



Newsletter

November 2017 - Issue 138

www.aomc.asn.au

Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

ELECTED COMMITTEE

PRESIDENT:

Keith Mortimer

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Email: secretary@aomc.asn.au

Jaguar Car Club of Victoria

VICE PRESIDENT:

Iain Ross

Tel.: (03) 9890 0467

Fax.: (03) 9890 0632

Bristol Owners Club of Aust.

SECRETARY:

Position not filled at this stage

TREASURER:

Angelo D'Ambrossio

Vic. Torana Club

NEWSLETTER EDITOR:

Daryl McMahon

tyersmac@bigpond.net.au

Vintage Drivers Club

COMMITTEE:

Philip Johnstone

Triumph Sports Owners Assoc.

Rod Adler

Buick Car Club

Matthew Lambert

Rootes Group CC

Steve Young

Rolls Royce Owners CC

Andrew Gottschalk

Moke Owners Association

Colin Jenkins

Triumph Car Club

Robert Mihelcic

Vic. Torana Club

ENGINE RECORDS SEARCH:

AOMC Office

Tel (03) 9558 4829.

Administration:

Howard Billing

Tel.: 9558 4829

Email: secretary@aomc.asn.au

RACV MOTORING INTERESTS MANAGER:

Daryl Meek

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AOMC Office

21 Rosalie St,

Springvale, 3171

Tel: (03) 9558 4829

Email: secretary@aomc.asn.au

Web: www.aomc.asn.au

Front Cover: *The Torana, a symbol of Australian motoring engineering and racing, closely associated with legends Peter Brock and Colin Bond. The Torana, alongside the GT Falcon and Chrysler Charger showcased our ability to produce powerful cars capable of taking on the world. This month we have an article on the demise of the Australian motoring industry, and a club profile on the Victorian Torana Club.*

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, 21 Rosalie Street, Springvale, VICTORIA 3171

ABN 90 979 750 693- INCORPORATION REG # A731A

Telephone: (03) 9558 4829

Postal Address : 21 Rosalie Street
Springvale Vic 3171

Email: secretary@aomc.asn.au

Website: www.aomc.asn.au

We are now on FACEBOOK
For information on coming events,
you are invited to join our site as a
“friend” to receive notifications.

www.facebook.com/infoAOMC

NOTICE TO CLUBS AND MEMBERS

PRIVACY POLICY

The Association of Motoring Clubs will collect information from its constituent club members. This information will be updated regularly and held in a secure manner by the Association. The information held will relate only to:

- Office bearers of the member clubs,
- Membership fees paid and the number of individual members,
- Postal and telephone contact of member clubs,
- Electronic mail addresses of member clubs.

The Association provides a referral service to the public who wish to make contact with a motoring club. Information concerning constituent member clubs will be made available to prospective members and interested parties in line with a published aim of the Association. If any constituent club does not wish the Association to disclose its contact details it should advise the Association office of this fact. Individual members known as supporters will be listed by mail address on a separate register.

Supporter details will not be provided under any circumstances. The Association assures its membership that lists of members or contact details will not be sold to commercial organisations. The Association will only provide information to organisations or groups after consultation with the Executive committee and only if the information provided promotes or enhances the activities of the member clubs.

NEWSLETTER NOTES

The AOMC sends out four Newsletters per year to club Delegates. A copy is also sent to the club address. It is important that a copy of **each Newsletter be forwarded to the club's Editor, so that our news** can be circulated to your membership via your Newsletter. A brief summary of proceedings of Delegates Meetings is sent to club Newsletter editors soon after each meeting by one of the delegates present.

NEWSLETTER EDITORS

Items in the AOMC Newsletter can be copied/retyped without permission, provided that the AOMC source is properly acknowledged. We send out information packages from time to time, and also ask that you establish a regular AOMC News segment in your newsletter. There is much to tell and for the survival of our hobby, good and frequent communication of our news with your membership is paramount. Please ensure the Association is on your Newsletter mailing list to enable the update of its database of club office bearers and contact information, and to publish information concerning significant club events in the Newsletter. Newsletters should be posted to the AOMC at 21 Rosalie St., Springvale, Vic. 3171

WEB MASTERS

Register your club's www site on the AOMC member club's web pages. See <http://aomc.asn.au/members.htm> If your club is already listed then check that the www address is correct. If incorrect, email the AOMC web master with the new details.

CLUB CONTACT INFORMATION

Have you recently changed your Executive or mailing address? If so, then please advise the AOMC office of the new details otherwise you might miss the latest AOMC news. We look forward to being able to pass on enquiries about your club by using up to date information.

DISCLAIMER

The Association of Motoring Clubs Inc. (AOMC), its Officers and the Committee cannot be held liable for any errors and/or omissions in articles, reports, notices, advertisements, comment and advice of events that are published in this Newsletter in good faith. It should be noted that the publication of an advertisement, or expression of views in articles and reports, does not necessarily imply endorsement by the AOMC of the advertised product or service, or the views expressed in **any articles or reports published in the Association's Newsletter.**

Robert Shannon Foundation

The AOMC is a member of the Australian Historic Motoring Federation (AHMF). The AHMF assists in the administration of the Robert Shannon Foundation Trust which makes annual awards to young motoring enthusiasts. Victorian youth have been past recipients. Your club can sponsor a worthy youngster. See the AOMC website for more background and an application form.

**Applications for 2018 must be received by the AOMC by
30 May 2018**

REPORTING A CPS VEHICLE

If you see a vehicle that either:

- Should not be on the Victorian Club Permit Scheme
- Has an "H" plate when it should have an "M" plate
- Is operating outside the terms of the permit (e.g. number of days, used for commercial gain)

Then send:

- A photo of the vehicle
- The time, date and location that the photo was taken
- The reason you believe an offence has occurred
- Your name, address and phone number

To: AOMC 21 Rosalie Street,
Springvale, 3171

or email to: secretary@aomc.asn.au

The AOMC will check that the information provided is complete and correct, and will pass it on to VicRoads. Note that the AOMC will **NOT** pass on your details (unless asked by VicRoads), and then **only with your permission**. The AOMC cannot guarantee that we can report back on the outcome of your notification.

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Expressions of Interest

The Association has a fully equipped meeting room available for hire to member clubs

The room can comfortably seat 15 occupants and is fully equipped with whiteboard, smart wall mounted television, tea and coffee making facility.

Suitable for very small club meetings, committee meetings newsletter processing sessions etc.

Plenty of adjacent car parking

Available for daytime or evening use and regular bookings welcomed.

Please contact Howard Billing office manager on 95584829

or at email: secretary@aomc.asn.au

Club Permit Scheme Handbook

The AOMC produced Club Permit Scheme Handbook has been updated to reflect the latest changes to the scheme and approved by VicRoads.

This is an invaluable resource for clubs and owners of CPS vehicles and answers many of the questions you may have. (FAQ's)

Updated FAQ's are published on the AOMC website and appear in the AOMC newsletter when they are drafted. At present there are 62 FAQ's ranging from what to do with damaged plates to dealing with deceased estates. The information in the handbook is approved by VicRoads, and can be useful when dealing with authorities who are unaware of the finer points of the scheme.

Copies of the new Handbook will be available at Delegates Meetings or can be ordered through the AOMC Office.

Delegates can pick up bulk copies for their clubs if required.

The Handbooks will be selling for \$5 per copy, and \$4 per copy for orders of 10 or more.

Payment by cash, cheque or credit card will be accepted.



**The Victorian Club Permit
Logbook Scheme**
(for vehicles over 25 years old)

HANDBOOK
October 2015

Do you want to get more traffic to your WebPages?

If so, then check your URL listing in the AOMC member clubs pages at:
www.aomc.asn.au/members.htm

If your club has changed its URL then please let the AOMC webmaster know by logging onto the above page and using the link to the webmaster.

Risk Management Toolkit

Following the presentation given at the May 2016 Delegate's meeting, the RACV and AOMC are pleased to be able to provide an excel spreadsheet, and instructions, that allows clubs to put together their own risk management plans.

For a free copy, send an e-mail to:
secretary@aomc.asn.au.

PRESIDENT'S REPORT

Twelve months down

Greetings all

I was going to open this report by saying the warmer weather is with us and that's a great excuse to get those cars, bikes and trucks out and about, but as I was writing this the heavens opened and a large deposit of rain ensued. Then I looked at the forecast for the next week and the warmth wasn't to be a feature. Well I guess we need to look at the bright side, we need the rain and our vehicles won't overheat if we take them out. Victoria is full of variety in so many ways

Writing this I was reflecting on the year just gone, it has just flown and you always feel that you have fallen short on your initial agenda. However I then started just listing the things we have done and its actually quite staggering

- Relocation of our office from Moorabbin to Springvale
- Fit out and set up of the office facility
- Making safe and restacking our Engine number records
- Recruitment of the Administrators position
- Redeveloping the organisations website
- Shannon's American Day at Flemington
- RACV Classic Showcase at Flemington
- National Motoring Heritage Day at Bellarine
- New arrangements for 2018 Shows
- Restoration seminar
- Club Management seminar
- Delegates meetings, one regionally
- Significant progress on completing the organisations strategic plan for the next 5 years
- Partner organisation in the Luxury Car Tax working group
- Following up on information re CPS with VicRoads, anything from questions on the scheme to alleged inappropriate vehicles and usage

And many more day to day occurrences

All of this is done by a dedicated committee of volunteers, yes, we have some part time paid support but much of this work is done by us on a voluntary basis and done for the whole motoring community.

So, as we approach the Annual General Meeting of the association we all need to acknowledge that work that has been put in. It is never easy to single people out, but I would specifically like to acknowledge Iain and Maureen Ross, Philip Johnstone, Angelo D'Ambrosio and Daryl McMahon for the work they have put in for the last

12 months. In addition I would like to acknowledge Kevin Churchill and more recently Howard Billing for their support in the office, one could say the heart and soul of the association. I also acknowledge the support of our sponsors be that for our shows or in giving up their time to present at seminars. However, it is our member clubs that are our foundation and without the support of you and your members this organisation would not exist – so thank you.

But that thanks also comes with a sting in its tail, we need some diversity and new energy on board the committee, many of the members have served in their roles for many years and are ready to step back. I want to see more representation from all the flavours within our clubs and also more assistance when it comes to putting on shows and making things happen for the motoring community.

Ask not what your association can do for you rather what can you do for the association that represents you.

Happy and safe motoring, whichever way you travel.

**Keith Mortimer
President**



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.

AOMC November Delegates' Meeting & 2017 Annual General Meeting

Monday 27th November

Time: 7.30pm

Venue: Jaguar/Austin Healey Owners Rooms

21 Rosalie Street Springvale.

Mel Ref 80 A8

Apologies & Enquiries please email AOMC office at:

secretary@aomc.asn.au

Guest Speaker: Brian Tanti

Brian has lived and breathed the motor vehicle industry his entire life. His career began more than 37 years ago as a panel beater working in the UK and Australia. He spent time in a Rolls-Royce dealership before landing a job in Lindsay Fox's museum, where he rose to the position of Director. He has spent 27 years working for the Fox family as a workshop manager; building and restoring classic cars from Lindsay Fox's \$45 million car collection. At the Fox Museum, Brian also became the Manager of Vehicle Operations. As a Coach Builder, Brian quickly accumulated a reputation for excellence; several of his restorations have won concours competitions; nationally and internationally.

For further information check the AOMC website: www.aomc.asn.au

Business of the Annual General Meeting:

- Presentation of annual financial report
- Election of office bearers for 2017/18
- Setting of membership fees for 2018/19

Proxies will be accepted in writing only.

Meals arrangements:

There will be the usual BBQ meal with salad available from 6pm for \$10.

Bookings essential and can be made to the AOMC office at:

secretary@aomc.asn.au

by Friday 24th November.

Our New Website

Have you seen our new website.

After many years of service our old site has been allowed to retire. Our new site is up and running and includes all of the same information but it is an easier to navigate layout. Have a look at our latest show dates and info online.

We welcome your feedback and ideas on the site.

Go on have a look www.aomc.asn.au

**The AOMC Newsletter can be
downloaded in pdf form from
the AOMC website.**

This version is in full colour.

Go to:

www.aomc.asn.au

CALENDAR OF EVENTS

This calendar is a platform for promoting your club.

To have your events included –

Preferred method Send information by email to: secretary@aomc.asn.au

OR Send information by mail to Events Directory AOMC Inc.
21 Rosalie St., Springvale Vic. 3171

before the 4th Monday of January, April, July, October to appear in the next issue of the Newsletter.

Important notice.

AOMC and its contributors rely on the information supplied for events to be correct.
It is advisable to confirm details of the event with the contact noted.

November 2017

10-12: RACV /Veteran Car Club Annual Rally – Ballarat. The RACV Veteran Car Club Annual Rally 2017 will be based at the Bell Tower Inn in Ballarat. This property, located on the western side of Ballarat, has a long history with our club but was also chosen to minimise city/suburban traffic for our veteran cars.
CONTACT INFORMATION Michael Holding
mholding@netspace.net.au Phone: 0407 008 895
or Claudia Holding : claudia_holding@hotmail.com
Phone: 0402 484 036

12: Historic Commercial Vehicle Show. 36th Annual Display by the Historic Commercial Vehicle Club to be held at Yarra Glen Racecourse. Gates open to public at 9am. All vehicles must be in by 9am and not leave until 3pm. Entry available for display vehicles from 3pm on Saturday 11th.
Admission: \$10, kids under 14 free. See website for further details: www.hcvc.com.au
Enquiries: Allan 0425 718 191
or Jeff 0408 181 816.

12: Wandin Vintage Swap Meet. Vintage Engines, Cars, Trucks, Tractors, Motorcycles, Parts, Collectables & Memorabilia. Yarra Valley Machinery Preservation Society. Wandin East Recreation Reserve, corner of Parker & Old Baker Roads, Wandin East. Mel 121 K9. Sellers \$15 (6.30am entry). Public \$5 – gates open 7am. For information phone Rod on 9878 7627 or Alan on 9434 6681.

17 – 19: Morris Minor National Rally / Day of the Morris Minor. Will be held from the 17th to 19th November. Starting In Bendigo on the 17th & 18th then Sunday 19th, the Concourse display and Day of the Morris Minor judging will be held at Caribbean Gardens Scorsby. Anyone with a Morris Minor is welcome to join in the Rally on that day. There will be an entry fee for the Rally. For any further information contact Mark Parritt 0403 194 021 or email: markparritt@gmail.com

19: Jaguar Car Club Concours and Display Day. Wesley College Glen Waverley Campus, 620 High Street Rd, Glen Waverley, Sunday, November 19, 10am -3pm. Jaguars produced over 90 years of production will be displayed. This year the event

celebrates Jaguar's famous D-Type racer. Jaguars from the marque's early beginnings – an Austin Swallow to the latest – the hugely popular F-Pace will be on show. Other models to be represented will be the pre-war SS, Mk 1 and Mk 2, the large touring Mk 1V to Mk X saloons, S-Type, 420G, XK, E-Type, XJ, to the moderns – XF, XJ, XK and F-Type.

Cars entered in the Concours d'Elegance and the Concours d'Etat will be grouped together in the centre of the oval. These beautiful examples of the marque will be judged for originality in the d'Elegance category and pride of ownership for the d'Etat section. Food, drink, trader stalls and Jaguar merchandise will be available. Entry into Wesley's grounds \$10 a car. **Enquiries:** publicrelations@jagvic.org.au

24 – 27: EJ – EH Holden Nationals. The EJ-EH Holden Nationals will again celebrate ALL THINGS from these two Iconic Holden Models over the weekend of November 24th to 26th 2017 and awards will include EJ Holden Grand Champion, stock and modified as well as EH Holden Grand Champion, stock and modified as well as awards for all other category classes. Events over the Nationals weekend will include Go To Whoa, Motakana, Mystery Cruise, Awards Ceremony, Show N Shine, Street Parade and more.

The EJ-EH Holden Nationals will be open to ALL EJ-EH Holdens and the owners do not need to belong to any club or organisation to be part of this event. The EJ-EH Holden Nationals will for its 2nd year be held in conjunction with the annual Spring Car Nationals, as a main feature of its 25th Celebrations, but ran by a separate delegation.

Keep up to date at our website; www.autofest.com.au and please voice your opinions and suggestions at our facebook page, <https://www.facebook.com/EJEHHoldenNatio...>
Email; springnats@hotmail.com
Mobile: 0417 511557

24 – 26: Geelong Revival. This action packed motoring festival, held on Geelong's picturesque waterfront, is an event not to be missed. Featuring ¼ mile sprints, hillclimb, classic motorshow and a Friday night cruise with over 600 vehicles. If cars and bikes are not enough to get you excited, classic boats and

vintage aircraft will also be on display. For details contact Geelong Revival at:
Email: info@geelongrevival.com.au
Tel: 5215 1181
website: www.geelongrevival.com.au

25 – 26: Wandin Draught Horse and Old Time Festival. Hosted by Yarra Valley Machinery Preservation Society. Mont De Lancey Homestead, 71 Wellington Rd, Wandin. Mel 121 B2 10am to 4pm. Adults \$10, Kids free.

Historic Homestead, Museum & gardens
Working Draught Horses
Stationary Engines & Vintage machinery
Market & Craft Stalls
Blacksmiths & woodturning activities
Hot & Cold Food available.

More details on YVMPS website: www.yvmeps.org.au/

December 2017

10: 13th Grand Day Out. Presented by the Victorian Mini Club Inc. Open to any BMC – Leyland brand of any age and any condition. Venue: Coopers Settlement Historic Homestead, Bundoora Park, Plenty Rd., Bundoora. 10am to 3pm. FREE Entry. No trophies, no stress, no pressure, just a great day out.

January 2018

14: Korumburra Swap – Hosted by the Gippsland Historic Automobile Club.

Venue: Korumburra Showgrounds.

Cost: \$10 per site plus \$5 per person. Buyers \$5
Gates open 6am. No pre booked sites. Food available. No dogs permitted.

For more information, contact: 56625029, 56573371 or 0408512347

26: Aussie Car Show - AOMC & Shannons. Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen. Victorias newest Motoring Show that caters for all makes produced in Australia. Other shows cater for vehicles from overseas and some cater for any vehicles, but this one is for our home grown. If you are interested in the local products of Holden, Ford, and Chrysler and those other makes built here this is the event for you.

You will see displays of club cars, restored vehicles, modifieds, customs and commercials. A great family event with heaps of childrens entertainment, music, refreshments, spot prizes and awards for great display cars. All vehicles will be considered for trophies no pre entry .

Gates open for display cars at 9.30 am and for spectators at 10.30 am

Display cars enter on the day no pre entry required, entry fee \$15.00 per car (all occupants included)

Admission for spectators is \$8.00 and children under 14 are free!

Enquiries ph: 03 9890 0524

www.aussieclassiccarshow.com.au

All proceeds from this event are returned to the classic motoring movement

February 2018

3: BERWICK SWAP MEET, Akoonah Park, Princes Highway, Berwick. Gates open from 1.30pm Friday 2nd, closed from 11.00pm. Seller set up only, NO trading. Admission Saturday 3rd 5.00 am for sellers, Buyers 6.00am. Seller site only \$20.00 entry not included. Site size 6m x 6m. Admission for sellers and buyers \$5.00 per person, under 14 free. Free offstreet parking, Melway map 111, H10.

Enquiries: Roger 0407568488 , Ian: 0419312304, Indoor sites: Michael : 0474835334

11: Picnic At Hanging Rock – Macedon Ranges Car Club. 1,000s of classic cars on display.

The event entry fees will be unchanged from the last 10 years - ie

Display Vehicles (25 years and Older)

Cars, Trucks \$10.00, Motor Cycles \$5.00

Display vehicles are parked in the main reserve, on the Racetrack and if required on the main cricket oval.

General parking Cars, Trucks \$10.00, Motor Cycles \$5.00

General parking gates are on Straws Lane (eastern side of the Hanging Rock precinct.

Buses are \$5.00 per person - excluding the driver.

Walk up pedestrians are \$5.00 a head.

Children are FREE always

Website: www.picnicathangingrock.com.au

Email: picnic@mradm.com.au

Contact: Graham Williams

18: Ballan 2018 Vintage Rally – Hosted by the Ballan Vintage Machinery & Vehicle Club at the Old Ballan Racecourse, Racecourse Road, Ballan. 9.30am to 4pm. Entry: Adults \$10, Family \$20 U14 free. Features this year: Holden Vehicles, 2 stroke tractors, 2 stroke engines & machinery. Vintage and Classic Motorcycles, cars & Trucks on display as well as a huge variety of vintage engines and machinery.

25: AOMC/RACV Classic Showcase.

The AOMC will staging the 2018 Classic Showcase, for British and European vehicles, at the Yarra Glen Racecourse on Sunday February 25th. Trophies in several classes, Club displays welcome. Display car entry from 9am, spectators from 10am. Food and children's entertainment available. Admission \$15 for display cars, spectators \$8.

March 2018

3 – 4: Survivor Car & Barn Find Show

Spectacular. Featuring Survivor cars, Barn finds, Muscle cars, Classic cars, Sports cars and much more. Venue: Shannons new showroom, 40 Corporate Drive, Heatherton, Vic. Admission \$20,

Children under 16 free. For more details, go to:
www.SurvivorCarAustralia.com.au

11: Yarra Glen Swap Meet. The Vintage Drivers Club will again be hosting their annual swap meet at the Yarra Glen racecourse. Vintage car parts, Bric a brac and lots more. Chrome bumper display cars welcome.

Gates open at 6.30am for sellers Sites \$20 & \$25, sites available on the day. Buyers from 7.30am admission \$8 children free. Display cars from 8.30 to 10am \$10 admission for 2 occupants, extra occupants \$8, single occupant \$8.

Site bookings & enquiries to Iain Ross
Tel.: 03 9890 0524

Web: www.vintagedriversclub.com.au/yarraglen

13 – 20: Graham Owners Club Southern Cross Region Bi-Annual Rally. Venue – Cowes, Phillip Island. This is the bi-annual get together for Paige, Jewett, Graham Paige & Graham owners from the southern hemisphere. This will also be the 90th anniversary of the Graham Paige make as well as the 90th anniversary of the first Grand Prix held in Australia, this was also held on Phillip Island.

18 - 24: Fly The Flag Tour. The All British Classics car Club is pleased to announce there WILL be a Fly the Flag Tour in 2018. Application forms will not be available until October or November this year. For further information the ABCCC can be contacted at:

Website: <http://www.abccc.com.au>

Facebook: www.facebook.com/

AllBritishClassicCarClub

Postal Address: PO Box 201, Chirnside Park,
Victoria, 3116

25: Annual Kalorama Rally. Venue – Kalorama Reserve, 1190-1196 Mt Dandenong Tourist Road, Kalorama. Mel Ref 120 D9. The Kalorama Rally is an annual Vintage Car Rally held in the Dandenong Ranges Victoria at the Kalorama community oval. The first rally was in 1956. All proceeds go to Kalorama CFA.

April 2018

14: Echuca Swap Meet. The Echuca & District Historical Vehicle Club Inc. Venue: Rotary park, Rose Street, Echuca. 200 plus sites available at \$20 per site. Display area for Show & Shine vehicles. \$5 general entry. Gates open 5am for sellers, 7am for buyers. Enquiries to Tel.: 0456 010 665

15: AOMC/Shannons American Motoring Show. Presented by the AOMC proudly supported by Shannons. This years venue is Yarra Glen Racecourse. Trophies in several classes, Club displays welcome. Display car entry from 9am, spectators from 10am. Food and children's entertainment available.
Admission \$15 for display cars,
\$8. for Spectators

22: Maffra Motor Museum Automotive Swap Meet.

Venue: Gippsland Vehicle Collection, 1A Sale Rd., Maffra 3860. Set up and buyers from 7am. Focusing on car & motorcycle parts, collectables, garage-abilia, mancave items. Site fee \$10 (incl driver) Buyers \$5. Camping available Saturday night. Full onsite catering. Info & bookings to Mike on 0402 084 302

27 – 30: 2018 National Rove. The Rover Car Club of Australia Inc. is proud to announce that the 2018 National Rove will be held in Shepparton. National Roves occur every two years and, for the 2018 running of this event, Rover motor vehicles will gather in the Goulburn Valley city of Shepparton from all over Australia. It will be Victoria's turn to show off these exceptional cars, to motoring enthusiasts and the general public. Visit the Rover Car Club's dedicated National Rove Web-site for details at: <http://rovercarclubaust.asn.au/rover-car-club-events/national-rove-2018/>

May 2018

25 – 27: 42nd Historic Winton. Winton Motor Raceway, near Benalla, Victoria Australia Conducted by the Austin 7 Club Inc A0003290N with the assistance of the HMRV. Historic Winton Australia's longest running, all-historic motor race meeting presents two big days of non-stop racing on Saturday 26 and Sunday 27 May. Once again, the event will feature over 400 historic racing cars and motorbikes from the 1920s to the 1980s plus a huge heritage display of veteran and vintage vehicles. The long weekend of historic motoring will commence on Friday 25 May with the Benalla & District Classic Car & Motorbike Tour, which is always great fun for all who participate, as well as spectators.

March 2020

28 March to 4 April: AHMF National Motoring Tour. A week long event of touring based in Albury/Wodonga. All historic vehicles are welcome and encouraged to attend and there will be routes to suit vehicles of all eras. More information go to the AHMF website; ahmf.org.au

The Australian Historic Motoring Federation comprises the peak motoring bodies from each state, including the AOMC and Vic Fed.

Easter Dates: A significant number of clubs hold major events over the Easter weekend. To assist with planning future events, here are the dates for **Easter Sunday** in coming years:

1 April 2018, 21 April 2019, 12 April 2020

CODE RED AND EXTREME FIRE RATING DAYS

Any event which falls on a day designated as code red or extreme fire rating may be cancelled by the organisers. It is advised to check with the designated contact for confirmation.

SHANNONS

Aussie Classic Car Show

SHARE THE PASSION "Cruise to Yarra Glen"

Friday 26th January 2018
 Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

The show for all the great Aussie makes Holden, Falcon, Valiant BMC and those lesser known Aussie vehicles

Trophies for outstanding vehicles
 Trophy for the best Aussie Muscle car
 Club displays encouraged
 - The best display will receive an award.

Refreshments, music, kids entertainment, trade stalls!

Enquiries 03 9890 0524
www.aussieclassiccarshow.com.au
 Presented by Association of Motoring Clubs
 All proceeds from this event go to the Motorists' Relief Fund
www.aomc.org.au/motorists-relief-fund-2018

AOMC

Proudly Presented by THE ASSOCIATION OF MOTORING CLUBS

AMERICAN MOTORING SHOW

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

Childrens entertainment, Music, Trophies, Club displays & Automobilia Vendors.

Gates Open: Display cars from 9.00am Spectators from 10.00am

Entry from Armstrong Avenue Free parking for spectators!

More details and site plans
www.aomc.asn.au/americanmotoringshow2018
 Enquires 03 9890 0524

SUNDAY 15th APRIL 2018
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RACV article on new road rules

The State Government has announced four new road rules including on-the-spot fines for cyclists using phones, new give-way rules for vehicles at intersections with bike crossing lights, and cyclists and charter coaches being allowed to use bus lanes.

The new rules are in addition to the recently announced rule that drivers must slow to 40km/h for emergency services vehicles.

RACV has called on the State Government to give road users more notice of changes to road rules.

The new rules came into effect on 1 July, just days after being announced.

A subsequent trawling of the VicRoads website and 547 pages of road rules by RACV staff has unearthed further changes.

New road rules explained

The State Government has announced five new road rules that will affect most road users.

- **Drivers must slow to 40km/h for emergency services vehicles**
- **On-the-spot fines for cyclists on phones**
- **Give way to bicycles when turning**
- **Bicycles/coaches allowed in bus lanes**
- **Empty bicycle carriers allowed**

Slow down for emergency services with flashing red, blue or magenta lights or sirens

Road users will need to slow to 40km/h when driving past stationary or slow-moving emergency or enforcement vehicles with flashing red, blue or magenta lights, or sounding an alarm.

Emergency and enforcement vehicles include police, ambulance, fire services and State Emergency Service vehicles, as well as VicRoads truck enforcement vehicles that have magenta flashing lights.

When emergency or enforcement vehicles are displaying flashing red, blue or magenta lights, or sounding their alarm, drivers must:

- Approach at a speed that allows the driver to stop, if necessary, before passing the vehicle and give way to any emergency or enforcement worker on foot in the vicinity;
- Not drive past or overtake the vehicle at a speed of more than 40km/h;
- Not increase speed until the driver is a sufficient distance past the vehicle to not cause danger to workers in the immediate vicinity.

This rule does not apply on a road with a median strip, where the vehicle is on the other side of the median strip.

The rule applies when the emergency vehicle is in a service road adjacent to a main road – if you are passing on the main road you will still need to slow down.

The rule applies to the driver despite any other road rule.

Our view...

RACV has called on the State Government to better explain new road rules and to alert the public to new rules well in advance, to ensure road users are well aware of changes and understand them fully.

This came after a new rule was announced less than two weeks before it becomes law on 1 July and four more rule changes just days before they start.

The rule that traffic must slow to 40km/h when passing emergency vehicles, which is designed to help save emergency workers' lives, has proven contentious with many road users. RACV has been contacted by many Victorians, who are concerned about the lack of notification and have questions about how the rule applies.

We have contacted the State Government requesting the rule be amended so it will not require drivers to slow down when the emergency/enforcement vehicle is stopped in a service lane and the driver is travelling on the main carriageway.

RACV has also expressed concern at the practicality and safety of vehicles having to rapidly slow to 40km/h and we call for a review to explore safer alternatives.

We are in open dialogue with VicRoads to ensure we can get the balance right between protecting our emergency service workers and ensuring the safe and practical passage of vehicles travelling on our roads.

More information. The information above is a summary of the rule changes.

VicRoads is responsible for administering the Victorian Road Safety Road Rules. To obtain a copy of the exact wording of the rules or support our concerns about the lack of public notice please contact VicRoads. You can contact VicRoads online.

Written by Emily McLean

June 27, 2017

This article was first published in the Royal Auto magazine

Robert Shannon Foundation Award Winner 2017

Kalinda McIntyre - Willys Overland Car Club

The Robert Shannon Foundation, an independent trust which was established by the Australian Historic Motoring Federation, makes a grant each year to young enthusiasts to assist them with their restoration project.

This year the sole recipient of a grant was Kalinda McIntyre from the Willys Overland Club of Victoria to assist with her restoration of her 1925 Model 93 Overland. She received a grant of \$1,000 to assist with finishing her restoration.

On these pages we have the story of Kalinda's project and her progress.

Project Description. I was looking to get a car to take on the Lakes Entrance rally but was unable to find anything that I wanted. Mum is our Club Newsletter Editor and she was always on the look out for a car for me. I was looking for something like a Whippet as I really liked the look of it.

Then in 2016 a member posted an advertisement in the club newsletter- For Sale - a 1925 Model 93 Overland that had been sitting in a shed for the last 15 years. With the help of Mum and friend/Club member Roger Stewart they went and looked at the car because I was living in Sydney at the time.

The Overland started but was known to have had an over heating issue. The Club members had done a working bee on this car 15-20 years earlier to help the previous owner.

The car was fully restored body wise, it was painted and assembled ready to go. The old tyres had deteriorated so the car requires new tyres, hood and seats need to be done. Some TLC on her engine and other mechanical parts were expected to be done

That day she came home and I was now the proud owner of a model 93 and my very first vintage car. I named her Alice from Alice in wonderland and also because Alice was a popular 1920's name.

Roger Stewart from the WOCV has a lifetime of being a mechanic. He is one of my mentors and has been helping me with the mechanical side of the restoration as I am not mechanical minded. Roger has been instrumental in checking every detail of the previous restoration effort on Alice. He has shown me everything he has done and has also explained how things work and why they have worn out or need replacing or repair.

Thanks to Roger I have an understanding of how things work on my car now. I have assisted with simple things like painting, cleaning parts and made some gaskets.

I have cleaned down the seat springs and have sprayed them with kill-rust paint to stop it from rusting any further. I have also painted all the timber in the car to preserve during my use and ownership.

My mum, Annette Newell, has been helping me with the interior upholstery which is now 50% complete.

Jeff Alcock another WOCV member has offered to assist myself and my mum to do the hood and side curtains.

I have recently purchased the trim materials, vinyl foam, trim board and hydrem binding.

To finish Alice and get her on the road we need to continue with the engine overhaul, get new hood irons and bows and complete the trim on the seats and door trims, carpet and hood and side curtains.

I have purchased some reasonable second hand tyres for the purpose of being able to move the car but require new tyres before putting Alice on the road.

As well as those helpers I have mentioned I also need to thank all other WOCV members for encouraging me and helping me along the way.



Kalinda's first drive of her car, under power of the trailer winch.



Finishing touches to the interior paint.



Progress Log

Work that has been undertaken to date:

- * Repair and replace wiring, including wiring to the lights,
- * Repair generator,
- * Repair fuel system. Clean out fuel tank, re solder fittings,
- * Adjust Kingpin bushes, ties rods, wheel bearings, drag link,
- * Repair hand controls in steering column,
- * Repairs to instruments (ie amp gauge and switches),
- * Gear box- removed, dismantled and repaired. Clutch and tail shaft are ok,
- * Fitted modern temp gauge,
- * Remove diff assembly and repair crown wheel rivets, replace bearings as necessary and fit modern pinion in seal,
- * Refitted internal body door locks, and external door handles,
- * Make door step plates.
- * Wiper unit- Purchase new 6v and wiper arm and blades
- * Original engine found to be very worn - removed dismantled found to be too costly to repair
- * Inspected spare engine, procedure to repair spare engine and refit to car.

The Future Progress Log

- * Complete the engine overhaul
- * Complete the interior trim sewing and installation
- * Fit the new hood bows to the repaired hood irons
- * Complete the hood and side curtains sewing and installation.
- * Purchase new tyres

I would hope to have all this work completed by the end of 2017.



Above & Top Working on the upholstery

Below: Putting the water pump back on.



Kalinda receiving her award from Iain Ross of the AOMC.

If your club has a young member who you feel is eligible for applying to the Robert Shannon Foundation for the 2018 awards, get in contact with the AOMC office to find out details of how to apply. Ed.

CLUB PROFILE: The Victorian Torana Club.

The Victorian Torana Club has been a non-profit enthusiast's car club for over 20 years. Previously known as the Torana Street Machine Club of Victoria, the club has undergone a name and logo change in the past few years, as part of a professional face-lift to boost the image of our club. Our basic goal is to continue to let our member base grow and build the club into a strong enthusiast organisation that will encompass all models of the Holden Torana. Currently the club has approximately 80 members statewide and memberships continue to grow.

Our club is for anyone who has an interest in Toranas of any kind. Club member's cars include daily drivers, show cars, drag cars, original, modified, etc. We also cater for people who just have an interest in Toranas but don't own one.

Our membership includes Classic Historic Plates for vehicles that meet all the requirements & A.O.M.C affiliations. This means as a club, we can offer our members a lot more variety in events as well as interaction and attendance with other clubs and their events, with the backing of liability insurance and club registration plates.

We offer the buying and selling of Torana parts, a quarterly newsletter, involvement with car shows such as – Annual Maroondah Dam Run, Toranafest, Easternats, Summernats, Springcar Nationals, Hanging Rock, All Holden Day, Geelong All Holden Day, Drag racing events and other static car shows. We have monthly Club runs to various destinations and social events such as drive-in nights, trivia nights, calendar shoots and weekends away. Our club also has a diverse range of merchandise that can be ordered or tailored to specific member's needs.

You're welcome to attend our meetings held on the 3rd Tuesday of each month or come to one of our events, please see our website for further information <http://www.victoranaclub.com.au/>





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Why Australian car manufacturing died — and what it means for our motoring future

Written by Joshua Dowling, National Motoring Editor, News Corp Australia Network, February 3, 2017

BY this time next year, the doors will have closed on the Australian car manufacturing industry forever — after almost a century of car making. Holden will be last to turn out the lights after Toyota announced this week it would close its Camry factory in Altona on October 3 — two weeks and three days before General Motors' shuts its Australian outpost in Elizabeth.

Toyota has a largely Japanese image, but it has been making cars in Australia since 1963, the same year the iconic EH Holden was released. Over the past 10 years, Toyota has been Australia's biggest vehicle manufacturer. It will also go down in history as our biggest automotive exporter. Toyota shipped more cars in 16 years than Holden did over 63 years. Australia was the first country outside Japan where Toyota made vehicles, which is why it fought so hard to keep Altona running.

The reality is, all three brands have a deep history in — and helped build — Australia, and had a lead role in shaping its culture.

Ford shut its Broadmeadows and Geelong factories in October 2016 after 91 years of operation. Australia's oldest car maker assembled almost 6 million vehicles since 1925.

General Motors began manufacturing in Port Melbourne in 1936 — assembling cars from parts imported from the UK and USA — before gearing up to support the Australian military in World War II by making aircraft engines, armoured vehicles and weaponry.

But Holden did not manufacture from scratch its first car and engine until 1948, when its first sedan rolled off the production line and then Prime Minister Ben Chifley declared "she's a beauty". In that time Holden built more than 10 million engines in Australia and, by the end of this year, more than 7 million cars.

The Holden assembly line in Elizabeth on the outskirts of Adelaide will continue to make the Commodore until the 20th of October, 2017, before it is replaced by a German model. Holden has already wound back production after the Cruze small car reached the end of the line in October 2016, the same day the last Falcon was built.

Over the decades, the car industry has employed generations of workers and, until the end, kept close to 50,000 people in a job — once you include the small businesses that supplied parts and services to Australia's car manufacturers.

But the tax payer has largely footed the bill, shelling out more than \$5 billion dollars in "industry assistance" over the past 10 years alone. The car industry says it invested three dollars for every one dollar of taxpayer funds. That figure may be debated but one thing is certain: the end was inevitable.

With low — or zero — import tariffs over the past decade, Australia became flooded with foreign cars that were either cheaper to buy than local models, better equipped, or both. That had the effect of eating into the volume that Australian car factories needed to remain viable.

Fifteen years ago, the Holden Commodore led the market with close to 100,000 sales per year. For five of the past six years, small cars such as the Mazda3 and Toyota Corolla have topped the charts with a little over 40,000 sales. Last year the Toyota HiLux ute led the total market with a similar number. There is not a car factory in the world that can survive on such small volumes — other than the likes of Ferrari or Lamborghini who sell supercars with super-high prices.

The flood of imports has given Australian car buyers more choice than ever before — and more than every other country on the planet except China. Australia has 64 automotive brands, the US has 38 and the



Above: The last Ford Falcon rolls off the production line.

Below: The last Toyota Camry produced at Altona





Above: The last Holden SS Commodore SS.

UK has 42.

While we are literally spoiled for choice, the Australian car market became so fragmented, the car manufacturers couldn't solely rely on domestic sales for survival. But they couldn't export their way out of trouble either. They were caught in a pincer movement.

Australia is surrounded by developing countries with much cheaper labour costs. The minimum wage in Thailand equates to less than \$2 an hour. Car assembly line workers are paid more generously — about \$6 an hour, or close to \$12,500 a year.

But it's nowhere near the average Australian car manufacturing worker wage of \$69,000. By the time you add currency exchange rates into the bargain, you can cross exports off the list of possible saviours for the local car industry.

Of all the Free Trade Agreements Australia has with other countries, none was more brutal and swift than the deal with Thailand, introduced in 2005. Since Australia agreed to lift the import tariff on cars from Thailand, we have bought close to 2 million vehicles from our Asia-Pacific neighbour — from familiar brands such as Ford, Holden, Toyota, (the three companies closing their factory doors) as well as Honda, Nissan, Mitsubishi, Mazda and others.

In return, Australia has shipped to Thailand just 100 cars. Not 100,000. Just 100. That's because Thailand maintained hidden, non-tariff barriers while Australia opened its borders completely. Ingeniously, Thailand continued to impose higher registration fees on cars with larger engines — such as those made by Ford and Holden. Toyota already has a Camry factory in Thailand, so doesn't need to export any cars there.

Ten years after the free trade deal was signed, Australia is shutting its doors on an entire industry — and with it more than 50,000 jobs. Australia was the only country in the world to manufacture cars and not have some form of protection for its local industry.

Now those jobs have been transferred to Thailand, known as the Detroit of the Asia-Pacific. Thailand is now the second-biggest source of motor vehicles in Australia after Japan and ahead of South Korea.

Should we have kept the Australian car industry alive, or was it right to end taxpayer handouts and suffocate it to the point of extinction? How many former factory workers

will find employment in hospitality, tourism, IT, or in a job that involves "innovation", the catchcry of government? We're about to find out.

A 2013 report by University of Adelaide Associate Professor John Spoehr estimated about one-third of sacked blue collar workers are likely to become long-term unemployed. The statistics were gathered after the closure of the Mitsubishi car factory in Adelaide in 2008, and from other associated industries.

"We know from the research that a high proportion of manufacturing employees go on to be long term unemployed," Professor Spoehr said. "It requires significant retraining to work in ... other sectors."

As Former Victorian Premier Jeff Kennett wrote recently, there is also a rise in "mature-age" unemployment, as manufacturing closes.

"These people are often breadwinners with good personal values who have been paying taxes and charges for years," Mr Kennett wrote.

While we wait to count the social cost of wiping out an entire industry, car buyers may well be wondering what the impact will be in showrooms. The answer, to be blunt, is almost nothing.

New-car prices are not suddenly about to go up. Australia is the most competitive market on the planet and that keeps prices low. It's one of the key reasons our car factories are closing.

The biggest void to be filled — and no-one yet has any idea on how to fill it — is the lack of affordable performance sedans from Ford and Holden.

There is no replacement in sight for Holden Commodore V8s, or the choice of supercharged V8 power or turbocharged six-cylinder power for the Ford Falcon. These were the fastest and most powerful sedans in the world for the money. But they could only be built thanks to the families and fleets that bought the regular models.

Historically, Ford and Holden sold so many of their fleet sedans that they could afford to fit bigger engines, bigger brakes and wider tyres to appeal to enthusiast customers. Unfortunately, "rev heads" only account for a third of sales of our big fleet sedans — and that's not enough to justify the investment in a unique performance model.

This is why police highway patrol divisions across Australia are scrambling — and struggling — to find suitable replacements for their Ford Falcon and Holden Commodore pursuit cars. The best candidate in terms of performance and price is the Ford Mustang.

Police used to run two-door coupes in the late 1970s and early 1980s. It may happen again — for specialised purposes — if the Mustang passes muster after some initial hurdles.

In Queensland, the police have announced they're running Hyundais. Criminals are presumably delighted.

General duties police officers, meanwhile, will migrate to sedans like the Toyota Camry, SUVs like the Hyundai Santa Fe, and prisoner vans like the Volkswagen Transporter or Hyundai iLoad — as they do currently.

In the meantime, Australians will continue to have just as many — if not more — cars from which to choose once the last of the local assembly lines closes. But the type of vehicle we are buying is changing.

Sales of passenger cars dropped dramatically in 2016 as SUVs continued their record growth. In 2015, passenger cars had a lead of 100,000 sales ahead of SUVs. In 2016 passenger cars were just 37,000 sales ahead of SUVs. It looks like 2017 could be the year that SUVs finally overtake passenger car sales in Australia.

“A lot of people are replacing small cars with SUVs,” says Jordan Pakes, car industry director at Roy Morgan Research, which surveys 6000 car buyers each year.

“It’s possible SUVs could overtake passenger cars (in 2017), we know it’s a booming segment and there so many new small SUVs hitting the market.” The latest Roy Morgan research shows 278,000 private buyers are considering an SUV in the next 12 months, versus 254,000 with a passenger car on the top of their shopping list.

In case you’re wondering, an SUV couldn’t have saved the car industry, because no single model sells in sufficient numbers to justify local manufacturing.

Then there is the rise and rise of utes to consider. In October and November, the Toyota HiLux and Ford Ranger led the market outright. It was the first time in Australian automotive history that utes filled the top two sales spots. As noted earlier, the HiLux took the title as top seller for the year in 2016 — the first time a ute has led the market in our entire motoring history.

Mercedes-Benz believes utes are “the next SUV” trend, and has forecast massive sales growth globally over the next 10 years. Which is why Mercedes will join the ute brigade in 2018.

Ten years ago, the idea of a Mercedes-Benz ute would have been unimaginable. Now it seems overdue.

And who would have thought a Mercedes would be Australia’s second-best selling medium-size car — after the Toyota Camry and ahead of the Mazda6, Honda Accord, Ford Mondeo, and others.

With our rich, diverse and rapidly changing taste in vehicles — and fickle buyers who chant “buy Australian” while driving foreign cars — it is no wonder the Australian car industry never stood a chance.

Seeking to Remove the Luxury Car Tax (LCT) in Australia.

While it should only apply to new cars sold in Australia, the LCT also applies to the importation of cars of any age whose landed cost exceeds the LCT threshold of approx \$65,000 (including freight insurance and GST). On higher value cars, with GST, this can amount to 40% of the landed cost in Australia, with no corresponding increase in the value of the car. Essentially, this makes the importation into Australia of high value classic cars prohibitive. Very sadly there is only a one-way trade, with a corresponding net loss to Australia’s once-impressive heritage car fleet.

The LCT leads to cars leaving the country but not being replaced and ensures less local economic activity as a result. It makes no sense for this tax to apply it to older vehicles as it was introduced to protect the Australian car manufacturing industry, which as we also know, now no longer exists.

The Australian Historic Car Tax Reform Group has been convened by the RACV with the objective of removing the LCT from the importation of cars over 30 years old. Doug Young of the VCCQ chairs it. It includes the VSCC (Vic), VCCA(V), Vintage Drivers Club, National Motor Museum, the Victorian peak bodies for historic car clubs (AOMC, FVVCVC), and multiple one-make car clubs (Alvis CC Vic, MG Car Club Vic, Bugatti Club, Bentley Drivers Club (Vic), the VCCQ etc).

The Group is preparing a comprehensive submission to the Australian Government seeking to exempt the importation of cars over 30 years old from this tax.

As part of this submission the Group is seeking to demonstrate the “one-way valve effect of the LCT” by providing details of any cars over 30 years old, valued at over \$65,000 (the LCT threshold) that have been exported or imported in the last 5 years (please send

details of cars that fit these criteria to doug_young@inet.net.au).

The Group would also like information on your cars, their operating cost, and your intentions should a luxury car tax not exist. This information will, in summary and non-attributable form, be part of the comprehensive and broadly supported submission. Please note that unless you wish to provide your name and phone number, it is entirely anonymous.

Please go to the website below to get to the survey, which has only five questions and will take five minutes to respond.

<https://www.surveymonkey.com/r/FR3RFJV>

Thank you in advance for your time and your information.

Doug Young



An example of the one-way traffic of quality classic cars; this FWD (ch#7231) has gone to Canada.

Thinking of Importing a Vehicle? Asbestos in motor vehicles—know your obligations

Following on from the August article on the crackdown on vehicles containing asbestos being imported into Australia, this issue we publish some information from Australian Border Force on this topic.

The Australian Border Force (ABF) is reminding car enthusiasts and people who import motor vehicles and parts that Australia has zero tolerance for asbestos. Products with any level of asbestos, regardless of age, are prohibited for import into or use in Australia. It is the responsibility of importers to ensure that imported goods do not contain asbestos.

Since 2003, the Australian Government has prohibited the importation of goods that contain any asbestos, and placed a complete ban on the domestic manufacture and use of all types of asbestos and products containing asbestos. As part of the Government's asbestos prohibition, the ABF actively targets products suspected of containing asbestos.

Recently, the ABF has detected asbestos in a number of motor vehicles and parts, including brake pads and gaskets. Recent detections include a 1981 Chevrolet Corvette (brake pads, water pump and gasket), a 1963 Ford Falcon (gasket) and the brake pads of golf buggies, an electric scooter, a 1954 BAS Bantam motorcycle and a 1971 Mazda RX-2.

It doesn't matter how old the vehicle is, or what type it is—if we suspect it may contain asbestos, we will request assurances from the importer to ensure that it doesn't.

In a number of countries, there are few to no

restrictions on the use and supply of asbestos. Local standards in some countries may even classify goods as 'asbestos-free' when low levels of asbestos are actually present. Many products containing asbestos can be ordered on the internet and will often claim to be 'asbestos-free', even though they have some asbestos content. As a result, asbestos can be unintentionally and unknowingly imported into Australia, even in new products.

Our activities are not designed to impose undue inconvenience or cost to car importers. Targeting, stopping and testing high-risk goods is an important part of protecting importers and the wider community from the significant dangers of asbestos. We are also focused on ensuring importers are aware of their obligations so we can be assured that goods don't contain asbestos *before* they reach Australia.

Goods held at the border for asbestos testing can mean delays and significant costs to importers, including storage of the goods while testing is conducted. The potential for these additional costs can be reduced by ensuring your motor vehicles do not contain asbestos before they arrive in Australia.

If you are thinking of importing a motor vehicle or part, find out about the assurances you need and requirements for testing for asbestos at:

www.border.gov.au/asbestos.

U.K. sets official cutoff age for classic cars at 40 years with new MOT exemption

Daniel Strohl on Sep 29th, 2017 at 8am

Hemmings Daily

Even though the United Kingdom's Department for Transport rejects the term "classic car," it set a de facto 40-year cutoff age defining them this month as it decided which historical vehicles should be exempt from annual roadworthiness testing and which should not.

Expected to grant MOT roadworthiness testing exemptions to 293,000 more vehicles, the DfT decision, released nearly a year after a public consultation on the topic, applies strictly to unmodified non-commercial "vehicles of historic interest" 40 years or older with a rolling cutoff date.

Under current U.K. law, only vehicles prior to 1960 do not have to go through roadworthiness testing every year, and no rolling cutoff is in place. About 197,000 vehicles currently qualify for that exemption.

The DfT issued last year's consultation on roadworthiness exemptions in response to the European Union's own roadworthiness directive,

which it issued in 2014 and allows member states to exempt any unmodified vehicle 30 years or older from testing.

While DfT officials considered several alternative approaches to exempting older cars, they ultimately made their decision based on crash rates. According to the data cited in the recent announcement, twice as many fatal crashes involved vehicles built from 1978 to 1987 versus vehicles built from 1961 to 1977; indeed, "the rate of death and injury in vehicles from 1978-'87, unlike the older vehicles, is comparable to that of the general vehicle fleet."

For that reason alone, the DfT decided against setting the rolling cutoff at 30 years to match the EU's cutoff.

"There could be a small negative effect on road safety (by establishing the 40-year cutoff for exemptions)... however there is no specific evidence that not testing vehicles of historic interest will lead to a safety risk materialising," the DfT wrote in the announcement. "Per vehicle, the risks in the status quo of not testing vehicles until they are three years

old and of not testing the general fleet every six months as opposed to the current annual frequency are likely to be higher.”

In addition, the agency pointed out that vehicles 40 years and older are rarely used and typically make short trips; that the modern MOT “was no longer relevant” to cars of that age, leaving garages ill-equipped to test them; and that a 40-year cutoff for roadworthiness testing exemptions would correspond with the 40-year rolling exemption for classic cars from annual excise taxes, instituted in 2014.

“Some vehicle owners may not keep on top of basic maintenance requirements if they do not have the deadline of the MOT to influence them,” the DfT wrote. “They will still, like all vehicle owners, need to ensure that they meet the legal requirement of keeping their vehicle in a roadworthy condition at all time.”

In addition to the 30-year cutoff, the DfT also considered and rejected the concepts of a basic roadworthiness test rather than the comprehensive MOT test for classic cars, biennial testing for classic

cars, and a mileage limit for exempted vehicles.

Regardless of age, all modified vehicles will still have to undergo annual roadworthiness testing, as stipulated by the EU roadworthiness directive, as will vehicles designed for heavy hauling and for public transport. The Department for Transport classifies as modified vehicles any kit car, Q-prefix vehicle, or any vehicle with a power-to-weight ratio at least 15 percent greater than its original specifications.

While more respondents to last year’s consultation opposed the 40-year cutoff than supported it, “the chief argument against the exemption was that all vehicles travelling on the highway should have an annual test for safety reasons.”

While 40-year-old vehicles may seek exemptions from roadworthiness testing, the owners of the vehicles may also volunteer to have their vehicles tested. About six percent of pre-1960 vehicle owners currently choose to do so.

According to the DfT, the 40-year rolling cutoff for MOT exemptions is expected to become official in May of next year.

Study recommends European countries exempt historic vehicles from car bans

Daniel Strohl on Oct 19th, 2017
Hemming Daily

As more cities across Europe take action to address their congested or polluted urban centres by restricting or outright banning vehicles from those areas, a study recently released by the European Commission suggests making a number of exemptions, including one for historic vehicles.

In the works for two years, the Study on Urban Vehicle Access Regulations, authored by representatives from consultants Isinnova and Price Waterhouse & Cooper, aimed to survey existing or pending restrictions or bans on automobile traffic throughout the European Union and provide policy recommendations for cities and countries looking to implement their own restrictions. Largely implemented as low-emission zones intended to curb air pollution, the restrictions also take the form of congestion zones and urban toll roads.

While much of the study focused on issues like signage, overall strategies, and integrating the restricted areas into city development plans, the study did specify a number of vehicle types that should be excluded from such traffic restrictions, among them emergency vehicles, diplomatic vehicles, construction vehicles, and historic vehicles as defined by the EU’s roadworthiness testing directive.

“Historic vehicles could be exempted from low-emission zones because of their minimal use in the regulated areas combined with their contribution to the preservation of motoring heritage,” the authors of

the study wrote. “LEZs would thus disproportionately penalise particularly urban-based owners and businesses servicing historic vehicles since practically no retrofitting possibilities exist.”

The EU defines vehicles of historic interest as those 30 years or older, of a type no longer manufactured, and “historically preserved and maintained in its original state.” It generally accepts that historic vehicles are not frequently used on public roads.

According to the Federation Internationale Vehicules Anciens, representatives of the group have worked with the authors of the study and with the EC directly “to explain the historic vehicle movement, to explain why and where historic vehicles are already treated positively by authorities with the effect that they are exempted from provisions of Low Emission Zones, and to explain why it is appropriate for these examples to be recognised and promoted as best practice.”

Of the existing traffic restrictions surveyed by the authors of the study, at least a few—those of Germany, Sweden, the Czech Republic, and London—already allow exemptions for historic vehicles. Last year, Paris made an exemption to its old car ban for vehicles 30 years old or older wearing a *Carte Grise de Collection* registration sticker as opposed to a *Carte Grise Normale* registration sticker.

The study and its recommendations are non-binding, but FIVA reports that the EC is expected to take the recommendations under consideration as it begins to develop policy regarding traffic restrictions and car bans.

Minutes of the August 2017 AOMC Delegates meeting

The Delegates Meeting was held at the Darnum Memorial Hall in Darnum, and was hosted by the Trafalgar Truck Restorers' Club whose Members also provided the excellent lunch and afternoon tea.

Meeting Commenced 1.10pm

Members Present: as per the Registration/Attendance Sheets.

Apologies: Bill Smith (HCVCA), Sue Cade (CHAC RL), Nevil & Sue Lockstone (Jaguar Car Club Victoria), David Watts (Falcon GT Club of Australia), Andrew McDougall (VCCA), Dennis & Ester Healy (Classic & Historic Auto Club Australia), Tim Christie (Morris Car Club Vic), Ray Bealley (Southern Peninsular Classic & Historic Car Club), Craig McKenzie (Mustang Owners Club), Daryl McMahon (Vintage Drivers), Sandy Cameron (Armstrong Siddeley Club), Bill Ballard (F.O.R.D.)

After the formalities of the Meeting were performed by AOMC President, Keith Mortimer, he introduced the Guest Speakers: John Lewis of VicRoads (VR), a VR engineer, Andrew George, the Chief Executive Officer of the Society of Automotive Engineers-Australasia (SAE-A) and Drew.

VicRoads.

VR are required to review driving policies, laws and processes every ten years. The last was in 2009, the next is due in 2019 and a review by consultants is underway at present.

The primary areas of review pertaining to the Club Permit Scheme (CPS) are –

- The public perception of the CPS
- The situation regarding commercial car clubs
- Administration of clubs
- Public and club confidence in the CPS
- Policing (control) of the CPS

John Lewis advised that Vicroads had engaged consultants to review the whole CPS Scheme. They had found that there needed to be a boost in confidence in the Scheme and assurance that it met with expectations of all interested parties. It was vital that Clubs play a major part in running the scheme into the future. The "Old Car" movement in general provided a significant and important role in providing financial and other support to local communities and had role similar to Mens' Sheds in aiding the mental health aspect of those participating in the Movement.

The Consultants found that these aspects helped to "sell" the Scheme and they provided a positive benefit to the Community.

Vicroads have been assessing the logistics of moving the current CPS Database onto the Main Computer Database. Until recently the cost of this had been estimated in the millions; far too much to justify; however they are now looking at a much cheaper version which may prove feasible.

Should this change occur renewals will be easier and more reliable, police will be happier as it will be easier for them to operate and normal number plates could be used obviating the need for the current "H", "M" and "SR" plates. With the Database Update, the Police will have immediate access to H & M Plate information as per ordinary Registration plates.

Should this change eventuate work and costs to Vicroads would be reduced.

The Logbook system would, of course, continue as at present.

The present CPS costs about \$2 000 000 a year to operate.

The difficult problems currently being experienced with Deceased Estates should be resolved when new procedures are introduced on 11th September 2017.

The same rules will apply to the CPS Scheme as those that apply to Full Registrations. That is transfer is only permitted to the remaining/surviving spouse. It is not and will not include children or anybody else. Transfer to anybody other than the spouse will involve obtaining a RWC as required when purchasing a vehicle. John suggested waiting until the revised rules are introduced.

These rules will be included on the Vicroads website and an extra section will be included especially for the CPS Scheme.

Modified Vehicles

Andrew George then gave a slide presentation of the various requirements when modifications are made to a vehicle. These requirements are very comprehensive and involved, depending on the particular modification and the vehicle in question. Full details are available from the Society's website and they are happy to answer questions over the telephone.

SAE-A. Modified vehicles.

Vehicles and aftermarket components are covered by VMAC – Vehicle Modification and Accessories Certification.

The VASS, Vehicle Assessment Signatory Scheme, VASS, exists to supply evidence of compliance and a report.

There are 88 VASS engineers in Victoria, they inspect the modified items, decide whether the Federal Australian Design Rules (ADRs) and/or the Federal Vehicle Standards Bulletins, VSBs, and/or Victorian rules (VSIs) apply.

The VSBs nominate approved levels of modification, VSB 6 refers to commercial vehicles over 4.5 tonne Gross Vehicle Mass, VSB 14 to passenger cars. There may be some overlap of the two with light commercial vehicles.

At the State level, Vehicle Standards Information sheets apply as follows:

VSI 3 refers to imported vehicles, VSI 8 to modifications and VSI 33 to CPS vehicles.

Three levels of inspection/approval are available –

1. Modifications approved to VSB 6/14 and VSIs.
2. Certification required, basically where structural integrity or handling characteristics have been changed.
3. Modifications not permitted.

There are further groups and categories –

Vehicles over 25 years old

Left hand drive vehicles

VSI 8 refers to pre 1949, post 1949 to pre 1969 and post 1969 vehicles.

For street rods the original chassis rails and two original cross members are required.

Modified (non-original) Components

Andrew also warned against purchasing imported modified parts from some retail outlets as they may well not be up to Australian Standards and quite often when one part is changed other parts can be affected and require changing also.

Purchased requirements.

Parts/components must meet VSB6/14 or a test is required.

It is recommended that a VASS engineer check a proposed modification before purchase.

An example of using the correct type of mounting on aftermarket fuel tanks was quoted. Straps should be used, not the feet welded to the tank.

As some tests are destructive, vehicle OEMs can afford them but one-offs can't, there are alternative certification, based on calculations, or known examples are available. An ADR 3 (seat) example was quoted.

For suspension and steering changes variations of more than 30% in ride height are not allowed and a minimum of 100 mm road clearance for body and chassis ride height at laden chassis mass is required.

Limits also apply to tyre and track changes.

An example was given as to how a major engine change (cylinder head conversion) can be tested to ensure compliance with emission control rules.

Question and Answer Session

Q. Questions were asked about importing and/or exporting cars containing asbestos.

As asbestos is a banned import or export so it is illegal to either import or export this substance in any form. The whole idea of checking for asbestos is to protect the public from this most harmful substance.

It is thought that greater emphasis regarding asbestos has been created by recent problems with Great Wall and other Chinese vehicles.

Customs have been troubled with incorrect information supplied to them and look at each situation on a case by case basis. The importer should obtain the Correct Certification about the (lack of) Asbestos status in the vehicle prior to it leaving from overseas.

Q. A question about Safety Glass.

There have been problems with safety glass in windscreens with what it is, and in some cases such windscreens had been rejected by RWC inspectors because it was not marked. This problem was caused by the Inspector's lack of knowledge.

A. Vicroads would be happy to assist if contacted.

VR will look at the RWC definition and amend if required.

Q. Who has the final say on RWC compliance? Refusal by one station, accepted by another.

A. VR has a complaint process to ensure RWC stations operate under the same parameters.

Obtain a second opinion and refer to VR.

Q. Who decides what is a modified vehicle (for M plates)?

A. The ADRs nominate the approved build level, VR provide guidelines and a VASS inspection decides compliance based on the parameters noted earlier e.g. allowed VSB/VS1 modifications vs VASS inspection.

As a rule of thumb, if a VASS inspection is deemed necessary the vehicle should probably be on M plates.

The modification is acknowledged by the VASS inspection with evidence of change e.g. confirmation of original and replacement (modification).

Individually Constructed Vehicles.

These, usually one-off specials, and are required to meet all the current ADRs applicable.

VR recommend that clubs develop a relationship with a VASS engineer.

Q. Is there a stigma about M plates? Some people may query what has happened to the vehicle to require an M plate.

A. The M plate does not indicate an inferior designation. Victoria Police accept H and M plates as the same but take a dim view of an H plate vehicle that has subsequently been illegally modified.

VR – Modified vehicles on M plates. A pre/post 2015 definition applies.

VR will not search for H plate vehicles which should be on M plates.

Experience to date indicates that when a report of an M level vehicle on H plate is made and checked either a VASS certificate is supplied or the CPS is cancelled.

Q. What is the process to change from 'H to M' plates?

Vicroads are happy to assist with this, and further details on this matter are likely to be forthcoming shortly.

Q. What about hot rod bodies on modern chassis?

A. To allow tracking of vehicles, the vehicle is defined by the numbering of the chassis, the monocoque body, or the frame (motor cycle) as applicable.

In this case, the ADRs for the year of chassis build would apply.

Q. Will previously registered modified vehicles be accepted?

Confirmation of earlier modifications. An example of an engine change made interstate was used to indicate that prior modifications can be accepted if records of the earlier change can be produced.

Vicroads will continue to honour previously approved modifications provided no further modifications have been made since.

This clarified things for Members of the Truck Clubs, as most trucks have been modified during their working life.

In the case of Victorian vehicles, the AOMC engine records may assist in confirmation of prior changes.

If further modifications have been made the inspection levels of VSBS, VSIs and VASS will apply.

Q. Is the change of the load carrying body type on a truck, a modification?

A. The main factor involved is any structural compromise that may have been made by the bodybuilder. Original bodybuilder certification / evidence would overcome this problem. It may be possible to obtain an exemption for OEM bodies.

Q. Can a B Double truck go onto the CPS?

A. Yes. The whole combination, prime mover and two trailers, would have to meet the 25-year rule and comply with the ADR requirements.

Q. What do drivers do when travelling past Midnight?

There were questions regarding Logbook entries when a journey continued past midnight. As every day must be accounted for it is

necessary to make a new entry as soon as possible after midnight.

It is thought that police would be understanding should one was pulled up just after midnight before the new entry had been made in the Log Book. Planning for such a contingency would probably be a good idea.

The existing procedure was written to prevent 'forward dating' of entries or fraudulent entries.

Experience has shown this isn't occurring and the requirement may be changed in next year's revisions

Q. Can the size of the SR (Hot-Rod) Plates be reduced?

The current plates are currently too large to be fitted to some Hot Rod vehicles. Vicroads do not have any ordering systems allowing change to "H", "M" or "SR" plates and accordingly no alternative sized plates are available and Vicroads are unlikely to change this arrangement. The proposal to have Slimline plates available has still not been resolved. This may change when the CPS system is integrated into the main-frame VR system.

Q. Can the owners Address be deleted from the Logbook page to maintain security (and Privacy)?

Some Delegates did not like the owner's address being printed on the CPS receipt and asked why this was necessary as crooks could find out the owner's address if left in the vehicle. It was suggested that logbooks or anything else of value should either be securely locked up in the vehicle when unattended, or better still remove it and take it with you.

Q. Some tyres now available do not have a speed rating on the sidewall, so is this a concern?

A. Quite possible. There have been reports of ratings being shaved off sidewalls. (no other answer was forthcoming!)

A Review of the CPS Scheme.

Change of Regulations are not likely within the next 12 months as a total review of the whole system is carried out every ten years. This review last took place in 2009 so the next one will be in 2019.

Vicroads need to prove to the Government the value of the Scheme to the Community.

John Lewis believes that Clubs will always be involved with the Scheme and that participants will continue to be required to be a Member of a Vicroads Authorised Club.

At the close of the Meeting the Trafalgar Truck Restorers' Club were thanked for their hospitality and beautiful food and John Fowler, President of the Hall Committee was thanked for the use of the excellent venue

Thanks to Bill Allen & Denis Brooks & Bob Lomas for providing additional information for these Minutes. *John Fowler. (GSCCR)*

**Minutes of the November 2016 AOMC AGM,
held on Monday November 21st 2016
at the Chevrolet Car Club Rooms.**

Iain Ross welcomed delegates to the 2016 Annual General Meeting of the Association of Motoring Clubs to be held in accordance with **section 32 of the Association's constitution.**

Attendance and apologies are the same as recorded for the general delegates meeting.

Presidents Report: Iain Ross reported on the years activities. Delegates meetings have been well attended and a regional meeting was held at Seymour with a VicRoads presentation on M Plates. The annual restoration seminar was a great success again.

The annual car shows and the National Motoring Heritage Day (NMHD) event at Mornington were all well attended. Iain is particularly proud of the NMHD event.

The AOMC is moving its headquarters to Springvale, at the jaguar/ Austin Healy clubrooms. It will have an office with dedicated street access and a larger delegates meeting space.

Iain thanked all committee for the years work, and also thanked

Rhys Timms and Andrew Davenport who are not standing again for the work they have put in.

It has been a privilege to serve as president of the Association and this year he will be standing down from the role.

The presidents report was accepted on a motion moved Tim Fegan (Volvo CC), seconded Bill Smith (HCVC) and carried.

Treasurers Report: Rhys Timms presented the annual financial report for year ending June 30, 2016. AOMC had a very good year, **with a gain of \$20,000 after the previous year's loss of \$17,000.**

This was mainly due to motoring show revenue, CPS handbook sales, engine number records revenue and an increase in memberships. Operating expenses have increased by just 1% from last financial year.

Overall, the AOMC is in very healthy financial position with \$234,000 in cash reserves. Due to the good year and funds in reserve, it was proposed to not increase membership fees for 2017/18.

Rhys thanked everyone for their support and assistance over the year.

The treasurers report was accepted on a motion moved Graeme Matthews (Torana CC), seconded Graham Keys (Wolseley CC) and carried.

Appointment of independent chair for Elections. Daryl Meek (RACV) was appointed to chair for the election of office bearers for 2016/17.

Daryl thanked everyone for attending, and noted that this is the 40th year of the AOMC and outlined how it has been integral with everything that has been happening in the movement. AOMC was established in 1976, and started running the motoring shows in 1983. The 25 year cit off for CPS was introduced in 1984. It has worked tirelessly with government bodies lobbying for the movement, a highlight being the protest rally at Parliament House in 1986 against the proposed changes to the Road Safety Bill. The engine number records service has been operating since 1991. There has been an incredible increase in vehicles on the CPS

under the present log book scheme. A risk management scheme for clubs has been devised this year. The work of the AOMC on the Club Permit Scheme cannot be understated.

Daryl thanked all the past presidents who are present tonight, but particularly Iain Ross who has been president for 11 of the past 14 years, and has overseen changes to the AOMC for the better. Daryl asked delegates for a standing ovation for Iain and Maureen for all their work over the years.

Daryl then declared all positions vacant in accordance with Section 50 of the constitution, and will hold an election for those positions based on sections 51 to 54 of the constitution. He then read out the procedures for the following election of office bearers.

Elections of Office Bearers i.e. President; Vice President; Treasurer; Secretary in accordance with rules 51 to 54 of the Constitution.

Section 51 Rules for Taking Nominations

- (1) Prior to the election of each position, the Chairperson of the meeting must call for nominations to fill that position.
- (2) An eligible member of the Association may—
 - (a) nominate himself or herself; or
 - (b) with the member's consent, be nominated by another member.
- (3) A member who is nominated for a position and fails to be elected to that position may be nominated for any other position for which an election is yet to be held.

5 Election of office bearers.

All committee positions are declared vacant and nominations were called for from the floor. See table below for election details.

Subscription fees for 2017/18. It was moved Rhys Timms, seconded Dennis Brooks (HCVCA) that fees remain the same as 2016/17. Carried.

Annual General Meeting closed 9.05

Position	Nominee	Nominator	Secunder
President:	Keith Mortimer <i>(Jaguar CC)</i>	Gerry Howell <i>(Rolls Royce CC)</i>	Neville Lockstone <i>(Jaguar CC)</i>
Vice President:	Iain Ross <i>(Bristol CC)</i>	Keith Mortimer <i>(Jaguar CC)</i>	Joe Galea <i>(FE/FC Holden CC)</i>
Secretary:	There was no nomination received for the position of secretary. Kevin Churchill has been filling the role and is happy to continue until the role is filled.		
Treasurer:	Angelo D'Ambrossio <i>(Vic Torana CC)</i>	Graham Matthews <i>(Vic Torana CC)</i>	Tim Fegan <i>(Volvo CC)</i>
Election of committee members.	Daryl Meek read out a list of the current committee members and asked them if they were willing to stand again. Andrew Davenport (Norton Owners) advised that he was not standing again. The following advised that they were happy to stand again for committee:		
	Philip Johnstone	Matthew Lambert	
	Rod Adler	Andrew Gottschalk	
	Steve Young	Colin Jenkins	
It was moved	Daryl Meek, seconded Alan Fairweather (Western Restorers) that the above six nominees be nominated for 2016/17.		
Daryl then asked	for any more nominations from the floor.		
Angelo D'Ambrossio	(VicTorana CC) nominated Robert Mihelcic (Vic Torana CC) and was seconded by Graham Matthews (Vic Torana CC).		
There being no other nominations,	Daryl declared all the above duly elected for 2016/17 year.		

ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the
Association of Motoring Clubs Incorporated

APPLICATION FOR A SEARCH

Covering the period 1901 to 1984
(see www.aomc.asn.au for more details)

Search Fee (inc GST)

Possible information available:



ABN 90 979 750 693

**21 Rosalie Street
Springvale Vic 3171**

**Tel: 03 9558 4829
Email: secretary@aomc.asn.au**

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
	\$110	\$110	\$85
	Maximum fee \$150		

Name		
Address		
		Postcode
Phone	Fax	Email

Vehicle Details **PLEASE PRINT ALL DETAILS NEATLY !!!!!!!**

Year/Make/Model		
Engine Number	<= Necessary Information (No Eng Number = No Search)	
Chassis Number	Registration No.	

Is the engine stated consistent with the make and model? Yes No Unsure

Has the vehicle been registered in Victoria prior to 1984? Yes No Unsure

Is this the original registration number? Yes No Unsure

NOTE: Previous owner details 1933-84 were destroyed by VicRoads in accordance with Privacy Legislation

Any other relevant information

Please find enclosed a	<input type="checkbox"/> Cheque	<input type="checkbox"/> Money Order	(Payable to Association of Motoring Clubs)
Please debit this card	<input type="checkbox"/> Visa	<input type="checkbox"/> Mastercard	For the Amount of \$ <input style="width: 50px;" type="text"/>
Card Number	<input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>	<input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>	<input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>
Name on Card	<input style="width: 100%; height: 20px;" type="text"/>		Expiry Date <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>
Signature	<input style="width: 100%; height: 20px;" type="text"/>		
Direct Deposit to AOMC Bank Account BSB 033-039 Account 480962			
Please include your surname in the deposit message AND enter the deposit date here <input style="width: 100px;" type="text"/>			
Office Use Only			

Date Recd/Entered into Register	Cheque Received	Sent to Treasurer	Sent to Search Officer	Reply Date
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Archived Engine Number Records

Charges for Information

Search for a single engine number whether it is on card or computer file	\$85
Follow-up for the same or related vehicle or engine number	N/C
Search for a single registration owner details (1910 to 1932 only)	\$110
Maximum Fee for search 1910 to 1984	\$150
Sale of all computerised records for a marque to a club that has an interest in the marque. For each 100 records (or part thereof)	\$220 [#]
Sale of all computerised records for a marque to a person or commercial group that has an interest in the marque. For each 100 records (or part thereof)	\$440 [#]

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

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

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

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

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

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

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

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

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



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- Select your own repairer and receive a lifetime guarantee on authorised repairs
- Flexible premium options tailored to suit your individual needs
- We offer an agreed value to protect the value of your investment
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- Backed by IAG, one of Australia's largest general insurers
- To find out more visit us online: www.lsvinsurance.com.au

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