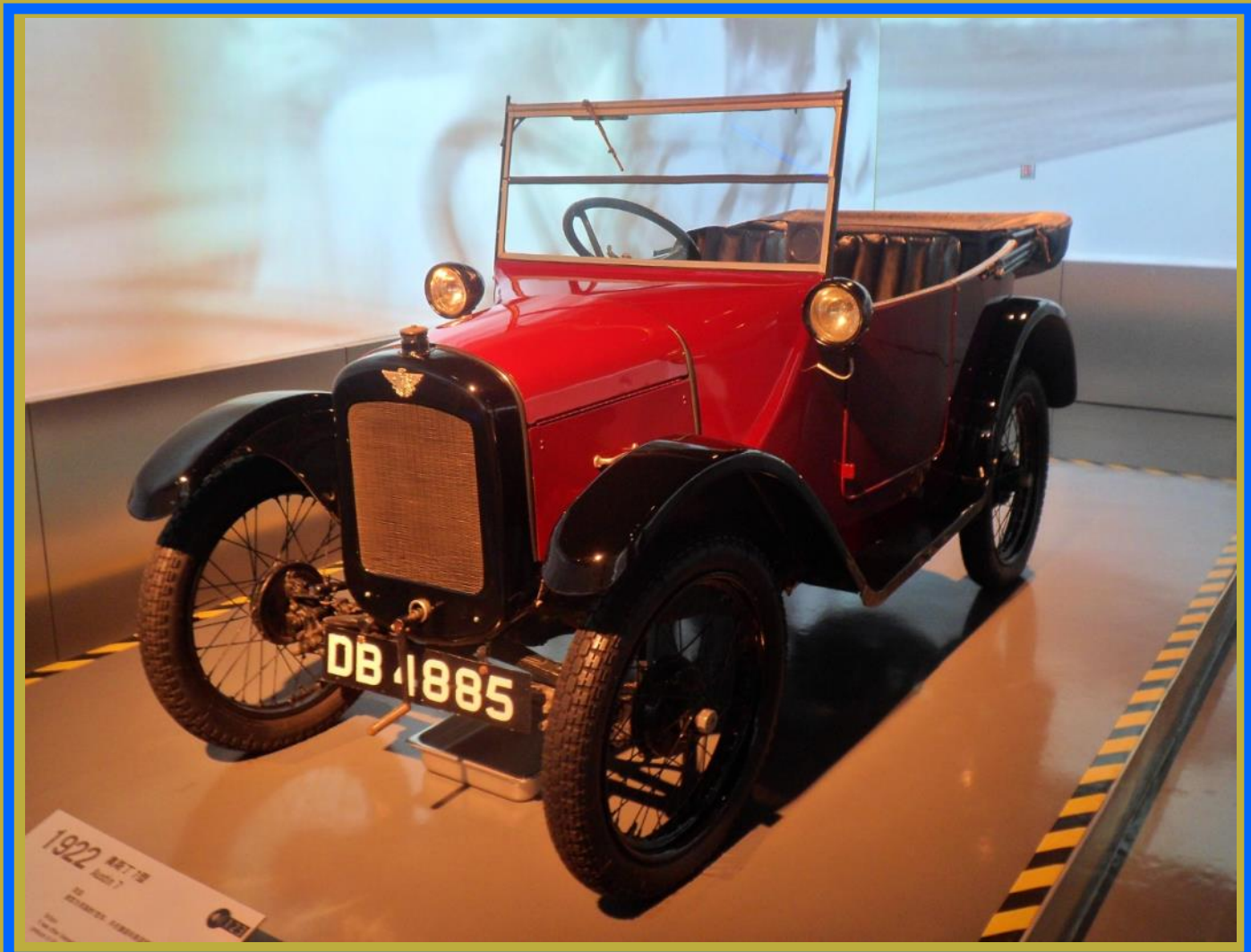


**AOMC News**

**November 2022 - Issue 158**

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

# Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

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## CONTACTING THE AOMC:

The AOMC office and phone is attended 2 days per week, all other times there is an answering machine operating which is accessed remotely, so your call will be attended to within 24 hours. When leaving a message, please ensure you leave your contact number and a brief outline of your query.

### **AOMC OFFICE & Postal Address:**

**21 Rosalie Street,**

**Springvale, VICTORIA 3171**

**Tel.: (03) 9558 4829**

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

**Email:** [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)

**And visit our facebook site:**  
**[www.facebook.com/infoAOMC](https://www.facebook.com/infoAOMC)**

## Front Cover Photo:

*The Austin 7, 100 years old and plenty of them still going strong.*

*Look for a short article on the Austin 7 on page 17 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.

**AOMC Annual General Meeting.** This will take place on Monday November 28th at the Jaguar/Healey clubrooms in Springvale, commencing at 7.30pm.

Clubs are asked to consider nominating somebody from your ranks who is willing to contribute to AOMC actions and activities by joining the committee of the AOMC.

Minutes of the 2021 AGM are included in this issue on page 30

**Carbon Offset Scheme for Club members.** The Association Of Motoring Clubs (AOMC), in partnership with 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 take part in this program, you can enter via the AOMC website at:

[www.aomc.asn/carbon-offset](http://www.aomc.asn/carbon-offset)

**American Motoring Show at Caribbean Park. Sunday October 23<sup>rd</sup>:** Unfortunately this much anticipated event had to be cancelled due to the adverse weather and the grim forecast for the day. An inspection of the event grounds was undertaken by the AOMC committee and several club participants on the Monday before the event, and the consensus was that the event could not proceed. The venue management are offering us an alternative date to reschedule this event early in 2023. We will keep you posted as arrangements are made.

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

Display vehicles must be pre booked, and this can be done via the AOMC website at:

[www.aomc.asn.au/festival-of-motoring](http://www.aomc.asn.au/festival-of-motoring)

**British & European Show 2023: Note new date.** Sunday February 26th is the new 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.

## Important Information for your Club

### ATO Interest in NFP Self Assessment for Income Tax Exemption Reporting

It has been reported that the Australian Tax Office has begun investigations into how to improve the monitoring of Income Tax reporting of the 70% of Not For Profit (NFP) organisations that are not charities and not sporting clubs, and this probably includes most car clubs. Current processes, such as the use of self-assessment for income tax exemptions, do not provide sufficient rigor or information for meaningful decision making on how to monitor this group of NFPs and a new reporting system is being developed by them. ATO research has indicated that few not-for-profits are aware of the need to self-assess eligibility. In fact, their research has confirmed that many organisations assume incorrectly they're automatically exempt because they are not-for-profit.

From 1 July 2023, not-for-profits that self-assess income tax exemption and have an active Australian Business Number (ABN) will be required to lodge an annual self-review return. The first return will need to be lodged for the 2023–24 income year, which means the earliest anyone will be required to submit a return is 1 July 2024. The return is not an income tax return but rather a form containing the information you would ordinarily use for self-assessing eligibility for income tax exemption on a yearly basis. This new reporting obligation is currently in development and will eventually become a requirement for relevant NFPs, including car clubs.

While the AOMC will endeavour to share information as it becomes available, and noting the long lead time in the above proposed timeline, all car clubs are encouraged to consider their own circumstances and discuss it with their accountants in due course to ensure their year end financial reporting continues to satisfy all applicable requirements.

More information about these developments, and other ATO matters relevant to NFPs can be found on the ATO website

<https://www.ato.gov.au/non-profit/newsroom/>

<https://www.ato.gov.au/Non-profit/Newsroom/General/Straight-from-the-source---August-2022>

<https://www.ato.gov.au/Non-profit/Newsroom/General/Straight-from-the-source---October-2022>

Mark Fenton  
AOMC Treasurer

### Information for clubs that may use Church facilities for meetings.

It has come to our attention that changes to the State's land tax legislation may see the need for church facility rental fees to be increased, or use of the facilities terminated. This is part of a requirement that these facilities are only used for registered charities. If your club is registered as a charity, then there should be no changes but if your club is an incorporated association without charitable registration then you may face extra rental fees or termination of your use.

If there is sufficient interest from our clubs, we will consider joining with the Uniting Church to seek changes to this legislation as it affects our member clubs.

If your club uses church owned facilities for meetings and is being impacted by the new land tax regulations, can you please advise us. This will allow us to ascertain how much affect the proposed changes will have on our members and the movement.

Please contact us if this matter is causing your club concern.

# AOMC Carbon Offset Program

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



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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](http://www.aomc.asn.au/carbon-offset)

*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

# **AOMC November Delegates' meeting & Annual General Meeting**

**Monday 28<sup>th</sup> November 2022 at 7.30pm**

**Venue: Jaguar/Healey Clubrooms**

**23 Rosalie Street, Springvale**

**The Association Of Motoring Club's Annual General Meeting  
will be held on Monday 28th November at 7.30pm**

A light meal will be available from 6.00 pm bookings for the meal are essential. Cost of the meal will be \$10 per head.

Please register for the meal and notification of attendance at the meeting to Howard on 03 9558 4829 or to [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)  
Please advise us no later than Thursday 25<sup>th</sup> November

As well as the normal agenda items the main topic for discussion will be the proposal to introduce and adopt the Green Fleet Carbon Offsetting scheme to our clubs.

**RSVP's & meal bookings to Howard on:03 9558 4829  
or e mail to [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)**

## **Fast Track the AOMC Magazine to your inbox**

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

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

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

**[CLICK HERE TO SUBSCRIBE NOW](#)**

## Optus recovery response

The Victorian Government is fast-tracking protections for driver licence holders in response to the Optus data breach. Data obtained from the Commonwealth Department of Home Affairs has confirmed that 942,000 Victorian licence holders had their licence details compromised as a result of the Optus data breach. The Optus data breach is significant and Victorian licence holders have been impacted more than any other state.

As a first step in response, the Victorian Government has flagged the records of more than 462,000 Victorians impacted who came forward to register their details with VicRoads, with approximately 342,000 of these confirmed as impacted directly from the Optus data. This has placed an additional layer of protection for their licence details on the Victorian driver licence database.

The Government has commenced issuing redesigned licences to these individuals for free. These licences will feature a card number prominently displayed on the back of the licence, allowing for two-step verification. This is the first step in providing an added layer of protection for licence holders.

By the end of the year, these customers will use both their licence number and card number to prove their identity for services like opening bank accounts, loan applications, phone contracts and real estate transactions. Using the additional card number to verify will be much like using a credit card for online transactions.

VicRoads is contacting an additional 600,000 Victorians who were confirmed to be impacted by the Optus breach in data provided by the Department of Home Affairs. These individuals will also have their licence details flagged and new licences issued for free.

We are moving quickly to also put in place two step verification for this group of 600,000 Victorians. These individuals will be issued with a label containing their second licence card number as an interim measure. This will be similar to the usual change of address label and can be attached to the back of a licence card. A new licence card will also be issued to these customers for free by early 2023.

The new licence card number will become a feature of all new and replacement Victorian driver licences issued from November 2022. The Victorian Government will work to progressively implement this additional protection for all 5 million Victorian licence holders once the rollout for those impacted in the Optus data breach is completed.

The Victorian Government will continue to seek reimbursement of costs from Optus for the replacement of more than 1 million licences of Victorians impacted by the largest data breach in Australian history.

For more information visit our frequently asked questions on the VicRoads website



### RACV free2go

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

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

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

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

# 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](https://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 28<sup>th</sup> - SUNDAY 30<sup>th</sup>  
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](mailto:florencethomson@tour@gmail.com)



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THE ASSOCIATION OF  
MOTORING CLUBS

# Festival of Motoring

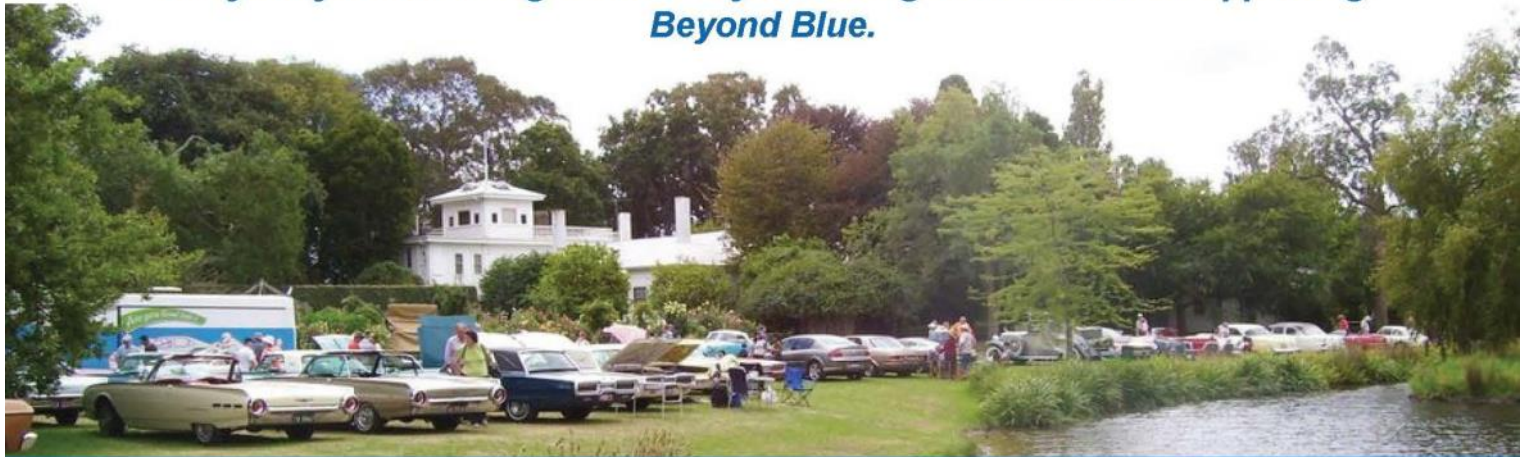
at Cruden Farm

Sunday 29th January 2023

Open to all Historic, Veteran, Vintage, and Classic vehicles over 25 years old.

Club displays welcome

*Get your year off to a good start by attending this event and supporting Beyond Blue.*



- **Display Vehicles Must Be Pre Booked** [www.aomc.asn.au/festival-of-motoring](http://www.aomc.asn.au/festival-of-motoring)
- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9am
- \$18 Entry for display cars (Includes passengers)
- Spectator entry and car park off Cranhaven Rd.
- Spectator Admission \$10 per person, Children free
- Funds raised by this event will be donated to Beyond Blue
- Childrens Entertainment, Music, Food & Trophies



Presented by the Association of Motoring Clubs in associations with RACV  
For further detail contact 0473 832 277  
[www.aomc.asn.au](http://www.aomc.asn.au) and aomc facebook

## **Gillian Harris - *The Power Behind the Throne*** **By Mike Jones and Andrew Fawkes**

Towards the end of 1956, David Brown promoted John Wyer from Racing Team Manager to General Manager for Aston Martin and Lagonda.

Wyer was a fastidious character, who insisted that the race team follow his methods religiously. Each race was analysed, any equipment failure was noted, expenses were listed and driver performance was recorded, in a detailed report.

This approach had paid significant dividends.

By contrast his successor, Reg Parnell, was a larger-than-life character at the end of an illustrious driving career. According to Wyer, he had 'no use for paperwork, preferring to rely upon intuition, the spoken word and memory'.

Although Wyer had huge respect for Parnell's leadership qualities, he was concerned that his seat-of-the-pants approach to management could undermine the systems he believed were a key foundation for success.

Wyer decided to recruit a secretary/admin assistant to support Parnell and, he hoped, preserve his own legacy.

That person was Gillian Harris, a 21-year-old secretary, who (in Wyer's words) went on to become Parnell's 'Chief of Staff'.

The role required daily contact with management, drivers, engineers and mechanics both at the factory and the racetrack. Gillian quickly found her feet and came to be highly respected by her male team-mates, including Stirling Moss:

'Gill Harris is a girl who revels in this kind of organization...What does she have to do? In a few words – know all the answers and anticipate most of the questions concerning the day-to-day administration of a racing team forty strong.'

Parnell's biographer, Graham Gauld, went even further, describing her as 'the real power behind the throne.'

No other woman held such a key position in a top 1950's racing team, as Gillian later reflected:

'It was a full-time job and, at that time, a unique one. There wasn't anyone else doing what I did, but then there weren't many teams operating on the scale that Astons were, with the big convoy, the fleet of cars and the large team of people.'

### **A woman in a man's world**

How did a young woman achieve so much in what was, at the time, very much a man's world?

Gillian attended her first motor race, at Crystal Palace, with a friend, whilst studying for her A-Level examinations. She was immediately thrilled by this exciting new experience:

'We were right there close to the track...as we were walking, I looked ahead and there was an outstandingly attractive racing driver named Peter Collins. I stared at him and thought to myself: I would like to go to lots and lots of motor racing, then I could see super people like that!'

Shortly afterwards Gillian decided that, rather than go to university, she would complete a secretarial course and find a job as soon as possible. Her sister, Julie, suggested that studying shorthand and typing in two languages, English and French, would 'undoubtedly open the way to qualification for an unusual and useful job.'

Gillian took her sister's advice and enrolled for a one-year course at the Lycée Francais in London. She passed her exams and soon afterwards secured a position with Standard Triumph, helping military personnel avoid purchase tax when exporting new cars to the continent. Her role was to complete the 'carnets de passage', which were written in French.

Gillian gained valuable experience and was pleased to be working in the car industry. However, what



she *really* wanted was a job in motor racing.

When a Standard Triumph colleague showed her an advert in Autosport for a Competition Secretary at Aston Martin, Gillian knew this was her big opportunity. Candidates had to be able to type and speak French (the principal language for rules and regulations). She applied for the job and was interviewed by Wyer and Parnell.

The experience was daunting, but the young Miss Harris made a big impression on the senior man, who thought she was 'an extremely intelligent girl.'

### **Partnering Parnell**

Gillian started working for Reg Parnell in January 1957. She found the facilities at Feltham rather primitive; the ladies' loo was a long way from the office, but Gillian was inspired:

'This was a world where things were happening, the cars were tremendously exciting and beautiful and the skill, dedication and precision that went into them wiped out all the inconveniences. I know it never occurred to me to complain about the primitive facilities and I don't know of anyone who ever did – we were all happy to be there despite the poor conditions and poor pay.'

Later that year, she experienced the thrill of her first race win, when Tony Brooks and Roy Salvadori finished 1<sup>st</sup> and 2<sup>nd</sup> at Spa. The Belgian GP was Gillian's first overseas event and the first international victory for the DBR1.

This was heady stuff for a 22-year-old!

As her role expanded, Gillian used her language skills to check the regulations for each event and negotiate starting money with race organisers. She planned the movement of cars and personnel; arranged ferries, flights and hotels, whilst ensuring the appropriate customs and immigration clearances were obtained.

In those days, a trip across Europe required separate paperwork for each border crossing!

There were also no debit or credit cards, so Gillian had to take sufficient cash to cover the team's expenses. As currency controls were in place, she had to get advanced permission from the Bank of England to take money out of the country!

During race meetings, she ensured that equipment was where it needed to be and helped out with timekeeping. When back in the UK, she would write the race report, in collaboration with Reg Parnell.

Gillian was completely professional in her approach and, although she enjoyed the glamour of international motor racing, avoided any opportunities for romance:

'It was in many ways a very lonely job. When I first started, I realised that there would really be no time for personal involvements because I had a job to do.'



*Above: Gillian at Nuremberg in 1958, where the race was won by Stirling Moss partnered by Jack Brabham*



*Above: At Le Mans in 1958, Gillian watching the action from the back of the pits whilst Stirling Moss gives instructions to another driver.*

Looking back, I think I carried that too far, because I never, ever did anything, other than teamwork when I was away at a motor race. If anybody asked me out to dinner well, no, I was there with the team and that was it.'

Gillian was thrilled, and immensely proud, to have been a member of the team that won Le Mans and delivered the first World Sports Car Championship for Britain in 1959; Aston Martin's 'Marvellous Year'.

### **Her racing life changes direction**

Sadly though, all good things must come to an end.

The company's withdrawal from sports car racing at the end of that year, followed by the disappointment of the DBR4 in 1960, signalled that she would soon have to consider her career options.

Keen to retain her, John Wyer offered Gillian the role of publicity manager when he finally called time on the racing programme. However, ever loyal to Reg Parnell, she decided to go with him to the Yeoman Credit Racing Team.

After some soul-searching, driver Roy Salvadori agreed to join them:

'When Reg went to Yeoman Credit, he had complete control of everything, and fortunately for him he took Gillian Harris with him, because he was the worst organiser. If he had to organise anything it was a complete disaster and it was Gill that held the team together. Without Gill the whole thing would have been a complete shambles.'

Despite now having his own team to manage, Parnell decided to go to the 1961 Le Mans race, to support the Border Reivers, who had entered a privateer DBR1 for Ron Flockhart and Jim Clark.

Gillian helped out as a stewardess on a charter flight to the race and was then roped in to help in the Border Reivers' pit. Whilst there, she met Bib Stillwell, an Australian who was racing a DB4GT Zagato for the Essex Racing Team, in the adjacent pit.

## Romance enters the fray

When Bib's car retired with gasket failure, he asked whether there were any spare seats on the return charter flight.

There were. For once, Gillian's 'professional' guard was down; no doubt because she wasn't present in an official capacity. Bib and Gillian got on very well and starting seeing each other.

Their relationship was complicated by the fact that they both had busy travel schedules. Bib was also married, with three sons.

In January 1964, fate dealt an unexpected twist; Reg Parnell died suddenly, leaving Gillian without a job. Bib and his wife divorced later that year. Gillian, perhaps for once following her heart rather than her head, emigrated to Australia and married Bib in June 1965.

They were a formidable team.

Gillian focussed her energies on family life; raising Bib's three sons from his first marriage and having a daughter and son of her own. She believed her experience at Aston Martin stood her in very good stead: 'Looking after that team was very good preparation for looking after a family'.

Bib developed his considerable car dealership and aviation businesses, ultimately becoming President of Learjet in 1979. This necessitated a move to Tucson, Arizona, where Gillian loved the outdoor lifestyle, especially skiing, horse riding and playing tennis.

She was also delighted to be able to keep in contact with John and Tottie Wyer, who lived in the area.

Gillian and Bib's idyllic lifestyle in the USA came to an end in 1985 when Bib suffered a severe heart attack and they decided to return to Australia.

Gillian kept in touch with other friends and former colleagues from the racing world and occasionally travelled to reunions. The picture of her with members of the old team in 1989 (*below*) shows that, all those years later, her time at Aston Martin still meant a great deal both to her and the team:

'To have been part of that was just unforgettable. It would be hard to find another group of people that got on so well and achieved so much over such a long period of time. They were great years.'

Gillian passed away in May 2020. She is greatly missed by the Stillwell family and her wide circle of friends and colleagues around the globe. Her positive attitude has been, and continues to be, an inspiration to many:

'Be like Gillian and go live life to the fullest.' (Marianne Stilwell, 2021)



### Footnote

The authors believe that Gillian Harris was a trailblazer for women in motor sport and are working on a project to tell her story to a wider audience. They would like to thank the Stillwell family for their assistance and support.



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# The Austin 7

## 100 years old in 2022



The Austin 7 is an economy car that was produced from 1923 until 1939 in the United Kingdom by Austin. It was nicknamed the "Baby Austin" and was at that time one of the most popular cars produced for the British market and sold well abroad. Its effect on the British market was similar to that of the Model T Ford in the US, replacing most other British economy cars and cyclecars of the early 1920s. It was also licensed and copied by companies all over the world. The first BMW car, the BMW Dixi, was a licensed Austin 7. In France they were made and sold as Rosengarts, and in the United States they were built by the American Austin Car Company. In Japan, Nissan also used the 7 design as the basis for their first cars, although not under licence. This eventually led to a 1952 agreement for Nissan to build and sell Austins (which were now being made under the British Motor Corporation) in Japan under the Austin name.



*Above: A BMW Dixi from 1930*

Many Austin 7s were rebuilt as "specials" after the Second World War, including the first race car built by Bruce McLaren, and the first Lotus, the Mark I. Companies such as Speedex in Luton thrived in the late 1950s by producing race-proven bodies and engine parts for the Seven chassis.

Such was the power of the Austin 7 name that the company re-used it for early versions of the A30 in 1951 and Mini in 1959.

Until the First World War, Austin built mainly large cars, but in 1909 they sold a single-cylinder small car built by Swift of Coventry called the Austin 7 hp. After this they returned to bigger cars.

In 1920 Sir Herbert Austin commenced working on the concept of a smaller car, mainly to meet the needs of young families aspiring to own an affordable motor car. This idea was spurred on by the introduction of the Horsepower Tax in 1921. His design concept marked a departure from his company's conservative motoring past and Austin received considerable opposition from his board of directors and creditors. Because the company was in receivership, Austin decided to carry out the project himself, and in 1921 hired an 18-year-old draughtsman, Stanley Edge, from the Austin factory at Longbridge, Birmingham to aid in the drawing of detailed plans. This work was carried out in the billiard room of Austin's Lickey Grange home.

Edge convinced Austin to use a small four-cylinder engine. The original side valve engine design featured a capacity of 696cc (55mm x 77mm) giving a RAC rating of 7.2 hp, the cast cylinder block featured a detachable head and was mounted on an aluminium crankcase. The crankshaft used one roller and two ball bearings and the big-ends were splash lubricated. Edge also carried out the design of other mechanical components such as the three speed gearbox and clutch assembly. Austin was largely responsible for styling the Seven's design, which was reportedly influenced by the design of the Peugeot Quadrilette. The "A" frame chassis design was believed to have been influenced by the design of an American truck used in the Longbridge factory in the early 1920s.

The design was completed in 1922 and three prototypes were constructed in a special area of the Longbridge factory, and announced to the public in July 1922. Austin had put a large amount of his own money into the design and patented many of its innovations in his own name. In return for his investment he was paid a royalty of two guineas (£2, 2s), (£2.10) on every car sold.

Nearly 2,500 cars were made in the first year of production (1923), not as many as hoped, but within a few years the "big car in miniature" had wiped out the cyclecar industry and transformed the fortunes of the Austin Motor Co. By 1939 when production finally ended, 290,000 cars and vans had been made.

The Austin 7 was considerably smaller than the Ford Model T. The wheelbase was only 6 ft 3 inches (1.905 m), and the track only 40 inches (1.016 m). Equally it was lighter – less than half the Ford's weight at 794 pounds (360 kg). The engine required for adequate performance was therefore equally reduced and the 747 cc sidevalve was quite capable with a modest actual 10 hp output.

The chassis took the form of an "A" with the engine mounted between the channel sections at the narrow front end. The rear suspension was by quarter elliptic springs cantilevered from the rear of the chassis while at the front the beam axle had a centrally mounted half elliptic transverse spring. Brakes were on all wheels but at first the front brakes were operated by the handbrake and the rear by the footbrake, becoming fully coupled in 1930. In late 1931 the chassis was lengthened by 6" with a corresponding increase in the rear track. Steering is by worm and wheel mechanism.

The original 1922 four-cylinder Austin Seven engine had a bore of 2.125" (54mm) and stroke of 3" (76mm), giving a capacity of 696 cc and RAC rating of 7.2 hp. From March 1923 the bore was increased to 2.2" (56mm) giving 747 cc and 10.5 hp. The side-valve engine was composed of an aluminium crankcase, cast iron cylinder block and cast iron cylinder head. Cooling was by thermosiphon, without a water pump, and the dynamo was driven from the timing gears.

The big end bearings were lubricated by jets from an oil gallery in the crankcase, the oil striking the crankshaft webs which were drilled accordingly. Originally the journal diameter was 1.125"; this was later increased to 1.3125". The three bearing engine (from 1936) used a white metal centre bearing.

The splash-lubricated crankshaft (pressure fed on some sports models) at first ran in two bearings (two ball bearings at the front, roller at the back) changing to three in 1936. An electric starter was fitted from November 1923. The early cars used magneto ignition, but this was changed to coil in 1928.

The 3-speed and reverse gearbox was bolted to the back of the engine and had a variety of ratios depending on the application: touring, sports, racing and trials. A four-speed gearbox was introduced in 1932 and in 1933 synchromesh was added to third and top ratios extending to second gear in 1934.

The back axle was of spiral bevel type with ratios between 4.4:1 and 5.6:1 with 4.9:1 being the most common until the 1930s. A short torque tube ran forward from the differential housing to a bearing and bracket on the rear axle cross member.

Reliant used a derivative of the Austin Seven engine for their early three-wheelers, before developing a new aluminium alloy engine (used as the replacement for the Austin Seven engine by the 750 Motor Club in their Formula 750 motor sport) introduced in the 1962 Reliant Regal 3/25.

*Information and images sourced from wikipedia*

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Above: Austin 7 Swallow from 1931



## FIGHT UNFAIR AUTOMOTIVE LAWS

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

### **“THE KING” AND SEMA PUSH TO PASS THE RPM ACT IN MEETINGS WITH CONGRESSIONAL REPRESENTATIVES**



*Advocating for the motorsports community, former stock-car-racing driver Richard “The King” Petty (left) and SEMA CEO Mike Spagnola arrive in Washington, D.C., as part of an industry delegation pushing the immediate passage of the Recognizing the Protection of Motorsports (RPM) Act.*

On Tuesday, July 19, Richard Petty, “The King,” joined SEMA CEO Mike Spagnola in the nation’s capital to lobby Congress to pass the Recognizing the Protection of Motorsports (RPM) Act. The bipartisan bill ([H.R. 3281/S. 2736](#)) protects Americans’ right to convert street vehicles into dedicated racecars and the motorsports-parts industry’s ability to sell products that enable racers to compete. The Washington, D.C., visit came at a critical juncture for the bill, which has been steadily gaining traction among lawmakers.

Like most NASCAR drivers, Petty competed in racecars that started out as street-legal vehicles. The Environmental Protection Agency (EPA) maintains the position that such modified race vehicles are not legal under the Clean Air Act, threatening many classes of racing along with an industry that employs tens of thousands of Americans and contributes more than \$2 billion to the U.S. economy each year.

Petty, Spagnola and other industry advocates sat down with key members of the U.S. Senate and House of Representatives to speak for the interests of racers, enthusiasts, builders, tracks, sanctioning organizations and businesses, while also looking to gain stronger congressional support to protect one of America’s oldest pastimes and hobbies: motor vehicle racing. In an effort to curtail the EPA’s overreach and extreme enforcement of the Clean Air Act, Petty and Spagnola emphasized the urgent need to pass the RPM Act, which awaits committee action in both chambers of Congress.

The RPM Act reverses the EPA’s interpretation that the Clean Air Act does not allow a motor vehicle designed for street use—including a car, truck or motorcycle—to be converted into a dedicated racecar. This American tradition was unquestioned until 2015 when the EPA took the position that converted vehicles must remain emissions-compliant, even though they are no longer driven on public streets or highways.

"The EPA is overstepping its jurisdiction and penalizing small motorsports parts businesses," said Petty. "The RPM Act is essential to the racing industry and protecting the careers of young racers all over the country. During most of my racing career, my fellow NASCAR drivers and I competed in racecars that started out as street-legal vehicles."

Petty and SEMA met with a bipartisan bevy of key congressional members. They included: Sen. Richard Burr (R-NC), RPM Act lead sponsor; Sen. Thom Tillis (R-NC), RPM Act original cosponsor; Sen. John Barrasso (R-WY), Senate Republican Conference Chairman and RPM Act cosponsor; Indiana Sens. Todd Young (R-IN) and Mike Braun (R-IN), RPM Act cosponsors; Sen. Joe Manchin (D-WV), RPM Act original cosponsor; House Minority Leader Kevin McCarthy (R-CA); House Minority Whip Steve Scalise (R-LA); Rep. Patrick McHenry (R-NC), RPM Act lead sponsor; Rep. Richard Hudson (R-NC), RPM Act lead Republican cosponsor; and RPM Act original cosponsors Rep. Markwayne Mullin (R-OK), Rep. Ted Budd (R-NC), Rep. Doug LaMalfa (R-CA), and Rep. Bill Posey (R-FL).

"The RPM Act will save the livelihood of thousands of Americans, including many young racecar drivers," said Spagnola. "SEMA is dedicated to ensuring our industry remains viable. Racers and the businesses that make motorsports possible deserve clarity in federal law that protects the ability to convert street vehicles into dedicated racecars and sell products for these track vehicles without fear of enforcement."

Both Petty and Spagnola were optimistic about their meetings with key RPM Act supporters in Congress. "Motorsports has many strong allies in Congress. It was valuable for Mike and me to sit down with these lawmakers to discuss how we can work together to pass the RPM Act this year," shared Petty.

Clearly, Petty made a huge impression on those he met with. "Walking the halls of the capitol with Richard Petty was an unforgettable experience," said Dan Ingber, SEMA/PRI vice president of government and legal affairs, who also joined Petty on the Hill. "Even the most stoic lawmakers couldn't hide their excitement to meet The King, as House and Senate members approached him in the halls for pictures, a quick conversation, and one congressman even had Mr. Petty sign a diecast No. 43 car. One lawmaker who is typically very serious, reminisced about a 1972 NASCAR race in the presence of his idol."

### **Building Momentum**

The SEMA and Performance Racing Industry (PRI) -backed RPM Act was introduced in the House of Representatives by U.S. Representatives Patrick McHenry (R-NC) and Raul Ruiz (D-CA) in May 2021. Although simple and straightforward, like many pieces of legislation, its route to passage has been anything but. While conceding that its forward pace can at times seem glacial, SEMA/PRI Director of Congressional Affairs Eric Snyder believes momentum for the RPM Act is now reaching the tipping point.

"We are engaging in high-level conversations with some of the most important policymakers on Capitol Hill about the RPM Act. The meetings and dialogue we are having is very encouraging, but we must continue to apply grassroots pressure on the principal decision makers. We don't want to wait until the next Congress. It has to happen now."

Snyder added that more than a million-and-a-half people who support racing, and earn their livelihoods from it in many cases, have spoken loud and clear for the legislation. "For a whole lot of lawmakers, the RPM Act is one of the top issues that they're hearing about. They're familiar with the bill and are noticing the uptick in enthusiasm for the RPM Act, thanks to all of the outreach from SEMA, PRI, the racing community and fans. We are focused on leveraging this enthusiasm and excitement into Congressional action."

At press time, 129 House members from both parties are cosponsoring the RPM Act. Including Senate supporters, over 160 members of Congress are publicly supporting the bill. Not surprisingly, many of them represent states or districts that have a strong race presence that includes tracks, racers, and racing-equipment makers.

"Indiana and North Carolina are synonymous with motorsports and have really strong representation on the bill," he explained. "The U.S. Senators from both states are RPM Act sponsors, along with a number of their House members. Some people might not think California is the lifeblood of racing, but it's home to over 60 racetracks! Wherever there's racing, chances are you'll find lawmakers who are supportive of the bill. California leads the way with 15 members of the state's congressional delegation serving as RPM Act co-sponsors."

Which is why letters, emails, and calls, in addition to reinforcing the RPM Act via social media, still count for a great deal in the ongoing legislative process. With that boost, Snyder is cautiously optimistic that the bill will finally become federal law. "If they put this bill up, we have the votes to pass it through committee, both in the House and the Senate. It would easily pass in the House and Senate," he predicted.

[Indeed](#), Snyder believes the industry is playing an extremely strong hand. The bill has been circulating for a few years now, and SEMA and PRI have redoubled their efforts to propel it over any remaining hurdles. The formula for success in Washington, he said, is to build a critical mass of engaged voters that can't be ignored—something the industry is now accomplishing.

"Lawmakers know the RPM Act and the passion behind it," he explained. "They also very aware that we're not going away. Combine that with the fact that there aren't any strong detractors who are strongly opposed to the bill. Ultimately, this is about education and persistence to ensure that lawmakers understand that the racing community is well organized and expects them to pass the RPM Act in 2022."

**Editor's Note:** *Writer Jim Donnelly and PRI Magazine contributed to this reporting.*

# The myths and facts about electric vehicles.

*In the September AOMC newsletter, we published an article asking if electric vehicles will really cut our CO2 emissions. This article created some feedback, and questioning of some of the assertions.*

*This month we are reproducing information from reports done by RACV and NRMA into some of the facts and misconceptions around electric vehicles.*

Electric vehicles have charged ahead in 2022. With increasing numbers of car manufacturers launching electric models and the European Union looking to phase out new internal combustion - powered vehicles by 2035, what was seen as a niche market for the rich and environmentally obsessed is suddenly a very real consideration for many of us.

In fact, a 2020 RACV survey found that 47 per cent of members would consider an electric vehicle when buying a new car, while eight per cent of respondents were actively looking at buying an electric vehicle.

Our options are expanding, too. There are now around 30 electric vehicle models to choose from, with more due in the next 12 months.

## **EVs are more environmentally friendly**

That depends where and how you recharge them. Use renewable electricity – such as solar from your rooftop, or from any power point in Tasmania (which uses renewable and hydro power) – and there are no carbon dioxide (CO2) emissions.

In Victoria, about 71 per cent of electricity is generated from CO2-intensive sources such as coal and gas. According to the The Department of Environment, Land, Water and Planning that amounts to 1.13 kg of CO2 per kilowatt hour. In an EV with an 80kWh battery that amounts to 90.4kg of CO2.

Allowing for an energy use of 16kWh over 100km, a typical mid-sized EV will travel around 500km.

To get a similar 500-kilometre driving range from a similar petrol-powered car, such as a Kia Sportage or Mazda CX-5, you would need about 40 litres of fuel, which emits 92kg of CO2.

So the electric car is just ahead.

There's also a broader debate about the environmental cost of sourcing materials, shipping vehicles and recycling older cars. That's cracking the proverbial can of worms, albeit one many car makers are addressing, with plans to be CO2 neutral within decades.

## **2. EV batteries last longer**

Like all batteries, those used in electric vehicles degrade over time, reducing their ability to hold charge. However, they're designed to last much longer than those in your smartphone or laptop.

EVs also don't use the entire capacity of the battery – again to extend its life.

Most car makers back their batteries for seven or eight years and guarantee the capacity won't drop below 70 or 80 per cent of its original capacity.

## **3. EVs are cheaper to run than petrol cars**

Electricity typically costs about 30 cents per kilowatt-hour, depending on what deal you've sourced and where you live (country areas can cost more).

On a small EV such as the Hyundai Kona Electric that translates to \$19.20 for a full charge claimed to take you 450 kilometres. Away from the laboratory the range may be closer to 400km, so around \$5 per 100km.

Assuming an average petrol price of \$1.80 each 100km in the petrol version of the Kona (claimed consumption of 6.7L/100km for the 1.6 turbo engine) will cost more than \$12 per 100km if we make the same assumptions that the official fuel figures are optimistic.

Those figures suggesting EVs cost about half as much to power as petrol cars are in keeping with comparisons on other models.

## **4. You can charge it at home with a normal power point**

Yes, but very slowly. A household power point puts out 2.4kW of power, which for an 80kWh/h battery, such as you'd find in a Tesla, means 33 hours of charging. A 40 to 65Kw/h battery, like the Kona's, would take about 15 to 24 hours to charge. Fitting a 15-amp outlet would bring the time

down to around 11 to 17 hours.

Smaller batteries, such as those used in PHEVs (with, say, a 12kW/h battery) can be charged in about five hours, although the electric-only driving range may only be about 30 kilometres.

Wallbox chargers priced from \$2000 typically provide between 7.5 and 22kW of power, significantly reducing that charge time and making overnight charges feasible.

### **5. You can't drive as far between charges**

As with petrol-powered cars, that depends on the size of the car, the capacity of the battery (or fuel tank) and how you drive it.

Most full EVs are targeting a range of at least 400km, although those figures are derived from government standards that usually aren't representative of what you'll achieve in the real world; you can usually knock about 10 to 15 per cent off the claims.

That said, some EVs claim a range of more than 500km and each new generation of battery has increased capacity, which improves travelling distance.

The outside temperature can also reduce the driving range because electricity is used to heat or cool the batteries, in turn sapping energy that would otherwise have been used to power the car.

### **6. An EV last longer than a petrol car and need fewer repairs**

Electric motors don't usually require regular maintenance and should easily outlast other components of the car. But items such as the batteries will degrade over time, potentially leading to big replacement bills – although that's likely to be at least a decade or more into the car's life.

Other wearing items such as windscreen wiper blades, tyres, brakes and suspension components will also need checking and replacing periodically.

### **7. They hold their value longer than petrol cars**

No, at least not according to Ross Booth, general manager of valuations experts Redbook.com.au.

He says for the vast majority of models, EVs hold their value worse than petrol, diesel and hybrid-powered cars in the Australian market. He blames this on various factors, including the low demand for EVs, something that flows through to the used-car market. And the fact most people won't pay a premium for an EV also affects what most will pay in the used market.

"EVs are really seen as a technology purchase today," he says, likening it to the desire by many to get the latest iPhone.

The exception, he says, are Teslas, which have genuine appeal in the used market and hold their value well – thanks to limited supply controlled closely by factory-owned dealerships.

Ross believes the resale value of other EVs will improve over time, in much the same way that second-hand hybrid vehicles now command similar prices to their petrol counterparts. But he says that could take as long as 10 or 15 years.

### **8. There aren't enough public chargers**

Public charging stations are nowhere near as prolific as petrol stations, although there are more being opened every month. Governments, businesses and the RACV are installing charging networks on major routes, including the Hume Highway north of Melbourne.

There are various websites and apps – including Plugshare – that provide regularly updated information on charging locations.

### **9. They take a long time to charge**

It depends on the power of the charging station, how much electricity the car can accept and the ambient temperature. Batteries don't like extreme heat or cold (20 to 25 degrees is considered ideal) so in certain circumstances the car's computer will reduce how much charge the car can accept.

Further complicating things is the throttling back of charging power as the battery approaches its maximum levels, something controlled by software in order to prolong the life of the battery.

That's why many brands quote charging times for an 80 per cent fast charge; that 80 per cent charge can often be done at full power, but beyond that it may take an hour or more to top up the last little bit.

That said, most modern EVs can be charged up to 80 per cent within about 40 minutes, provided you're using a DC charger that delivers the car's maximum charging capacity. AC chargers used at home are much slower than you'll find at a charging station and will usually require a few hours or overnight.

# MSCA Come and Try Day Saturday December 3rd. Phillip Island Circuit.

The popular Marque Sports Car Association's (MSCA) Come and Try day will return at Phillip Island later this year, with car enthusiasts of all ages encouraged to take their first step into the world of motorsports.

The program has welcomed more than 600 participants over the last six years across Victoria and South Australia, providing drivers with a safe, fun and educated experience they will never forget.

Held in December, the event will include three informational sessions that cover the basics of motorsport safety and track techniques, as well as two on-track sessions with an experienced instructor

President, Bruce Astbury is confident that participants will receive experienced instructors on the day to maximise their experience.

"Our instructors are handpicked from our pool of experienced competitors based on competence, attitude and communication skills," Astbury said.

"Where we can, we match our instructors to entrants with similar cars and to ensure we are maintaining consistency in our safety standards, we conduct annual professional development sessions with all our instructors."

Not only will participants get the chance to get behind the wheel alongside an instructor, but there are opportunities for a solo run as part of the event too.

One goal of the club's Come and Try Day is to further encourage women to get involved in motorsport with designated run groups for all women, as well as juniors.

The event aims to increase the number of women in the motorsport industry, with the club hopeful it can welcome more women and juniors than last year's attendance rate, which had more than 25 per cent of the field either women or juniors.

For participants interested in attending the MSCA Come and Try Day at Phillip Island, contact Astbury on [mscapresident@msca.net.au](mailto:mscapresident@msca.net.au), or for those who have a Motorsport Australia licence, enter via the event entry portal.

**The MSCA Come and Try Day will take place at the famous Phillip Island Circuit on Saturday 3 December.**

*The Marque Sports Car Association of Victoria consists of member clubs and was created to address the problem of individual clubs lacking the resources to conduct motor sport activities.*

*Regular track days (called Super Sprints) are conducted under a Motorsport Australia permit. These Super Sprints are conducted at Sandown, Phillip Island, Winton and The Bend.*

*MSCA and member clubs are affiliated with Motorsport Australia.*



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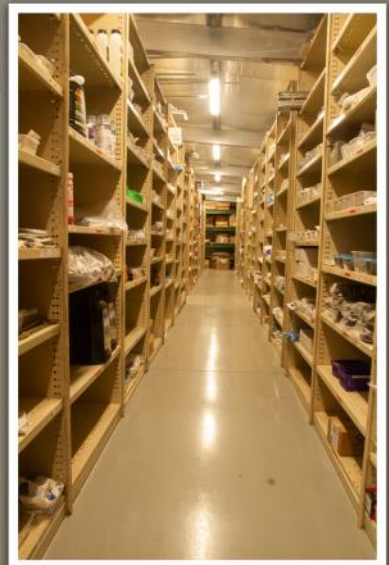
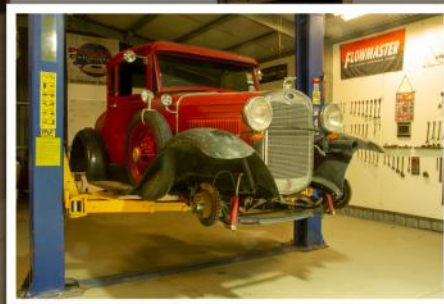
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## Coming Club Events

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.

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**FEATURED DISPLAYS**

- Vintage Engine Display
- Yesterdays Heroes Show'N'Shine

**ALL ENQUIRIES TO:**  
SITE BOOKINGS - FRANK 0459 824 169  
Email : wanglions@hotmail.com



**PROCEEDS  
RAISED FOR  
LOCAL  
COMMUNITY  
TO 2021  
\$375,000**

### SITE DETAILS

**OUTDOOR:** Mostly 7m x 6m, minimum 5m x 4m  
300 Sites available, limited power available.

**Price \$20 per site** (includes one person entry)

**UNDER COVER:** 4m x 3m, limited number available  
limited power available

GIPPSLAND VEHICLE COLLECTION - MAFFRA

# RARITIES AND REPLICAS



**OPENING NOVEMBER 13<sup>th</sup>**

**OPEN 10am-4pm FRIDAY – MONDAY, all SCHOOL  
and PUBLIC HOLIDAYS  
GROUPS by appointment**

Australian Porsche 356 Register Parade

FOR SOCIAL MEDIA



**Porsche Club**

Australian Porsche 356 Register Inc.

PO Box 277 Port Melbourne 3207 Australia



**Australian Porsche 356 Register Parade Concours  
Saturday 26th November 2022 at Como Park North**

The Australian Porsche 356 Register Inc. will be holding their Annual Parade on Saturday 26<sup>th</sup> November at Como Park North, South Yarra. This is the 35<sup>th</sup> time the Parade has been held.

Como Park North is located on Alexandra Avenue, South Yarra in a high-profile location that attracts many people interested in our spectacular vehicles. There will be trade displays, parts for sale, food/coffee vendors as well as new Porsches on display and a merchandise tent from Porsche Centre Doncaster.

Vehicles displays will include the Porsche 901 Register, Porsche Club Victoria, and special interest cars with a Porsche connection. The 356's from the Australian Porsche 356 Register will be displayed and presented for judging in the Concours, vying for the coveted Gold and Car of Show Trophy. Limited spaces are available for members of the 901 Register and PCV and those who wish to participate should contact their respective Club Presidents to reserve a spot.

All 356s are welcome. Must be on site from 10.00am to 3.00pm. No admittance to the park for other models that have not been booked in.

**Rover Car Club of  
Australia  
2022 Display Day**



**When: Sunday 27th November 2022**

**Where: Melbourne Steam Traction Engine Club  
1200 Ferntree Gully Rd Scoresby VIC 3179**



**Two Trophies for Club Members, the Ray Carroll Most Desirable Trophy and the George Gosbell Trophy.**

**All Rover owners are welcome to come and join the RCCA Members and display their cars.**



**Time: 11.00am to 3.00pm; The Steam Centre will be open and the train will be operating.**

**For more details contact RCCA Events Coordinator**

[mikepet@inet.net.au](mailto:mikepet@inet.net.au)

or Club Mobile 0431 858 582

Web: <http://roverclubaust.asn.au/>

FB: <https://www.facebook.com/groups/639227853172675/>

**Trophy  
presentation  
2.00pm**

HHA & LARSEN'S  
CASTLEMAINE  
ROTARY

**TRUCK SHOW**

**SAT 26 & SUN 27 NOVEMBER 2022**

**CAMPBELL'S CREEK RECREATION RESERVE**

*Celebrating the trucking industry & raising valuable funds for the community.*



**FOR MORE INFORMATION VISIT OUR WEBSITE**

[CASTLEMAINETRUCKSHOW.COM](http://CASTLEMAINETRUCKSHOW.COM)

Mental Health Fundraiser

# SHE WON'T BE RIGHT MATE



Car + Bike Show, Food Trucks, Charity Auction, Kids Activities, Music and more. Help us raise much needed funds for children and families effected by Mental Illness.

Gold coin entry donation.

\$10 to enter your car with prizes for best cars + bikes on show.

Saturday December 3, 2022

10am - 3pm

Yarra Valley Race Course

[www.shewontberightmate.net.au](http://www.shewontberightmate.net.au)



## 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.



Ballan District Vintage Machinery & Vehicle Club Inc.

## Ballan's Great Vintage Rally

Sunday 19th February 2023

Featuring This Year:

- \* **Fantastic Big Tractor pull, great action for all the family!**
- \* **World's Biggest Ronaldson Tippett Museum with 50 engines**

- \* Fabulous Handcrafts
- \* Variety of Old Time Wares
- \* Tools, Axes, Chainsaws etc.
- \* Model Trains operating
- \* Delicious hot & cold food
- \* Huge old Engine Start-ups

- \* Vintage Stationary Engines
- \* Working Demonstrations
- \* Classic Cars & Trucks
- \* Sheep Shearing Demos
- \* Classic Motorbikes
- \* Model Aircraft Displays



SPECIAL 3 pm  
Saturday afternoon  
\* **Mini Tractor Pull for old Fergies, 35's, Farmall's, Dexta's etc**



Old Ballan Racecourse, Racecourse Road. Ballan 9am - 4pm  
ENTRY: Adults \$10, Family \$20, Kids free

Exhibitors: Free entry for each exhibitor plus one helper or passenger. All others must pay entry fee. Tractor drivers and engine operators must have Insurance card/docs., & Driver's Licence. Junior operators under 17 must comply with NHMA requirements. Camping permitted. Set up Saturday OK.

Note: Rally Subject to all Covid-19 Regulations in force at the above date

Enquiries: Jason 0409 557541. Jennie 0425 772 431

## BALLARAT ROCK N ROLL FESTIVAL SHOW 'N' SHINE

### Broadhead Arena

Vintage, Classic, Hot Rod, chrome bumper and show cars welcome

Prizes for 'Best' and 'runner-up' per category

\$10 entry per car (includes all passengers)

Entries are required prior to 31st October, no turn-ups on the day and entries made via TryBooking.

Full details available in the Event section on our Facebook page- 'Ballarat Rock N Roll Festival'.



CELEBRATING  
**100**  
YEARS OF  
1923 2023  
**TRIUMPH**  
**26<sup>TH</sup> FEBRUARY**  
**CARIBBEAN PARK**  
ENTRY OFF FERN TREE GULLY RD.





**2022/23** **12<sup>TH</sup> YEAR**  
**Wandin Custom Car & Bike Show**  
Rotary Club of Wandin Inc.  
Email: wandincustomcar@gmail.com  
**OCT 26<sup>TH</sup> • NOV 16<sup>TH</sup> • DEC 21<sup>ST</sup> JAN 18<sup>TH</sup> • FEB 15<sup>TH</sup> • MAR 15<sup>TH</sup>**  
*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**  
**WANDIN EAST RECREATION RESERVE MEL REF 121K9**  
**SUPPORTS THE ROYAL CHILDRENS HOSPITAL & LOCAL COMMUNITY**

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**K.C.S. Pty Ltd**  
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Ph: 9721 1900

**Community Bank**  
Wandin-Seville 03 5964 4595

**NOSTALGIC TOWING**  
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**WM WASTE MANAGEMENT SERVICES**  
Ph: 9721 1900

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SPECIALISTS IN ALL VOLKSWAGENS  
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Unit 21 Cogg Rd, Mt George  
Ph: 8795 4988

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**CNC**

**VALLEY CENTRAL**  
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Lilydale 13 17 60

**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)

Find us on Facebook

The Vintage Drivers Club  
www.vintagedriversclub.com.au  
Site Booking & Enquiries - yarraglenswap@vdc.org.au or lain 0473 832 277



**ROB ROY**  
Venue of the first Victorian and Australian Hillclimb Championship 1935  
Clintons Road, Christmas Hills Melway ref 265 A9

**INTERCLUB CHALLENGE**



**2022**

Instigated in 1996 to promote friendly rivalry, at a club level, between the local sporting car clubs.  
Over the years, many clubs have supported this event, with several including the series as rounds of their own club championship.  
Classes cater for all types of vehicles from road registered to hill climb specials.

**DATES MAY BE SUBJECT TO CHANGE, PLEASE CHECK ROBROYHILLCLIMB.COM.AU**

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

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

promoted by the M.G. CAR CLUB VICTORIA  
Entry Forms robroyhillclimb.com.au  
Event Enquiries Wayne Rushton 0412 339 934  
Entry Enquiries John Kelso 0417 398 606

ADMISSION: SINGLE ENTRY \$10 OR \$20 PER CAR  
OFFICIAL TIMED RUNS COMMENCE 9AM  
SUBJECT TO COVID RESTRICTIONS,  
FULL CATERING MAY BE AVAILABLE AT EVENTS  
Please check robroyhillclimb.com.au

# 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

**PATRON JOHN BOWE AM**

AN EVENT NOT TO BE MISSED!

**NEW DATE**

**ROB ROY REVIVAL**

**25 & 26 MARCH 2023**

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

**FESTIVAL OF HISTORIC MOTOR SPORT**  
Australia's most authentic historic motor race meeting, staged entirely to a 1950s & 60s theme.  
General Enquiries Event Director - Rod Cooper P: 0409138899 E: rodcooper@westnet.com.au

**For more information visit [robroyrevival.mgcc.com.au](http://robroyrevival.mgcc.com.au)**  
PROUDLY PRESENTED BY THE MG CAR CLUB VICTORIA

**Cruden Farm Festival of Motoring RACV**

**Sunday 29<sup>th</sup> January 2023**

Organised by the Association of Motoring Clubs and proudly supported by the RACV  
The charity for this event will be Beyond Blue.

Open to all classic and historic vehicles 25 years and older  
Get your motoring year off to a great start by coming along to this new event at this historic property.  
More details will be available soon so please save the date.

**FLORENCE THOMSON**

*Tour*

**FRIDAY 28<sup>th</sup> - SUNDAY 30<sup>th</sup> 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](mailto:florencethomson@tour@gmail.com)

## Minutes of Annual General Meeting held at Austin Healey/Jaguar rooms Springvale Monday November 22nd 2021.

Meeting commenced 8.00 pm with President Iain Ross as chairman.

Iain introduced Dennis Brooks of the Historic Commercial Vehicle Club of Australia noting his attendance as a delegate from 1987 and AOMC committee member from 2005 to 2012 who would conduct the AGM.

(DB) Before we start the AGM I'd like to make a special comment on the work done by the committee but also by two people who don't get very much attention in the system of things and that is Howard, the office manager and Daryl, the magazine editor. I would appreciate if you could show your appreciation for their work.

### Annual general meeting.

Attendance and apologies – as recorded for the delegates meeting.

The last AGM (23-11-20) was held by zoom meeting and the minutes circulated. Moved Rod Adler, sec. Peter Fulton that minutes be accepted. Agreed.

**Welcome to my President's Report for 2021. (Iain Ross)** I thought as I wrote my report for last year that things must be on the improve for 2021. Nobody could have foreseen those lockdowns and limitations would continue through this year as well.

This organisations' activities have been severely limited, again no face to face meetings, no seminars and no shows. A valiant attempt to conduct an American show came to nothing as lockdowns were extended. The Associations management during the times of restrictions was carried out from home and as regulations permitted, we continued to provide engine number records searches. My thanks to Howard and Philip for providing valuable service to the organisation during this time of stress.

Angelo our treasurer for the last five years has decided to retire from the position, and I thank him for his efforts in keeping our finances in good condition.

If all goes well then next year promises to be very busy for us with a full programme of shows, starting with the RACV British and European Motoring Show in late February, renewed National Motoring Heritage Day to be held in May in the regions, and a full programme of information seminars for our member clubs. We are maintaining our strong relationship with the RACV and their Motoring Interests programme, and will ensure that all clubs see a benefit from this organisation. We continue to develop relationships with all major companies servicing our movement in Victoria. We intend, when possible, to bring our meetings to the regions allowing our country clubs to participate in the Associations meetings.

I cannot stress enough the fact that our movement is entering times of accelerated change. The rapid take up of the electrification of our fleet, introduction of alternative fuels, lack of skills development, and an overall change in the way vehicle ownership is viewed by the wider community all will play into how our pastime develops into the future. We need to ensure that our movement is seen in the best light as a way of preserving transport heritage and providing a recreational outlet for a large number of generally aging enthusiasts throughout the state. Our member clubs are best placed to ensure that our movement is properly showcased to the community. The Association will play an increasing role in representing the rights of its member clubs and the club members to all levels of government. I thank all our member clubs for hanging in there during these troubled times and you can be assured the Association will be there bigger and better as soon as conditions permit.

### Acceptance of report moved by Iain Ross and seconded by Dennis Brooks. Carried by a show of hands.

**Financial Report presented by Angelo D'Ambrosio.** Going through the annual report the good thing is we've had a full audit done with no qualifications, a clean audit as we would have expected. This year we have copies of the full set of accounts. But I'll go through an overview in a moment. As you might not be surprised our turnover is considerably down but, by the same aspect, we did do a lot of cost-cutting. When it came down to the overall figures, we did have a surplus of \$41,934 but where we really drove home was our cost-cutting exercises. During the year we stopped producing hard copies of a lot of our reports, that is 600 copies four times a year. We stopped posting out the AOMC Newsletter. We reduced our overall operating costs. We reduced the rent on our premises here. And the one great thing was Philip Johnstone's engine number searches. It was a huge boost to our cash flow. Also we were fortunate enough to see some government support which assisted with the payment of wages, especially for Howard. So it's been a very trying year financially but we have pulled through and we're in a good cash position. That was from the whole committee and its members who really got together and smashed our costs. Also the uptake, especially the cost reduction in the way the newsletter is circulated has had a fantastic effect on our cash flow. We still offer hard copies but we've found that our members have really enjoyed how easy and efficient the soft delivery of the newsletters is and we would like to continue. As I said the cost-cutting has been fantastic but what really got me over the moon this year is in the downtime Phil's searches have been absolutely fantastic. How fantastic? Phil generated nearly \$19,000 worth of fees and I think that deserves a round of applause. (*Applause*)

### Summary of financial statements for the year ended 30 June 2021.

	2021	2020
Cash at bank	\$225,807	\$172,626
Membership fees	\$ 37,504	\$ 48,063
Engine number records	\$ 18,741	\$ 13,769
Motor show revenue	\$ nil	\$ 42,202
Motor show expenses	\$ nil	\$ 37,798

Iain Ross: There you go. Five years of pretty hard work, changing systems, doing a lot of work behind the scenes. Being a treasurer is a pretty thankless task and Angelo has earned the admiration of this meeting.

Angelo moved to have the financial reported accepted, seconded (*from the floor*). Carried by a show of hands. A vote of thanks to Angelo for all his work as Treasurer was carried.

Our next task is to appoint an auditor for next year. Our auditor last year and for over 5 years has been Stephan John Barker. Angelo has spoken to the auditor and he is happy to continue. He has really looked after us with his fees as well. I move for his appointment, seconded (*from the floor*), accepted.

**Fees of financial year 2022-2023.:** The plan is to retain them at the current level as was invoked for 2021. Moved and seconded from the floor. Accepted.

**Election of office-bearers.** We now need to elect the executive, the president, vice-president, treasurer and secretary.

Nominations have been received for the following positions:

**Iain Ross as President. Accepted.**

Keith Mortimer for vice-president – Keith Mortimer (*from the floor*) – my nomination is not for Vice-President, it's for the committee. Therefore, the position of Vice-President is vacant. *From the floor* – **Peter Welton nominated and seconded. Accepted.**

**Mark Fenton nominated for Treasurer. All those in favour. Accepted.**

**Robbie Mihelcic has nominated to continue as Secretary. Accepted.**

All committee positions declared vacant.to declare all committee positions vacant.

We have received nominations from the existing committee indicating they are happy to continue. In addition, we now have the nomination of Keith Mortimer as a member of the committee and a nomination from Tony Hall of the Nissan Datsun Club to join the committee.

Therefore, the committee for the next year, to be elected *en bloc* comprises -

Philip Johnstone, TSOA

Keith Mortimer, Jaguar Car Club

John Ferguson, Moto Guzzi Club

Andrew McDougall, Alvis Car Club

Laurence Glynn, BMW drivers Club

Allan Fabry MG Car Club

Tony Hall Nissan Datsun Sports Owners Club

Daryl Meek, Goldfields Car Club & VCCA VIC

**All above Nominations accepted.**

There being no further business, I can announce the date of the next AGM is set for November 21<sup>st</sup>, 2022 and I hope we have more to report on. Thank you.

**AGM concluded at 9.15 pm.**

**Note** – These minutes are taken from a transcription of audio of the meeting. Due to gaps in the audio a number of names are not able to be included.

**DONATE YOUR CAR®**

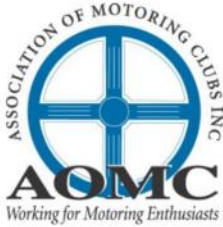
**To Prevent Youth Homelessness**  
**It's FREE & Tax Deductible**

**KIDS UNDER COVER**

100% of the sale proceeds go to preventing youth homelessness.

Donate Your Car® terms and conditions apply. Please visit our website for details.

Make a difference now at [donateyourcar.org.au](https://donateyourcar.org.au)



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

**CLUB CONTACT DETAILS - UPDATE FOR 2021 - 2022**

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

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

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

**CLUB**

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

**CLUB POSTAL ADDRESS & CONTACT DETAILS**

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

**PRESIDENT**

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

**SECRETARY**

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

**MORE OVER THE PAGE**

**Page 2**



**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		

# ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the

**Association Of Motoring Clubs Incorporated**

## **ENGINE RECORDS SEARCH SERVICE**

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

The advantages are both to the user and the AOMC.

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

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

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

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

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

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

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

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

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

## Vehicle Details

Year/Make/Model \*

Engine Number \*

Chassis Number

Registration Number

## Search Fee (Incl. GST)

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

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

## Any other relevant information

- **Is the engine stated consistent with the make and model?**

Yes  No  Unsure

- **Has the vehicle been registered in Victoria prior to 1984? \***

Yes  No  Unsure

- **Is this the original registration number? \***

Yes  No  Unsure

# Archived Engine Number Records

## Charges for Information

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

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

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

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

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

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

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

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

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

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



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