

AOMC News

July 2022 - Issue 156

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:

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Tel.: (03) 9558 4829

Website: www.aomc.asn.au

Email: secretary@aomc.asn.au

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

Front Cover Photo:

The scene at the Trentham Railway Station which hosted one of the AOMC NMHD events on May 15..

More pictures from the various events are in 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.

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 supported 3 events on Sunday May 15th for NMHD, and gained support from the RACV for these. One was in Melbourne at Braeside Park hosted by the Dingley Men's Shed and attracted around 100 vehicles.

The second was at Trentham and was hosted by the Cool Country Classics club of Trentham and attracted 170 vehicles.

The third was held at the Maffra Shed in Gippsland and was hosted by the Classic and Custom Japanese Motorcycle Club in association with the Gippsland vehicle Collection with 70 – 80 cars and 25 motorcycles attending.

More reports and photographs from the days' events appear later in this issue.

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: Unfortunately this popular event had to be postponed due to the difficulty in finding presenters. Clubs are encouraged to advise Howard Billing in the AOMC office of any relevant tradespeople that would be willing to give a presentation at a re scheduled seminar.

Club Management Seminar. This seminar will take place later this year at a date to be confirmed. This seminar is aimed at club management and will have presenters on relevant topics. Details will be sent out to club officials with invitations to the seminar.

American Motoring Show at Caribbean Park. Sunday October 23rd: Mark this date in your club diary, the return of the popular American Show brought to you with Shannons support. Caribbean Park (formerly Caribbean Gardens) is a new venue for AOMC events and preparations are well under way to make the day a success.

Cruden Classic: A new event to be held at Cruden Farm on Sunday January 29th, 2023. This event is being sponsored by the RACV and will be open to any vehicle over 25 years of age.

British & European Show 2023: Sunday February 19th is the date you can mark in your club diary for this popular show. Open to all vehicles of British or European heritage.

Group Insurance Scheme: The AOMC are still collating responses from the questionnaire on insurance sent to all clubs, which will then be used to approach insurance providers and attempt to get a better deal for clubs. This scheme is aimed mainly at the smaller clubs who have difficulty in obtaining adequate insurance cover at a reasonable price.



Shannons American Motoring Show



AOMC
THE ASSOCIATION OF
MOTORING CLUBS



The show for all Classic & Historic
vehicles manufactured in North America.

Featuring the Annual Mustang Roundup

Display vehicles
\$15.00 includes all
occupants
Spectators \$8.00
Children free

Sunday 23rd October 2022

Event Central at Caribbean Park

Entry from Ferntree Gully Road 100 metres North of Eastlink

Gates open for display vehicles from 9.00am spectators 10.00 am

See fifties fabulous fins, sixties muscle, classic convertibles, independents milestone
models and much much more!

Children's entertainment, Trophies, Vendors, Club displays

Event Enquiries 0473 832 277. For site plan and more information
<https://www.aomc.asn.au/shannons-american-motoring-show>

Proudly promoted and organised by the Association of Motoring Clubs representing the
interests of the classic and historic motoring movement in Victoria since 1976.



The following information has been supplied by VicRoads after an enquiry from the AOMC.

Electronic Road Worthy Certificates

Licensed Vehicle Testers will be able to generate electronic copies for emailing to vehicle owners. LVTs will provide a printed a copy for the vehicle owner upon request, or the vehicle owner can simply print it themselves from the email they receive.

The Certificate of Roadworthiness continues to include all the fields that are required to submit a registration, registration transfer or club permit application form.

VicRoads staff are also able to verify the Certificate of Roadworthiness details provided on the Certificates of Roadworthiness from the E RWC system.

Roadworthy e Certificate (eRWC) system is already being used by a number of Victorian Licensed Vehicle Testers (LVT) to create, manage and store their certificates of roadworthiness online.

So if your club requires a hard copy certificate for recording then the applicant needs to request a copy from Vic Roads.

Our Customer Service Centres

Before you visit, please check for any temporary closures and changes to VicRoads operations and opening hours due to COVID-19. Some of our Customer Service Centres are delivering services via **appointment only**.

Don't forget - if you can complete your transaction online we encourage you to do so to limit movement between our sites and to continue to protect the health and wellbeing of all our customers and staff. Please do not visit us if you're unwell.

Open a myVicRoads account

The quickest and easiest way to view your vehicle information, update your registration period, change your personal details and manage registration payments and reminders is through a myVicRoads account. Details on how to open an account can be found on the VicRoads website by clicking on the 'I want to' icon then the 'sign up to myvicroads' link

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.

AOMC August Delegates' meeting.

Saturday 27th August 2022 at 11am

Venue: Seymour Club

1 Elizabeth Street, Seymour

Guest Speaker: Geoff Gwilym,
Chief executive officer of the VACC

Arrive at 11.00 am plenty of off street parking available

**Light lunch will be available for all attendees at a contribution of
\$5.00 per head.**

After which we will have a meeting of delegates, where our Guest Speaker will be Geoff Gwilym, Chief executive officer of the VACC, Victorian Automobile Chamber of Commerce.

I am sure his address will be of interest to our members

We invite our country delegates to support our annual meeting in the regions and offer a warm welcome to our Melbourne club representatives advising that Seymour is approximately one hour from Melbourne.

We would appreciate your attendance advice for catering purposes.

Please support our Country Delegates Meeting

**RSVP's by close of business Friday 19th August
to Howard on:03 9558 4829**

or e mail to secretary@aomc.asn.au

Fast Track the AOMC Magazine to your inbox

If you would like to receive a copy of the AOMC magazine and other important AOMC communications as soon as they are available then you can now subscribe yourself.

Don't wait for the magazine to be passed on from your own Club, but get it as soon as it is available.

This is your best chance to stay up to date and informed about the potential changes affecting the motoring movement and AOMC efforts to protect our mobile heritage for future generations.

[CLICK HERE TO SUBSCRIBE NOW](#)



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 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

Fifty years of Historic Commercial Vehicles.



The vehicle club now known as the Historic Commercial Vehicle Club of Australia was originally formed in July 1972 as the Victorian branch of the New South Wales - based Historic Fire Engine Association of Australia.

Early members were mainly members of the Metropolitan Fire Brigade and the Country Fire Authority. Members sourced fire engines coming out of service from Victoria, New South Wales, South Australia and West Australia.

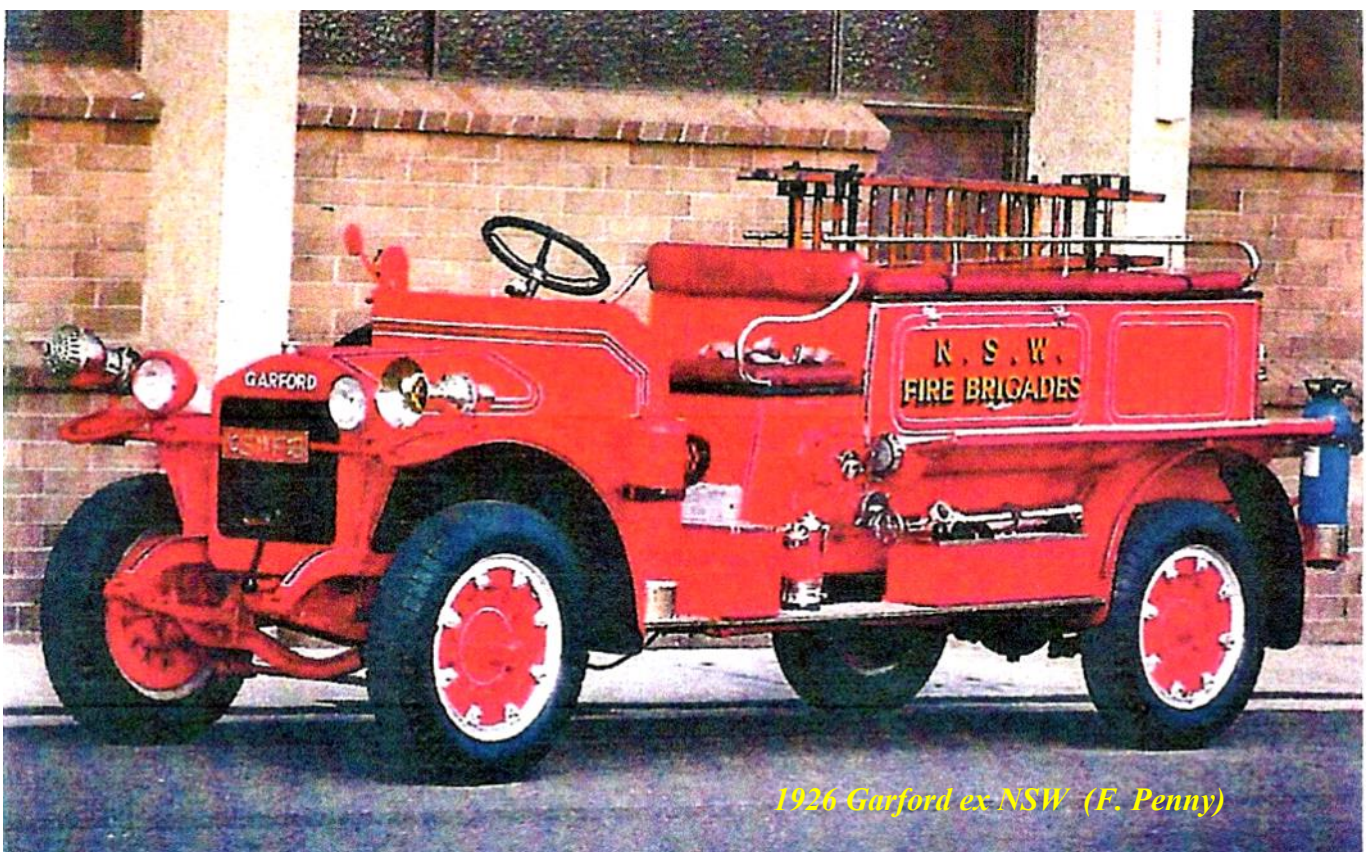
Membership increased and the Victorian branch became a club in its own right. The first Club display was held in October 1973 and the Club was an active part of the introduction of the Club Permit Scheme from 1986.

In 1984 a letter was sent to interested clubs and individuals about a plan to form a commercial vehicle branch of the HFEAA and from this the truck part of the Club developed.

A Club newsletter came in 1974 and in 1976 it was named *Monitor*. In firefighting terms the monitor is the leading hoseman at a fire and therefore leads the way. It became *The Monitor* in June 1986 and has had 19 editors to date. Improvements in printing over the period have resulted in a full colour A4 magazine which is circulated to our 600 plus members in all states and overseas.

Display days have been a big part of the Club's activities from the early days for fire engines exclusively then for all commercial vehicles. The size and mass (weight) of most vehicles involved adds to the logistics of planning a display for the Club. The problems of wet or boggy ground have been encountered at a numbers of displays over the years.

In the 1990s a joint venture with the Emerald Tourist Railway (Puffing Billy) and the Bus and Coach Society created the Puffing Billy Olde Time Festival where vehicle clubs and the public could buy a ticket which allowed all-day travel on the railway or historic buses between Belgrave and Emerald Lake. Many historic vehicles were displayed at Emerald and the Lake as people travelled between locations. Five festivals were held.



1926 Garford ex NSW (F. Penny)

Our annual display days have moved around over the years, VFL / AFL Park at Waverley, Sandown Racecourse and Yarra Glen Racecourse the most recent.

As we have grown, regional club branches have started and we now have branches at Ballarat, in South Australia and Wangaratta (Northern).

Ballarat have held display days at Clunes for a number of years and Wangaratta also has provided display days for their area. The South Australia branch meetings provide a chance for them to show vehicles. Melbourne has also conducted display days at Broadford.

The Club has its own rooms at Wantirna for meetings and special events. A library of transport history and technical information is available and we receive queries from many sources.

A recent check shows 440 vehicles on the Club's CPS listing, South Australia have their own concessional scheme with 112 vehicles listed for their 150 members.

HCVCA is a member of AOMC, Federation (Vic. & S.A.) and American Truck Historic Society and exchanges magazines with a number of clubs.

Readers interested in commercial vehicles, of any size or type, can contact us via our website www.hcvc.com.au or via AOMC.



Above: Australia Day in the Domain gardens



Left: Display Day at International Trucks

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.

News from the RACV

The following article appears on the RACV website concerning the recent 'joint venture' arrangement with the running of VicRoads.

How the VicRoads joint venture will impact Victorian drivers

By Tom Hounslow



A consortium has agreed to pay \$7.9 billion to enter a joint venture with the Victorian government to partly operate VicRoads for the next 40 years. Here's how it may impact you.

Novice drivers will soon be able to complete their online Probationary and Learner tests for free, with safe drivers also getting a 25 per cent discount off the cost of their license renewal as part of a \$7.9 billion deal with the State government.

As outlined in the deal announced on June 30, a consortium will operate the Registration and Licensing (R&L) and Custom Plates (CP) arms of VicRoads for the next 40 years. However, the State government will retain control of drivers' data and privacy, pricing regulation of fees and services, and all regulation and policy changes.

"RACV is supportive of measures announced today that will see reduced licensing and online testing costs and reward safe driver behaviour," said RACV Head of Policy, James Williams.

"The reintroduction of a 25 per cent licence renewal discount for safe drivers in Victoria is welcomed by the RACV. Road safety improves when all drivers travel safely and an incentive such as this helps reduce road trauma and keeps Victorians safe."

VicRoads' R&L division is responsible for licensing more than five million drivers across Victoria, along with maintaining the registration of more than six million cars, motorbikes, commercial vehicles and trailers.

The fine print: The consortium - comprised of superannuation funds Aware Super and Australian Retirement Trust, along with global asset manager Macquarie Asset Management – will bolster VicRoads' IT infrastructure and operations as part of a joint venture.

"The Consortium has the experience and capability to support VicRoads on its next stage of development by driving high standards of service delivery and customer experience," said Frank Kwok, Head of Macquarie Asset Management's Real Assets business in Asia-Pacific. "We are excited by the opportunity to invest in Victoria and to work with the Victorian Government to deliver new and innovative services to the community."

The deal will see the consortium manage the R&L and CP arms of VicRoads for the next 40 years which will then revert back to the control of the state government unless a further agreement is made.

While the consortium has agreed to pay \$7.9 billion up front, it is not clear at this point exactly how they will recoup their investment, but it is understood they will charge the Victorian government a percentage of transactions made.

No existing jobs will be lost as part of the new deal, with the Victorian Ombudsman and Victorian Information Commissioner to provide oversight of the joint venture.

The proceeds of the \$7.9 billion deal will see the State government ease some of the financial pressure and mounting debt caused by the COVID-19 pandemic. The funds will be invested into the new Victorian Future Fund to help manage climbing debt and invest in future projects.

“It’s a terrific start for the Victorian Future Fund, which will deliver major benefits for Victorians as we continue to recover strongly from the shocks of the pandemic,” said Victorian Treasurer Tim Pallas.

Safe Driver Discount program: As part of the agreement for the new joint venture, new incentives and discounts will be rolled out to existing and aspiring motorists to both make access to getting a license easier, and staying safe once getting it.

Safe driving incentive: The Safe Driver Discount program will reward good behaviour behind the wheel to those who avoid breaking road laws.

License holders of all car, motorcycle, and heavy vehicles who are able to maintain a clean driving record and not lose any demerit points (or break road safety offences) for three years prior to the time of their licence renewal will receive a 25 per cent discount on their next renewal.

This latest incentive will be introduced in late October of 2022 and will be in place until 2026.

Learner permits: In order to acquire a Learners Drivers permit, applicants need to complete the Learner Permit Test, which can be completed online or in person.

To date, aspiring drivers or rides would need to pay a Learner Permit Test Online fee of \$25.40 and a Learner Permit Issues fee of \$26 upon successful completion. Both fees will be waived, saving Victorians a total of \$51.40.

Aspiring Learner drivers who attend their Learner Permit Test in person will still be required to pay a \$19.60 Appointment fee, \$25.40 Learner Permit Test In-person test fee, or a Motorcycle Learner Test fee which is completed through individual training providers.

Car Learner Permit Renewal fees as well as Licence Replacement fees will also remain.

Probationary license: To graduate from a Learner to Probationary driver, people must complete three requirements – an eyesight test, the Hazard Perception Test, and the Drive Test.

As part of the new Safe Driver Discount program, the \$19.40 Hazard Perception Test fee and the \$113.90 Probationary Licence Issue fee will both be made free of charge.

Though drivers will be able to save \$133.30, they will still need to fork out \$105.70 to pay for an Appointment fee, In-person test fee, Drive Test fee, and a Drive Test appointment fee.

Additionally, Probationary car drivers who under 25 years of age can receive a free three-year full driver licence, if they are able to maintain a good driving record throughout their entire probationary period.

Safe drivers who have not incurred demerit points or committed road safety offences in the three years prior to their licence expiring, will be rewarded with the reintroduction of a 25 per cent discount on their licence renewal.



RACV free2go

RACV free2go is a roadside assistance package developed especially for young people new to the road.

Available to all Victorians aged 18 to 20 years, as well as Year 12 students, free2go provides emergency roadside assistance.

And to help young people on the start of their driving life, it's free if you're 18 or in Year 12 at school and half-price if you're 19 or 20.

And it comes with all the other benefits of RACV membership as well.

Florence Thomson Tour Report

AOMC the Florence Thomson (FT) Tour 29th April to 1st May 2022

The history of Florence Thomson is quite remarkable, we were so pleased that AOMC & RACV ran this tour to honour Women's involvement in motoring. In March 1904, Florence achieved the distinction of the first women to drive a motor car from Adelaide to Melbourne. Her outfit was described as her wearing, leather overalls, peaked cap, ear flaps, mask & goggles. Her trip did not go without its problems, limited petrol, a puncture and a leaky radiator cap, but this didn't stop Florence and she was lucky she had taken her mechanic along with her. Florence didn't stop there she continued on by competing in reliability tours. Florence was truly a motoring pioneer. I found this paper clipping '*Women's View*' which quoted Florence.

"Women are just as capable as men at the wheel of a car, although a few may lose their head in a time of crisis, but have not recent political events shown that men, too, lose their head at the critical moment." – Mrs Ben Thomson, pioneer women motorist of South Australia

The FT tour was held in Bendigo, which was a buzz with Elvis in town, 'VIVA Bendigo' sign dominated the main intersection, some of the participants took the opportunity to add a day to the weekend and view the Elvis exhibition. Friday night registration was at the Bendigo rowing club, Maureen Ross and Committee were organized and registration went smoothly. BBQ dinner was lovely, the catering was provided by Connecting2 Australia, we had a great feed, their dedicated people has also made us a lovely screen-printed scarf with Florence Thomson which we found in our tour bag, mine became an instant fashion accessory.

We knew a few doing the tour, some fellow All British Classic Car Members; Elizabeth (Betty) & Ed Bartosh, Leonie & Terry Conway, Kate Senko & Jan, Judi McGrath & daughter Kimberly, also our good friends from Mildura, Karen & Gerry East. The Friday night weather was not so good, it rained most of the night the forecast was more showers to come but that wouldn't break our spirits, all the ladies were gearing up for a wonderful tour. As luck would have it, come Saturday the rain dried up and the sun came out. As well as great vehicles there was some great fashions, dressing up to the era of your car, which made a good atmosphere for the tour and lots of chatter remembering when or how the items were found or kept from bygone years. The fashions were very creative included flares, designer suits, houndstooth pattern, lace, sparkles, disco gear, wigs and accessories just to name a few.

So with the ladies dressed up and the cars gleaming, it was time for the "Ladies to start your engines". Part of the Covid plan was to set us up into two groups, the route split the group at the first turn from the car park. We headed out to White Hills and enjoyed the route that took us out to Strathdale, past Lake Eppalock, Sutton Grange and then to Harcourt North for a morning tea stop at the Morris Minor Garage.



With the rain the night before Richard McKellar & family were there to direct us for parking so no one had to be towed out of any boggy grass areas (we didn't want to get our heels wet!). Not only did we admire the wonderful

garage collection, we enjoyed the views, had a great coffee and yummy biscuit. Of course there was a bit of time to catch up with others and continue our chatter on some of the fashions and just remembering the eras, that was fun.



Back in the garage we asked Richard to give us a quick talk on each of the cars, it is such a wonderful collection and Richard kept us entertained. That lilac coloured Morris minor sits proud in the garage with the history of reaching the one million mark of these vehicles built in production in 1961. Added to the women's day, the garage had something for everyone to admire even some fashion accessories to the cars and some of the ladies were happy to try them on for a bit of a laugh. Kate & Jan were on the afternoon tour and were delighted to meet

Claire McKellar who invited them to view her studio, after a number of years as a potter Claire took up painting. Claire also established the garden and its design at Windrush Park.



Wandy & Geoffrey certainly trendy all weekend. We all marvelled at how Wandy got her hubby to dress up from the Friday night to Sunday!

After leaving Harcourt North we headed to Castlemaine to the Buda House for a tour of this lovely heritage building and time to enjoy a lovely buffet lunch. Buda house is named after Budapest by its Hungarian owner, Ernest Leviny, this property stayed with the family for 118 years. The tour guide was great. How wonderful to think that this property had survived the gold rush era. Besides all the collection of furniture, arts, one of the rooms had a lovely collection of selected garments from the private collection which again was very fitting for our group. While we wandered around the garden, the locals enjoyed the vehicles that lined the streets.

After lunch we drove out to Maldon and walked the lovely village, exploring some of the quirky shops. Of course we couldn't go past the op shops and maybe picking up a piece of fashion for another time, as we ladies do! Then back in our cars for our final drive that day, back to Bendigo.



Dinner was at Lakeside, many of the women dressed up again and there was certainly another great fashion parade with gifts of recognition for the best dressed to their era of their cars. Our very own Betty Taylor was awarded for her very fashionable houndstooth suit and her evening wear was just as admirable.

Sunday morning, we gathered at the Bendigo pottery for breakfast and show n shine of all the vehicles. Actually, caught up to view the cars and people we hadn't seen on the tour the day before

Over the weekend we admired all the ladies in their vehicles, like the fashions there were lots of different vehicle models, we all could reminisce. The Morris Minors were a great show and the ladies dressed up in their black & red shirts and hair bows. The Cobra & Bolwell certainly were admired by the fast car enthusiasts.



This Veteran vehicle was stunning, it was a Fabrique Nationale or FN with firearms on the car emblem. The vehicle was driven by Catherine, the owners Stan & Maggie Bone both enjoyed the tour as passengers Stan was happy to provide a bit of history on his vehicle, how he found (or rescued) the 1910/11 car in Echuca on the banks of the Campaspe River, with plenty of hours put in to its restoration. He explained that the front seat closely resembles a horse carriage and the rear seat was based on the Belgium Royal family lounge chaise, certainly looked very comfortable. More intriguing is that the Fabrique Nationale (Belgium) is a firearms manufacturer hence the emblem representing weapons. In addition for many years they manufactured motorbikes and cars. To Stan's knowledge his car is 1 of 4 in the world, 3 are in Australia.



I was pleased that we had participated in the Lady's Motorist day, it was full of Veteran, Vintage, Classic Vehicles, fashion and fun and the women got to shine! I am sure Florence Thomson would have approved. Thanks AOMC, RACV, Iain & Maureen Ross and Committee for a great event.

Photos & article by Glenda Prewett Editor All British Classics Car Club

National Motoring Heritage Day 2022

NMHD is an Australia wide initiative aimed at promoting the classic and historic movement by getting as many vehicles out on the road on one particular day. This years date was Sunday May 15 and the AOMC, with support from the RACV, auspiced 3 events around the state. These were at Braeside Park in Melbourne hosted and run by the Dingley Men's Shed; at Trentham hosted and run by Cool Country Classics Club of Trentham; and at the Maffra Shed hosted and run by the Classic and Custom Japanese Motorcycle Club in association with the Gippsland Vehicle Collection.

All events were well attended.

Below are some images from Braeside Park and Trentham. On the next page is a copy of the article that appeared in the Gippsland Times reporting on the Gippsland event.



The Dingley Mens Shed Crew





Porsche 911 GT3RS.



Morris Cooper, aka 'the Mini'



Chrysler SV1 Vallant.

Motoring heaven descends on Maffra for heritage day

Tom Parry

PETROLHEADS were treated to a free display of classic vehicles in the Wellington Shire last weekend, as the Gippsland Vehicle Collection celebrated National Motoring Heritage Day.

The Maffra attraction was one of only three venues in Victoria to host such an event, which took place on Sunday, May 15.

Event organiser Shaun Lennard was overall "pretty pleased" with the day.

"It's fantastic to be able to have a National Motoring Heritage Day event taking place in Gippsland," Mr Lennard said.

"It was a reasonable number of people who turned up - I think around about 80 cars over the course of the morning and early afternoon, and around about 25 motorcycles.

"It was particularly pleasing that so many motorbikes turned up to that event, because often when events are promoted as a car and bike show, you get very few motorcycles."

GVC display manager Andrew Gallagher also expressed his satisfaction with the event and its turnout.

"We were very happy - it was a very successful day as far as we were concerned," Mr Gallagher said.

There were a variety of vehicles displayed on the lawns outside the GVC, with an Aston Martin V8 Vantage, 1959 Chevrolet Impala, and 1913 Overland coupe drawing the greatest interest from attendees.

That interest was mirrored inside the Maffra Shed - with the Collection open to visitors at a discounted rate, Mr Gallagher said that volunteers were busy all day.

"Even after most of the crowd went a little after lunch-time, there was other people straight behind, and we were busy right through until 4pm," Mr Gallagher said.

Attendees were treated to the Collection's current displays, "British Sports Cars" and "Italian Cars and Bikes", with the latter having proved quite popular since debuting in April.

Both displays will be available for viewing until mid-July, when they will be replaced by two new exhibitions: "Mostly Motorcycles" and "Maffra Cars".

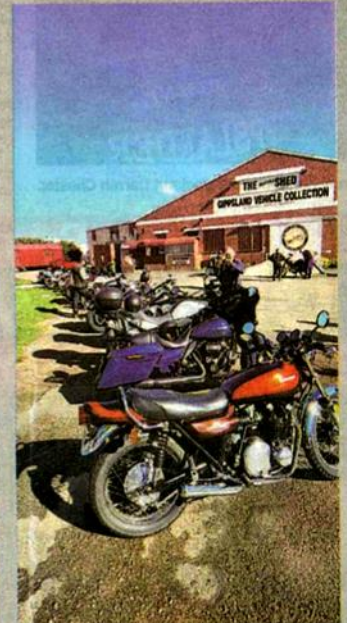


The oldest vehicle at the event, a 1913 Overland.

Photos: Tom Parry



A Ford Falcon Hardtop with a 2012 GT R-spec.



A selection of the classic motorcycles being displayed.



A BMW 3-series coupe sits alongside a Chevrolet sedan.



An Aston Martin V8 Vantage alongside a Ferrari 308 GT4.



Two ex-ADF Land Rover Defenders.



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FIGHT UNFAIR AUTOMOTIVE LAWS

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

FACT VS. FICTION: NEW YORK EXHAUST NOISE LEGISLATION

In 2021, New York enacted a bill into law--the SLEEP Act--that aims to crack down on excessively loud vehicles. The law goes into effect on April 1, 2022. Unfortunately, vague local news reporting has created confusion amongst enthusiasts about what the law will actually do. The SEMA Action Network (SAN) is here to set the record straight.

NOTE: The contents of this article focus on the impact of the new law on light-duty cars and trucks, not motorcycles.

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

SO, WHAT ABOUT IN NEW YORK?

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

Rating: Fiction

In January 2021, lawmakers in New York introduced a pair of bills (S. 784 and A. 471) seeking to curb loud cars and trucks. The bills were amended several times prior to passage and were approved by Governor Kathy Hochul in late October. Importantly, the proposal did not change the state's existing exhaust noise laws, which require every motor vehicle to be equipped with a muffler in working condition and prohibits the installation of bypasses, cutouts, or similar devices. Comparable language is universally used by states across the country and is designed to prevent motorists from deleting their muffler and/or catalytic converter.

So, what does the new law change? Put simply, it allows for larger fines for those breaking existing law pertaining to the use of cut-outs, bypasses or similar devices. Prior to enactment, New York had one of the lowest exhaust noise fines in the country. This law allows larger fines to be issued (capped at \$1,000) if the situation warrants.

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

Rating: Fiction

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

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

Claim: A letter sent to retailers and vehicle inspectors states that all exhaust modifications are illegal.

Rating: Fiction. In advance of the SLEEP Act going into effect on April 1, 2022, a letter signed by the DMV Commissioner was sent to automotive retailers and vehicle inspectors in the state notifying them of the law change. The letters are misleading and make overly broad statements about what the new law does. As it relates to cars and trucks, the SLEEP Act added one new section to the law on which the state may begin to enforce starting April 1--VTL 375 (31)(b)--which states that a "cutout, bypass, or similar device" may not be used to increase a vehicle's muffler noise. As stated above, these parts were already illegal for street use across the country and in New York. SEMA is actively working with the DMV to clarify this guidance.

Claim: A car or truck with modified exhaust will now automatically fail inspection in New York. **Rating:** Fiction

According to the state's DMV, their vehicle inspection procedures have not changed as a result of the new law. Inspectors are not equipped with decibel readers and do not perform sound checks on vehicles.

Claim: The phrase "cut-out, bypass, or similar device" could be interpreted as meaning any aftermarket device.

Rating: Fiction. The use of "cut-outs, bypasses, or similar devices" is universally illegal in the United States regardless of whether or not they make a vehicle louder. For most states, comparable language explicitly banning these devices has been on the books for over 60 years, including in New York. While no state has explicitly defined the phrase, a definition can be found in the United States Code of Federal Regulations and in municipal ordinances across the country. In each instance, the definition is substantively similar to that of the federal government's: "Cutout or by-pass or similar devices means devices which vary the exhaust system gas flow so as to discharge the exhaust gas and acoustic energy to the atmosphere without passing through the entire length of the exhaust system, including all exhaust system sound attenuation components."

Ilkeston Man Donates Last Morris Minor to Great British Car Journey

The last-ever Morris Minor saloon manufactured in 1970 has been donated to Great British Car Journey, Derbyshire's premier classic car visitor attraction in Ambergate, Derbyshire.

The Trafalgar Blue two-door saloon was generously donated by Ray Newell, Club Secretary of the Morris Minor Owners' Club (MMOC) which also restored car over a four-year period.

Ray, who lives in Ilkeston, commented: "It is a fitting tribute to all those involved in the restoration – as well as the generous benefactors who supported the club in completing the undertaking – that the efforts of all concerned can be seen and appreciated by a much wider audience at Great British Car Journey."

MMOC, which is headquartered in Derby, acquired the vehicle in 2016 and completed a four-year restoration project. Original components, including the engine and gearbox, were rebuilt after a specialist welder and fabricator handled the significant and essential structural repairs. The bulk of the remaining work was undertaken by volunteer club members.

Following its restoration, the last ever 'Moggy' was displayed at the MINI Plant Oxford in Cowley, Oxfordshire, where it originally rolled off the production line on 12 November 1970.

Now, it joins more than 140 classic British cars on display to visitors at Great British Car Journey, sitting alongside famous marques and models, including the classic Mini, Ford Escort and Capri, the Austin Seven and Metro – all cars that were produced in their millions but have long since disappeared from the nation's roads.

Richard Usher, Founder and CEO of the visitor attraction said: "Ray lives locally to us and has been a great supporter of the Great British Car Journey since its inception. I'm delighted that he and the club have chosen the visitor attraction as a fitting venue. It's a beautifully restored example and fits in perfectly here."

The Morris Minor is among the most famous vehicles in British motoring history which were designed by Sir Alec Issigonis in 1942 before making its debut at the 1948 British Motor Show. It started a new generation of small cars, with drivers quickly falling in love with its light, rack-and-pinion steering which made it a delight to drive.

More than 1.6 million Morris Minors were manufactured between 1948 – 1970.

To find out more about Great British Car Journey and purchase your tickets for an interactive experience celebrating British motoring, please visit greatbritishcarjourney.com. Or, for those looking for the ultimate trip down memory lane, pick from the 38-strong Drive Dad's Car fleet and get behind the wheel of your favourite classic car. Visit drivedadscar.com to learn more.

Image: Ray Newell is pictured outside Great British Car Journey with his Morris Minor Saloon, the last one to be manufactured in 1970.





Historic Vehicle community rallies in support of carbon balancing scheme

It's been a busy couple of months since our last update in FBHVC news - and we're incredibly pleased to say the FBHVC's carbon capture scheme is going from strength to strength.

The year kicked off with meeting many club representatives at the FBHVC Club Expo in January, it was great to talk through the scheme and spend time understanding how we can best help the movement. We also announced at Club Expo that in support of the FBHVC Drive It Day and Ride It Day we would be making a donation to Childline for every purchase of carbon capture made during April. Childline is another wonderful example of how the historic movement is one that cares and we're proud to play our part.

Those conversations with FBHVC members continued at the recent Practical Classics Classic Car & Restoration Show, where we were incredibly honoured to join the FBHVC on their stand with our Myrtle, thank you to all those who came to say hello and a big well done to those whose stands won an award, all very well deserved!

Behind the scenes, those trees have continued to be planted and carbon dioxide captured. Since launching in December, we've been pleased to help individuals, numerous clubs and events, museums and businesses. The historic vehicle movement has successfully carbon balanced 668,830 miles through individual contributions alone, which is an amazing statement from our community.

The scheme will also be carbon capturing the Brighton Speed Trials, commonly held to be the oldest running speed event in the world, as well as the MG Car Club Midland Centre's Welsh Touring Rally and Club Triumph's Coast to Coast rally.

Static events are also getting in on the act with The Guernsey Classic Vehicle Club carbon capturing all the exhibiting vehicles at their Annual Show. North Norfolk Classic Vehicle Club, who have committed to capturing all of their events, have even appointed a Carbon Balancing Officer to work with the scheme throughout the year.

The scheme has also extended its reach to Transport Museums as well, with Dundee Museum of Transport and Dover Transport Museum both capturing the miles their collections cover whenever they travel to displays, it's already proved to be an engaging way for museums to demonstrate their green credentials to visitors and the wider public.

Genus IT, the FBHVCs Digitisation Partner are now capturing their fleet of work vans, Bespoke Rallies are also now offering their participants the chance to capture their epic adventures and the events company Great British Motor Shows are enabling visitors to capture travel to all of their shows.

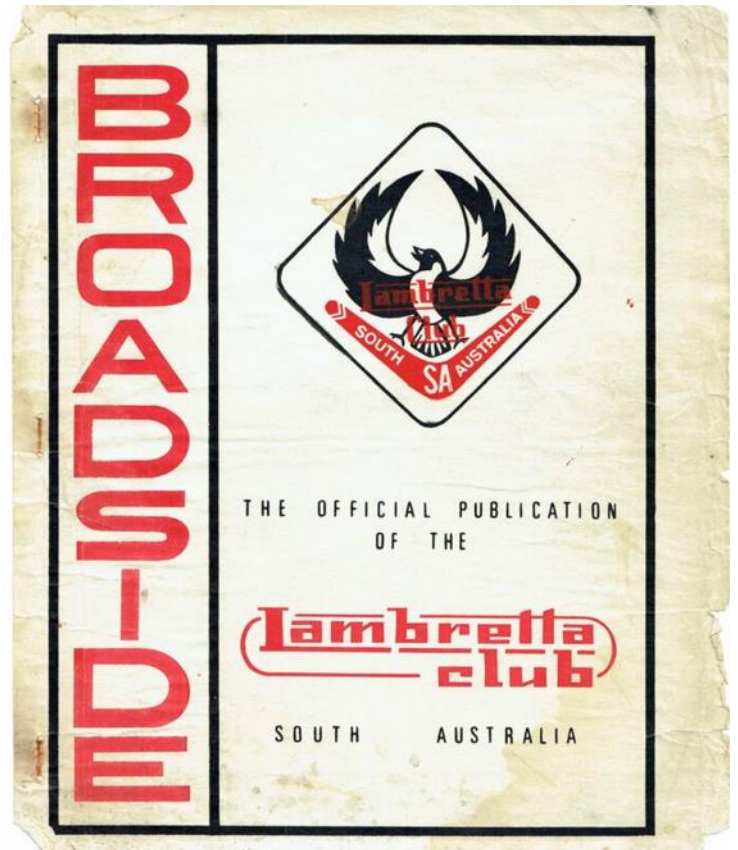
The whole community really is getting involved and we hope that this helps keep our historic vehicles on the roads long into the 21st century. All that remains is to say a huge thank you from Tree-V and the FBHVC for the support and positive reception you have given this scheme.

CLUB PROFILE: Lambretta Club of Australia

The Lambretta Club of Australia is an organisation dedicated to enabling Lambretta enthusiasts from around Australia to preserve the World's Finest Scooters, and derived vehicles. The LCoA is also committed to preserving and making available the unique history of Lambretta with Australia.

The first Lambretta's were built by Innocenti in Milan in October 1947, the first Lambretta's were introduced into Australia in April 1949 by Sam Jamieson, in conjunction with his old friend, Walter James Halls. They set about importing the first batch of model B and 3-wheeler Lambrettas and by mid-May 1949 these Lambrettas were on board the S.S. Ridderkerk, loaded at Rotterdam, bound for Australia.

Motor scooters were gradually appearing on Sydney streets and the Italian "Lambretta" came with an impressive list of victories in motor sporting events overseas. Although of only 125 cc capacity, this two-wheeler had broken the 24 hours world record in the 125 cc, 175 cc and 250 cc motor classes. In Paris, it averaged not far short of a mile a minute for 24 hours on end and covered over 67 miles in the first hour. In Australia, the Lambretta was also making waves on the track, with John Seary, an employee of importer Sam Jamieson at Australian National Motors in Sydney, by taking victory at Bathurst 1952 with the



Sandy Symeonides', Lambretta TV200 (the first motorcycle to have a front disc)

factory 'works' Lambretta. Backed with its race credentials, the Lambretta which was built for personal transportation, with a cruising speed of 30 mph (the only limitation being the condition of the road at the time), started to grow in popularity in Australia.

In the June 1949 edition of 'Motorcycling of Australia,' the first ad for Lambretta appeared stating: "Arriving this Month... Enquiries Solicited." The official Australian representative of Innocenti SG, appointed general merchant of household goods and hardware firm, Nock and Kirby, as the sole distributor of Lambretta in NSW, where they sold the Lambretta from the second floor of their 417 George Street, Sydney, address from August 1949 (Source: The Sun 9th August 1949). Nock and Kirby, Ltd announced the price at £148/10/-, incl. tax, and claimed a petrol economy, of 110 miles to the gallon, with improvements for long distances. Other dealers were setting up in other states of Australia, all under the direction of Sam Jamieson, most notably Nelson Motor Company in Victoria, Winterbottoms in Western Australia and Maughan Thiem Motor Co Ltd. in South Australia. It is from around this time that we have the first extensive review of a Lambretta model B, from Australian Motor Sport, in December 1949.

Lambretta Clubs also started to appear all around Australia. Weekend outings and Jamborees were organised, and in 1955 the Australian Women's Weekly reported:

"They travel far in the Motor Scooter Club to the whirr of engines "revving up," the tooting of horns, and shouted greetings, 25 brightly ducked motor-scooters sped across Sydney Harbour Bridge one fine Sunday morning recently. Members of the Sydney Motor Scooter Club were setting out on one of their regular weekend outings. Their destination was Bobbin

Head, about 18 miles from the city. Scarves and hair of girl pillion passengers streamed out in the wind as the scooters bowled along at a steady 35 miles an hour.



70 odd years later, things have not changed. But with advancements in roads, innovations in spare parts and tuning possibilities, the Lambretta Club still have regular Jamborees all over Australia, but with many of its enthusiastic members riding 1000's of km to attend. The Club was inaugurated in 2008, and it is recognised globally as part of Lambretta International. The LCoA now has a membership of over 280, and still growing; especially that the Club instigated Junior memberships, which is designed to get youth passionate and involved in all things Lambretta, ensuring the clubs future.

The LCoA sponsors most major classic scootering events in Australia including the Classic Scooter Mille, which is an endurance event. The ninth instalment of The Australian Classic Scooter Mille will be held on 26-28 October 2022. There will three days of riding, covering 1165 kms, looping out from Launceston for days 1 and 2, then finishing up in Devonport on day 3 (<http://scootermille.weebly.com/>). The LCoA also covers and sponsors local events and Jamborees in each state, but it also a main sponsor of the the 'big-one,' the National Classic Scooter Rally, which this year is being held in Tasmania 28-30th October (www.ancsr2022.com).

It also offers a comprehensive specialist toolbox for those who are passionate to restore and maintain there Lambretta's from their own home workshops. But the club is fortunate enough to count some of the best experts in the country, if not the world, as members to offer advice and help. The LCoA also has many more people involved in the club who can assist with your problems or enquiries...as long as it has to do with Lambrettas of course.

To become a member, (www.lambrettaclubaustralia.com) or to support the club by buying a Lambretta Club of Australia t shirt or hoodie to keep warm in winter, it is simple... (<https://lcoa.secure-decoration.com/shop>).

Sandy Symeonides

Lambretta Club of Australia President



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The safest, most reliable and economical Scooter in the world. Built with unsurpassed craftsmanship. baked enamel, kick-start, 4-speed transmission.

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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.

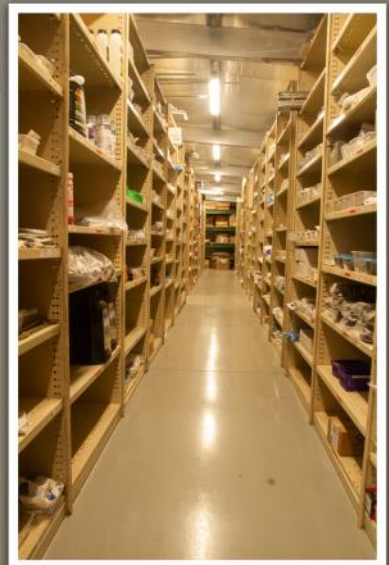
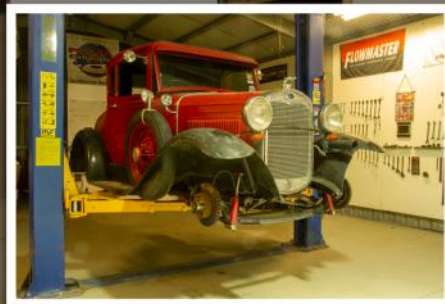
We are also offering servicing, tuning, upholstery, electrical, general maintenance, light fabrication and exhausts for your Model T & A.

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 or drop in to see us at our new location in Bacchus Marsh, Victoria.

www.henryspares.com.au



FIVA News



The first global symposium on the challenge of attracting young people to the historic vehicle community was held in Marrakech, Morocco, on 14 May 2022.

Supported by FIVA (the *Fédération Internationale des Véhicules Anciens* or international federation of historic vehicles), the event identified key steps to safeguard our automotive heritage for future generations.

According to FIVA, as historic vehicles have grown older, so too has the average age of the people who care for them. Yet 'passing on the passion' to the next generation is a vital step if classic cars, motorcycles and utilitarian vehicles aren't to disappear from our roads forever. Hosted by the Fédération Royale Marocaine des Véhicules d'Époque (FRMVE), the FIVA-supported event gave senior enthusiasts the chance to hear directly from young delegates, representing 10 nations – America, Japan, Slovenia, India, Romania, Brazil, France, Belgium, Turkey and, of course, Morocco.

Interestingly, countries that are relative latecomers to the historic vehicle community often have the most forward-looking ideas when it comes to involving young people – and three key steps were:

First, historic vehicles need to be more accessible to young people with limited financial means – a challenge that can be addressed through clubs and informal groups. Prithvi Nath Tagore from India presented a video compilation of young people in India, many of whom spoke of how clubs gave them opportunities to enjoy cars and motorcycles they were unable to afford to own or maintain by themselves.

Secondly, social media are of far greater importance to young enthusiasts, with meet-ups and events often arranged at very short notice via the online community, and group chats and debates on the topic of historic vehicles growing rapidly. Traditional enthusiasts need to embrace the online world if they are to secure the interest of the younger generation.

Finally, a hot topic was the controversial subject of 'restomods': old vehicles that have been restored but modified with modern components. A panel discussion between three young Moroccan enthusiasts, including 14-year-old Saad el Ouzzani, and Italian classic car journalist Luca Di Grazia concluded that this approach shouldn't be discouraged. Restomods are not historic vehicles as FIVA defines them, but having fun with low-cost, modified classics could well lead to an appreciation of more 'authentic' historics in the future.

Another boost to the conference was the contribution of Hiromu Ryan Rose (US/Japan) and Can Luca Ursal (Turkey), future talents of the automotive industry. Their vision includes a future inspired by our motoring heritage.

Addressing the symposium in Marrakech, Tidlo Bresters, president of FIVA, stated, "I'm very happy to learn from the youth of today: it is for them to tell us the direction we need to take to ensure their interest in historic vehicles."

Historic Vehicles — Passing on the Passion was organised by Lamiaa Zinoune of FRMVE. Such was the success of this first ever FIVA-supported "youth symposium", it is now planned to make it an annual event in Morocco.



A Mini Moke with its passengers made up of symposium delegates at the rally preceding the symposium; and one of the delegates, Bernarda Sjekloca, from Slovenia. Photograph supplied courtesy of Abdessamad

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.

The Gippsland Vehicle Collection presents



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10am – 4pm **GROUPS by appointment**



SHEPPARTON SWAP MEET

Sunday Sept 11, 2022

**SHEPPARTON SHOWGROUNDS,
HIGH ST, SHEPPARTON
(MIDLAND HWY A300)**

6m x 6m OUTDOOR SITES \$20

ENTRY \$5 (Children under 14 free)

*Gates open at 6.30am for stall holders.
General public 7.30am.*

*No alcohol. No camping. No dogs allowed.
Lunch and refreshments available.*

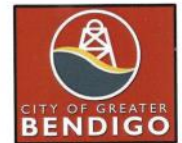
*MAIL: Send stamped self-addressed envelope and booking fee to:
Shepparton Swap Meet, P.O. Box 1206, Shepparton. 3632.
CHEQUE: Please make cheques payable to G.V.M.V.D.C. Inc.
DIRECT DEPOSIT: to BSB 633-000, Acct 1366-25076
Reference to be "swap" and your name.*

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*For further information contact:
Lloyd or Kristine Healey on 0438-294 351
Member of the Association of Motoring Clubs Inc and
The Federation of Veteran, Vintage & Classic Vehicle Clubs, Vic*



The HCVA Bendigo Weekender



**Weekend Truck Run & Display at Bendigo,
22nd to 24th July 2022, Bendigo Showgrounds**

Celebrating 50 years of preserving our Road Transport Heritage

Bendigo has been chosen as the central location to enable Melbourne, Regional members and all Branches to attend.

The 50th Anniversary Historic Vehicle Display at the Prince of Wales Showgrounds, a bus tour of the local visitor attractions on the Saturday and a Celebration Dinner on the Saturday night.



Pricing:

Display day: free admission

Camping: unpowered site free,

powered \$25 (at your own cost)

Dinner at the RSL: at your own cost



Bus tour: Package includes the Central Deborah Gold Mine Guided Surface Tour, a lunch pack, the Talking Tram Tour, and the Golden Dragon Museum. The bus travel is free so all up This is an all-inclusive package tour and will cost \$53 per adult.
(The cost is based on a minimum of 10 people booking)



Bookings:

Camping, the bus tour and the Saturday night

Dinner are essential, please call:

Allan Taylor on 0425 718 191 or Peter Berry on (03) 5469 1239 to make your reservation.

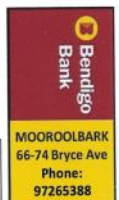


It is preferred that motel/hotel accommodation is booked through the Bendigo Visitor Centre, phone 1800 813 153 (inform them that you are with the HCVA) or visit their website.

All of the above arrangements will depend on Government Covid restrictions at that time and may be changed as conditions dictate.



Visit the Bendigo Market at the Showgrounds before you leave.



Buloke Collectable Vehicle Club Inc.

SHOW 'N' SHINE



The 3rd Mallee Bull Show 'n' Shine
Sunday, 18th
September 2022

SWAP MEET

\$10 Site

Swap Meet Sites can be set up from 7.00am



All profits this year will go to local Hospitals in the Buloke Shire.



Vehicle Registration:
Opens at 8.30am
Judging begins at 10am
Awards at 1.00 - 2.00pm
Multiple categories and special awards

Vehicle Entry Fee:
\$10 per vehicle
Includes driver
All others in car \$5 each

All Vehicles Welcome!
Classic Cars, Imports,
Trucks, 4x4's, Motorcycles,
Pedal Cars, and more!

ENQUIRIES....
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Gate Admission \$5 each Under 12 Free
Venue: Birchip Leisure Centre, Morrison St, Birchip

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SUNDAY OCTOBER 2ND, 2022

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ONE OF AUSTRALIA'S TOP SHOW AND SHINE EVENTS

OUR THEME: 1920S

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- Trucks • Tractors • Motors • Jumping Castle • Petting Zoo • Miniature Train Rides and many more attractions!

Show Cars: \$10 Inc. Driver | Motorbikes: \$5 Inc. Rider | General Public: \$5 Adults | Children Under 16 Free

Aerodrome Australia, AOMC, Automotive Superstore, Central Fire Service, Euroa Caravan Park, Euroa Gazette, Euroa Printers, Great Thompson Motors, Just Cars Shepparton, Meekele Customs and Classics, Masam Printing, Mispol, Ray's Hire, Unique Cars Magazine

AUTOMOTIVE HISTORIANS AUSTRALIA INC

AUTOMOTIVE HISTORIANS AUSTRALIA

ANNUAL CONFERENCE 2022

17/18 September 2022

FOUNDING PATRON: Ron Tauranac AO

Automotive Historians Australia will host our 6th annual conference on Saturday 17th (US time) /18th September (Aus. Time) 2022. The conference theme is:

'Wheels Across the Pacific: Transnational Histories of the Automotive Industry'.

This symposium is co-convened with the Society of Automotive Historians (USA) and will cover transnational histories of the automotive industry, shared histories that extend or go beyond national boundaries. The symposium is the first of what we hope will be ongoing collaborations between Australian and American automotive historians.

Save the date, we welcome all automotive history enthusiasts to attend, in person or online.

And please consider presenting a talk on the theme - *'Wheels Across the Pacific: Transnational Histories of the Automotive Industry'*.

This conference seeks presentations and papers that look at transnational histories of the automotive industry across the Pacific. We recognise that the auto industry has, from the late 19th century been a global enterprise although that aspect of its history is often submerged in a national story. Hence, we are looking for presentations and papers that explore ways in which the Australian and American auto industries shared expertise, skills, design and studio practices, engineering, people, business structures and management paradigms, advertising, parts and trade practices such as tariffs.

The event programme will take into account the time differences between the two countries

Abstracts of 200 words outlining the theme of your proposed paper should be sent to the AHA conveners by 30 June 2022. Note that final presentations will be 15-20 minutes in length.

Abstracts should be in Word format with the following information and in this order: a) author, b) affiliation as you would like it to appear in programme, c) email address, d) title of proposal, e) body of proposal. Emails should have in the subject heading: 'Wheels Across the Pacific: Transnational Histories of the Automotive Industry - Abstract Submission', and be submitted to: conference@autohistoriansaustralia.org

Conveners: Dr. Norm Darwin, PhD. President AHA; Harriet Edquist, Professor Emerita, RMIT University, AHA; Skip McGoun, Professor Emeritus, Bucknell University, SAH; Simon Lockrey, Associate Professor, RMIT University, AHA.

Further information: <https://www.autohistoriansaustralia.org/>

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.

MOTOR CAR & MOTORCYCLE CLASSES

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

DATE

Sunday 30 October, 2022

HOW TO ENTER

Register now to exhibit your car or motorcycle via our website at: PointNepeanMotorShow.com.au

PointNepeanMotorShow.com.au



East Gippsland Historical Automobile Club Inc

CLAIMING THE DATE

MELBOURNE CUP WEEKEND

28th October to 1st November 2022

Please join us again and enjoy the Triennial East Gippsland 50th 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

Grahams Personal mobile: - 0428 541 925

Entry forms will be available in April 2022

Entries will close on 9th September 2022

PLEASE MARK THESE DATES ON YOUR CLUB'S CALENDAR NOW

PHILLIP ISLAND MOTORCYCLE FESTIVAL

INAUGURAL EVENT

**FRIDAY 8th SATURDAY 9th SUNDAY 10th
OCTOBER 2022**

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

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



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Sun 13 to Sun 20
November
2022

THE 9th NATIONAL R&S CHRYSLER VALIANT REUNION

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THE 60'S AMERICAN MUSCLE CAR CLUB INC
PROUDLY PRESENTS :

AMERICAN BREED 2022

MUSCLE CARS AND YOU IN 2022

THE MANHATTAN

Cnr Heatherdale & Canterbury Rds, Ringwood (Melway 63 D1)

Sunday November 20th

\$10 DISPLAY CAR (Includes all occupants)

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More details: enquiries@60samcc.com www.60samcc.com

Please note: Consumption of alcohol in the car park is not permitted.



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NEW DATE

ROB ROY REVIVAL

25 & 26 MARCH 2023



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

FESTIVAL OF HISTORIC MOTOR SPORT

Australia's most authentic historic motor race meeting, staged entirely to a 1950s & 60s theme.
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For more information visit robroyrevival.mgcc.com.au

PROUDLY PRESENTED BY THE MG CAR CLUB VICTORIA

TONGALA CAR & BIKE SHOW



22nd October 2022

11am to 5pm

Various Prizes for Car and Bike show participants

Cars \$10 Bikes \$5

Live Music

Licensed Bar *NO BYO* Food Stalls Raffles and Prizes and More

All Money Raised to Go to Local Organisations

Follow us on Facebook: [Tongala Cruisers Club Inc](https://www.facebook.com/TongalaCruisersClubInc) and for more details contact
Deb on 0410342879 or debby.mcgregor@bigpond.com



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TALES FROM THE AOMC ENGINE RECORDS

Bren Gun Carrier

I just have to ask. I have to know.

Why did the Metropolitan Gas Company have a Bren Gun Carrier? What did they do with it?

As usual, I was doing my bit continuing the task of sorting engine number cards and putting them in order. I had yet another tray of Ford engine number cards in front of me and was steadily going through them when this very curious card popped up headed Ford –Bren Gun Carrier, (Metropolitan Gas Company). The Metropolitan Gas Company was the forerunner of the Gas & Fuel Corporation.

Now every card records what type of vehicle that particular engine was installed in so I was well accustomed to seeing sedan, station wagon, panel van, tractor, truck and so on. Even the odd concrete mixer, road roller and other obscurities pop up. (Ford motors have been dropped in to everything you can think of), but bren gun carrier plus who owned it? This just doesn't happen.

As with every small boy of my vintage I knew that bren gun carriers were powered by that old favourite, the flathead Ford V8 but further to that as a small boy brought up in north-east Victoria within cooe of Bandiana I knew that most would be users viewed it as a disappointing piece of ex-Army kit being of little practical use outside the Army and having a horrifying thirst to boot. Dead bren gun carriers minus engine and anything useful were a not uncommon sight in the countryside of my youth.

But this one was different. It was working, and not just working but working hard. First registered in the 40's it was registered and re-registered off and on right through to the late 1950's. Did this mean Metropolitan Gas were sloppy with their paperwork and missed paying the rego when it was due or did it mean the beast was parked up between the times it came out for some odd ball activity that only it could do. It must have been worked hard when it did come out because it also had a replacement engine in that time. In fact the whole card recorded much the same usage pattern found for any working commercial of the day.

So what was the Metropolitan Gas Company doing with a bren gun carrier? What does a gas company do that needs a bren gun carrier? Sorting AOMC engine record cards is not an exciting activity but now and then it throws up some really weird stuff. I'd love to know the answer to this one.

Bob McGrath



Above: British Bren Gun carriers in Malaya 1941

Minutes of the AOMC Delegates Meeting Monday May 23rd, 2022 at 7.30pm

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

There were 54 delegates in attendance representing 47 clubs.

Chairman Iain Ross welcomed all those attending to the second meeting of 2022, with the hope of being able to continue meeting after the disruption of the last 2 years..

Guest Speaker: Iain Ross then introduced the guest speaker for the evening, Chris Rushen from Bridgestone Tyres.

Chris started by giving an overview and some background of the Bridgestone Company. They spend \$800 million on research and development, and 10,000 tyres are tested per month at 10 proving grounds around the world.

Several tyres were on display, including an off road tyre, a high performance tyre and a fuel saving tyre.

Responsible Tyre Disposal: All Bridgestone stores are part of this program. 50 million tyres reach end of life each year and Bridgestone ensure that theirs are responsibly disposed of or recycled.

Car Club Tyre Program. Bridgestone have a program for car clubs, and they provide presentations to clubs based around the specific needs of their club vehicles. Clubs and their members are also given a 15% discount off the recommended retail price through the car Club Business Assistance Program. To access this, you just need to contact Chris and you will be given a special code to use when placing your order.

Chris then asked for any questions from the floor.

Q: What is the smallest tyre Bridgestone make?

A: Answer: 175/70 x 13. Chris recognised that they probably do not produce tyres to suit some clubs needs.

Q: As Bridgestone now own Firestone, do they have bias ply Firestone tyres available?

A: No. It is not worth providing them due to the low demand, and it is also not viable due to the standards that need to be met. Also, Bridgestone have a policy of destroying any tyres that have been in storage in their warehouse for 4 years so slow moving stock would be wasted.

Q: What is the latest situation on ageing of tyres that do not do many miles, such as on classic and historic vehicles?

A: Tyres should have a visual inspection after 5 years and should be scrapped after 10 years in normal circumstances.

Q: A delegated related how he was told that his tyres were too old and needed replacing because they were 5 years old. Chris responded that this is incorrect if the tyres are still in good condition, and the person was just saying that to sell him a new set of tyres. Another delegate noted that there is no regulation to say tyres need to be replaced after 5 or 10 years, the onus is on the owner. Many vintage cars have tyres that are much older than that. Chris added that his father has a trailer with 25 year old tyres and they are still performing well.

It is also recommended that when garaging your classic vehicle, it is best not to leave the tyres in direct contact with concrete, as the concrete draws moisture out of the tyres.

Q: How does Bridgestone compare with Michelin volume wise?

A: Bridgestone is much bigger. The Victorian warehouse alone supplies 5,000 tyres per day.

Q: Are there any tyres made in Australia?

A: No, all tyres are now imported. Bridgestone was the last local manufacturer in Australia and that plant closed in 2009. That plant produced 6,000 tyres per day. The complex in Thailand produces 100,000 per day.

Q: What components are used in normal passenger tyres?

A: That is a trade secret that even local staff are not privy to. Chris has visited the manufacturing plant, and there are certain parts that even he is not allowed to access.

Q: Do all tyres come wrapped, apparently wrapped tyres can be put away in a dark cool place and do not deteriorate?

A: No, tyres do not come wrapped except in certain circumstances such as racing tyres.

Q: What is the average slippage rate now compared to 15 years ago?

A: Chris did not that information off the top of his head, but expects that it is better now.

Q: Is there a correlation between performance and economy in terms of the life of the tyre?

A: Yes, performance tyres wear quicker due to their better grip. Fuel economy tyres have a much longer life than others.

Q: When does the 5/10 year life span of a tyre begin, manufacture or fitting?

A: It is from date of manufacture, and the date is part of the code that is printed on the tyre.

Q: What is the advantage of a low profile tyre?

A: Whilst it could be said that having less tyre wall means less stress and 'out of rounding', it really is driven by the car manufacturers who want a particular look, and also to allow bigger disc brakes.

Iain Ross thanked Chris for his presentation, and noted that if clubs are interested in having a presentation at their club to contact Chris.

Chris also thanked Tony Hall (Nissan Datsun Sports) for facilitating his being invited to this meeting.

There was then a brief break for supper.

Delegates meeting resumed after supper.

Apologies: Alan Lavis (GVMVDC), Alan Benedetti (MotorFrenz), Allan Fabry (MGCC), Andrew McDougall (Alvis & Veteran CC), Bill Allen (ABCCC & Rover P4 Guild), Darren Green (Jensen CC & Aston Martin Owners), Daryl Meek (Goldfields CC & Veteran CC), David Sparks (Austin Healey Owners), Dennis & Esther Healy (Buick CC, Oldsmobile CC & CHACA), Fred de Gooyer (Land Rover Owners), Rick & Jill Cove (GHAC, EGHAC, KVE, VMVC & DVHCC), John Ferguson (Moto Guzzi Club Vic.), Mark Fenton (Chrysler Restorers Club), Peter Welten (Triumph CC), Tony Hall (Nissan Datsun Sports Owners Club), Jim Stephen (Maserati Club of Aust.), Kevin Churchill (Model A Ford Club & CHACA),

Minutes of the February 2022 Meeting: The minutes of the February delegate's meeting were accepted on a motion moved Bill Ballard (Ford Owners, Restorers & Drivers) seconded Tim Fegan (Volvo CC) and carried.

Presidents Report: Iain Ross reported that a lot of events are happening around the clubs, but covid is still causing issues.

Treasurers Report: Mark Fenton was an apology for this meeting, and chair Iain Ross read out Mark's prepared report.

The AOMC finances are currently in a strong position and as of the end of April 2022 the AOMC Cash at Bank is a healthy **\$284,886**.

With good income from the British & European Motoring Show at Yarra Glen in February and, with other AOMC managed events being supported with sponsorship and donations from RACV we will end the current financial year in a healthy state while continuing to fund the AOMC sponsored activities that are now reappearing as COVID draws to an end.

Correspondence: There was nothing to report pertaining to this meeting.

VicRoads/Club Permit Scheme: Iain Ross reported that privatisation is underway. John Lewis has joined the new private company and will be involved with policy and the processing of club permits. The new contact person within VicRoads itself has not been confirmed yet.

AOMC are due to have a meeting with VicRoads in May, but have heard nothing so far. Complaints and queries are still coming in each week, and these are passed onto VicRoads and we do get feedback on some of these.

AOMC Events:

Seminars:

Restoration Seminar. This will be held on Saturday June 18th. Howard Billing is organising the presenters, but is having difficulty getting anyone. Clubs are encouraged to nominate speakers on relevant topics. Contact Howard in the office with recommendations.

There was a suggestion from the floor to get someone from the education system to present at the restoration seminar with regard to auto education.

Management Seminar. This will be held on August 13th. This seminar is aimed at club management and will have presenters on relevant topics.

Delegates Meetings: The August Delegate's meeting will be held in Seymour from 11am on Saturday 27th August. The venue will be the Seymour Club, which has been used in the past.

Shows: These are in planning/review stage, with a number of different venues being looked at. We are overdue for an American Show, it is the first priority at the moment. There has been mixed feedback about Yarra Glen as a venue.

Florence Thomson Rally: Maureen Ross reported that AOMC were asked to run this event by the RACV. It was very successful, with 60 cars and 123 people attending. 500 photo's have been loaded onto the website. Planning is about to begin for the 2023 event.

National Motoring Heritage Day: The AOMC promoted 3 events with the assistance of the RACV.

Gippsland: The Classic and Custom M/C club hosted an event at the Maffra Shed.70 – 80 cars and 25 motorcycles attended, not a bad turnout when the Heyfield machinery day was also being held. Local press gave very good coverage.

Trentham: Philip Johnstone reported that there were 170 vehicles in attendance, with 50 more in the outside car park as they were modern. The town was very pleased with the event.

Braeside Park: Hosted by the Dingley Village Men's Shed, and had approximately 100 vehicles attending.

Ballarat had a Heritage Display with historic vehicles involved, and it is estimated that 30,000 people were in attendance.

Iain Ross suggested that we need to encourage all clubs to run an event on the day to promote the movement, as is done in the UK and USA.

Current Issues:

Club Insurance: Clubs should have received a questionnaire about their clubs insurance. Clubs are urged to fill out the questionnaire and return it to the AOMC office. AOMC are investigating getting a group insurance that will assist smaller clubs to access insurance and keep costs down.

A question from the floor was that some small clubs that are not AOMC members would benefit from this scheme, could they be involved? Iain Ross responded that they could possibly be, it would need to be looked at.

VicRoads Rule 79a: So far 16 responses have been received to this request for responses to this new law relating to speed limits when overtaking emergency vehicles.

Iain Ross noted that the worldwide mood is changing re pollution and carbon emissions from vehicles. As a movement we need to promote positive information regarding our vehicles.

Question from the floor was "How do we lobby the government about roads that destroy cars and tyres?"

Iain Ross responded that Australia is one of the few parliaments worldwide that do not have members with a motoring interest. There is very little interest in parliament in classic vehicles.

Paul Vellacot (Aust. Lancia Register) "Could we approach the new government re the asbestos laws." Response was that this was a federal issue but it is something we should talk about and pursue.

Len Barry (Echuca Hist CC) noted that we need to look to ourselves. If you want an effect on politicians you need to speak with one voice and in Victoria we do not. There is no reason why AOMC and VicFed cannot exist under one body. Will the committee of the AOMC approach VicFed about getting one organisation with one voice to speak for the movement?

Iain Ross responded that yes, we do need to have a single voice and be strong. NSW currently also have 2 representative bodies with a 3rd forming. Happy to extend olive branch and speak to VicFed and see what happens.

Chris Henry (GVC) asked if this should be extended to other representative bodies such as VHRA, Hot Rod Association, ASRF, motorcycle groups and any other group that represents clubs. This gives a bigger group and a bigger pool of resources such as a potential lobbyist.

Chris added that Victoria has the most collectable vehicles per capita in Australia according to ASRF statistics.

Robert Greene (Macedon Ranges) pointed out that in the UK there is problems with accessing coal for traction engine vehicles. He then spoke about the issue of the importation of older heavy vehicles, due to the provision that anything over 15 years old cannot be imported.

He also noted that we need to forge links with schools and politicians to educate them about our movement. Need to promote that clubs are about more than just cars.

Chris Henry (GVC) suggested forming a committee from delegates ranks to figure out how to approach this issue, who to approach and how to approach.

Wandy Leake-McIntyre remarked that she travels 4 hours each way to attend these meetings, and there has been a lot of handwringing about "What do we do", and nothing has been done. Need someone to take on a job and get started rather than talk about again at the next meeting.

Iain Ross responded that this will be discussed at the next committee meeting, and look at approaching VicFed about a joint approach.

David Williamson (Rover CC) asked when the next AOMC committee meeting will be held so that clubs can get submissions in to the committee. Iain responded that it is the first Monday in June, so any club submissions are welcome and need to be in by then.

Chris Henry (GVC) noted that SEMA in the USA have a very big clout politically and have effected legislation.

Philip Johnstone (TSOA) spoke about the federal representative bodies, AHMF & AHVIG. AHMF consists of peak state bodies Not much real action comes from this organisation.

AHVIG is a much more active group which arose from the luxury car Tax and Asbestos issues which they were prominent lobbying federal departments over.

Engine Number Records: Philip Johnstone reported that there has been some interesting searches, including a Lagonda, a Land Rover request from Malta, a Buick, Sunbeam Alpine, Leyland P76 and a 1916 Stutz Bearcat (formerly owned by Hugh Guthrie) request from the USA for more information.

Philip then outlined how VicRoads Freedom of Information requests work. VicRoads require registration number to be able to provide information. The ENR are able to provide the registration numbers so that FOI can be proceeded with.

Minor Funding for Clubs: Small clubs without an ABN have not been able to get access to RACV funding due to everything now coming from RACV community grants. These clubs can now get access to RACV funding through the AOMC. Clubs still apply to the RACV for funding, but the funds are paid to the AOMC (who have an ABN), which are then paid onto the relevant club.

Delegates Reports.

Mike Barber (Cobra CC): reported that the Cobra club drove the F1 drivers on their parade at the Melbourne Grand Prix.

Grant Tasker (Zephyr & Zodiac Owners Club): Club recently visited the Sapphire Coast CC, who count their partners as members to have more clout when putting in submissions.

Wanty McIntyre-Leake (Sun Country): Picnic on the Lake at Yarrawonga attracted 153 vehicles. Great setting on the foreshore.

Bill Ballard (F.O.R.D): Noted that there were great celebrations around the Sydney harbour Bridge turning 90, but closer to home the Essendon Airport had its 100th anniversary to little fanfare. The Ford Owners & Drivers Club were asked to put on a display for the low key event that celebrated this milestone. There was little aeronautical history involved. Should have been celebrated in a better way.

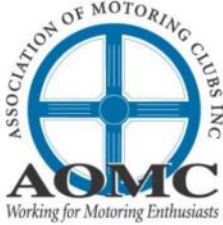
Chris Henry (Gippsland Vehicle Coll.): The current British & European display is doing well. Motorcycle display begins in mid July.

John Howell (Rootes Group): The 16th national Hillman rally is to be held in Warrnambool in October this year.

Don McGregor (Macedon Ranges): Recently attended the street Rod Nationals in Ulverstone, Tasmania. Over 400 cars were on display.

Iain Ross reminded delegates that Winton Historic race meeting is on next weekend, 28th to 29th May.

With there being no more delegates reports, chair Iain Ross announced the meeting closed at 9.45pm



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

CLUB CONTACT DETAILS - UPDATE FOR 2021 - 2022

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

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

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

CLUB

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

CLUB POSTAL ADDRESS & CONTACT DETAILS

Name		
Street/PO Box	Town	Postcode
Phone	Mobile	
Email	Website	

PRESIDENT

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

SECRETARY

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

MORE OVER THE PAGE

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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		

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

FROM THE AOMC ENGINE RECORDS - DID YOU KNOW?

In Victoria, up until 1910 motor vehicles were not "Registered". The Government determined a need to regulate the use of motor vehicles (and gain some revenue?) and so on 4th Jan 1910 *The Victorian Motor Car Act 1909* came into force. This required motor vehicles operated on public roads in Victoria to be registered and drivers to be licensed.

From the registration records of 1910 onwards the names of prominent Victorian residents can be found among the owners of motor vehicles. There were also commercial companies eg. Dunlop Rubber Co of Australasia and Dennys Lascelles. Taxi services, water and electricity suppliers were also listed but a more interesting owner of a motor cycle was The Australian Gasfitters & Plumbers Union in Carlton. Was this the first union to operate a motor vehicle in Victoria?

If you want to know the details of your vehicle - perhaps to establish originality, explore family 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

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
	\$115	\$115	\$90
	Maximum fee \$160		

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 [#]
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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