

AOMC News

February 2023 - Issue 159

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.

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

Front Cover Photo: The Festival of Motoring which was held at Cruden farm was a great success. On the cover is a group of Austin Healey Sprites representing their club on the day.

More pictures from the day on page 19 and 20 of this issue.

ASSOCIATION OF MOTORING CLUBS ISSUES & ACTIONS

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

Presidents Report

Welcome to 2023 - I hope the Christmas and New Year season has brought health and happiness to you and your families and also provided an opportunity for you to get on the road in a heritage vehicle. It has been a busy start to the year for the AOMC with our first event, the festival of Motoring at Cruden Farm being done and dusted. It was a very pleasing result for our inaugural Festival with nearly 400 heritage vehicles in attendance and approximately \$15k being raised for Beyond Blue. I would like to personally thank everyone who attended and volunteered at this event and in particular Iain and Maureen Ross for all of their tireless work in pulling the event together. We acknowledge gratefully the support of the event sponsor RACV.

Preparations are well underway for one of the highlights on the motoring calendar, the British and European Motoring Show. I often credit this event with the igniting of my passion for all things motoring, remembering as an 18 year old being able to display my then Morris Minor 1000. The highlight of this day and every B & E following was for me as a young person being able to be included in a community of enthusiasts where as long as you were passionate about your vehicle, you were welcome. I invite everyone involved with this years event to use the opportunity to inspire any interested visitor about your vehicle. Marque or club, you may just spark a life long passion. Our sincere thanks again to the RACV for their ongoing sponsorship and support of this premier event.

The AOMC and the Victorian Federation of Veteran, Vintage & Classic Vehicle Clubs have formed a joint working party, to provide a united voice to stakeholders on issues that impact the Victorian heritage motoring movement. The working group, consisting of 3 members of each body has met some 3 times already and have already written to VicRoads jointly seeking to meet with them regarding display rights for heritage numbers. We have identified the following priorities to work on together and I would welcome any feedback or constructive comments thereon

- Relationship and contacts at the Department of Transport/Vic Roads
- VIN Numbers
- Heritage registration numbers
- Annual RWC tests for heritage vehicles
- Economic Value of Historic Motoring Survey
- Environmental/Fuel/Carbon considerations.

You will also note that we are attempting to capture and celebrate the significant contributions to the community and charities by our clubs – please let us know of such initiatives and activities so that we may highlight them in our newsletter and also attempt to quantify and further celebrate the fine community work that is undertaken by motoring enthusiasts

In late 2022 the AOMC embarked on a Carbon offset scheme for the movement. This scheme, similar to what is being undertaken by like peak bodies internationally, has the objective of changing the perception of some in the community that our heritage fleet are just gas guzzling polluters. Of course, we know differently and each one of us values our vehicles or machinery as significant pieces of Australia's cultural heritage as well as valuing health benefits from the camaraderie and community embraced by our members.

Our choice of GreenFleet to work with was made after significant due diligence of similar organisations, GreenFleet being a Registered Charity and also a provider to Victorian Government departments and some major universities and corporate partners. We all may have views on the environment and our future however this program has been auspiced by the AOMC, its committee made up for your clubs to challenge the perception of the movement. I encourage you to give this objective consideration.

The Committee of the AOMC is also undergoing a review of its strategic objectives and I will take great pleasure in reporting on these in our next newsletter.

See you all at the British and European and may you enjoy Safe Summer Motoring

Keith Mortimer

Motoring making a difference

Each year our clubs are involved with many activities that “give back “and make a difference to the communities that we live within.

These activities could be as simple as attending a show run by a community organisation, raising funds for a charity, or as targeted as a toy or food drive for the Smith Family or Foodbank or as large scale as some of the disaster relief efforts provided by our some of our commercial vehicle clubs when feed was required in impacted areas.

These activities are certainly worthy of recognition both within our club membership and in the community in general. The AOMC would like to highlight these activities by having a special feature in every future AOMC Newsletter called “Motoring making a difference”.

We invite clubs to provide stories and some pictures of activities that demonstrate the positive contribution our clubs and members are making within the communities which in which we live.

Keith Mortimer
AOMC President

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.

British & European Show 2023: Sunday February 26th is the date you can mark in your club diary for this popular show. Open to all vehicles of British or European heritage. This show is now also going to appear at a different venue, Caribbean Park.

Florence Thomson Tour: This annual event is again scheduled for 2023 and will run from Friday 28th to Sunday 30th April. The 2023 tour will be based around Wangaratta. A flyer with more information appears further into this issue.

National Motoring Heritage Day Sunday May 21st.: The aim of the National Motoring Heritage Day (NMHD) is to promote and display Australia's strong motoring heritage and also show the community, business and government the strength of the Australian motoring movement.

AOMC is planning to hold several events again around regional Victoria and in the metropolitan area. Details will be sent to clubs when available, and flyers for events at Trentham and the Maffra Shed are included in this issue on pages 25 & 26.

All proceed from these events go to the hosting clubs and/or their chosen charities.

We also request that our members advise us of their planned club event and we will list them on our web site events page and our face book page. We urge our members to support us and the movement by providing us with the information about your events.

Information should be forwarded to Howard our office manager at office@aomc.asn.au

AOMC March Delegates' meeting.

Monday 6th March 2023 at 7.30 pm.

NOTE CHANGE OF DATE

Venue: Jaguar/Austin Healey Owners Rooms

21 Rosalie Street Springvale.

Mel Ref 80 A8

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

office@aomc.asn.au

or telephone: (03) 9558 4829

Meals will be available prior to the meeting at 6.30pm, provided by the Wheelers Hill Lions Club at a cost of \$15. Bookings essential to above email or telephone contact.

All proceeds go to the Lions Club charity projects.

Guest Speaker: Leigh Booth—Tyre Safety

Leigh is a retired VicPolice major accident investigator and has been a professional witness at Coronial Inquests. He has a mechanical background and has covered thousands of incidents.

AOMC Delegates' Meeting Dates 2023

Mark these in your Diary

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

May: Monday May 22nd

August : Saturday Aug 26th (venue tbc)

November : Monday Nov. 20th including AGM

WANTED – MATURE APPRENTICE

For the AOMC Engine Records

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

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



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

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

0417 014 636.

OBTAINING YOUR CLUB'S CLUB PERMIT LIST FROM VICROADS

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

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

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

AOMC Carbon Offset Program

The AOMC is offering motoring enthusiasts the opportunity to support the environment through a carbon offset scheme. This program enables you to demonstrate a commitment to both the environment and to the preservation of our motoring heritage. It also allows the AOMC to highlight to government that the environment and our heritage fleet can exist in harmony. This will, amongst other benefits, help us to support the current Club Permit system.

The annual tax deductible carbon offset fee for a collectable car is very cheap (\$18 for 3000 km/year and \$36 for 6000 km/year) recognising that our historic cars produce very little greenhouse gas per year.

Why should you purchase Carbon Offsets?

As an enthusiast you probably have a favourite type of car. You also understand that other people like different cars. Some may like old army jeeps, while others like sleek sports cars. And then there are those who like old trucks or even old Triumphs (your parents or grandparents may have owned one as you were growing up). But there are other people who see old cars as just being out of date, unsafe and unnecessary users of petrol.

We understand that big SUV's produce a lot more greenhouse gas than many of our collectable cars, especially as our collectable cars are only driven occasionally. The scheme developed by the AOMC with Greenfleet enables us to show to government and the general community that we are committed to both the environment and the preservation of our motoring heritage.

Greenfleet

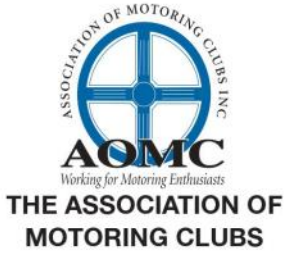
Why buy offsets from Greenfleet? This is a widely recognised not for profit organisation that, since 1997, has planted over 10 million trees and created and is maintaining over 500 biodiverse forests. It is also recognised by the Government with accreditation to provide tax deductible receipts.

For more information, including how to purchase carbon offsets, go to the AOMC website:

www.aomc.asn.au/carbon-offset



AOMC Carbon Offset Program



The Association Of Motoring Clubs (AOMC) through Greenfleet, is proud to announce a new initiative where motoring enthusiasts can support green programs in Australia through a carbon offset scheme.



Your support of this program demonstrates the enthusiast movements commitment to both the environment and the preservation of moveable cultural heritage and allows the AOMC to advocate that the environment and our heritage fleet can exist in harmony.

To play your part

- Nominate how many kilometres you will travel each year in your historic vehicle(s).
- Pay a small annual fee to offset the carbon generated.
- It's that simple.

GreenFleet invests funds by planting and maintaining legally protected, biodiverse forests and since 1997 GreenFleet has planted over 10 million trees creating 500 native forests and your support enables this fabulous work to continue and thrive.

All donations to Greenfleet are tax deductible and you will also receive a certificate in recognition of your support.

To be part of this exciting new program today

www.aomc.asn.au/carbon-offset

 [fb.com/GreenfleetAustralia](https://www.facebook.com/GreenfleetAustralia)  [fbcom/infoaomc](https://www.facebook.com/infoaomc)



Thank you for helping to grow climate hope by offsetting your historic vehicle's carbon emissions today.



10
million trees
planted



500+
native forests
created



3.9
million tonnes of
carbon offsets

BRITISH & EUROPEAN MOTORING SHOW 2023

Presented by
THE ASSOCIATION OF
MOTORING CLUBS



Open to all Vehicles manufactured in UK and Europe

Incorporating

- The MG annual concours
- 100 years of Triumph cars
- 125th anniversary of Riley cars
- 40 years of the Peugeot 205
- 50 years of the Volvo Club of Victoria
- 60 years of the Rover P6 & Triumph 2000

Supported by



Gates open-
Display vehicles from 9am
Spectators from 10am

Event details 0473 832 277
For site plan and more info:

[www.aomc.asn.au/
britishandeuropean2023](http://www.aomc.asn.au/britishandeuropean2023)

fb.com/infoaomc

See over page for more details.

Sunday 26th February 2023

Event Central at Caribbean Park

Entry from Ferntree Gully Road, 1km north east of the Eastlink junction



FLORENCE THOMSON *Tour*

**FRIDAY 28th - SUNDAY 30th
APRIL 2023**

Based around Wangaratta

Is proudly brought to you by the
Association of Motoring Clubs (AOMC) on behalf of the RACV

To celebrate the pioneering spirit and
contribution of Women to Australian motoring

So, Ladies, please put the date in your diary so you don't miss out

Enquiries to
florencethomson@tour@gmail.com



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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.

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Australian Border Force and Old Car Imports

by Doug Young, Australia Historic Vehicles Interest Group (AHVIG)

The following article was published in The Vintage Car in August 2018

Australia banned the importation of asbestos and ACMs (Asbestos Containing Materials) at the end of 2003. After 13 years of looking the other way, for the last 18 months Australian Border Force (ABF) has been actively targeting second hand car imports looking for asbestos – and as you can only legally import a car made before 1989, it means predominantly cars over 30 years old. Others caught up in this are newer cars brought in temporarily for rallies and other events.

They are not only looking in the obvious places, like brakes, clutches and gaskets, but also in wiring loom insulation, headlining, under body sound deadener (sealer), door frame padding, windscreen caulking, windscreen washer bags,

and body items like air scoops and ducts. The technique used is called, for good reason, “destructive testing”, and entails removal of material for testing, thereby destroying the originality of the vehicle. It has also been reported that sealed compartments, eg double firewalls, have been drilled to see if any asbestos is contained in the sealed cavity. ABF don't actually get their hands dirty, but direct it to be done by external “hygienists” etc.

This has stopped many old vehicles coming to Australia, both temporarily and permanently. The debacle over the 6 asbestos free Maseratis being turned around at the wharf made news around the world. Two of these were Australian based cars which had been sent overseas to be restored with asbestos free components. People wanting to take their pre 2004 cars overseas for rallies now cannot do so because they may not be able to bring them back. It also prevents people repatriating some of the great Australian cars we have lost, and has resulted in the cancellation of a number of international events which would have seen enthusiasts bring their old cars here for the event. The injection of funds to the communities through which these events travel is substantial – but now lost.

The ABF professes to be doing so out of concern for ‘public safety’ and ‘protecting the community’. They make statements about ‘deadly’ or ‘lethal’ asbestos being found in classic cars.

This article examines the validity of these propositions.

According to the Australian Bureau of Statistics, 9 million pre 2004 cars (which could legally contain asbestos) are still registered on the road. It is estimated that at least 6 million vehicles still retain asbestos containing (AC) components. These cars present no risk to anyone, including mechanics, providing long established simple, cheap practices are followed. Last financial year, the ABF detected 60 second hand vehicles being imported which contained some asbestos. Unless there is a concerted campaign to remove asbestos from the 6 million AC cars still safely using our roads, what is the point in stopping 60 equally safe vehicles a year? And would the community be ‘protected’ and the public any ‘safer’ if they did? The answer is no.

Background.

In the 1970s Australia had the highest usage of asbestos of any country in the world. This was because we had abundant naturally occurring supplies which were mined, and it was processed in most capital cities. It was used primarily in building materials and even today, 1 in 3 Australian homes contain asbestos in their building and insulation materials. This has been identified, time and time again, as where the real risk of asbestos related disease comes from, not old cars. Those now at greatest risk are the DIY home renovators and their families.

Asbestos is only harmful if breathed in, and while it remains bonded into products, such as fibro, it does not present a risk. It is only when disturbed, by fracturing, cutting, drilling, sanding, demolishing, and building fires etc that respirable fibres are released. Asbestos has also been the subject of extraordinary publicity in Australia, and properly so, with various scandals like James Hardie Industries (and the antics it engaged in to avoid asbestos liability), the CSR blue asbestos mine at Wittenoom, Mr Fluffy insulation in the ACT, and the innumerable inquiries, reviews, and national assessments of asbestos related issues. There are a number of State and Federal bodies whose sole reason for existence is asbestos and the threat it represents.

From the 1st January 2004, Australia banned the importation and use of asbestos and ACMs.

Until then, it was legal for manufacturers of motor vehicles to use asbestos in new cars. The ABS conducts censuses and surveys on motor vehicle numbers and use. In 2017, there were 18.8 million vehicles registered for use in Australia, with an average age of 10.1 years. Based on similar number from 2015, the Asbestos safety



and Eradication Agency (ASEA) estimated in November 2017 that half these vehicles were made before 2004. This means over 9 million pre 2004 vehicles are still on the road.

AHVIC estimates that of these, around 900,000 are pre 1989 vehicles (ie over 30 years old)

While some pre 2004 vehicles may have had every AC component replaced, probably 2 thirds, or 6 million still contain some original asbestos containing components. Obviously, the higher mileage vehicles will have had brake pads and linings replaced with non AC components, and perhaps clutches, but the other AC components will probably still be in place. For the cars over 30 years old, unless a car has had a complete restoration with every component replaced, almost all will still contain asbestos.

The question therefore is: what risk do these components represent for owners, passengers, mechanics and the general public?

There are 3 categories of people to consider: those who travel in these vehicles, those who work on them, and the general public. And 2 categories of asbestos containing material, that which is bound into, and remains in a matrix, such as gaskets, insulation in various forms, and those where the release of asbestos fibres can occur, such as brakes and clutches in normal use.

Gaskets and other items where asbestos is bound into a matrix.

Numerous scientific publications all reach the same conclusion: unless fibres in gaskets and other items are abraded, there is negligible risk to anyone from what is termed non-friable asbestos.

In 2012, the ACCC looked at the illegal importation from China of almost 25,000 Great Wall and Chery cars which had asbestos in their engine gaskets. It could have ordered a recall of all 25,000 vehicles, but did not. Instead, it looked at whether these gaskets presented a hazard to anyone – owner, driver, passenger. Or people working on such vehicles.

Based on expert opinions from Occupational Health and safety Consultants (Hibbs and Assoc.) and its own knowledge that automotive workshops were well used to safely managing asbestos in pre 2004 cars, it concluded:

- 1.- There is no asbestos related health risk to the driver or any passengers who use the vehicle. The gaskets are tightly embedded in the vehicle and present no hazard during normal operation of the vehicle.
- 2.- Caution must be taken if carrying out maintenance. Procedures have been prepared and implemented to ensure that the gaskets are handled correctly by mechanics during maintenance of the vehicles. Any work involving these gaskets should be carried out by an authorised Chery dealer or a licensed motor mechanic who has been made aware of these procedures.
- 3.- Many vehicles built before the asbestos ban contain the substance in similar gaskets, and it was commonplace in friction components such as brakes and clutches, meaning the vehicle service industry is well versed in managing the risks. However, consumers and automotive repairers must be made aware that the risk may be present in these newer vehicles.
- 4.- Consumers with other older vehicles are therefore also advised to take precautions when performing do it yourself maintenance that might disturb gaskets. A work safety guidance note is available from: www.worksafe.vic.gov.au

The ACC therefore saw no need to recall and replace all gaskets – a warning sticker that the vehicle contained asbestos was sufficient.

The above conclusions were the same as those reached earlier regarding the importation of another Chinese brand - Geely, where a different expert provided the same opinion. In short, these items represent no risk to anyone, provided those working on such components follow simple, well known procedures.

All States have similar published procedures for safely working on vehicles which contain asbestos – in particular the ‘Wet Method’ can be utilised by home DIY mechanics simply and cheaply.

The essence of the Wet Method is to wear gloves and disposable coveralls and a disposable P1 or P2 respirator mask (eg. from Bunnings), cover the ground under the areas being worked on with a plastic sheet, don't blow out brake components with compressed air or high water pressure (such as from a garden hose) but use a low pressure spray bottle like you get for \$2 from a supermarket to wet everything, wipe everything down with wet rags, dispose of them, the plastic and the gloves and coveralls carefully in sealed bags marked ‘asbestos’, and take them to the tip where dedicated facilities exist for receiving asbestos waste.

As gaskets do not pose any risk, the same must apply to other components where the asbestos is bound within a matrix, basically everything apart from friction components such as brakes and clutch parts, which create dust in use.

Brake and Clutch Components.

What risk do brake and clutch components represent? None of the Australian institutions devoted to asbestos safety, such as ASEA, suggest they represent a risk to anyone other than those who work on such vehicles. There is no suggestion of risk to owners, drivers, passengers or the general public. Their focus, appropriately, is on exposure to asbestos from building materials. Around one third of all dwellings contain asbestos, which becomes dangerous when disturbed.

The science also supports the view that the general public is not at any risk from asbestos dust caused by using brake and clutch components containing asbestos. The World health Organisation report in 2014 referred to an

Australian survey conducted in 1976 (when every brake lining and pad would have contained asbestos) which found airborne levels to be very low (0.5 particles/mL) in the immediate vicinity of the intersection braking area of the Tullamarine freeway. At a different location (30 metres from the nearest traffic), levels were well below the level of detection.

The same 'Wet Method' is recommended not only for gasket removal but also – and more specifically – for brake and clutch work.

As asbestos in pre 2004 cars presents no risk to owners, passengers, the general public, and is only a risk to mechanics who do not use simple proven methods to eliminate risk, what is the point in stopping the import of pre 2004 cars? Especially when there are at least 6 million such cars being used here already, with all the risks properly managed?

The answer may be because the ABF has been frequently criticised for failing to detect asbestos in a range of imported products – not only the 25,000 Great Wall and Chery cars – but multiple building products such as those used in Queensland's new Executive Building and the Perth Children's Hospital. When in 2016, an external review of the ABF's handling of asbestos found some was still getting in, the unions and the Queensland Government wasted no time in using the ABF as a blunt instrument with which to attack the Commonwealth.

Pre 2004 cars are an easy target – with the ABF reporting on 18 June 2018: "This financial year, imported secondhand vehicles continue to dominate asbestos detections, with more than 60 cars and motorbikes found to have asbestos containing parts. There have also been four detections of asbestos in building materials to date."

So while the ABF is entitled to look for asbestos in old cars, it is misleading to paint the asbestos they contain as dangerous, or suggest they are doing so out of concern for public safety and community protection. Unfairly demonising old cars also needlessly harms the old car movement, and those who depend on it for their livelihood, across Australia.

The Historic Car Movement.

There are around 900,000 cars over 30 years old in Australia. All were obviously made well before the asbestos ban came into effect. Unless the car has had a complete nut and bolt restoration since 2004, with every brake lining, brake pad, clutch plate, and every gasket replaced, it will contain asbestos. This presents no risk whatsoever, provided those working on them follow the long established simple procedures.

I believe that the movement should:

- 1.- Seek to educate its DIY members in safe asbestos handling techniques, and,
- 2.- Oppose the Government position on asbestos in pre 2004 car imports, and seek a legal exemption for them.

What needs to be changed?

There is no point in trying to get ABF to change its stance. While everyone has known that all pre 2004 cars could contain asbestos, the ABF chose not to target them for 13 years (2004 – 2016 inclusive).

There is also no point in trying to get the Ministerial exemptions, as the asbestos used in car components is exclusively white asbestos, or chrysotile. The Minister can only exempt the import of white asbestos if the purpose of importation is for "research, analysis or display". Cars which will be used on the road are unlikely to qualify.

The prohibition on the importation of asbestos is in Regulations made under the Customs Act 1901. The only way therefore to achieve change is to persuade both houses of Federal Parliament to change the law.

Closing Comments.

1.- Unless and until the Commonwealth funds the removal of asbestos from all pre 2004 cars it allowed to be sold here – cleans up its own backyard, as it were – then it can hardly take the high moral ground on imports of identical cars. Only the ABF is taking the extreme position of ignoring the 6 million elephants already in the room.

2.- There is no coherent policy across all Federal agencies and Departments. The ACCC has the most realistic and practical approach, focusing as it does on avoiding 'consumer detriment' and this should inform the policy to be adopted by all agencies and Departments.

3.- There is no demonstrated risk associated with asbestos in pre 2004 cars and there is no detriment in allowing such cars to cross our borders freely.

4.- Given there are at least 6 million cars containing asbestos on the road, which present no risk whatsoever, stopping a handful at the border is an extraordinary waste of taxpayer funds which could be better spent looking for drugs and other substances which are truly hazardous.

Doug Young, Chairman Australian Historic Vehicle Interest Group.

ACT registration changes.

From July 1 vehicle registration fees in the ACT will be based on CO2 emissions rather than weight.

EV registration costs could almost half - from \$599 to \$329, Hybrid costs will also fall to around \$365. Those currently enjoying a two-year amnesty for driving EVs and hybrids will move on the new schemes

The majority of petrol-driven vehicles, including utes and other light commercial vehicles should pay the same in registration as currently

High-emitting vehicles, such as sports cars and other heavier transport will face a price hike capped at \$50

'These new initiatives are designed to ensure we have an appropriate vehicle registration system for the future,' Mr Barr said, 'They will see lower fees for lower emission vehicles, including for lower emitting petrol and diesel vehicles.'

Canberrans who own new or used zero-emission vehicles have already enjoyed a two-year amnesty of registration. When that lapses they will move onto the new registration scheme.

As part of the new package of measure those with low-income concession cards asylum seeker ACT Service Access cards will not need to pay to register their vehicles, regardless of whether they were electric or petrol-powered. However, the people in those categories still need to get mandatory third-party insurance.

Smart Energy Council chief executive John Grimes said the territory's new approach to registration should set a precedent for other governments to follow. Mr Grimes said the emissions-based registration scheme would be similar to programs in countries such as Norway, where 79.3 per cent of new vehicles sold are electric models.

Other states and territories to offer discounts for electric vehicle registrations include Victoria, Queensland, South Australia and the Northern Territory, though Victoria also imposed a road-user tax for low-emission vehicles last year.

The ACT government has previously offered other incentives for EV buyers, including interest-free loans and a stamp duty exemption for new and second-hand electric cars.

Electric vehicles made up 9.5 per cent of all new car purchases in the ACT last year, outnumbering sales in other parts of Australia.

Despite the ACT government's determination to go green for some revhead enthusiasts the territory is best known for hosting the annual Summernats celebration of petrol-guzzling tyre-screeching show cars.

NSW is also introducing green-tinged changes to vehicle registrations but they will be giving motorists the option of paying more to offset emissions. Motorists can pay an extra \$80 to offset their annual emissions but during registration they donate anywhere from \$5 to \$200 to projects that reduce CO2. NSW Treasurer Matt Kean stressed the extra payments were voluntary.

'We're not forcing anyone to do anything,' Mr Kean told the ABC, 'For those people that can't afford electric vehicles ... they can choose to offset their emissions. This is an opportunity for people to do their bit for the environment.'

The road transport sector is responsible for about 22 per cent of NSW emissions with 50 per cent of that total coming from passenger vehicles.

The money will go to projects such as a regeneration scheme in the Bourke and Brewarrina shires of growing native forest on cleared land.

Motorists will be able to track online the projects their money is going towards.

The Queensland government ran a similar scheme for two years from 2009 but it has been shelved.



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

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What You Can Find on the AOMC website.

The AOMC website has a trove of valuable information and latest news for clubs and their members. There are details on the Club Permit Scheme, the Engine Number Records service, a listing of member clubs, a gallery of images from past AOMC events, an archive of AOMC publications, and listings of valuable information and service providers such as those listed below. All this can be found by visiting the AOMC website and navigating the relevant toolbars. The following listings are all in the 'members' section of the website

Roadworthy Certificate Testers.

The list of Licensed Roadworthy Certificate Testers has been extracted from AOMC Member Newsletters. They have been listed on the basis that they are familiar with older vehicles.

At present there are 30 testers listed from around Melbourne and regional Victoria, covering cars, trucks and motorcycles.

Service Directory.

This is a list of service providers covering the following areas:

Badges, Batteries, Bearings & Oil Seals, Brakes & Clutches
Carburettors & Fuel Injection, Covers, Dashboards & Steering Wheels,
Electrics & Lighting, Engine Rebuilds, Engineering, Exhausts,
Fasteners & Shims, Gaskets, Gearboxes & Differentials,
Hoses & Fittings, Instruments, Insurance – Club, Insurance – Vehicle
LPG Kits & Parts, Metal Merchants, Metal Forming, Panel & Paint,
Paint Strippers & Stripping, Pattern Making, Plating, Restoration,
Radiators & Cooling, Rubber, Seat Belts, Servicing, Spare parts,
Shipping – Import & Export, Springs, Struts – Gas, Upholstery & Trim,
Wheels & Tyres, Windscreens, Woodwork & Framing.

Club Membership Software

This is a free software program downloadable from the AOMC website for clubs to manage their membership database and CPS vehicles.

Victorian Transport Museums

This is a listing of Museums relating to transport in Victoria, covering cars, motorcycles, trucks, trains & trams, aviation, maritime, agricultural, steam, and military. There are currently 53 museums listed.

Club Events

There is a club event calendar listing of events that are not restricted to club members only. The listing includes a flyer and contact details. Clubs are able to list their events on this site by going to the 'Club Event Calendar' page under Shows & Events, and clicking on the 'Submit Your Motoring Event' button. This will take you to an online form to fill out, attach a copy of your event flyer, and your event will be posted on the AOMC club events site. There is no charge for these listings.

Robert Shannon Foundation



The Robert Shannon Foundation was established in 2003 to perpetuate the memory of Robert Shannon, founder of Shannons Insurance, who died unexpectedly in March 2000. Robert was an avid classic car enthusiast, who especially enjoyed his 1930 Invicta S Type. He was a strong supporter of the historic motoring movement and was concerned that it was not attracting enough younger people, particularly in the areas of the preservation and restoration of classic vehicles. The Robert Shannon Foundation has no connection with the Shannons Insurance organisation. All correspondence related to the Robert Shannon Foundation should be sent to the Robert Shannon Foundation through the relevant State Council.

AIM: After the success of the Shannons 2001 National Motoring Tour, the Australian Historic Motoring Federation (AHMF) established the Robert Shannon Foundation. The AHMF is the national body representing classic and historic vehicle clubs in all states and territories. The purpose of the Foundation is to encourage people under the age of 30 to become involved in the restoration and preservation of veteran, vintage, post-vintage, historic 50's, historic 60', historic 70's and historic 80's vehicles up to 30 years old.

The Foundation may:

- help with the purchase of specialist tools or equipment
- assist with the actual cost of restoration work
- contribute toward TAFE or other fees
- contribute toward any project considered worthwhile by the Trustees.

Funds: The Robert Shannon Foundation operates a limited funds account to fund these grants. Essentially the funds are invested for the year at the best current rates available through an Australian financial institution. The sum available for grants is then based on sum of the interest earned on that investment.

To assist in increasing the value of these grants we would appreciate donations to help build our investment funds. Unfortunately, although having gained recognition as a charitable organisation we are still working on the process for tax deductability of donations.

ELIGIBILITY: Any person or group of people under the age of thirty years and engaged in studying automotive restoration and preservation or actively working on historic vehicles is eligible to nominate for a grant.

Applications for 2023 grants must be received by the AOMC by May 1st., 2023

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.

To register, go to the AOMC website: www.aomc.asn.au then click on 'Publications' then 'AOMC Newsletters' to find a link to subscribing.

There is no cost for this subscription.

Festival of Motoring - Cruden Farm



.A new event run with the cooperation and support of the RACV, with proceeds donated to Beyond Blue.

Some 390 classic vehicles and over 500 spectators visited Cruden farm, despite early in the day being showery , the sun soon came out and the day was delightful.

I must pay tribute to the farm manager at Cruden Farm who really did a sterling job to ensure the grounds were in great condition for our event.

Traffic flowed into the venue easily and soon picnics were being set up around this historic property. I thought the pre war vehicles allocated the lawn area between the house and the lake looked really great.

Trophies were awarded and the winners were:

Best Pre 1930 vehicle Bruce Smeaton's 1923 Amilcar

Best pre 1940 vehicle David Howell's 1937 Singer Nine Coupe,

Best pre 1950 vehicle Andrew Hendy's 1949 Triumph 2000 roadster,

Best pre 1960 vehicle Gillian Gilbert's 1958 Volkswagen Beetle,

Best Pre 1960 vehicle Jayne Pyne 1961 Holden FB

The day raised \$14,000 for Beyond Blue and I trust those that attended enjoyed the day.

(More photographs from Cruden Farm next page)



More images from
the Cruden Farm
Festival of Motoring
event.

Photographs taken
by Howard Billing



70th Anniversary REDEX RERUN

Expression of interest in participating in proposed 2023 – 70th Anniversary REDEX RERUN

The 1953 REDEX trial not only captured the imagination of the Australian public, it was also critical in establishing the reputation and subsequent sales success of the FX Holden and the Peugeot 203.

Of the 142 cars that completed the 10,000 km trial in September 1953, 19 were Holdens (recorded as Holden 48 -215s) and 9 were Peugeot 203s. The first 20 finishers included 4 Holdens and 3 Peugeots.

To commemorate what was also known as the inaugural Round Australia Trial, the Peugeot Car Club of Victoria is planning to conduct a 70th Anniversary REDEX RERUN, basically a 3-day + 1 rest day tour from Melbourne to Sydney, with as much of the route as possible along the old Hume Highway. The event will be open to car models that were on-sale during the first half of the 1950s, and it is anticipated that the majority will be Peugeot 203 – 403 and Holdens FX -FJ.

It is anticipated that the event will be in late August - first half of September, however the final date/s and route have not yet been selected. The total number of cars will be limited.

If you are interested in participating, please indicate your interest by filling in the form below and returning to:

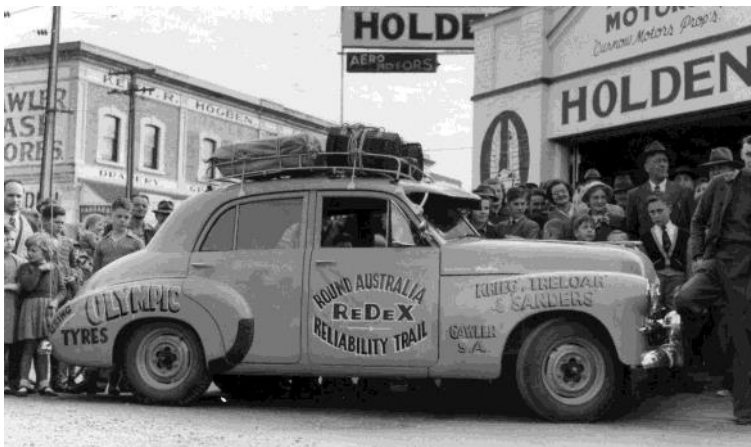
Ian Hampton

8 Nimby Place, Cooma NSW 2630

Tel.: 0400 528 115

or by email to: ianhampton@iinet.net.au

Below are some historic photo's from the Redex Trials





Touristic Classic Motorcycle Event

Wednesday, 10 May 2023 through Sunday, 14 May 2023

Start and finish in 2345 Brunn am Gebirge near Vienna Wien

At the beginning of the 20th century, when motorsport was emerging worldwide, the British island of Isle of Man was considered “the” Mecca of motorbike racing for fans of this sport. Since 1907, daring road races have been held there under the name “Tourist Trophy”, or “T.T.” for short. The race is considered the oldest, most dangerous and most controversial race in the world. It is run on the public road network, which at the time were poor sand roads with inadequate safety measures.

Soon the idea arose to hold these races on the European mainland as well and so there was a T.T. in Hungary from 1924, in the Netherlands from 1925, in Czechoslovakia and in Sweden from 1926 and in Spain from 1932. Austria was the first country on the European mainland to hold a classic T.T. on a specially selected circuit as early as 1923. Breitenfurt at Vienna was chosen as the venue for this motorbike race. The course, which was specified as 20 kilometers long in the announcement, had to be covered a total of 15 times, which would correspond to a total distance of around 300 kilometers. To promote the development of touring motorbikes, only commercially available machines were allowed to start. At the first race in 1923, 28 riders in three classes started at the Breitenfurt circuit, only 17 of them finished.

Let’s talk about the name of this race: Everywhere people spoke and wrote about the “Tourist Trophy”, although this race was not called that at all. And for a simple reason: the organizers of the race on the Isle of Man insisted on their copyright and the uniqueness of the name. Thus, the name “Touring Trophy” was chosen for Austria, as can also be read on the poster of the invitation to the first race in 1923 (below). However, everyone continued to speak of the “Austrian Tourist Trophy”, or simply the “T.T.”.

While the first race in 1923 was organized by the “Wiener Motorsportlichen Herrenfahrervereinigung”, the second race in 1924 was already under the auspices of the “Österreichischer Automobil-Club”. Yet this race was not supposed to take place in Austria. At the time, it was agreed that the Austrian T.T. should alternate annually with a race held in Hungary. But the interest in an Austrian race was so great that it was decided to hold the race on the Breitenfurt circuit in 1924 as well. For 1925 they were looking for an even more selective course, also the compensation payments to agriculture seem to have become higher and higher, so in 1925 they switched to a circuit in Hinterbrühl. But this decision was not a good one, because the spectators did not have a good view of the action. Therefore, the decision was made to return to Breitenfurt in 1926.

The decisive factor for this decision was that the “Österreichische Motor-Rennfahrer-Vereinigung” (Ö.M.R.V.), in cooperation with Alois Schasche, had built a training ground on the site of today’s “Klein-Lido” housing estate in Breitenfurt-Ost, which could also be used as a paddock for the participants of the Touring Trophy.

Any claims for compensation against the farmers of Breitenfurt were settled in advance, and shuttle buses were even set up for spectators from the Café-Westend near Vienna’s Westbahnhof railway station to the racetrack. When the T.T. was held in Breitenfurt for the fourth time in 1927, an interesting discovery was made: the remeasurement of the track showed that it was not 20 kilometers long,



as had always been assumed, but only 18.1. This also put the sensational lap speeds communicated throughout Europe into perspective. A large start-finish grandstand and a smaller VIP grandstand were built. A tower for referees and timekeepers was also erected, and the race was switched from individual starts to a flying start for all participants. The race developed into a major motorsport event in Austria. In the best times, up to 120,000 (!) spectators are said to have stood along the track. But the world economic crisis, disputes among the organizers and cost issues made it necessary to relocate the T.T. to Wolkersdorf from 1931. In 1932 it was held for the last time.

In 1948, attempts were made to bring the race back to Breitenfurt under a different name on a shortened circuit – in vain. Since 1985, the Motorcycle Veterans Club Mödling (VMCM) has held a regularity race for historic motorbikes on the former T.T. track. (Texts Oldtimermarkt 07/2021, Helmut Schmitt)

To mark the 100th anniversary, the ÖMVC (Austrian Motor Veterans Club) is organizing commemorative tours as part of the FIVA Motorcycle Event 2023. Around 100-150 guests from Austria and abroad are expected to revive the spirit of this legendary event. The start and finish of the rides over the famous Höhenstrasse and to Semmering will be in Brunn am Gebirge every day. Friday will be dedicated to the Wiener Höhenstraße and Wienerwald with its unique views of the city. As part of the ride there, there will also be T.T. rides from 1925 on some sections of the route. Between 1899 and 1933, the legendary Semmering race took place with large motorbike participation.

Participants will ride on much of the original route. The Semmering and the city of Vienna are UNESCO World Heritage Sites.

On Saturday, 13 May 2023, the centre of the event will be Breitenfurt with a round trip following the legendary T.T. route.

The aim is to offer a very interesting program for national and international guests, in order to revive the spirit of historic motorbike events, embedded in the great architectural, geographical and cultural diversity of Austria.

It is a touristic classic motorcycle discovery tour for two-wheelers and sidecars up to and including year of construction 1983 or older, with start and finish in 2345 Brunn am Gebirge, which is carried out according to the Austrian Road Traffic Regulations, whereby an average speed of 50 km/h may not be exceeded. The route is adapted to the age of the vehicles. The total length of the rally is approx. 300 km. Approximately 99.9 % of the route distance is on paved roads. The route is ridden in small groups of up to 20 vehicles with experienced motorbike guides.

Eligible are historic motorcycles including 1983 (optional FIVA ID Card). The vehicles are grouped according to year of manufacture and performance classes.

All participating vehicles must be registered on the road. The driver or vehicle owner is liable for the legal registration of the vehicles.

Temporary time schedule

Administration/ Start / Ziel: BRUNO, Franz-Weiss-Platz 7, A-2345 Brunn am Gebirge

Administrative check: Wednesday, 10 May 2023 12:00 a.m – 5 p.m.

Mandatory driver's briefing: Wednesday, 10 May 06.00 p.m.

Start of first motorcycle group: Thursday, 11 May 09.00 a.m.

Start of first motorcycle group: Friday, 12 May 09.00 a.m.

Start of first motorcycle group: Saturday, 13 May 10.00 a.m.

Individual departure: Sunday, 14 May



Is LPG coming to an end?

This article has been sourced from Classic Car Weekly magazine (UK)

UK's largest independent forecourt operator says that sales of liquified petroleum gas for cars no longer makes any financial sense.

Motor Fuel Group (MFG) has said that it will remove all remaining LPG pumps from its circa 900 outlets by 2024, citing the fuels lack of financial viability. The use of liquefied petroleum gas has been declining steadily over many years but demand now seems to have fallen to a level where it's no longer deemed economically viable.



The direct effect on most classic car owners is minimal, though older 4x4's and large displacement modern classics have been converted. Extrapolating this decrease in demand for one fossil fuel, however, could reveal a possible wider pattern for the future of petrol and diesel.

It's not unreasonable to see LPG as an early indicator of how forecourt businesses deal with falling demand. It is thought that around 150,000 LPG converted vehicles remain on UK roads. As pumps are taken out – many replaced with EV charging points – owners will find it harder to find a regular supply. Of course, this doesn't leave vehicles immobile, as petrol has always been needed to start LPG converted engines – with an ability to switch between LPG and conventional petrol inbuilt.

Classic Car Weekly has sought confirmation from both the government and the Federation of Historic Vehicle Clubs (FBHVC) on the possible ramifications of the demise of LPG, and used it as a springboard to investigate the future availability of protection grade unleaded.

FBHVC spokesperson Wayne Scott said:

“This is not a historic vehicle issue and the sales of E5 are guaranteed for at least 4 years. We at the FBHVC got this enshrined in law and it is likely to continue long after that. LPG conversions have long since fallen out of fashion as they were only ever a cost saving measure for thirsty vehicles and the costs involved in converting were never recouped in day to day mileage – even if one made use of some of the government incentive schemes.”

All Party Parliamentary Historic Vehicles Group chair, Sir Greg Knight MP said:

“Filling stations are commercial businesses and they do change the range and scope of what they sell from time to time. Overall, demand for LPG is patchy and relatively low. Indeed, LPG powered vehicles account for less than 0.3 per cent of vehicles currently on the road and this figure is dropping.

By contrast historic vehicles make up more than 0.6 per cent of the total number of licensed vehicles in Britain. In addition, E5 is a protected grade fuel used by many vehicles other than historic ones and its continuing availability is guaranteed by law. I know of no plans to change this.

Many garage forecourts only have limited space and are selling an increasing number of fuel grades with the move to E10. LPG is still available but if it is being dropped at some filling stations we should not assume that this in any way puts our continued future access to E5 at risk.”

FBHVC fuels specialist and former Esso employee Nigel Elliot said:

“The government originally promoted LPG with a duty incentive because they believed the vehicle emissions would be lower, but soon realised that they were often higher than the original petrol vehicle. The poor quality of many conversions also did not help.

We decided not to install LPG dispensers on Esso forecourts because it was only viable with the duty incentive and there was no guarantee that would last.”

There's a further knock on effect from this news as some campervan owners often rely on LPG, not only for motive power but also for heating and cooking. There has been no word that this market will be assured of supply going forward and the remaining supplies are getting harder and harder to come by.

Cavalcade of Transport THE MAFFRA SHED

To celebrate National Motoring Heritage Day



SUNDAY 21st MAY 2023

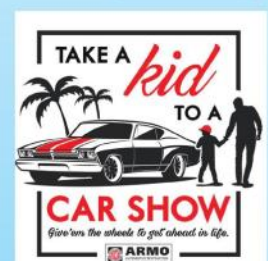
1A Sale Road, Maffra

Gates open at 10am for Display vehicles & 10.30am for spectators

Veteran, Vintage, Classic, Historic and Collector Vehicles.

- Entry to venue by gold coin donation
- Lions Club BBQ
- Discounted entry of \$10.00 per person to visit the Gippsland Vehicle Collection Museum.
- Organised by the Gippsland Vehicle Collection Inc.
www.gippslandvehiclecollection.org.au

Promoted by the
Association of
Motoring Clubs



Enquiries: 9558 4829 office@aomc.asn.au fb.com/infoaomc

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



SUNDAY 21st MAY 2023

Victoria Street, Trentham.

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

Veteran, Vintage, Classic, Historic and Collector Vehicles.

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

Promoted by the
Association of
Motoring Clubs



Enquiries: 9558 4829 www.aomc.asn.au fb.com/infoaomc

MALLEE GOLD RALLY



FRIDAY 5TH TO MONDAY 8TH OF MAY 2023

THE wheels are in motion for the Swan Hill Vintage Car Club's upcoming rally which will coincide with the club's 50th anniversary.

Set to take place in May, the event is open to all members with a vintage club car permit and is expected to attract motoring enthusiasts from Victoria, New South Wales and South Australia.

Swan Hill Vintage Car Club president David Daly said the event would showcase the diversity and history of the region with Moulamein Museum and woolshed, Sea Lake silo art, Nullawil historical village and Nyah tractor museum included in the route.

Mr Daly said the event would also include a fundraising element, with proceeds to go towards purchasing a treatment chair for Swan Hill District Health's dialysis department.

"These chairs cost around \$5000 so that's our fundraising target," Mr Daly said.

"A few of our members have been involved with the dialysis unit and the chair is something that is used during treatment with patients spending between four and five hours sitting in it."

Mr Daly said the club was happy to be supporting such a worthwhile cause which would provide some comfort for those undergoing dialysis.

While many local businesses have thrown their support behind the initiative, Mr Daly said the group would welcome more sponsors for the event or donations for their auction which would help them achieve their fundraising goal.

The Swan Hill Vintage Car Club is steeped in history and has continued to evolve since it was first formed in 1973.

"Whilst founded as the Mid Murray Vintage Car Club, the club changed its name in 1993 to the Swan Hill Vintage and Classic Vehicle Club to more accurately reflect its geographical location," Mr Daly said.

"Around the same time it recognised considerable increased interest in motorcycles and established a new nominated day for motorcycle events."

Today, the club boasts 193 members with more than 200 cars and 100 motorbikes.

The club's Mallee Gold Rally to mark the club's 50th anniversary will take place from May 5-8.

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.

To get your event posted on the AOMC website, and subsequently the newsletter and facebook site, just go to the AOMC website then:

- click on "Shows & Events"
- click on "Club Event Calendar"
- click on "Submit Your Event"

Then follow the prompts on the online form.

Wandin Draught Horse & YesterYear Festival

25 & 26 February 2023

Mont De Lancey Homestead

71 Wellington Road - Wandin



10 AM to 4:30 PM
Adults \$15
Children Under 15 Free



Something for all the family

- Historic Homestead and Museum
- Working Draught Horses
- Stationary Engines
- Chainsaw Carving
- Blacksmiths
- Wood Turners
- Sheep Shearing
- Children's Activities
- Food & Market Stalls
- Vintage Cars

Cash & EFTPOS available at gate
Further details contact 5964 2088
Prepaid tickets and museum details
<https://www.montdelancey.org.au/>

Getting there - Melways map 121 B2

Proud supporters
of the Draught Horse Festival

Community Bank
Wandin-Seville

Bendigo Bank

Exhibitors and visitors will be required to conform with the current Victorian CovidSafe Requirements at the time of the event.

NHMA and related safety guidelines will be in place.

Kindly printed by

Bridget **VALLENCE MP**
143 Main Street, Lilydale VIC 3140.



The Historic Commercial Vehicle Club of Australia presents their 41st Historic Commercial Vehicle Display Day

19th February 2023

Yarra Glen Race Course, Yarra Glen, Victoria



Food stalls, children's amusements, outside vendors, live music

Admission \$10.00, Children under 14 yrs free, Camping \$20.00

Saturday night meal \$40.00 / head etc.

For all bookings call Russ 0409 073523 or Dave 0412 063357.

SUNDAY - All vehicle MUST be in by 9am. No Leaving before 3pm.

SATURDAY 12th — Entry from 3pm.



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Tyden Heritage
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Driver Classes:
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Bendigo Bank

65th KALORAMA RALLY

KALORAMA MEMORIAL RESERVE
MT DANDENONG TOURIST RD KALORAMA

SUNDAY 5TH MARCH 2023
FEATURING VETERAN & VINTAGE CARS & BIKES

- ONE OF MELBOURNE'S PIONEERING MOTORING EVENTS, RUNNING SINCE 1956.
- VEHICLES PRIOR TO 1990 ELIGIBLE FOR MYSTERY TOUR AND DISPLAY ON THE OVAL.
- MYSTERY TOUR COMMENCING AT THE MANHATTAN HOTEL 9:00 AM FOR A 9:30 START.
- VINTAGE AND POST VINTAGE MOTOR CYCLE CLUBS DISPLAYS, VEHICLE AWARDS.
- DISPLAY OF VINTAGE FIRE PUMPS AND AGRICULTURAL MACHINERY.
- KALORAMA CFA KIOSK WITH A VARIETY OF FOOD AND DRINKS.
- VENUE ENTRANCE WILL BE IN STRICT COMPLIANCE WITH COVID REGULATIONS
- DRIVERS UNDER 25 IN AN ELIGIBLE CAR ADMITTED FREE

GENERAL PUBLIC WELCOME!

OPEN 10AM
ENTRY \$10
FREE PROGRAMS
CHILDREN UNDER 16 FREE!

For Further Information: Iain Ross: 0409 027 392 or Paul Edger: 0419 369 542



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1923 2023

TRIUMPH

26TH FEBRUARY

CARIBBEAN PARK

ENTRY OFF FERN TREE GULLY RD.



2022/23 12TH YEAR

Wandin Custom Car & Bike Show

Rotary Club of Wandin Inc.
Email: wandincustomcar@gmail.com

OCT 26TH • NOV 16TH • DEC 21ST JAN 18TH • FEB 15TH • MAR 15TH

All Welcome **5.00pm - 9.00pm - Walk In \$2.00 Entry**
Pre 1985 CARS & All BIKES \$5 Entry

NO PATCHES OR COLOURS PERMITTED / NO BYO ALCOHOL

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HOOGIE'S HOME

Yarra Glen 2023 Swap Meet



Vintage Cars Parts & Accessories

*Garagenalia - Collectibles - Trade Displays
Show & Shine
Vintage and Pre-War Cars*

Sunday 12 March 2023

Yarra Glen Racecourse - Armstrong Grove, Yarra Glen Vic

Gates Open
Sellers 6:30am - Buyers 7:30am - Show n Shine 8:00am

Site Fees - from \$25
Entry - \$10 (children u12 free)

The Vintage Drivers Club
www.vintagedriversclub.com.au

Site Booking & Enquiries - yarraglenswap@vdc.org.au or lain 0473 832 277

Find us on  Facebook



COME ONE, COME ALL
TO THE MGCC VIC 2023 ANNUAL

Concours d'Elegance

In conjunction with The AOMC British and European Car Show

RACV **SUN 26 FEB**
CARIBBEAN GARDENS
8.00AM

MG entry via Caribbean Dve, off Ferntree Gully Rd. Scoresby: follow the MG signs
2023 AOMC show entry \$15 per car

Enter the Concours Competition or just come for a picnic, park your MG and take a look at over 1,000 classic cars and over 200 MGs. Everything MG from the Pre-War classics all the way through to competition V8 Race Cars and the latest 2020s MGs.


Entry procedure for 2023
The Concours Competition is open to all MGCC Victoria financial members. This year we will have a new on-line pre-entry system, via our Club's website, under the Competition tab and Concours sub-tab. Entries open early February.

Anniversaries
• 1933 K & L Type Pre-War • 1953 ZA Magnette • 1973 MGB GT V8

Display
Ladies in MGs Display returns as well as our **Youth on Wheels, Country and Regional Registers** plus our **2022 Masterclass MGs** - Come and talk cars and Club activities with these Registers.

For further details ask your
Register Captain or Register Concours Co-Ordinator, or

Jeff Hedger	0478 729 011	John Lane	0417 051 734
David Hutchings	0411 395 296	Geoff Fowles	0400 461 021



BALLAN VINTAGE SWAP MEET

Saturday
March 4th
2023

BUYERS CAN EXPECT TO FIND THE FOLLOWING VINTAGE & CLASSIC ITEMS FOR SALE:

- CAR PARTS
- TRUCK PARTS
- MOTORCYCLE PARTS
- TRACTOR PARTS
- STATIONARY ENGINES
- FARM MACHINERY
- VEHICLES FOR SALE
- VEHICLES FOR DISPLAY
- COLLECTABLES



OLD BALLAN RACECOURSE
RACECOURSE ROAD, BALLAN

STALL HOLDERS: GATES OPEN AT 7:00AM - \$20 PER SITE
PUBLIC: GATES OPEN AT 8:00AM - ADULTS \$5, CHILDREN UNDER 16 FREE

ON SITE CATERING
DOGS MUST BE ON A LEAD. NO ALCOHOL. NO GLASS.

ENQUIRIES: JASON 0409 557 541 OR BEN 0411 189 520

EVENT SUBJECT TO COVID-19 RESTRICTIONS THAT APPLY AT THE TIME OF THE EVENT.
COORDINATED BY BALLAN DISTRICT VINTAGE MACHINERY & VEHICLE CLUB INC.
AND BALLARAT ENGINE & MACHINERY PRESENTATION SOCIETY INC.

Seymour's Annual



SHOW & SHINE

Labour Day, 13 March 2023

King's Park, Seymour

8am Start (Stall Holders 6am)

Display Cars : \$10/car incl. all occupants

Spectators : Gold Coin Entry

- *ALL MAKES OF CARS
- *SWAP MEET *MARKET
- *KIDS' ENTERTAINMENT

For all enquiries contact:
secretary@seymouranddistrictcarclub.com.au
or Judy on 0407 562 003

2023

CHRYSLERS

BY THE BAY

Hosted By The Bay City Chrysler Club of Geelong

Show 'N' Shine & swap meet
Sunday 12th March 2023
Gates Open 8.00am-2.00pm

Geelong Baptist College: 590 Anakie Road Lovely Banks
Cruise: Saturday 11th March 2023 meeting @Adams court Eastern gardens@ 2.15pm, ending up at the Seaview Club @ 335 Bluestone Bridge Road Lovely Banks (pizza night after the cruise, pizzas supplied for all car show entrants.)

Picnic on the Lake

Sun Country
Historic Vehicle &
Machinery Club Inc

Lake Mulwala Yarrawonga VIC

ACA Registered No. A0033464

SUNDAY 12th
MARCH 2023

10:00AM to 3:00PM

Trophies for:
Veteran - Vintage - Post vintage - Historic/Classic
CARS, TRUCKS & MOTOR CYCLES

Food & Coffee Van available
Entry via Murphy St Gate

\$10 ENTRY PER VEHICLE
Includes free raffle ticket

Enquiries: suncountrycarclub@outlook.com



12th Historic Vehicle Show



Presented by FCVCA Ballarat

Clunes Showgrounds Vic.

Sunday 12th March 2023 9am—4 pm

Labour Day long weekend

Admission Adult \$10, children U16 free



Vintage & Classic Vehicles (Pre 1985 preferred), Trucks, Caravans, Motor Bikes, Engines & Machinery on display.

MOTORING MEMORABILIA

Red bus, Food stalls, Vendors, Free Scenic Ride, Family entertainment.



EXHIBITORS OF COMMERCIAL VEHICLES FREE (INCLUDES DRIVER AND ONE PASSENGER) Non commercial by gold coin donation

- ◊ Saturday arrival & set up for exhibitors
- ◊ Evening meal Saturday (Food van)
- ◊ Camping available on site (\$10 powered sites)
- ◊ New amenities block at venue

Further details:

Chris Londish 0423 644 025
Barry Dodson 0408 510 842
Murray Pope 0429 434 306
Jon Paine (Camping) 0459 654 413

The EARLY HOLDEN CAR CLUB WANGARATTA

Presents The

ALL GM DAY

GM



Like



All Holden / GM Vehicles are Welcome
If you can drive it, please bring it!



SUNDAY 12 MARCH 2023 9AM-2PM

APEX PARK - CLEMENTS ST WANGARATTA CATERING AVAILABLE SPONSORS TROPHY PRESENTATION 1PM

ENTRANTS - 40 ENTRY FEE ON THE DAY, SPECTATORS - GOLD COIN DONATION PLEASE

CONTACT LESTER 0427 500 815 Brian 0412 681 499 ** THIS IS AN ALCOHOL & DRUG FREE EVENT

The Aussie B40 Rally 2023 Hamilton, Victoria March 24-26

A rally for people under 40 years old,
driving cars built prior to 1940



For further details contact Stuart McCorkelle
on events@vdc.org.au or scan the QR code below



ROB ROY REVIVAL 18 & 19 MARCH 2023

We are very excited to welcome you to the inaugural Rob Roy Revival.

Located at Australia's oldest hillclimb track, Rob Roy Revival is a celebration of classic motorsport and life in the 50s and 60s. Step back in time to one of the most stylish eras and soak up the atmosphere of classic cars, fashion, music, local food and more.

Attendees are encouraged to dress in vintage 50s and 60s fashion and immerse in the festival feel.

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



OFFICIAL OPENING OF
TRACK UPGRADE &
SPECTATOR FACILITIES

Early bird ticket prices
(Ends 28 Feb*)
Saturday \$40
Sunday \$50
All weekend \$80

Ticket prices
(After 28 Feb*)
Saturday \$60
Sunday \$70
All weekend \$110

Car parking \$10 per day*
All classic cars, parking free*

Children under 15 free*
Unless sold out prior

General Enquiries
Event Director - Rod Cooper P: 0409138899
E: rodcooper@westnet.com.au

For more information visit
robroyrevival.mgcc.com.au

PROUDLY PRESENTED BY THE MG CAR CLUB VICTORIA



Gippsland Vehicle Collection

SWAP MEET

DATE 2nd April 2023



1a Sale Road – Maffra, Vic
Gates Open for Buyers and Sellers
7.00 a.m.

Featuring ★ Garag-enalia

Mancave ★

★ other Motoring related treasures

Cost - \$10.00 site fee (including driver)

\$5.00 buyers

Camping Available Saturday Night – By appointment

Full Onsite catering

Information and Bookings call

Nick on 0484 082 292 or
Sue on 0455 556 542

www.gippslandvehiclecollection.org.au



The BSA Motorcycle Owners Assoc of Victoria Inc proudly presents...

ABR

ALL BRITISH RALLY®

Fri 21st to Sun 23rd April 2023
at the **OLD NEWSTEAD RACECOURSE**

2023 sees the BSA Motorcycle Owners Assoc. of Victoria Inc organise the 45th ABR, the biggest rally for British motorcycle enthusiasts in the Known Universe!

Once again held at the Newstead Recreation and Racecourse Reserve in Central Victoria, the ABR welcomes owners and aficionados of British motorcycles, their families and friends.

All the usual attractions and activities that make the ABR great will again be happening.

Returning this year is the Friday night entertainment at the BSA Bar including DJ Vince Peach of "Soul Time" fame spinning the platters plus Saturday night we have Australia's No.1 60's Tribute Band, "The Substitutes" taking the stage.

Friday Night
DJ Vince Peach

Saturday Night
"The Substitutes"

Save money and book online www.trybooking.com

BSA Motorcycle Owners Association Inc. All British Rally, PO Box 8100, Northland Centre, Vic, 3072

CHILTERN CANCER CRUISE - CAR AND BIKE SHOW

Proudly supporting: All money raised goes to
Albury Wodonga Regional Cancer Centre Trust Fund Inc.

SUNDAY, APRIL 2, 2023
9.00AM - 2.00PM

Organising the memory of the late motoring enthusiasts John Johnson, Brian Dale & Bruce Gibbins - dedicated supporters of the Chiltern Cancer Centre.

Donation \$1.00 PER CAR OR BIKE

And in 2023 an Extra Egg Hunt for children!

Chiltern Cancer Centre logo and name.



The Echuca & District
Historic Vehicle Club Inc.

ECHUCA SWAP MEET ROTARY
PARK, ROSE STREET ECHUCA

Saturday, 22nd April, 2023

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

200 PLUS SITES AVAILABLE AT \$20 PER SITE.

ON SITE CATERING,

\$5 PER PERSON ENTRY,

No EFTPOS facilities on site Cash Only

CHILDREN UNDER 15 FREE

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

ENQUIRIES: 0483230908, echucaswap@outlook.com

\$500.00 Donated to a local charity



46th HISTORIC WINTON

27th and 28th May 2023

www.historicwinton.org
Winton Motor Raceway, Benalla, Victoria



JUNE LONG
WEEKEND

9-12th of June 2023

9th Early Registrations

10th Car display &
Activities

11th Highlight of the
weekend: visit to the
historic town of Harrow;
the first inland settlement
in Victoria

12th farewell breakfast at
HDVVDC Club Rooms

WELCOME BACK TOUR HAMILTON & DISTRICT VETERAN VINTAGE CLASSIC DRIVERS CLUB

You are invited:

To attend our first Tour back after a 3-year break due to the Covid pandemic. Strap in for a weekend full of fun, socialising and touring. Put the date on your calendar and don't forget to register when the forms come out in the next week or two. We look forward to catching up with old friends and making new ones.



For any extra information please contact Pam

HDVVDC

Hiller Lane, Hamilton,
Victoria

Pam (Secretary):
0419145452 or

<https://hamiltondistrictvcdclub.webs.com/>

BRIGHTON CLASSIC CAR SHOW

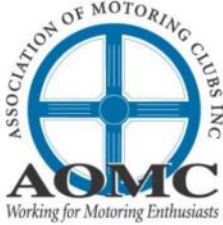
Sunday 2 April 2023
Firbank Grammar
51 Outer Crescent
Brighton

- Opens 10am until 2.30pm
- 100 Classic Cars on Display
- Fun for the whole family
- Food & Beverages available
- Adults Entry: \$5
- Children 5-10: \$2
- Children under 5: Free

SPONSORED BY:

SPONSORED BY:

A Rotary Club of Brighton Charity Fundraiser
Car Entry Form enquiries to Rob Pinchbeck 0411 729 569
Car Entry: <https://www.trybooking.com/GATEY>
Website: www.brightonclassiccarshow.org.au
All other enquiries to Wayne Styles 0417 532 411



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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TREASURER

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

EDITOR

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

DELEGATE # 1

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

DELEGATE # 2

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

DELEGATE #3

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

CLUB PERMIT OFFICER

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

Minutes of the November 2021 Delegates Meeting & AGM held on Monday November 28th

Venue: Jaguar/Austin Healey clubrooms.

Delegates meeting opened at 7.30 pm. Chairman Iain Ross AOMC president.

Present: 84 Delegates and visitors representing 73 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.

Apologies: Allan Fabry (MG Car Club of Victoria), Andrew McDougall (Alvis car Club & Veteran Car Club), Chris Henry (Gippsland Vehicle Collection), David Esmore (Victoria Mini Club Inc), David Smallacombe (Morris Register of Victoria), David Williamson (Rover Car Club of Australia), Fred de Gooyer (Land Rover Owners Club of Victoria), Gabi Mandel (Gippsland Vehicle Collection), Graeme Walsh (Land Rover Owners Club of Victoria), Ian Snadden (Classic Motorcycle Club of Victoria), Lawrence Glynn (BMW Drivers Club of Victoria), Michael Cooper (Murray Heritage Motorists), Chris Pritchard (Moke Owners Association of Vic.).

New Delegates: Lauren Armistead (Heathcote District), Yvone Barker (Western Restorers), Michael Anderson (Bugatti Club Aust.), Ross Hudson (Austin Healey), John Pittman (Victorian Clubman), Stephen Hewitt (Northern Peninsula Classic CC), Daniel Zampatti (Vintage Sports CC), Peter Matthews (Classic Motorcycle Club), Mark Robinson (60s American Muscle CC)

Minutes of the August 2022 Meeting: The minutes of the August delegate's meeting were accepted on a motion moved Graham Keys (Wolseley CC) seconded Rick Cove (EGHAC) and carried.

Bill Ballard noted that the minutes should have referred to small clubs being 'over insured' rather than 'under insured' as recorded in the minutes.

Report on liaison with Vic Fed. Keith Mortimer reported that a very positive initial meeting was held between representatives of both bodies, and it was agreed to hold a second meeting to cover matters affecting all clubs.

Correspondence: There was no items of correspondence relevant to this meeting to report.

Presidents and Treasurers reports will be dealt with during the AGM.

VicRoads / Club Permit Scheme: Iain Ross reported that all is quiet at our end, and it has been difficult to get anyone to answer the phone. AOMC have been addressing issues as they arise, such as the VIN stamping issue and a recent RWC issue.

Luxury Car Tax: This is still a current issue, and Iain Ross noted that in a recent newspaper article vehicle import companies are complaining about this tax as it affects a large number of vehicles.

AOMC Events:

Festival of Motoring Sunday 29th January 2023: This event is open to all vehicles over 25 years old and is to be held at Cruden Farm. This will be a pre booked only event and areas for clubs will be arranged. More details will be sent out to clubs this week. This is an RACV supported event, and all proceeds will go to Beyond Blue.

RACV British & European Show: Will be held on Sunday February 26th February at Caribbean Park. This is a new venue for this event.

Shannons American Motoring Show: Unfortunately had to be cancelled due to bad weather and a water logged venue. A new date is still being negotiated with the venue, which will be at no further cost to the AOMC.

Florence Thomson Tour: This women drivers only event is to be held from the 28th to 30th April 2023. Entries have opened and 63 entries have been received already.

National Motoring Heritage Day: This is an annual day set aside by the AHMF for enthusiasts Australia wide to get out and about in their vehicles. In 2023 the date is Sunday May 21st. Once again, AOMC will look at sponsoring an event in Melbourne and several regional events, with the support of the RACV.

Greenfleet Carbon Offset Scheme. Mark Fenton hosted a power point presentation. This power point presentation can be downloaded from the AOMC website, and we would like delegates to take it back to their clubs to promote the scheme.

This scheme is a collaboration between AOMC and Greenfleet and will allow the AOMC to advocate that the environment and our heritage fleet can exist in harmony.

To play your part: - nominate how many kilometres you will travel each year in your historic vehicle(s)

Pay a small annual fee to offset the carbon generated

\$18 for 3000km per year

\$36 for 6000km per year

Who is Greenfleet? Greenfleet invests funds by planting and maintaining legally protected, biodiverse forests and since 1997 have planted over 10 million trees, creating 500 native forests and your support enables this work to continue.

All donations to Greenfleet are tax deductible and you will also receive a certificate in recognition of your support.

Greenfleet are a leading Australian not-for-profit environmental organisation protecting our climate by restoring forests. They plant native biodiverse forests in Australia and New Zealand to offset carbon emissions to help fight the impact of climate change.

Forests capture carbon emissions to protect our climate, address critical deforestation, reduce soil erosion, improve water quality and restore habitat for wildlife including many endangered species. Greenfleet forests are legally protected for up to 100 years

Over 25 years over 10 million trees planted, 500 native forests created and over 4 million tonnes of carbon offset.

Greenfleet gives the AOMC and its supporter organisations a practical and tangible way to reduce their carbon footprint and take climate action.

How to go about it: The best place to start is on the AOMC website. You can easily navigate to the Carbon Offset page on the website. Put in your name and your car club then hit the submit button. This will transfer you to landing page on the Greenfleet website that is focused on the AOMC scheme. You then chose to offset either 3,000 or 6,000km per year.

Your offset is added to your shopping cart, click on 'Proceed to payment'.

Check out as a guest, enter your payment details and once processed you will receive a tax receipt and offset certificate.

Why is AOMC doing this? The AOMC understands that there is community concern about the environment, and all too often hears the conversation refer to 'gas guzzlers' and the need to eliminate ALL old cars from the road.

The AOMC wants a voice to join that conversation, and you can help us by demonstrating your concern for the environment with evidence that the environment and our heritage fleet can exist in harmony. Basically it provides evidence that the movement is doing something for the environment. A lot more information is available directly from the Greenfleet website.

Questions from the floor:

Graeme Keys (Wolseley CC): If you decide to drop off, will you get constant reminder emails? Mark responded that you will get reminder emails. Graeme also asked if your inbox would be flooded with Greenfleet information every week? Mark responded that there are different levels of participation you can nominate for, some getting information emails and others not.

Michael Anderson (Bugatti CC): Their club have been in negotiations with Greenfleet and have signed up as a club. They have set a per member fee, and there has been no complaints from members. Because the club has a large non owner or driver membership they have been able to negotiate a very low fee.

Daniel Zampatti (Vintage Sports CC): There is nowhere on the website that states that AOMC is collecting information, and I have concerns about this process as there has been no mention of it previously and this is the first I have heard of it in a forum, there has been no minutes from a previous meeting and no mention by delegates of any of the clubs I belong to. I fully whole heartedly support the idea of helping the environment, but I am concerned that saying that this will bring us to the table for any talk about gas guzzlers is a fallacy.

There should be more study done of the environmental impact over the lifetime of the vehicle to provide true data to support our movement. The AOMC should look at sponsoring a PHD student to study the environmental impact so that you will then have the true data and true knowledge to support our movement.

Mark responded that this is the launch of the program and it is optional. It is not the only thing we are doing and we are looking at doing surveys and studies but they can't all be done at once. We have put all the information on our website to allow an awareness of the scheme, and to give delegates the information to take back to their clubs.

Phil Segat (Swan Hill Vintage & Classic) Are Greenfleet employees or volunteers?

In Victoria there are already many thousands of fruit trees and grape vines growing rather than trees. AOMC have more important things to do relating to clubs rather than pursue this. This has been launched on us with no input from the delegates.

Name not provided: This scheme all sounds very nice, but who owns the land. You don't plant trees in the air. This whole scheme to me smells of the tree planting schemes from 30 years ago.

Mark responded that you are encouraged to look at AOMC and Greenfleet websites to get information about them. They are a registered not for profit organisation and they are all about planting trees. This is not the only way to save the environment, but it is one that the AOMC have chosen as a way of demonstrating that we offset the carbon that comes out of our tailpipes.

Grant (Zephyr & Zodiac CC): just to follow up on what the gentleman just said, you mentioned that the trees are protected for up to 100 years, which seems open ended as it could be 10 years or anything. Is the ceiling 100 years? Mark responded that it is a minimum 100 years locked in by contract with the owners of the land.

Is this a plan that other organisations nationally will take up or is it just the AOMC.

Mark responded that the AOMC is starting this conversation, it is one that we would like to take more broadly. If we see that there is support for a scheme such as this then we would like it to spread to other states through their peak bodies.

Bill Reid (FB-EK Holden): Does sound like a good idea and I know we need to do something about seeing to be doing the right thing. But to me, this has created more questions than answers. Is this scheme going to be a mandatory thing? Mark responded that it is not compulsory at all, it is a purely optional scheme and it is the individual joining to say this is what he wants to do, and if you decide not to in the future you do not resubscribe.

Iain Ross (AOMC) suggested that this is all about perception. Overseas FIVA the international group and the British Federation are all doing carbon offsetting. Clearly we are going to strike opposition with the public about our vehicles and this is a way of doing some public relations to show we are doing the right thing. Also, if you look on their website where the trees are being planted, a large percentage of it is on public land.

Tony Hall (AOMC) responded to a question that was asked before about whether the scheme would be introduced at a national level. I have been to meetings along with Keith Mortimer with Vic Fed representatives with a view to creating one voice for the Victorian movement, and we spoke about what we are doing here with Greenfleet and they were very interested in that. David Berner (Vic Fed & AHMF) at that meeting said he would bring it up at a national level.

We are not saying that this is the panacea to all the issues that we have with governments in relation to emissions. This scheme is part of our broad strategy that we have in regard to the movement going forward and this is stage 1.

Mark Anderson (Bugatti CC) as a club trying to attract new and younger members, joining up with this scheme as a club has made them more interesting to prospective members. He suggested that if clubs are trying to attract new members, they should try attaching Greenfleet to their mast head.

Robert Greene (Macedon Ranges): Has Greenfleet got any policy regarding fire prevention at all? Farms are getting bought up and locked up with no fire management and it is a big risk to their neighbours. The AOMC have no data or information on the impact of our vehicles and the impact we have and they need to sit down and get this information which will be very minimal. And with these schemes, sometimes you are buying the cheese to put in your own mousetrap.

Peter Kerr (Peugeot CC) I will be supporting this to the Peugeot CC whom I represent. There are some shortcomings. The major problem I see is that the AOMC executive have done a great deal of work to things up to this stage without involving the delegates. There are several delegates here who have been concerned that they have not been informed. I suggest that the AOMC circulate the information about what Greenfleet does and how we wish to relate to them to all the clubs and receive feedback from them, not just from the delegates.

Mark responded that the plan is to send the information out to clubs after this meeting, but it was the case of something had to come first and we have chosen to launch it at the delegates meeting.

Tom Klunig : a lot of delegates here would like to hear Daryl Meek's appraisal of this scheme.

Daryl Meek (AOMC): Is now the Australian representative for FIVA. I have recently come off a 2 day conference that was held recently in Bulgaria, that I did via zoom. Taking on board what some of the delegates have said, we do have some particular challenges in Australia, but one of the take aways from the meeting (which had 250 delegates from 70 countries) was that the European experience, which tends to be about 10 years ahead of Australia, is that unless you appear to be putting something forward to be seen to be doing something before you will attract the support of all levels of government to be able to run your events. There are some countries already that require some sort of carbon offset before they will allow you to run events.

The AOMC could perhaps have gone about this better, but there was great enthusiasm to be seen to be doing something. Prior to this scheme being launched tonight, there are 4 or 5 other such schemes available in Australia that are for every day drivers, not for historic. The idea here was to get a better deal for those members in the historic vehicle movement rather than paying the \$40 to \$60 per year that is required from the other organisations. As pointed out, it is not compulsory, it is purely optional. It is also only about offsetting the emissions that comes from your tailpipe.

Name not provided: the information presented only states that the trees are protected for up to 100 years. Is this just a way of planting a private forest that could be logged in 20 years time. Mark responded that Greenfleet unfortunately could not be here tonight to answer those questions, and we will get them along to a future meeting to address these questions.

Name not provided:: If most of the trees are being planted on public land, what is to stop governments rezoning the land in the future for a different use. Mark responded that we can't speculate on that, and we have to start somewhere. You cannot not do anything because of one possibility. You have to give it a go.

Philip Johnstone (TSOA, AOMC) noted the concern that people have that the committee have gone off on this particular exercise without seeking opinion. The committee is made up of over 12 members representing a range of vehicle clubs and there has been no expense to the AOMC as it has all been done with volunteer efforts. As far as AOMC are concerned, we thought it was a good idea. We have looked overseas at what they are doing and we had the view that this is something that we should try, and this is just one of the steps in our total process that we are looking at using in dealing with the government. There are other surveys we are involved with elsewhere underway looking at Australian industry and the influence of old cars both in the environment and in business.

Name not provided:: I am concerned that we are jumping into a signalling scheme without any data. A couple of speakers have already stated that we need to do some work and get some relevant data and have some basis for decision making.

Engine Number Records: Philip Johnstone reported that he has processed over the past few months many dozens of searches, including 3 Vauxhalls, Rolls Royce, MGA, several Mini's, Cooper S mini, Plymouths, Austin A30's, Austin 7, a number of Holden Monaro's, a number of Torana's, a number of Falcon's, and a recent one was for a Morgan which was someone tracing the current status of his family Morgan which the enquirer had only seen pictures of. He is trying to find out what happened to the family Morgan.

Some people may ask what is the success rate of searches. The answer is that it is complex. Up until a couple of weeks ago I had managed to process 16 or 17 requests all successfully, it is only in the last couple of weeks that I have had a stumble and couldn't answer the query. We get requests from all over Australia, and if you look carefully in our request for information from the enquirer we ask if the vehicle has been previously registered in Victoria. Some of these requests come in with unsure marked against this so the chances of success are doubtful to start with.

If you go to VicRoads with a Freedom of Information request there is a little box that you fill in to ask your questions. If you fill in with any question such as to ask the owners name or the previous registration number or previous engines, itemise all your queries marked 1, 2 and 3. When you get your reply from VicRoads which may take 4 or 5 weeks there will be a preliminary phase where they say why they cannot answer all the details and what they are empowered to do and cannot do, and it says in the final few words "*If you are unhappy you may appeal this decision*". That is when you go back with your list of questions and say you have failed to answer questions 2 and 3, and they are compelled to come back to you and you may find they say they have looked further and are able to give you an answer. So don't give in when making an FOI request to VicRoads.

Question from the floor: What do you consider to be a good result? Philip responded that on our part it is to identify the history of the vehicle in Victoria which may be any number of registration or engine changes in that period. There was one I did the other day that had 3 engine changes and 4 registration changes. The person was delighted to learn the history of his vehicle that he thought only had one owner beforehand. When you go back to VicRoads the reference is the registration number, so unless you have all the registration numbers, VicRoads are not going to look very hard. The crucial thing is to give them as much information as possible to get them to look harder.

Delegates Reports: Rick Cove (EGHAC): thanked Iain Ross and the AOMC for assistance in getting funding from the RACV for their event, the East Gippsland Triennial rally on Melbourne Cup weekend. The event could not have happened without this support.

Robert Humphreys (Austin 7): 46th Historic Winton is being held on the last weekend in May 2023, as it has been for many years. Hopefully we won't get bumped off by the supercars who take priority. Some new categories this year so a wider range of entrants. There will be a tour on the Friday.

Peter Welten (Triumph CC): February 10th 2023 will be 'Drive Your Triumph' day. Held all around the world on the birthday of the founder of Triumph, Sir John Black.

Ian Clark (Dandenong Valley Historic CC): Berwick Swap is on, and a flyer has been distributed at this meeting.

Andrew Davenport (Norton Owners): Ballarat Swap has been postponed until 2024. The airport site is no longer available and a new site will not be ready due to drainage issues. Also, the marquees and other infrastructure have been taken away to help the flood affected people. Currently looking for another site

With there being no more delegates reports, chair Iain Ross announced the meeting would break for supper before reconvening for the 2022 Annual General meeting.

Minutes of the AOMC Annual General Meeting held on Monday November 28th, 2022 at 7.30pm

Venue: the Jaguar/Austin Healey clubrooms, Springvale

There were 84 delegates in attendance representing 73 clubs.

Apologies: as per delegates meeting apologies

Minutes of the November 2022 AGM: The minutes of the November 2022 Annual General Meeting of the Association were accepted on a motion moved Robbie Mihelcic (Torana Vic CC) seconded Peter Paproth (FX/FJ Holden CC) and carried.

Presidents Report (Iain Ross).

Our year got off to a good start with COVID conditions easing and face to face meetings again possible.

At our February delegates meeting we welcomed our first guest speaker with noted history buff Ian Berg reviewing his new book outlining the pioneer Melbourne vehicle agent Jas Munroe and Co, entitled "The Largest Garage in Melbourne".

Our RACV British and European Motoring Show held at Yarra Glen was a great success with record numbers of display vehicles, 952 cars and 64 motor bikes attended. And there were 1100 spectators.

On May 15th the Association promoted National Motoring Heritage Day with displays of our clubs' vehicles in the metropolitan area at Braeside Park, and regional Victoria at Trentham with the cooperation of Cool Country Classics and at Maffra with the Classic and Custom Motorcycle Club and Maffra Shed. It is hoped that this new initiative will see this event spreading throughout Victoria. Our thanks to the RACV for their financial support with his important event.

Our May delegates meeting featured as guest speaker Chris Rushen (Wholesale Sales Executive Bridgestone Australia Ltd.) who gave an interesting presentation on tyres.

Our annual country delegates meeting was held in Seymour, and it attracted a really good attendance. Geoff Gwyllim the CEO of the VACC gave us a very interesting presentation outlining the future of his organisation and the motoring industry in Victoria.

The Association promoted and organised the Florence Thomson Tour for the first time, an event for our lady drivers and enthusiasts. It was well accepted by the large group of attendees, and it is planned to be run again in 2023.

Unfortunately, our planned American Motoring Show was a victim of Melbourne's unseasonable weather, and it is hoped to reschedule this event as soon as possible.

Planning was commenced on a new event to be held in late January 2023. Entitled the Festival of Motoring supported by the RACV, it is hoped it will showcase our movement at Cruden Farm Langwarrin within this historic and attractive venue and be a great fundraiser for Beyond Blue.

During the year we introduced a scheme that would see our smaller clubs, generally those that do not have an ABN, be able to receive minor funding from the RACV for club events such as national rallies, so if your club is planning an event in regional Victoria and meets the criteria it is most welcome to apply for some minor funding from the RACV through our office.

The Association is desirous of investigating the possibility of establishing a group insurance scheme to cover member clubs, public liability, associations insurance, and voluntary workers cover needs. Despite a number of meetings with a supplier, and investigations to date we have not achieved our aim, but we will continue our investigations to see what can be established.

We are mindful as an organisation that it is essential that we get information not only to club delegates but to club committees and members of our clubs as well. Our electronic magazines and regular updates to our clubs has gone some way to broaden our readership and presence but it is imperative that the associations message is available to the broadest audience possible. Our newly introduced subscribers' scheme should go a long way to assist in ensuring that our information is available to the wider club membership.

Does your club feature Association news in your club magazine?

There has been some recent comment concerning the current healthy financial situation of the Association. Now we are all aware of the interesting times the movement is experiencing worldwide and if locally the worst happens as a representative body we may need to consult with the best legal brains and the best influencers to protect our movements very existence. These actions will not be cheap, and this is exactly what the development of a fighting financial fund was all about. Hopefully it will never be required but in today's changing world who would know.

As an organisation we are aware of the urgent need to develop accurate information concerning the financial and social worth of the movement, both nationally and state-wide. To this end we are currently exploring the possibility of our involvement in a professionally run study to establish with a degree of accuracy the status of the movement. This is important when representing the movement to our politicians.

The organisation considers there is a need for a coordinated approach when lobbying and discussing issues with our state politicians and to this end has commenced discussions with the Vic Federation seeking cooperation with coordination of representation of the movement. A report on the status of these discussions will be presented at this meeting.

Finally, I would like to thank all those involved in the running of this organisation.

Thanks to all our committee for their assistance this year, Thanks to Howard our office administrator for his role in dealing with clubs and the public. Thanks to Mark our treasurer for wrangling the figures and introducing new financial systems. Thanks to Daryl who manages to regularly edit a great newsletter always full of relevant information. To Philip who has enthusiastically managed the engine number records single handed for years our grateful thanks are extended. To my wife Maureen for assisting with catering for Delegates meetings and for making the running on the organisation of the Florence Thomson lady's event.

Finally, I would like to thank our member clubs and their representatives for support shown to our organisation over these somewhat troubled times.

Iain Ross

Treasurers Report: Mark Fenton reported that it has been a busy time with finalising the changeover to a new accounting system with the support of a new accountant. Mark is pleased to report that this has been completed in a way that allows the committee to track our income and expenditure month by month while knowing that we are able to meet our periodic statutory reporting obligations with minimal effort.

This makes the ongoing roles of office bookkeeping and the treasurer very much easier to manage whilst providing a good insight to the financial health of the organisation.

The AOMC ended the year financially sound despite the cancellation of one of our major fund raising activities, the American Motoring Show, and could look forward to funding the strategic initiatives that are being identified as critical to the preservation of the historic vehicle movement in Victoria and nationally, confident in the knowledge that we have the financial reserves to do this appropriately, as well as ride out the bumps that occur from time to time such as the recent pandemic.

The motoring shows and events have been an important part of the organisations fund raising activities, and following a difficult couple of years with events that have been cancelled for pandemic or weather related issues, it is heartening to know that this year they have again been able to help the organisation to build its financial balances during these difficult times. This is in addition to its obvious role in bringing together different car clubs to present large events for the benefit of members and also being an important promotional tool to engage with the motoring public.

Membership fees have been stable for a number of years and continues to trail the actual cost of running the organisation, despite the cost reductions achieved in recent years. However, the income generated by the AOMC Engine Number Search facility managed by Philip Johnstone has again made an important contribution to finances and heritage through retrieval of important historical data. Our thanks go to Phil as we have already done a number of times tonight for his considerable efforts in this area.

The full financial statements are available tonight, but to just go through some of the numbers:

Membership income	\$45,000
ENR Search income	\$10,670
Expenses	\$61,000
Financial Expenses & Adjustments	\$ 7,000
Events Income	\$65,887
Events Expenses	\$38,850

The events profit went a long way to providing our surplus for the year.

The financial accounts have been independently reviewed and show that after accounting for write downs of some historical investment assets and excluding funds received for future events, the AOMC finished the year with a surplus of \$23,106. This has contributed to total members equity which stands at \$263,575 which ensures that we are on a good footing to support strategic programs that will enable us to build a case that strongly advocates for the preservation of our motoring heritage against the headwind of unfavourable or unsympathetic alternate views

It is proposed that for next financial year we make no change to the AOMC membership fees.

Questions from the floor:

Rick Cove (EGHAC) asked why \$210,000 invested in term deposit only returned \$211 in interest? Mark responded that this was coming off a year where term deposits were paying almost no interest, that is slowly changing as interest rates are going up.

Q: What are the donations income as showing on the financial report? Mark responded that they are predominately from the RACV for the running of events, and we are very grateful to the RACV for this support.

It was moved Mark Fenton, seconded Daryl Meek that the membership fees for the year 2023/24 remain the same as the current membership fees. Motion was carried.

It was moved Mark Fenton seconded Dennis Brooks that the financial report as presented be approved. Motion was carried.

Election of office bearers for 2022/23.

Geoff Hergt (Jaguar CC) took the chair for the election process.

All positions are declared vacant.

The number of nominations received are equal to the positions declared vacant.

President	Keith Mortimer (Jaguar CC)	
Vice President	Iain Ross (Bristol CC)	
Secretary	Tony Hall (Escape Motoring)	
Treasurer	Mark Fenton (Chrysler Restorers)	
Committee:	Andrew McDougall (Alvis CC)	Philip Johnstone (TSOA)
	Allan Fabry (MGCC)	Robbie Mihelcic (Vic. Torana Club)
	Ken Goodin (Victorian Torana Club)	Peter Matthews (Classic Motorcycle Club)
	Lawrence Glynn (BMW Drivers Club Melbourne)	

Iain Ross then announced that the date for the next AGM will be Monday 20th November 2023.

He then announced the 2022 Annual General Meeting closed

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

TALES FROM THE AOMC ENGINE RECORDS

Registration No. Changes

The AOMC Engine Number Records include the Engine Number, Chassis Number (usually), the Registration Number and any changes to these over time. Some vehicles seem to have had a large number of Registration Numbers eg. during WWII many vehicles were deregistered and then reregistered due to fuel shortages.

Post WWII, and times have changed with a boom in growth so why should a Willys Whippet 6 cylinder truck circa 1929 (engine C101-1701), have a new registration issued about every 12 months from 1948 until 1964 when the final registration was shown as suspended. Actually, this is only part of the story as we have only 2 record cards out of possibly 3 as there is also a note indicating that *the original card is missing*. So we have some 15 changes listed and possibly more on the missing card! Why, we will probably never know the full story, but this vehicle takes the prize for the most registration changes that we have seen in our sorting and searching process.

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

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)	\$250 [#]
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)	\$460 [#]

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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