
Guest speakers:

RACV's new Motoring Interests representatives Megan Ballantyne and Nicole Ballina.

Leon Sinnott (Beyond Blue)

Leon is a volunteer speaker for Beyond Blue. He will share his journey of hope, recovery and resilience in the face of a mental health condition, talk about what Beyond Blue does and how the audience can seek help or support a friend or family member who may find themselves in a difficult position, particularly with the pressures from covid isolation.

NOTE: only delegates who have made a booking will be admitted.



AGENDA
Delegates Meeting
Monday May 24th 2021
The Veneto Club, Gondola Room

Chair: Iain Ross, President AOMC

Guest Speakers: Leon Sinnott from Beyond Blue.

Megan Ballantyne and Nicole Ballina
(RACV Motoring Interests)

Welcome to delegates meeting, visitors & guests:

Minutes of February 2021 Delegates zoom meeting.

Business arising from February's Delegates Meetings.

Correspondence.

Presidents report.

Treasurers Report.

VicRoads/Club Permit Scheme Report.

- A full review has been postponed.

AOMC Events

- Club Management Seminar, Saturday 10th July
- Country Delegates Meeting, Saturday 14th August
- American Motoring Show, Sunday 26th Sept at Yarra Glen Racecourse

Current issues:

- VicRoads VSI 33 review and feedback
- Post COVID recovery activities
- The world scene and historic motoring
- FBHCV survey of commercial worth of the movement
- FIVA International Youth Day, Thursday 12th August

Engine number records report.

Delegates reports / General business:

Opportunities to share information which is relevant and of interest to your fellow delegates (not just reports on club runs)

Zero BAC requirement for all heavy vehicle drivers

There is a new law for truck drivers in Victoria. The blood-alcohol limit is now zero for drivers of heavy vehicles greater than 4.5 tonne (GVM). Visit the VicRoads website to learn more and if you employ heavy vehicle drivers, make sure you access the free online alcohol and other drugs policy builder.

The Government is taking further steps to minimise the risks to heavy vehicle drivers, their passengers and other road users, by extending the zero blood alcohol concentration (BAC) requirement to all drivers of heavy vehicles.

The new zero BAC statutory requirement for all heavy vehicle drivers will commence on 1 April 2021. Previously the zero BAC requirement only applied to drivers of 'larger vehicles' – vehicles with a GVM greater than 15 tonnes. From 1 April 2021, the zero BAC requirement will apply to drivers of all heavy vehicles which are defined as vehicles with a Gross Vehicle Mass (GVM) greater than 4.5 tonnes.

At a BAC of .05, the risk of being involved in a road crash is about double compared with a BAC of zero. Studies show some drivers can be impaired from as little as 0.02 BAC.

Crashes involving heavy vehicles are often serious because of their significant size and weight, regardless of who is at fault.

Heavy vehicles are more difficult to operate compared to a regular passenger vehicle. Their size and weight make driving and manoeuvring around turns more challenging, slowing down and stopping more time consuming, and loss of control easier, but harder to recover from.

Driving is a complex task requiring concentration, judgement and decision making. Alcohol affects these skills and decreases a driver's ability to safely control their vehicle.

Alcohol is a depressant, so it slows messages to and from the brain, impacting upon decision-making, slowing reaction time and reducing overall vigilance.

Drivers face harsh penalties if they are caught drink-driving.

What will the penalties be for a truck driver who is over zero when the new law comes into effect?

The penalties will be the same as those that currently apply to drivers based on their licence and legal limit. The penalty will differ depending on the BAC reading and other factors, but all offences will incur loss of licence, a mandatory behaviour change program and an alcohol interlock.

Alcohol and Other Drugs (AOD) resources for the road transport industry

The Department of Transport, in close consultation with the transport industry, has developed an alcohol and other drugs (AOD) policy resource kit to support heavy vehicle operators to establish and implement best practice management of AODs. The resource kit is designed to support these organisations with content that is customised to their business needs, as well as supporting managers and supervisors to develop and apply policies and procedures.

The AOD resource will benefit all heavy vehicle operators, especially small to medium sized companies who are keen to apply best practice approaches to managing AODs, but may not have the capacity to develop the required resources and supporting material.

Coronavirus (COVID-19) information

Customer Service Centres: Our Customer Service Centres are smaller than 2000 square metres. It is therefore recommended, but not mandatory, to wear a face mask while inside our Customer Service Centres. You must carry a face mask with you at all times. You must wear your face mask if you are unable to maintain a 1.5m physical distancing from other people.

Drive testing: The wearing of mask masks remain mandatory for all participants.

WANTED – MATURE APPRENTICE

For the AOMC Engine Records

The AOMC maintains over 4 million records dating from 1930 up to 1984. There is a continuous demand for details of these vehicles from owners seeking original registration number, dates and changes in the vehicle history. This could be to enable re-registration in Victoria, or interstate within Australia, or overseas; or perhaps to expand on their family history research. We have need for some assistance to continue this work and now seek an apprentice to understand and operate the service. Ideally the person should be:

- Interested in Motor Vehicle History
- Have knowledge of vehicle makes and their company families
- Able to write letters and answer telephone queries
- Comfortable on a step ladder (rare event)
- Able to lift and carry a 7kg tray of records
- Able to enter data on computer
- Able to tolerate monotonous sorting of records
- Available during the week
- Live in SE suburbs

Some tasks can be undertaken at home while others are within the storage site.

If you reckon you could take instruction from a pedantic senior please call Philip on:

0417 014 636.



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.

American Motoring Show

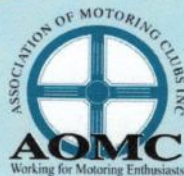


SHARE THE PASSION

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 • Commercial •



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/infoaomc](https://www.facebook.com/infoaomc)

Association of Motoring Clubs 21 Rosalie St, Springvale Vic 3171

ABN: 90 979 750 693

IMPORTANT NOTE: Due to Covid requirements, admission to this show is by pre-booking only, via trybooking. Drivers and passengers must all be pre registered through this facility. To register and pay for your booking, go to trybooking at:

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

Club Profile: Brock Commodore Owners Association of Australia Inc.

The Brock Commodore Owners Association of Australia Inc (BCOAA Inc) endeavours to bring together owners of Brock/HDT Special Vehicles built Commodores (VC-VL) and WB Magnums (Statesman and utility variants), produced and issued with a build number during the period that Peter Brock owned and traded under the HDT Special Vehicles Pty Ltd company name from 1980 to 1988.

The BCOAA Inc. was formed in 1992 after a conversation between a group of owners of HDT vehicles, and Peter Brock. At the time the various state-based HDT Owners' clubs were offering membership to owners of HSV-built vehicles as well as to owners of HDT-built vehicles, and this particular group expressed interest in starting a club which catered to HDT Special Vehicles only. Peter Brock agreed to become the new club's patron, on the condition that the club only accepted for membership vehicles that were built and marketed by HDT Special Vehicles Pty Ltd during the time (1980-1988) that he owned and operated that business. Thus the club was formed, and this criterion for membership eligibility remains to this day.

Whilst the governing committee is mostly Victorian-based, we have active local chapters in Victoria, NSW and Queensland, as well as members in almost every state and territory of Australia. Each state chapter coordinates and runs its own events calendar during the year, however members from across Australia gather together annually in mid-October at our flagship national "Brocktober" weekend to rub shoulders, catch up with interstate friends and showcase and celebrate these great cars. We produce a hard-copy bi-monthly magazine which is sent to all members, and also the monthly Brock Bulletin outlining upcoming events and other news occurring between magazine issues.

The main criterion for joining the BCOAA Inc. is that you OWN a Brock vehicle! We don't care if your Brock is a street driven runabout, concourse winner or where you live in this great country. We are a friendly group and would like to meet you, your family and your vehicle. So if you are the proud owner of one of these exceptional vehicles, wish to meet other owners and participate in our activities, we strongly encourage you to attend an event or meeting in your state to see if the club is a good "fit" for you and, if so, to join the club and share your love of these vehicles with fellow like-minded enthusiasts. Access to state-run club permit schemes is also available to Victorian, NSW and QLD members.

If you wish to learn more about the club, or to arrange to attend a meeting or event, please contact:

Membership officer: Janine Bond at membership@bcoaa.com

NSW state delegate: Phil Walmsley at nsw@bcoaa.com

QLD state delegate: Michael Mitchell at qld@bcoaa.com

Website: <http://www.bcoaa.com>

Find us on Facebook: Brock Commodore Owners Association of Australia Inc



FAQ's on Motorcycle Tyres

This article has been provided by Tyreman M/C, an online motorcycle tyre provider based in Preston.

How important is maintaining the correct tyre pressure?

Very! Tyre pressure is one of the most important maintenance tasks you should perform before every ride. Although the carcass and overall structure of the tyre has a significant effect on the overall performance of the tyre, for it to function properly you must have sufficient air pressure in the tyre.

We recommend that you check your air pressure before every ride, especially when carrying a load. Every 4 psi of air lost in the tyre translates to approximately 25 to 30 kilogram reduction in load carrying capacity. For example, if your tyre pressure is 34 psi, instead of a recommended 41 psi, you would need to take 55 to 65 kilograms of load off of the motorcycle. Never exceed the maximum load capacity that is stamped on the sidewall of the tyre at the recommended air pressure.

Another reason proper air pressure is so important, is to ensure proper handling of the motorcycle. Never over-inflate a tyre, as over-inflation of a tyre may reduce the contact patch. Likewise, under-inflation generates uneven contact pressure and support. Both conditions negatively affect the handling and stability of the motorcycle.

When choosing replacement tyres, what is the best method of selecting the right size and type of tyres for my motorcycle?

We recommend that you first consult the owner's manual for your motorcycle to find the original size of the front and rear tyres. Once you know the sizes, it is imperative that you only purchase tyres of the same size recommended in the owner's manual.

What type of sidewall protectants or cleaners can I use on my tyres?

We recommend that you only use a mild soap solution to clean your sidewalls and whitewalls. Then rinse with plain water.

Tyreman M/C <https://tyremanmc.com.au>

Workshop positions available for car enthusiasts

McDermott's Workshop, a company renowned for high quality service, restoration and repairs to Rolls-Royce, Bentley, Bristol, veteran, vintage and classic motor cars, currently have three workshop positions available.

One position is for an interested person experienced in mechanical repairs.

The second position is for an enthusiastic young person wishing to start an apprenticeship.

The third is for an experienced coachbuilder or woodworker.

This is a unique opportunity to get involved in restoration of special cars.

All enquiries to Robert McDermott tel.: 9362 0291 or 0416 074 120



Club Profile: Vincent Riders Victoria

Vincent Riders Victoria (VRV) is a group of committed International Vincent H.R.D. Owners Club (VOC) members who have formed an association that clearly embraces the aims, objectives and spirit of the international club. Recognising our commitment to the ideals and rules of the VOC, VRV has been officially recognised and endorsed by the international VOC as their ONLY Local Section in Victoria.

We embrace the 4 'R's of the Vincent obsession – Restoring, Riding and Recreation and to a lesser extent Racing our magnificent Vincent Machines. Naturally, you do not need to own a Vincent to be part of VRV – just passionate about them.

All VRV members must at all times be either full or nominated financial members of the international VOC. As a social orientated group we encourage all members to include their partners in VRV as Nominated members.

We hold monthly social gatherings at various locations across Victoria, we organise regular day rides, the occasional weekend (overnight) run plus there is our annual Vincent Riders Rally; all are open to international VOC members. VRV is also a VicRoads Club Permit Scheme (CPS) accredited association.

If you have any questions or want any additional information, please do not hesitate to contact us. We are as close as your phone.

Martyn Goodwin, Secretary

Email sec.vrv@gmail.com

Web site <https://secvrv.wixsite.com/vincent>

Phone 0419 499 901



Vincent Comet

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 CENTENARY

20-27 NOVEMBER 2021

In 2021 RACV will celebrate the centenary of the RACV Alpine Trials, events that were significant milestones in Australian automotive history. To commemorate those milestones, RACV, along with the Vintage Drivers Club, will be organising an event recreating the original 1921 Alpine Trial. The RACV Alpine Trial Centenary will be held from Saturday 20 November to Saturday 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.

THE CENTENARY EVENT

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.


EVENT PROGRAM

Day 1 - Saturday 20 November 2021	RACV Noble Park to Traralgon
Day 2 - Sunday 21 November 2021	Traralgon to Lakes Entrance
Day 3 - Monday 22 November 2021	Lakes Entrance to Wodonga
Day 4 - Tuesday 23 November 2021	Wodonga to Bright
Day 5 - Wednesday 24 November 2021	Bright to Mt Buffalo, Harrietville & return to Bright
Day 6 - Thursday 25 November 2021	Bright to Mansfield
Day 7 - Friday 26 November 2021	Mansfield to RACV Healesville Country Club
Day 8 - Saturday 27 November 2021	Healesville to Ballarat and finishing at RACV Goldfields Resort

Entry is now open for the RACV Alpine Centenary Trial [CLICK HERE](#)

Secretary RACV Alpine Trial Centenary
Glenda Chivers, 10 Beaufort Rise, Warrandyte 3113
Phone: 0431 709 248 Email: racvalpinetrialcentenary@vdc.org.au





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Last Morris Minor Built returns to Cowley after 50 years

A historically significant Morris Minor has returned to the place where it rolled off the production line on the 12 November 1970. 50 years after it was built, the last Morris Minor saloon to be produced has been relocated into the building where it was made at MINI Plant Oxford in Cowley, Oxfordshire and now forms part of the factory's collection of historic vehicles.

The gleaming car is a credit to the professionals, specialists and volunteers from the Morris Minor Owners club who have worked tirelessly over the past four years to restore the car to its former glory. Today, the fully restored vehicle looks just as good as it did when it was first built.

The transformation seemed impossible when the car was discovered in 2016 after languishing in the open for many years. The provenance of the vehicle was well established having previously been offered for sale in 1994.

Sadly, the new owner at that time was unable to enjoy the pleasure of ownership due to ill health. After his demise, the car was abandoned and it deteriorated badly in the intervening years. The car was acquired by the Morris Minor Owners Club in 2016. Initially a phased restoration was planned.

Substantial structural repairs were needed, and the services of a specialist welder and fabricator were enlisted. In 2018, thanks to a generous bequest from a former member, things gathered pace and with the help of members with specialist skills, original components including the engine and gearbox were rebuilt. The bulk of the refurbishment and the reassembly of the car was undertaken by volunteer club members in Derby where the MMOC has its headquarters.

Club Secretary, Ray Newell who accompanied the car on its return to 'T Building' (which houses MINI Plant Oxford's historic car collection) at a specially arranged socially distanced handover prior to the current lockdown said: "The car is a credit to those who have supported the club in getting it back on the road in time for this significant anniversary.

"We are grateful to staff at MINI Plant Oxford for their assistance in getting the car to into the factory's museum and for housing and looking after it for the foreseeable future. We hope that post lock down that people will be able to come to view the vehicle and appreciate what is a wonderful example of this iconic, British car."

Steve Wrelton, spokesman for MINI Plant Oxford, said: "The backstory and subsequent restoration of this car to its former glory is nothing short of staggering. Like the Mini that came after it, the Morris Minor was one of the most popular and recognisable cars in Britain. To have the last one built returning to its spiritual home and joining our car collection here at Plant Oxford is just fantastic."



Carbon Neutrality and Historic Vehicles

This article was written by FBHVC Environmental Director Peter Spours and was published in the FBHVC February newsletter

Our historic vehicles, with a very few exceptions, use fossil fuel and so emit carbon dioxide. This gas is seen as a major contributor to global warming and is prompting governments across the world to support electric vehicle sales to eliminate the damage this gas causes. There are arguments that electric vehicles are not as 'carbon neutral' as promoted, but that is a discussion for another day!

There is little we can do to alter the carbon emissions from our vehicles without destroying their historic integrity, but we need to look carefully at what we can do to counter global warming effect of exhaust gas. The historic context for our vehicles is 'driving on the roads' and the value of our cars is upheld by the ability to enjoy their use. They should not be just museum exhibits but to maintain this status, requires us do all we can to ensure public and governmental support. This means we must address carbon emissions.

Carbon dioxide emissions is an issue for many sectors; aviation and shipping being obvious transport candidates, but home central heating and agriculture are also major contributors. It is helpful to look at the methods used to mitigate the environmental damage their carbon footprint causes. An industry is growing up to assist those using combustion engines and companies wishing to reduce or eliminate their footprint. All are using methods to reduce emissions, trade carbon or offset its damage.

Historic vehicles are a small contributor to UK carbon dioxide emissions. DVLA data shows that there are 1.5 million historic vehicles in the UK and almost half are insured to allow use. In context, this is out of a total of about 38 million vehicles on the UK roads. Taking the example of historic cars in isolation, they are likely to emit about quarter of a million tonnes per year or just over 0.1% of the total UK car emissions. However, as our usage continues, more recent cars join the historic class, the percentage contribution will rise, even if emissions stay constant, because electric vehicles numbers will grow.

Our historic vehicles use the engines appropriate to the vehicle. The engine is a core element in providing the vehicle with its identity and its historical integrity. We can ensure that vehicles produce no more carbon dioxide that is required by ensuring that the engine is correctly tuned but there is little we can do to further reduce emissions. We are aided by the FBHVC research carried out over recent months which gives a measure of average vehicle usage and can make an informed assessment of the scale of emissions by historic vehicles. This is valuable in persuading government that we are a small contributor to the much bigger carbon footprint of UK society.

Carbon trading is a process of buying and selling rights to emit defined amounts of carbon dioxide. It is a scheme managed at governmental level and is based on the premise that large scale emitters can pay to for others to shoulder their emissions responsibility. Some commentators question whether this reduces carbon emissions or just shifts the problems to others. We have one planet and overall reduction is the sole test. This type of scheme is suited to major polluters in industry, shipping or aviation. It is unlikely to be cost effective for FBHVC or its members.

Carbon offsetting is a process where emitters pay for mitigation of damage to the environment. The aim is an overall reduction in carbon dioxide by its removal or usage reduction. The methods deployed include absorption of carbon dioxide – usually by tree planting, forest or peat bog preservation or assisting communities that burn wood. This might be reductions in logging and felling for agriculture or by providing efficient stoves to deter tree destruction.

FBHVC favours a scheme to offset the carbon dioxide produced by our historic vehicles. Currently we are evaluating several potential partners who could assist us. We are not equipped to undertake the land acquisition and forest management but will join other like-minded ventures. We are discussing offset plans that have UK based offset as a major feature. This will involve maintenance of existing landscape and planting of new. The likely cost, on an individual vehicle basis, is likely to be modest and it is our hope that many if not everyone will support the initiative.

We will come forward with plan details this year which will include details of our chosen partners. The scheme will allow members the opportunity to donate that recognises carbon we produce based on the differences between the types of vehicle, the scale of use and fuel consumption.



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

SAVE OUR RACECARS: SAN Challenges EPA in Court!

Following years of frustration felt throughout the automotive community, the U.S. Environmental Protection Agency (EPA) continues to deny the very foundation of motorsports. According to the EPA, current law does not allow street vehicles—cars, trucks, and motorcycles—to be converted into racecars.

A recent lawsuit between the EPA and an aftermarket manufacturer is the agency's latest action against racing. In the lawsuit, the EPA again maintains that once a vehicle has been certified as a street vehicle, it cannot be converted into a racing vehicle even if that vehicle is trailered to the track and is never driven on public roads.

The EPA's position left the SEMA Action Network (SAN) with no choice but to strike back. The SAN filed a brief in court arguing that the Clean Air Act does not apply to certified vehicles used exclusively on the track.

As racers and fans know well, members of Congress introduced SAN-sponsored legislation to confirm what had already been understood for the previous 45 years: that the CAA did not apply to vehicles modified for racing use only. Hundreds of thousands of enthusiasts have since contacted Congress urging passage of the "Recognizing the Protection of Motorsports Act" (RPM Act). Enactment of this important critical bill into law would remove any doubt that it is legal to modify a motor vehicle for exclusive use on the track. It also would confirm that it is legal to produce, market and install racing equipment. The SAN continues to work tirelessly to pass this important legislation to counter EPA overreach.

Tell the U.S. Bureau of Land Management to Spend Money Appropriated by Congress to Save the Bonneville Salt Flats.

Overview: Money appropriated by the U.S. Congress and the State of Utah to restore the Bonneville Salt Flats is in jeopardy. The U.S. Bureau of Land Management (BLM) and Utah Department of Natural Resources (DNR) have not completed the paperwork required to release the Restore Bonneville funds.

The once 13-mile racetrack at Bonneville is now less than 8 miles due to salt erosion. The Restore Bonneville program will help protect the historic venue by increasing the volume of salt being pumped onto Bonneville to over 1 million tons a year. This will be accomplished by upgrading infrastructure currently used to pump around 300,000 tons a year. The land-speed racing community has worked with lawmakers, regulators, and the potash mine owner to create the program.

Legislation Honours Auto Hobby.

Legislators in South Carolina have introduced a bill to designate the automotive hobby as the official family friendly pastime of the state. The bill recognises that the collection and restoration of historic and classic cars is an important part of preserving the technological and cultural heritage of South Carolina. It will look to acknowledge the effect of the 100 plus year history of the automobile and support all activities involved in the restoration and exhibition of classic vehicles. Embracing the spirit of the annual Collector Car Appreciation Day, officially recognised by Congress, the bill is currently awaiting consideration in the House Committee on Education and Public Works.



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What Might You Find On The AOMC Website

Victorian Transport Museums Listing

This is a small selection of the extensive listing on the AOMC website. Clubs should consider visiting these museums when they are travelling through these areas.

The listing can be found in the 'MEMBERS' section of the website.

Charles Arthur's Seat Auto Museum

175 Purves Rd, Arthurs Seat

Tel.: 0419 887 801

www.charliesautomuseum.com.au

A car museum housing a unique collection of over 80 motor vehicles, memorabilia, model cars & automobile paraphernalia from eras spanning over years

Ballarat Aviation Museum

Ballarat Airport, Airport Rd., Miners Rest

Tel.: 0429 947 853

www.ballarataviationmuseum.com.au

ballarataviationmuseum@gmail.com

The Ballarat Airport was a RAAF base during and after WW2. The museum is dedicated to the history of aviation. The Ballarat Aviation Museum has a great collection of aircraft, engines, radios, cameras and aviation memorabilia

Ballarat Tramway Museum

South Gardens Reserve,

Wendouree Parade, Lake Wendouree VIC

Tel.: 03 5334 1580

www.btm.org.au

email: info@btm.org.au

The Ballarat Tramway Museum is an operating tramway museum, located in Ballarat, Victoria.. The museum is run by volunteers and has a fleet of trams which operate on part of the original horse tramway around Lake Wendouree and the Botanical Gardens

Ambulance Victoria Museum

1/55 Barry Rd, Bayswater

Tel.: 0428 813 385

www.ahsv.org.au

The Ambulance Victoria Museum has an amazing car collection, with 18 vehicles for viewing. The museum has been developed and maintained voluntarily by retired ambulance officers and is a non-profit organization. You can also see old medical equipment, uniforms, memorabilia, posters and documents from the past. There are over 3,000 items in the museum.

Geelong Museum of Motoring + Industry

22 Waymouth St., Hamlyn Heights

www.gmom.com.au

email: info@gmon.com.au

GEELONG MUSEUM OF MOTORING + INDUSTRY is the home of an impressive collection of motor vehicles and pays tribute to the industry and manufacturing heritage of Geelong. It is run by enthusiasts for everyone to enjoy Starting with the Ford Discovery Centre collection, the Geelong Museum of Motoring has amassed an impressive collection of vehicles and artifacts for display.

Coleraine Classic Cars

65 Whyte St., Coleraine, Vic

www.coleraineclassiccars.com

Tel: 03 5575 2132

mob.: 0408 621 201

Email: ethandune@netspace.net.au

Situated in an original 1940's garage in the main street of Coleraine, a small town in Victoria's western district, 360kms from Melbourne, Coleraine Classic Cars is a private collection of more than 60 vintage and classic cars and automotive memorabilia, which is open for public appreciation and viewing by appointment.

National Holden Motor Museum

7-11 Warren St., Echuca, Vic.

www.holdenmuseum.com.au

Tel.: 03 5480 2033

Echuca is fortunate to have one of the nation's largest collections of Holdens, putting this private Museum amongst the largest single brand car museums in Australia. See around 50 vehicles that showcase nearly 70 years of Australia's Own, from original and restored motor cars, to unique prototypes, historic film footage, a photographic exhibition, as well as Holden and Holden Dealer memorabilia.

National Steam Centre

1200 Ferntree Gully Rd., Scoresby, Vic.

www.melbournesteam.com.au

Tel.: 9763 1614

Many of the items the club has preserved are too large to be collected by private individuals or require too many resources, financially or physically. With team work the club has been able to save them and present them to the public. Today the club's museum features examples of the mechanical heritage that brought in our farm land, powered industry, generated our electricity, propelled our ships, worked our mines, ran our farms and built our roads.

Sir Reginald Ansett Transport Museum

Cnr Hiller Lane & Ballarat Rd., Hamilton, Vic.

ansettmuseum.com.au

Tel.: 03 5571 2767

email: info@ansettmuseum.com.au

The Sir Reginald Ansett Transport Museum is based on the Ansett company's first aircraft hangar. Centrepieces of the display are a Fokker Universal aircraft, similar to the one used on the first Ansett flight in 1936, and the 1928 Studebaker. Other items, like a Boeing 727 wheel, graphically illustrate the rapid advances in flight and road transport operations.

More News and Views From Around The World

A Millennial's Comments *By Mike Wyatt*

This article was published in the South African Veteran and Vintage Associations AutoNews March 2021

I recently read a newsletter article by John Booth on the future of the 'Traditional Car Club'.

As someone who was born in 1982 and therefore unfortunately categorised as a 'millennial', I wanted to stress that whilst the days of the traditionally structured social car club he described may be numbered, the loose affiliations of friends focused on the automotive scene has never been bigger, both internationally, and at home here in South Africa.

Whereas before one would have had to join an officially run local 'Rover Club' or 'Toyota Club' to gain access to the members' experience and access to their cars, nowadays the community interest is largely organised online due to the rise and proliferation of social media since the early 2000's, starting with Face Book groups, then Instagram and now You Tube channels.

What these online forums & social media have done is give every car enthusiast, no matter who they are, what they drive, what their budget is, or where they live, instant access to more visual content and 'How To' knowledge than ever imaginable or consumable in one's lifetime.

This change has forced an unintentional rejig of how car enthusiasts interact with each other, how they share their passion, and ultimately how and when they meet up to look at or work on cars. What may previously have been limited to a monthly 'Bonnets Up' day to share news and show build progress, now that same enthusiast can post their own content online and gather millions of views and comments from people all around the globe.

If you want to figure out how to cram a 6.0 LS V8 into a TDI Land Rover for example, no problem, someone has done it and posted online already. Or if you want to figure out what that annoying rattle in your rear suspension is? Just 'Google it', and you will probably read 1000+ people who have discussed, analysed and already figured out what Toyota apparently could not fix in the damn first place. So now no need to wait until the next club event.

At any given moment this online access also allows the car enthusiast to follow car scenes they never would have even dreamed about. Something as strange and niche as the 'Bosozoku' car culture in Japan via Instagram, or keeping up to date with the Land Rover club of Singapore, or simply even sitting back on their couch in South Africa and watching a You Tube channel of Jeep fanatics 'wheelin' up Black Bear Pass in Colorado, USA.

These different global scenes and ideas are then embraced and filtered down into their own local car builds, meets ups, and cultures. This globalisation of information and style is reinterpreted at a local level helping to drive the home scenes to expand further and bring more people on board.

Another area that has gone hand in hand with the growth of car culture globally is the popularity of designer and speciality coffee. Whilst living in Melbourne we would often drive through to the monthly 'Cars & Coffee'. The same goes for events like 'Caffeine & Machine' in the UK. None of these are 'Traditional Car Club' meetings per se, just looser affiliations of people who have interesting vehicles and want to meet up, have a coffee, and talk about their machines.

One far more organised aspect of the modern scene is the annual car show calendar circuit. Events similar to our own 'Cars in the Park', but on steroids.... 'Raceism' – Poland, 'Players' - UK, 'H20 International' - US, 'The Boogaloo Camp Out' – Australia, and 'Woertherseetreffen' – Austria even our own 'VW Campfest - South Africa' to name a few. These events are booked out a year in advance and draw people from around the world to see the latest builds.

Last year a young Chinese chap drove 12,000km from China to Austria in a Chinese made and modified VW Passat to attend a car show. Another gentleman flew out from the US to South Africa, bought, built and swapped in a VR6 engine into a locally SA made City Golf and then exported the car back to the US & Europe to put on car shows there. These undertakings are of course shared and spread virally on social media often allowing other car fans to meet up with the owner during the journey, offer technical support, a warm meal, even a bed along the way. If those are not signs that the youth are committed to cars then I don't know what is!

And if anyone thinks Millennial are totally broke, wait until you see some of the work that has gone into these cars. They may not be 'Vintage' by age and definition, but the sheer time, money and effort put in is incredible. How people are starting to modify classic cars has started to change dramatically (much to the disdain of purists I would think). A few years back EV's were in the realm of fantasy, now guys already have merged a 1949 Mercury with a Tesla, so 'Hot-Rodding' is very much alive, it's now just going green I believe.

So, for the future of 'Traditional Car Clubs', it's not really the distance, or the money, it comes down to opening your doors to younger generations and their vehicles, reducing the red tape, and simply allowing enthusiasts a safe space to meet up and show off their creations. I don't want to attend an AGM, I just want to look at engines. If you build it, they will come.

FIVA International Youth Day Competition



Call for entries! FIVA competition marks International Youth Day

FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) has opened entries to its annual creative competition for youngsters and the young-at-heart. This year, historic vehicle enthusiasts are invited to submit photographs, sketches, paintings, illustrations and videos on the theme of 'Restoring the Passion'.

"After the success of last year's competition, we are again celebrating the United Nations International Youth Day on 12 August with a creative competition," explains Nataša G. Jerina, vice-president of FIVA. "Aimed primarily at the under-18s, we nevertheless believe that youth is a state of mind, not a number, so we've again included a category for more mature enthusiasts".

"If there's one positive message that we at FIVA can take away from the pandemic, it's the precious gift of quality time. Time spent getting back to the garage, getting our hands dirty, sharing laughter and making memories. This year, restoration has taken many forms: not only the time spent restoring our historic vehicles but also the bonds we've rebuilt with the people we love".

"So... we invite you to share a photograph, a sketch/painting/illustration or a video of how you 'Restored the Passion' this year with your historic vehicle, interpreting the theme as creatively as you can."

The 2021 FIVA competition has three categories:

Category 1: Photograph

Category 2: Sketch/Painting/Illustration

Category 3: Video

Entries will be judged in three age groups: 5 to 11 years; 12 to 17 years; and 18 years and above.

The winners in each category will be promoted on FIVA social media sites using the hashtags:

#fiva_classic #historic_vehicles #culture #youth #internationalyouthday #2021youth.

Their artwork will be presented to the FIVA General Assembly, held in November, and they will be awarded a FIVA book, a FIVA vehicle plaque and a recognition diploma. In addition, FIVA's global partners (paint specialist Glasurit, oil and lubricant specialist Motul and tyre specialist Pirelli) will reward winners with a small gift.

The entry form can be found at the link below and completed forms, along with the artwork itself, should be sent to fivayouthday2021@fiva.org and cc'd to secretary@fiva.org by the end of July 2021. Please note that all entries are on condition that FIVA may use the material for promotion and information purposes, in whatever way FIVA sees fit, and without any obligation to the sender(s) or creator(s) of the work. In case entries violate a third party's copyright, privacy or other rights, the sender / applicant will indemnify FIVA against all compensation that FIVA owes to those third parties.

The winners of each category will be announced by 30 September 2021.

Application form on following page, or can be downloaded from the FIVA or AOMC website

FIVA CELEBRATES INTERNATIONAL YOUTH DAY

Please complete this application and send it with your photo/ painting/ drawing/ etc. to fivayouthday2021@fiva.org, cc'd to secretary@fiva.org, by the end of July 2021

Applicant's full name and date of birth:

Contact name if different from above (for applicants under 18, please give parent's or legal guardian's contact details):

Phone number (mobile and landline, if possible):

Address:

Email:

Category (please tick the category to which you are applying)

Category 1: Photograph expressing how you 'Restored the Passion' this year with your historic vehicle

Category 2: Sketch/Painting/Illustration expressing how you 'Restored the Passion' this year with your historic vehicle

Category 3: Video expressing how you 'Restored the Passion' this year with your historic vehicle

I would like to participate in the age group:



Group 1: 5 to 11 years



Group 2: 12 to 17 years



Group 3: 18 years and above

Please note that all entries are on condition that FIVA may use the material for promotion and information purposes, in whatever way FIVA sees fit, and without any obligation to the sender(s) or creator(s) of the work. In case entries violate a third party's copyright, privacy or other rights, the sender / applicant will indemnify FIVA against all compensation that FIVA owes to those third parties.

For participants under the age of 18: parent or legal guardian must sign the application, please.

DATE:

SIGNATURE

Simple Pleasure: A History of the Motorscooter. By Stephen Rossi.

This article appeared in the December issue of the Antique Automobile Club of America's newsletter.

Throughout the rest of the world, there's a two-wheeled tour de force that earned its keep and became a cultural icon of motorized transport. Here in the land of wide-open spaces ... where bigger is better ... it's often been overlooked. The Model T Ford may have put America on wheels, but everywhere else, it was the scooter that got every man and woman in motion.

With some unseasonably nice weather remaining, such retrospect gently motored into my mind as I made my way to the local market aboard my 80cc example. Like a scene from *Roman Holiday* (starring Audrey Hepburn and Gregory Peck, from 1953), I was off in search of fresh-baked Italian bread, some sweet cheese and a bottle of Chianti Classico. Both the ride ... and the rations ... were back to basics. Thankfully.

Piaggio & C. S.p.A. is commonly credited with the creation of the scooter, when patent applications were filed with the Ministry of Industry and Commerce in Florence, Italy, on April 23, 1946. For "a motor cycle with a rational complex of organs and elements with body combined with the mudguards and bonnet covering all the mechanical parts"... as a low-cost alternative to the automobile. Though like a lot of other motoring milestones, if not myths, the spunky scooter had many fathers ... long before Piaggio's Vespa (Wasp) swarmed the segment.

Smithsonian magazine attributes the arrival of the first commercially viable motorized scooter to A.H.G. (Arthur Hugo Cecil) Gibson, as a result of his July 25, 1916, patent for a "self-propelled vehicle." The Autoped Company of America was established in 1913 and production began by late 1915, in Long Island City, New York. Gibson previously dabbled with the gasoline-powered Motoped. It picked up from where the child's push, or kick, scooter left off.

According to the article, period advertising proclaimed "The Autoped is an ideal short-distance conveyance for business or professional men or women to and from their places of business; for women to go shopping or calling; for physicians to make their regular daily calls or to answer hurry calls; for the older children to go about quickly for outing or school; for servants when they are sent on errands; for grocers, druggists and other merchants for quick delivery purposes; for commercial salesman to call on the trade; for employees to ride to and from work; for collectors; repairmen; messengers, and for anybody else who wants to save money, time and energy in going about. All will enjoy the comfort and pleasure of AUTOPEDING." Riders ranged from U.S. postal carriers to Amelia Earhart.

In 1919, the English ABC Scootamota followed, which was the brainchild of Granville Bradshaw. Powered by a 123cc engine over the rear wheel, it sold throughout Europe and featured a tubular platform with a flat floor platform. The first scooter craze soon accelerated, and entries such as Autoscoot, Autoglider, Kenilworth, Reynolds Runabout, Unibus and more would join the fray through the 1920s.

Along the way, there were also more substantial scooter/motorcycle hybrids such as Cleveland's Militaire, which was "built in anticipation of the logical evolution of the motorcycle" and supposedly "better fitted to cope with conditions." Carl Neracher's Ner-A-Car (nearly a car) with enclosed bodywork, from Syracuse, New York. It provided "the CHEAPEST transportation – and SPORTIER" and was produced from 1921 to 1927. Britain's Sheffield-Simplex produced them under license, as well. But neither of these were really scooters, and in fact, they further approached the cycle car. Though that's another story for another time.

Meanwhile, "The true ancestor of the modern motorscooter was assembled like Frankenstein's monster from odds and ends, bits and pieces, something borrowed, something blue. The creators were two young Californians, 'financier' E. Foster Salsbury and inventor Austin Elmore. In this case, the mad creators' castle was the backroom of Salsbury's brother's heating and plumbing shop in Oakland. The year was 1935." From *Scooters!* by Michael & Eric Dregni (Motorbooks International, 1995).

It's been said that Salsbury was inspired by Amelia Earhart's exploits with the Motoped, which he witnessed at the Burbank (Calif.) Airport. The Salsbury Motor Glide made its debut at the 1936 Airplane and Boating Show in Los



English socialite and suffragette Florence Priscilla used her Autoped for travel in central London.

Angeles and was immediately embraced by pilots and captains alike. Because it could be carried on board a plane or boat, and used as local transportation after landing or docking ("Dash hither and yon in gay abandon," as the ad copy read).

Hollywood gravitated to the scooter as well, and Salsbury said, "...the Motor Glide was so cool, even Bing Crosby had one."

In 1938, Salsbury introduced a more powerful scooter with a pioneering continuously variable transmission (CVT) and by 1946, the "space age" Model 85 appeared, with "car-like gas and brake pedals," according to salsburyscooterscrapbooks.com. During December 1945, Northrop acquired Salsbury Motors. Production ran through 1948.

Then there was Cushman. Founded in 1903, Cushman Motor Works began by producing a line of four-stroke "Husky" engines to power lawn mowers and farm equipment in 1922. With business suffering as a result of the Depression, Cushman began building Auto-Glide scooters in 1936 ... not just another product, but rather to serve as a marketing vehicle to help sell engines. The company was, in fact, further motivated by a Salsbury bid request for 1,000 Husky engines, which was then rejected.

Thus, Lincoln, Nebraska's Cushman Auto-Glide was born. More from *Scooters!* "... the frame was welded up of 2 x 1/8-in. Channel steel ... 'suspension' resulted from the 3.50 x 12-in. balloon tires, the padded seat and the rider's gluteus maximus ... the clutch was as 'smooth-as-velvet' to the single-speed drive ... For optional accessories, a bicycle light could be bolted onto the handlebars."

Scooter development very much progressed from there ... from the popular rear engine-covered "turtleback" to the best-selling Eagle (really more of a miniature motorcycle) line ... with 15,000 manufactured in 1958. Production ended in 1965, but Cushman went on to build golf carts, industrial vehicles and delivery trucksters.

Scootermania was such that a multitude of fast (well, maybe not so fast) followers soon appeared in the marketplace. American Moto- Scoots, Mustangs, Powells and Rock-Olas (from the jukebox maker) were joined by mail-order offerings from Sears and Montgomery Ward. Publications like *Popular Mechanics* even published plans so you could build your own.

As this second wave of scooterism was progressing, the tempting two-wheeler was making a name for itself within the arsenal of democracy. In support of World War II, scooters scooted about military bases, camps, and munitions plants. Diminutive folding versions were dropped from planes with paratroopers to provide mobility after reaching the ground. Paratrooper scooters are quite collectible today. A subcategory of collapsible mini-scooters further found their way into the trunk of many a car.

Postwar reconstruction fueled what would go on to become the world's greatest scooter invasion. The previously mentioned Piaggio patent would cast the die around that "rational complex of organs and elements." Inspiration came from olive drab Cushmans, which U.S. troops utilized for ground transport all over Italy.

But Piaggio could, and did do, better ... by employing a bit of homegrown engineering elegance. What modern scooters all have in common is some sort of step-through design. In fact, the German DIN authority (that country's institute for standardization, Deutsches Institut für Normung) defines the motor scooter as a 'motorised two-wheeled machine with free through access.' Which is wide open between the steering head and the seat.



Generally, the engine is also enclosed beneath the rider and incorporated beside the rear wheel ... thus, they can swing in unison and there's no greasy chain to contend with. Scooter architecture includes a front leg shield with an expansive flat floor (usually) and foot boards that provide a degree of weather protection from roadspray and a comfortable place to position the feet ... and to also accommodate woman's skirts. There are also those characteristically small wheels and tires, in the majority of cases.

The call for cheap transportation was answered by this basic specification, as a good portion of the world was rebuilding.



Piaggio assigned aircraft engineer Corradino d'Ascanio to achieve it, and the design brief was quite concise. "Simple, cheap, absolutely utilitarian and unisex," from *Vespa: Italian Style for the World* published by Giunti and Piaggio & C. S.p.A. (2003). But wait, there's more to the story.

Having previously designed a helicopter for Italy's Agusta concern, d'Ascanio moved on to Innocenti, where he developed the archetype of today's scooter configuration. As an industrial tubing supplier, Ferdinando Innocenti's intention for his soon-to-be-released Lambretta scooter included a tube frame. d'Ascanio thought otherwise.

As a result of his aeronautical expertise, along with a keen interest in such motoring milestones as the Lancia Lambda — with its innovative monocoque construction — d'Ascanio and Innocenti were soon at a stalemate. So Corradino walked out and immediately took his formula for a unibody design directly to Enrico Piaggio, who was also sympathetic to aircraft principles. His family firm had looked to the sky as aero entrepreneurs since 1915. The Innocenti (Lambretta) loss would prove to be a groundbreaking Piaggio (Vespa) gain. And the rest, as they say, is history.

The name Vespa, by the way, was derived from Enrico Piaggio's initial observation after seeing the first prototype. His conclusion? "Sembra una vespa!" (It looks just like a wasp!) As a result of its buxom hind quarters and tapered tail, which ended in a teardrop.

Coincidentally, the Japanese also began building scooters for the masses in 1946. They, too, were on their knees and desperate to mobilize. Their Fuji Rabbit and Mitsubishi Pigeon (1948) followed the prewar American scooter establishment. By the mid-1950s though, they were inspired by what was then an Italian design revolution. At this time, for example, Soichiro Honda migrated from motorized Cub bicycles to the landmark Super Cub. Though unrealized at the time, the golden age of the scooter was ready to arrive.

By now and into the 1960s, the list of scooter manufacturers numbered into the hundreds ... from A to Z. With many a brand being well recognized. All of the major motorcycle makers looked to capitalize on what was then an unprecedented scooter boom. Harley-Davidson entered the segment with its Topper, while Jawa-CZ scooted onto the scene (the Cezetta) and Triumph tried with its Tigress (and BSA Sunbeam equivalent). The Germans did what they do best and put the scooter engineering formula on steroids with such upscale fuselage-inspired examples as the Zundapp Bella and Heinkel Tourist. Old time carmakers, too ... from Adler and DKW, to NSU and Peugeot ... took to the stereotypical two-wheeler.

Like a lot of other manufacturers, Vespa grew its presence by establishing a myriad of local sales and service points. Before that, Piaggio established a retail relationship with Sears, Roebuck & Co., which set the stage for an American scooter tsunami. The marketing stroke of genius was announced in 1951, after Sears executive Martin Selfridge satisfied his summer wanderlust by vacationing abroad ... on board a Vespa. To the tune of 3,000 kilometers, in town and out across the countryside, in an age where *The New York Times* reported that "thirty million American families need a second car but can't afford one." The stylish Italian import's passport was stamped with the leading department store and mail order chain's popular Allstate nameplate.

The scooter and its exploits would go on to become the stuff of legend. The fraternal Shiner International organization adopted it as the apple of its popular Parade Unit's eye ... in charitable support of the Shriners Hospitals for Children. Cushman got behind the effort by supplying Shiner specific equipment packages to help propel fez – frocked fundraisers to strut their stuff.



The Cushman Model 62 "Turtle Back" used a 4.8hp version of the 221cc Husky single cylinder side valve engine paired with a single speed drive and centrifugal clutch, which made it easy to use. It was a popular machine in the great worldwide scooter boom of the 1940s thanks to the easy to manage 260 pound weight and a 45mph top speed that made the Road King a lot of fun. Cushman scooters proved popular as the company provided thousands of their Model 53 (on the right with the 101st airborne) to the war effort in WW11, and the company was in a good position following the war with a country hungry for transport.



The cultural influence of the scooter extended very much into the realm of fashion, music and of course, movies (as mentioned above). As period ad copy regaled potential buyers, “Places to go! ... things to do! ... you’re part of today’s vibrant crowd on the go. So go with style ... go with fun and excitement.”

The tiny two-wheeler even earned its place as a social “wild one,” when hormone-fueled British teenagers clashed across the English countryside. Stylish and clean cut “Mods” with suits and skinny ties rode scooters which were festooned with farkles. According to *Rider* magazine, a farkle is “A modification to a motorcycle that satisfies the following criteria: creates ‘bling,’ serves a purpose and is most likely expensive.”

The more hardcore “Rockers” rode real motorcycles, dressed the part in leather and sported period pompadour hairstyles. Needless to say, they didn’t get along ... leading *The Birmingham Post* (May 1964) to conclude that their skirmishes “would bring about the disintegration of a nation’s character.” Sociologists have since dismissed the Mods and Rockers as nothing more than two groups of rebellious teens from the day, with too much time on their hands. Though the unassuming scooter remains front and center in the folklore, through no fault of its own.

Beyond that, the scooter has since withstood the test of time. Again from *Vespa: Italian Style for the World*, “the idea of a car with two wheels, incorporating a series of astonishing features clearly borrowed from aerodynamics” to provide “a perfect combination of function, pizzazz, production rationalization and shapely elegance” sums up the scooter story well.

In addition to being a cost-effective and efficient alternative, scooters can simply come in handy. Being small and light, for the most part, they’re easy to transport and store. They’re at home on both the commute, and at the campsite. Mine’s been to the AACA Eastern Division Nationals in Hershey numerous times to provide easy access to my flea market space in the morning (with an appropriate sticker applied, of course ... thereby allowing the truck to stay back at the motel), and then to chase down purchased treasures after hours in some far flung corner of another field. The legacy scooter flat floor sure comes in handy!

Scooters have also become the ride of choice for many an aging motorcycle rider who’s looking to lighten the load. Some of the bigger ones (available up to 650cc and beyond) are even quite highway capable, and for those who might be vertically (balance) challenged, they can even be had with three wheels. Certain states also don’t require registration on some of the entry-level gas sippers.

Like driving an antique automobile, riding a scooter brings along a long-lost level of operating engagement with it, which is quite fulfilling. Hills that you usually take for granted are nothing to trifle with, and acceleration/braking requires a bit of forethought.

Smaller diameter wheels and less-than-you’re-used to suspension compliance makes you continually monitor the condition of the road surface to avoid its imperfections ... and thus, interference, particularly since you’re routinely riding to the right (where all the debris is). You also sit up high, get to see your surroundings s-l-o-w-l-y and the weather is certainly something to consider.

The fact is that after 100 years of ongoing evolution and millions made, the often-overlooked scooter remains a simple pleasure that can whisk you back to an earlier age of motoring delight. During these days of social distancing, they’re selling like hot cakes ... particularly, the less expensive ones.

You might want to try one, because the above referenced excerpt from *Smithsonian* concerning the 1916 Autoped (“an ideal short distance conveyance ...”) could just as easily apply to today. The scooter has rightfully become a poster child for the sweet life.

La dolce vita!



Coming Events

More information on these club events can be found on the AOMC website

The Gippsland Vehicle Collection

presents

FIRST & LAST



Opening
Sun 14th
MARCH
2021



A DISPLAY OF THE EVOLUTION OF AUSSIE BUILT NAMES
AT OUR MAFFRA MOTOR MUSEUM FROM MARCH 14th
2021 UNTIL END OF JUNE 2021



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



gippslandvehiclecollection.org.au

It's baaack! Please note the new date for THIS year!

June 6

Chiltern Cancer Cruise 2021

**Sunday
9am - 2pm**

Proudly coordinated by
CHILTERN
TOURISM AND
DEVELOPMENT
INC.

In memory of the late motoring
enthusiasts John Jameson,
Kelvin Duke & Bruce Gibbons - dedicated
supporters of the Chiltern Cancer Cruise.

**DONATION
\$5.00
PER CAR OR BIKE**

All proceeds raised on the day
will go to supporting local cancer
research.

The friendliest car and bike show in Victoria!

Gippsland Vehicle Collection

SWAP MEET

DATE 12th September 2021

1a Sale Road - Maffra

Gates Open for Buyers and Sellers 7.00 a.m.

Featuring ★ Garag-enalia ★ Mancave and
other Motoring related treasures

Cost - \$10.00 site fee (including driver)

\$5.00 buyers

Camping Available Saturday Night
By appointment

Full Onsite catering

Information and Bookings
call Mike on 0402 084 302

www.gippslandvehiclecollection.org.au



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 Tractor 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 Aston 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 Scoles Service Centre and Westing Ballarat by transporting the large items to our Rally

44th

Proudly presented by
The Austin Seven Club in association with the HMRAV

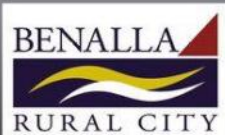
HISTORIC WINTON

22nd & 23rd May 2021[®]



www.historicwinton.org

Winton Motor Raceway, Benalla, Victoria



Book Review: Austin und Willys aus Berlin.

The History of the Willys Overland Crossley G.m.b.H from Berlin-Adlershof¹⁾

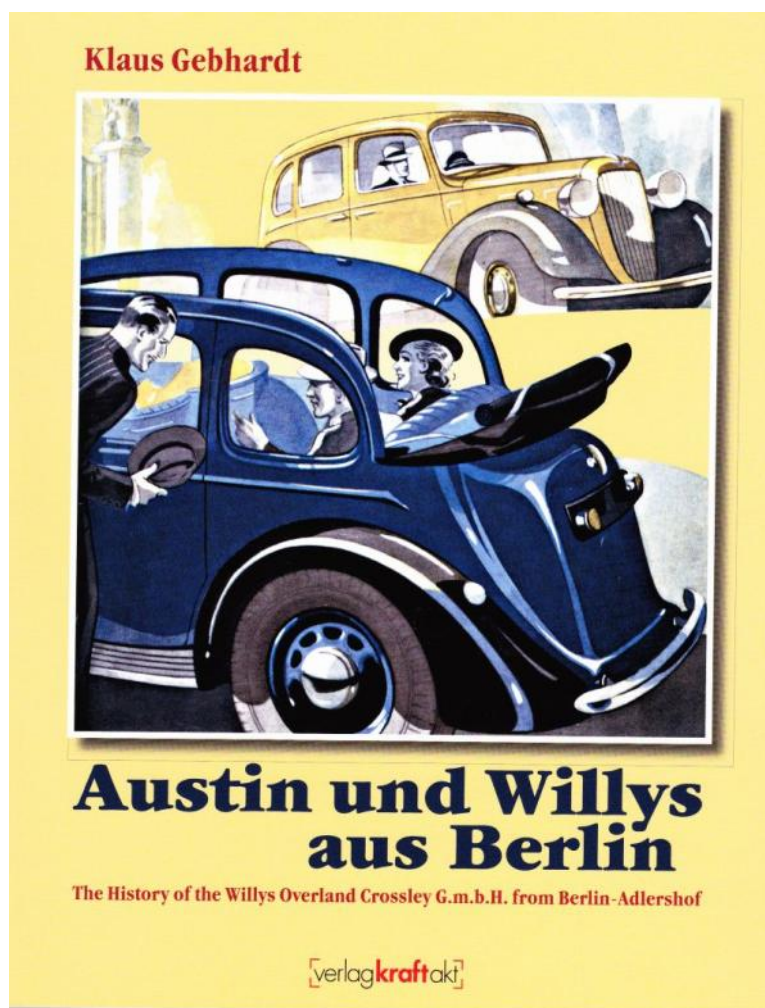
by Klaus Gebhardt.

As far as I know this book has brought together information that has not appeared in book form before - the strange alliance between the firms of Crossley, Willys and Overland who, in turn, (amongst other cars), built the Austin 7 in Germany from 1932.

The British firm of Crossley is well known. During WW1 the Crossley works at Heaton Chapel near Stockport built aeroplanes. After the war this large factory was lying idle. For peacetime production, Crossley Motors were planning to manufacture cars there, which should lie clearly in size and price under their present models. As a solution a collaboration with Willys Overland from USA was envisaged. The first cars came over from Willys in Canada as kits to be built up here and fitted with British coach-built bodies. Later it was decided to set up similar factories in Holland and Germany. The author cannot find any trace that the Holland project ever came to anything. In 1927 the company Willys Overland Crossley GmbH was registered. Factory buildings near the airfield at Adlershof were purchased. In the summer of 1928 the 1000th Willys Knight and Overland Crossley left the production line.

The famous Austin 7 had been built under licence in a number of countries, in Germany it was manufactured by Dixi and then BMW-Dixi. From 1927 to 1932 some 25,000 Austin 7 cars were built in Germany. When BMW negotiated their way out of the contact, Willys Overland Crossley took it up. Later the Nippy and the Speedy sold well in Germany. However the author has deduced from what little paper work that still exists, that between 1932 to 1939 only 700 Austins were built at Adlershof, well below figures for the other makes in the conglomerate.

I sympathise with the author who found that relatively few factory records exist. He has however made an interesting and well illustrated book. It is in two languages, German and English, but this is not at all confusing. though some of the Austin brochures reproduced are naturally only in one language.



95 pages. Soft cover. Many colour and black and white illustrations.

Published by Verlag Kraft akt, Friedensstr 17, 08468 Reichenbach, Vogtland, Germany.

(www. Verlaftakt.de)

Price. Euro 20 includes post and packing.

ISBN 978-3-938426-16-6

Review no. 41 by Michael E Ware



Minutes of the AOMC Delegates Meeting

Monday February 22nd , 2021 at 7.30pm

Meeting was held via zoom

There were 50 participants for the meeting.

Chairman Iain Ross welcomed all those attending to the first meeting of 2021, and expressed that hopefully we will be able to have a proper physical meeting in May.

Apologies: Geoff Meehan (Morris Car Club (Victoria), Dennis Brooks (Historic Commercial Vehicle Club of Aust), Alan Stork (Classic Rides & Drives Club), Bill Ballard (Ford Owners, Restorers & Drivers Club), Jim Stephen (Maserati Club of Australia), John Ferguson (Moto Guzzi Club of Vic.)

Minutes of the November 2020 Meeting were accepted.

Business arising - Daryl Meek noted that paragraph 4 of the Election of Office Bearers section should read that "Daryl also noted that he has been **pleasantly** surprised to have seen some of the more traditional, older clubs taking to zoom and other electronic formats during the Covid lockdown."

Correspondence: Howard Billing reported that there has been a number of emails sent to clubs since November, including the recent VicRoads proposed changes to VSI33.

An email was also sent out reporting the theft of parts and tools whilst the owner was away, with a reminder to ensure you inform your neighbours of your absence so they can look out for your property.

Presidents Report: Iain Ross reported that Shannons are introducing a Road Side Service, and he tried to get a representative of Shannons to attend this evening to discuss this new initiative, but no-one was available.

Club Insurances have seen an increase in premium costs. The AOMC approached some of the major insurers to attend this evening to discuss insurance, but once again no-one was available.

Hopefully normal meetings and club runs and rallies can take place later in the year, but at present the situation is too unpredictable to arrange anything.

Treasurers Report: Angelo D'Ambrosio reported that up until the end of January, AOMC has had a turnover of \$79,000, and also has a Year to Date surplus of \$35,000. This is mainly due to annual membership fees coming in, cost cutting and rent reduction on our office during Covid. However, as there will be no shows this year, cash flow will be minimal for the rest of the financial year, so this surplus will be cut into by normal operating expenses.

Angelo expressed the view that hopefully we will break even for the full financial year.

Current cash balance is \$227,000

Howard Billing reported that there are 45 clubs who are yet to renew their memberships. There is also 3 payments that have been received that came in without identification.

VicRoads/Club Permit Scheme: Iain Ross reported that AOMC have not been advised as yet on the progress of the review of the Club Permit Scheme, but that we will be active participants in the process. One item that VicRoads is considering is changing the eligibility from 25 years old to 30 years in line with all other states.

AOMC Events: The proposed British and European Show which was in planning stage, has been cancelled due to the uncertainty. If numbers have to be limited and covid safe practises implemented (with a covid safe plan) it is hard to see how any profit could be made.

AOMC are looking at running shows in 2022, with a British and European Day, an American Day (if a suitable venue can be arranged) and hopefully a Japanese Day.

Current Issues:

VicRoads VSI 33 review and feedback. This relates to modified vehicles on the CPS. All clubs have been emailed the VicRoads proposals and asked to give feedback. Some comments have been received already. AOMC will collate these responses and submit them to VicRoads.

The World Scene. The UK Government has brought forward their aim of abolishing the sale of new internal combustion engines to 2030.

FBHVC Survey. This extensive survey undertaken by the Federation of British Historic Vehicle Clubs has produced great data which highlights how much industry is supported by the historic vehicle movement.

FIVA Survey. Andrew McDougal reported that FIVA have concluded their 2nd survey, and Australian clubs responded well, despite NSW discouraging clubs from participating. Final results have not been circulated as yet, Andrew will send them around when he receives them.

A third survey is to be undertaken on service providers. This may be more problematic, identifying potential responders. Will need to have as much coverage as possible supplied by clubs.

Daryl Meek noted that the last time the FBHVC did a major survey, they found that the worth of the movement to the British economy was £5.5 billion. When daryl used these figures as a base to do a comparison to Victoria, he

estimated a net worth of \$860 million to the Victorian economy at the time. The latest British survey has come up with a net worth of £7.2 billion to the UK economy. This could mean that Victoria's historic movement is worth over \$1 billion to the economy.

Peter Anscombe (Mornington Peninsula HVC) noted that he made a submission to the AOMC in the year 2000, suggesting that an educational institution should be engaged to do a professional consultation.

Post Covid recovery. Small clubs seem to be doing OK, but larger clubs have difficulty due to numbers restrictions. Iain then asked the delegates what their clubs have been doing.

Andrew McDougall (Alvis CC) asked if there has been any word on the running of Winton this year, as at present you cannot book to attend.

VSCRC (State racing) ran an event at Sandown without spectators. 200 people were able to attend by parking on Red Hill. VHRR - Phillip Island Historic is going ahead without spectators.

Peter Paproth (FX – FJ Holden Club) reported that his club have held a couple of open air meetings in a public park.

Daryl Meek (Veteran CC) reported that they have engaged in zoom meetings. After the AGM and open mic session was held which was so popular it had to be turned off as it was getting very late. Also, regions were encouraged to run local events, and this was so successful that members have suggested that there should be more localised region activities.

Tony Hall (Nissan/Datsun) reported that their club held their first post covid meeting at a hotel that could accommodate 80 people. 30 attended in person and there was zoom attendance as well, including a live feed to Jim Richards. Will continue with this format this coming month.

Peter Welten (TCCV) The club held their first meeting in Jells Park. They also organised a run to Mornington which had 54 cars participating.

Jane Pyne (FE – FC Holden) First meeting was held in December, and a social dinner was held in January. AGM was held in February. Newsletters have been going out every 2 months to keep in contact.

Lawrie Ulph (MGCC Geelong) zoom meetings have been working well with 50 to 60 taking part, including some that normally cannot attend. Club will incorporate zoom in future meetings to allow access for those who cannot physically attend.

Allan Fabry (MGCC) weekly bulletins have been sent out to 1900 members. Zoom meetings have been held every month, including an electronic raffle. Visitors from overseas have been involved in meetings under this format. In future, all meetings will be live streamed Concours at Rob Roy this Sunday with over 200 cars expected to attend.

Martin Ball (Ballan Vintage Machinery & Vehicle Club) have 170 members. AGM was held last month. Usually hold their Annual rally in February, but restricted to club members only this year.

Clynton Robinson (Heathcote District CC) Club still held their Wednesday get together, which was good for isolated members. Clynton is also a member of the Packard Club which has members scattered all over Victoria, but still managed a get together for Christmas in Kyneton.

Lawrence Glynn (BMW) Motorsport Australia will issue permits for spectators with extra Covid requirements. Would have cost an extra \$15,000 to have spectators at Phillip Island, but numbers would have been restricted to 1000 spectators only.

Club has held 4 physical meetings and zoom meetings. Will also look at simultaneous zoom with physical meetings in future.

Kevin Churchill (Model A Ford) Venue where club holds meeting requires a covid plan. Have conducted meetings via zoom which has allowed regional members to attend. Runs have been arranged to Ballarat and the Silo Trail.

Andrew McDougall (Alvis CC) Club has held 3 successful physical meetings which were all BBQ's. Zoom meetings have been held with guest speakers. A nibbles and drinks session via zoom included a couple from the UK.

Engine Number Records: Philip Johnstone reported that demand for the service continues unabated. Some large projects will be coming to fruition in the coming months. An elusive Alfa Romeo's records were found, much to the owners delight. This information could only have been sourced via this service.

Delegates Reports.

Lawrence Glynn (BMW) reported that they have been approached by 'Race Chics' (a female motorsport group) about arranging an event for International Womens Day in March. The club has agreed to assist in running the event. They would like to hear from other clubs with women members who would be interested in taking part.

Daryl Meek (Veteran CC) Considering running a seminar with the AOMC in partnership with Automotive Historians Group. It will be a one day history session. He is looking for expressions of interest/thoughts from member clubs.

RACV are still running the Centenary of the Alpine Trials. They are keen to get as many of the original vehicles, or similar, involved. There are tiers of eligibility as per the entry form.

Andrew McDougall (Alvis CC) Club is running small local events, but the national rally that was being planned for

April has been postponed to October, as interstate people are not keen on crossing borders as yet in case they are suddenly closed or they face potential quarantine when returning..

John Johnson (Volvo CC Vic) Noted that there is an auction coming up in Pakenham of old machinery and trucks. It will be an online auction. John will forward the link to Howard at the AOMC office for circulation to clubs.

John also noted that the price of classic cars seems to be going through the roof. He has noted some extraordinary prices paid recently.

Peter Anscombe (Mornington Peninsula HVC) Since the last meeting he has spent a bit of time browsing the internet. On the local level, facebook is replacing car clubs.

There has also been a huge growth of private entrepreneurs running big showcase events. Participants need to be wary of the status of some of these events.

Chris Camier (Early Ford V8 Club) Chris has been a regular observer and reporter of inappropriate use of CPS plates and vehicles. He is concerned that there is a huge number of cars on the road that do not appear to comply with CPS regulations. He has not received any feedback from VicRoads or Vic Police on any of his reports.

Iain Ross responded that enforcement is being increased. AOMC does not get direct feedback on any action taken, we are just informed that a letter has been sent to the owner and the club involved. VicRoads do not divulge any information due to privacy provisions.

Chris added that he would like VicRoads to talk on this topic when they next attend a delegates meeting. He would just like a figure of how many inappropriate vehicles have been decommissioned, no need to divulge names or vehicles.

There being no further Delegates reports, Chairman Iain Ross thanked all for their attendance tonight and declared the meeting closed at 8.50pm.

TALES FROM THE AOMC ENGINE RECORDS

Strange Vehicles

During the continuing process of sorting and checking the engine number records an otherwise different vehicle catches the eye. An example is the Ford Mercury Engine in a Marmon Herrington chassis. Those truck enthusiasts familiar with military vehicles will recognise Marmon Herrington as a manufacturer of 4 wheel drive trucks. A Ford 3 ton truck chassis was used as the basis of an armoured car developed in South Africa in the early 1940s. This type of vehicle was used by British forces during the North African Campaign of WWII. The example found in the AOMC records was listed as Tray Truck so it would appear to be a (simple) 4WD chassis rather than an armoured car.

Similar uncommon types are found among the International engine records with a range of Military vehicle types eg. Hospital Van, Kitchen, Troop Carrier, Crane, Radio Van, Pole Borer, Wincher, Pumper etc. The 4WD feature and power take off on some trucks made them most useful for field contractors in post war years under private registration. Eg. Fuel Tanker, Mobile Saw, Machine Repair Van, Wrecker, Travelling Tower, Generator etc being listed on the record cards.

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

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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	\$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	\$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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- Flexible premium options tailored to suit your individual needs
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- Save with competitive premiums for your daily drive
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