

AOMC News

May 2023 - Issue 160

www.aomc.asn.au

Association of Motoring Clubs Inc



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CONTACTING THE AOMC:

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

AOMC OFFICE & Postal Address:

21 Rosalie Street,

Springvale, VICTORIA 3171

Tel.: (03) 9558 4829

Website: www.aomc.asn.au

Email: secretary@aomc.asn.au (Tony Hall)
office@aomc.asn.au (Howard Billing)

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

Front Cover Photo: The annual Florence Thomson Tour for women drivers was run around Wangaratta and was well supported with 80 classic vehicles entered. Everyone also got into the spirit of the event by dressing in their cars theme. Report and more images on page 14. Photographs courtesy of John Perri, The Occasion Studios

ASSOCIATION OF MOTORING CLUBS ISSUES & ACTIONS

The AOMC Executive Committee is currently undertaking a complete review of our strategy, processes and delivery of services, this will culminate in the formulation of our priorities for 2023.

We will update our website with these priorities as soon as possible and publish them in the next newsletter.

Fast Track the AOMC Magazine to your inbox

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

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

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

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

There is no cost for this subscription.

President's Report

Greetings all, I hope many of you and your clubs have taken advantage of the fabulous Victorian Autumn weather and that last blast of warmth before Winter will inevitably set in. Whoever has said Victoria's weather has been wanting can now officially be challenged.

It has been fabulous to see so many vehicles across the age spectrum out and about. I really do like the words drive and not hidden as getting our heritage fleet out and about no matter what marque or era creates a positive vibe for both drives and people reminiscing "my mum had one of those" or "I learnt to drive in one like that" To this end I encourage you all to get out and drive on National Motoring Heritage Day (NHMD). This year on May 21st there are three events being supported by the association located in Trentham, Scoresby and Gippsland. Try to get along to one of these – details are on our website and in the Newsletter. I know also many clubs have runs on NHMD so please encourage your members to participate so we see a great array of our mobile cultural heritage out on the roads where it belongs.

As I write this preparations are set for the Florence Thompson Tour, based out of Wangaratta this year. For those of you who don't know the background in 1905, Florence Thomson was the sole female entrant in the Dunlop Reliability Motor contest from Sydney to Melbourne. She was one of the 16 entrants who successfully completed the five-day trial, driving a six horsepower Wolseley, over what was then nothing more than 562 miles of dirt track between the capital cities.

To celebrate women in motoring, the Florence Thomson Tour was created as an annual event in April 2017 by the RACV and is a totally unique rally just for women drivers driving a vehicle greater than 25 years of age. The AOMC has been the event organizer for the last two years with the support of RACV sponsorship.

This year we have more than 75 vehicles entered ranging from veteran to our more modern classics, more than 165 people are participating as either drivers or passengers. To add to the spirit all participants are encouraged to dress in attire matching the period of the vehicle that they are driving.

Thank you in advance to Maureen Ross, Lauren Armistead, Kay Herlihy, Braidy Davies, Shannon Mortimer and Wandy McIntyre-Leake for all the planning and hard work that has gone into this event. Look out for the photos on our website and in the next newsletter.

As I have mentioned previously the AOMC committee has been working hard on developing the strategic direction for the organization for the next 3 years – to this end we have identified five priority areas those being.

- Member Services
- Communication and Enablement
- Events & Community Engagement/Contributions
- Policy and Research
- External Engagement

We are refining the details supporting the plan and will present this to you in the next newsletter, naturally we welcome your comments and thoughts.

The association will be putting in a submission to the Fuel Efficiency Standard—Cleaner and Cheaper-to-run Cars for Australia

- That the heritage fleet is are vital pieces of Australia's moveable cultural heritage and needs to be preserved,
- Valuing the economic impact of the heritage vehicle movement - maintenance, parts, tours etc.,
- The importance of clubs as to contribute to the health and wellbeing of their members ie men's shed model as well as contribution to community.,
- The insignificant impact that the heritage fleet contributes to carbon and the AOMC carbon offset program.

And finally, we have agreement for a meeting with representatives from VicRoads and the Department of Transport together with the AOMC and Vic Federation – as I write we are just finalizing dates.

Drive safe and enjoy

Keith

National Motoring Heritage Day Sunday May 21st.: The aim of the National Motoring Heritage Day (NMHD) is to promote and display Australia's strong motoring heritage and also show the community, business and government the strength of the Australian motoring movement. This date has been set by the Australian Historic Motoring Federation (AHMF) as an Australian wide celebration day.

AOMC is planning to hold several events again around regional Victoria and in the metropolitan area. The regional events AOMC are supporting are again at Trentham and The Maffra Shed whilst this years metropolitan event will be at the Steam Centre in Scoresby. The flyer with information for the Steam Centre event is on page 9 of this issue, and flyers for the events at Trentham and the Maffra Shed are included on pages 24 & 25.

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

Other events with open invitations are being held across Victoria, and indeed around the country. One such event of note will be the Pre WWII Motoring Weekend being held in Bendigo from May 19-21 and organised by the Veteran Car Club, Vintage Drivers Club and the Vintage Sports Car Club.

We also request that our members advise us of their planned club event and we will list them on our web site events page and our face book page. We urge our members to support us and the movement by providing us with the information about your events, and even to supply information on how your day went with photo's to be used on our website and in the newsletter.

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

Club Management Seminar - Saturday June 17th. This seminar is aimed at Club Office bearers, and will have topics presented that are relevant to the running of a club. A survey has been sent to clubs asking what topics they would like to have presented.

Restoration Seminar - Saturday July 15th. Finally returning after the covid lockdown era, this popular seminar will once again be put on, and will be at the Jaguar/Austin Healey clubrooms in Rosalie Street, Springvale. Relevant presenters are being sourced to bring you information on restoration topics, and to put you in contact with the service providers.

American Motoring Show - Sunday November 19th 2023: After a few failed attempts to stage an All American Motor Show due to covid and bad weather, the AOMC has booked Caribbean Park to stage our celebration of USA motoring. Shannons are supporting the show, and clubs are asked to mark this date in your diaries and promote it to your members.

Website and facebook: The AOMC have a very informative website, and an active facebook site. Last month alone there were over 14,000 visits to the AOMC website, mainly to the "Events" section. The website has a listing of club events as well as AOMC events, so it is a great place to advertise your upcoming club events. You can post your event on the AOMC website by going to www.aomc.asn.au then click on 'Shows and Events', then 'Club Event Calendar' and hit the Submit your Event button. Fill in the online form, and attach a jpeg or png of your event flyer and it will be posted on the website. Our facebook site also has many followers, and promotes events as well as having postings from past events.

Code of Conduct: "The importance of establishing a Code of Conduct was discussed and the wording of this document (page 5) was approved at the April Executive Committee Meeting.

We also agreed that is important that our membership have the opportunity to provide their input prior to finalisation.

Please contact me with any relevant feedback.

Tony Hall

Secretary :secretary@aomc.asn.au

Draft Committee, Delegate & Volunteer Code of Conduct

The importance of establishing a Code of Conduct was discussed and the wording of this document was approved at the April Executive Committee Meeting.

We also agreed that it is important that our membership have the opportunity to provide their input prior to finalisation.

Please contact me with any relevant feedback.

Tony Hall, Secretary :secretary@aomc.asn.au

The Code of Conduct (“the Code”) can be described as a set of statements that set out what the Association of Motoring Clubs (“AOMC”) considers to be an acceptable standard of behaviour and conduct.

The Code explains how:

- The AOMC expects its Committee, Delegates & Volunteers, and their guests to behave. The Code provides a guide and basis of expectations while attending AOMC meetings and events.
- The Code encourages commitment to ethical and professional behaviour and outlines the principles and values on which the AOMC is based.
- The Code is an integral part of the AOMC. It sets a standard of behaviour that helps build the AOMC's culture and provides guidance when dealing with conduct and behavioural issues when they arise.
- This Code sets expectations for everyone involved.
- All Committee, Delegates & Volunteers of the AOMC shall be bound by the Code

The AOMC is a non-profit Association with the following objectives:

- To be a peak body representing Member clubs and the wider Victorian motoring community
- To conduct and promote motoring-oriented events for members and others who support the organisations objectives.
- To promote, and offer to the members, a wide range of events and activities such as, but not limited to, targeted Motoring Shows, Technical Information sessions and liaison with stakeholders.
- To promote the AOMC to the wider community as an inclusive Association for all those eligible for membership and encouraging them to join the AOMC.
- To provide a safe environment for the conduct of any activity.
- To be an inclusive a non-discriminatory organisation
- To raise, collect, hold, and expend monies for the furtherance of any of the AOMC's objectives.

As a Committee we want to model expected behaviour and to address any issues that breach the Code. What we say and do has an impact and we value feedback.

Committee, Delegates & Volunteers have a right to:

- Be treated fairly, equally and with respect by the AOMC, its Committee, other members, volunteers, and guests.
- Participate in an environment free from all forms of harassment, discrimination, bullying and intimidation.
- Privacy and confidentiality with regards to records, documentation and any other communication containing a Member's personal information, unless consent is otherwise provided.
- Be informed and actively involved in all AOMC events and offerings.
- Voice their opinions or concerns and suggestions to the Committee and these will be treated confidentially and investigated appropriately.

Committee, Delegates & Volunteers must:

- Treat other Committee members, Delegates, Volunteers and visitors fairly, equally, and with respect and courtesy.
- Behave responsibly and ensure they conduct themselves in a manner which will not injure the reputation of
The AOMC, its events, organisers, participants or sponsors.
Not physically or verbally harass others.
- Report any inappropriate behaviour of a member, volunteer, or guest to the Committee of the AOMC for action and follow up.
- Notify the Committee of any changes to their address or the details of their emergency contact, if provided.
- Pay any fees in relation to an event, or offering (e.g. tickets or memberships) which that Member has committed to, regardless of whether the Member attends the event or not.
- Abide by and uphold the Code.

Breaches of this Code of Conduct:

- Any Committee member, Delegate, Volunteer or guest not behaving in accordance with the terms of the Code at an event of the AOMC may be asked to leave an event, meeting or function and will not be entitled to a refund of any monies paid.
- The inappropriate behaviour will be investigated, discussed and an appropriate course of action will be taken by the Committee. This may include a reprimand, suspension or revocation of membership following the disciplinary processes defined in the Association Rules.

AOMC May Delegates' meeting.

Monday 22nd May 2023 at 7.30 pm.

Venue: Jaguar/Austin Healey Owners Rooms

21 Rosalie Street Springvale.

Mel Ref 80 A8

Guest Speaker: Daryl Meek - Victorian Registration Records

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

office@aomc.asn.au

or telephone: (03) 9558 4829

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

All proceeds go to the Lions Club charity projects.

Important Dates 2023

Mark these in your Diary

Delegates' Meetings

Delegates' meetings are to be held in February, May, August and November. The dates for 2023 are as below. Meetings will be held at the Jaguar/Austin Healey rooms at 21 Rosalie Street, Springvale, except for the August meeting which is intended to be held at a regional venue on a Saturday.

May Delegates' Meeting: Monday May 22nd

August Delegates' Meeting: Saturday Aug 26th (venue tbc)

November Delegates' Meeting: Monday Nov. 20th including AGM

Seminars

Club Management: Saturday June 17th

Restoration: Saturday July 15th

Events

National Motoring Heritage Day: Sunday May 21st
(various venues)

American Motoring Show (Caribbean Park): Sunday November 19th.

WANTED – MATURE APPRENTICE

For the AOMC Engine Records

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

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



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

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

0417 014 636.

OBTAINING YOUR CLUB'S CLUB PERMIT LIST FROM VICROADS

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

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

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

AOMC Carbon Offset Program

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

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

Why should you purchase Carbon Offsets?

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

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

Greenfleet

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

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

www.aomc.asn.au/carbon-offset



AOMC Carbon Offset Program



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



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

To play your part

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

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

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

To be part of this exciting new program today

www.aomc.asn.au/carbon-offset

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



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



10
million trees
planted



500+
native forests
created



3.9
million tonnes of
carbon offsets

Cavalcade of Transport National Steam Centre

To celebrate National Motoring Heritage Day



SUNDAY 21st MAY 2023

1200 Ferntree Gully Road, Scoresby

Entry from 10am for Display vehicles & 11am for spectators

Veteran, Vintage, Classic, Historic and Collector Vehicles.

- Display vehicle entry by gold coin donation
- Coffee cart
- Sausage sizzle, Lions Club of Wheelers Hill fundraiser
- Gold coin entry to the National Steam Museum
- Train rides

Promoted by the
Association of
Motoring Clubs



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

Cavalcade of Transport National Steam Centre

To celebrate National Motoring Heritage Day
Sunday 21st May 2023

Venue

National Steam Museum
1200 Ferntree Gully Road, Scoresby

Times

Entry from 10am – Public 11am

Cost

Display vehicle entry by gold coin donation with proceeds going the Lions Club of Wheels Hill project raising funds for the Riding for the Disabled Association.

Catering

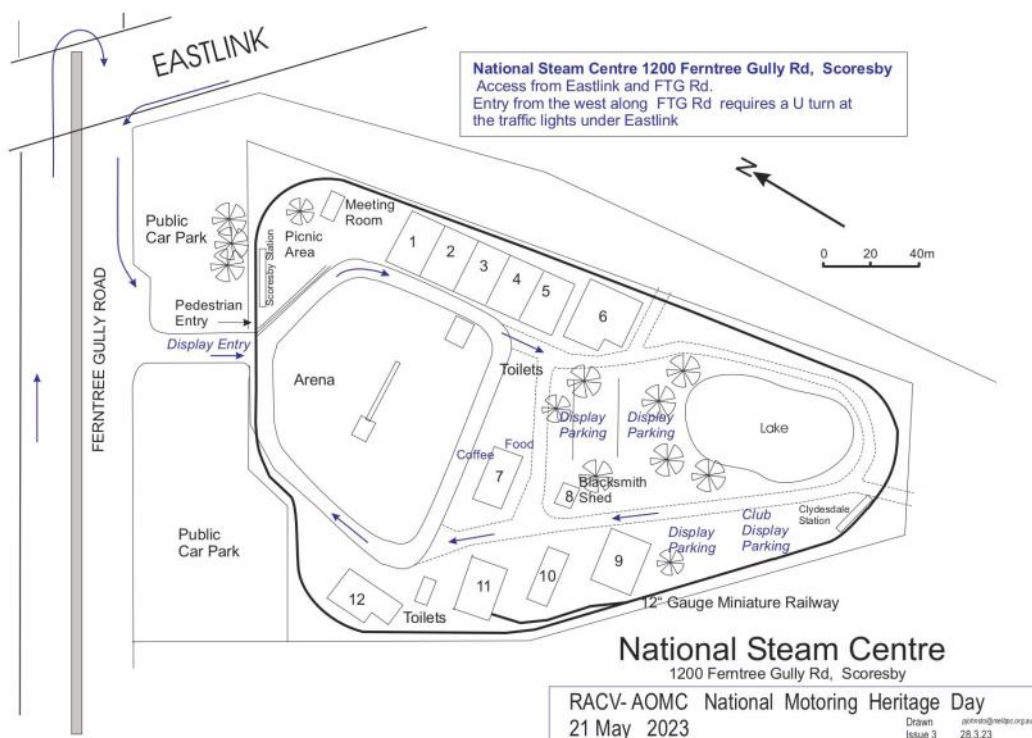
Lions Club sausage sizzle

Drive to

Clubs are encouraged to organise starting points and travel in convoy.

Enquiries

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



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Since 1903 RACV has been taking care of car enthusiasts and their cars. So when you're looking to insure your vintage, veteran or classic vehicle, you can relax knowing RACV's policy takes care of your car almost as well as you do.

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British & European Motoring Show 2023

The British and European Motoring Show 2023 was held at Caribbean Park on Sunday February 26th. It was an extremely well attended event, with over 1000 vehicles attending as well as many spectators coming through the gates. Several clubs held key club events on the day, the MG Car Club held their annual concours and the Triumph Clubs celebrated 100 years of Triumph.

The Wheelers Hill Lions Club provided volunteers and received \$2,750 from the proceeds to go towards their charity *Riding for the Disabled*. An article on this charity is included in this newsletter.

Award Winners British and European Motoring Show 2023

Best Pre War European vehicle

Alfa Romeo 1929 Rod Quinn

Best Pre War British vehicle

Bentley 3.5 litre Ralph Plarre

Best Commercial Vehicle

Bedford Model K 1948 Warren Dodd

Best Motorcycle

Triumph Trident 660 Gordon Tervit

Best Post-War British vehicle

Aston Martin DB2 1957 Replica Andrew Davies

Best Post War European vehicle

Citroen DS23 Pallas 1974 Ramon Mochellin

Best Pre 1930 British or European vehicle

Lancia Lambda 1927 Russell Meehan

President's Award

Jaguar E Type 1971 Anthony Robinson

Best Club Display

Jaguar Car Club of Victoria



Florence Thomson Tour 2023

The annual Florence Thomson Tour for lady drivers was held on the weekend of 28-30th April in the Wangaratta area.

This was the fifth running of the rally and the second by the Association of Motoring Clubs and this year the AOMC purchased four tonne of carbon offset to cover the combined mileage travelled on Saturday.

This event is sponsored by the RACV.

There were eighty cars taking part with one hundred and seventy people. The weather was clear and cool for the weekend, and there was a good spread of vehicles ranging from veterans to new old timers. The event was based at the Wangaratta racecourse where registration, evening meal, breakfast and a dinner were held. Tours were conducted into the Devenish, St James, Rutherglen and Corowa areas on the Saturday with two routes available a shorter one for the older cars and a long one for the modern entries.

All entrants met up at Corowa where lunch was enjoyed beside the mighty Murray River.

Saturday evening saw a formal dinner at the Oaks at Wangaratta racecourse and twelve awards were presented.

Sunday morning saw a display of the vehicles in Apex Park Wangaratta adjacent to the main street where breakfast was supplied by a local scout group and the local car club marshalled the vehicles.

Soon after it was all over, and participants headed home.

A great opportunity for our lady enthusiasts to share the joys of vintage and classic motoring and celebrating the life and exploits of the pioneering motorist Florence Thomson.

*Photographs courtesy of John Perri,
The Occasion Studios*



Riding For The Disabled (RDA)

Attendees to various AOMC events over the years have been greeted by volunteers from the Wheelers Hill Lions Club who have managed the entrance to these events.

In return, the Lions Club receives a donation towards a charity they support. This year, the charity is the Riding For The Disabled Knox, part of an Australia wide organisation.

Here we have some information on the program.

RDA originally started as part of a mobile unit in Lysterfield, before moving on to running our program in Harkaway for approx. 8 years. Over 7 years ago, we discussed building a purpose built centre in Knox where there was a great need for our services.

After many years of talks with different organisations, and applying for grants our dream has come to fruition in that of our new home in Nortons Lane, Wantirna South.

RDA provides horse riding activities/opportunities for people with a disability, Horse riding is a natural reflex inhibiting position which helps improve balance and posture providing a unique form of exercise and rehabilitation. Riding is an enjoyable form of healthy, outdoor exercise. It is exciting, challenging, and motivational. These skills that a rider gains through RDA are transferable to many aspects of their daily life.

We are a self-funded not for profit organisation, consisting of horse riders with varying disabilities and ages. We rely on our attendance fees, local sponsorship and fundraising to cover our running costs, the purchase of horses, feed/horse welfare costs, new equipment, maintenance of the facility, etc.

RDA Knox is a purpose-built facility run by a volunteer committee in Wantirna South that has been in progress since 2018. Our volunteers have fundraised, applied for, and received some local grants along the way to enable the build of this facility.

We have 4 beautiful horses called: Pippi, Patch, Max and Gypsy. We look forward to welcoming more participants very soon.

Goal: Setting up an RDA centre in Knox will provide a much needed program in the Knox and surrounding areas. It will be the only centre operating in and around this area, and developing this centre in Knox will provide opportunities for people with disabilities to join our program and also for people wanting to volunteer in the area.

The Finances: As we are a non for profit community group our aim is not to make a profit, rather raise funds in order to carry out the services required to run our centre, including the upkeep of horses, repairs and maintenance of property, equipment, training and general expenses.

The Future

Mission statement: To enable people with disabilities, and volunteers, throughout the community to experience enjoyment, challenge and a sense of achievement through participation in equestrian activities to improve their quality of life, attain personal goals and develop life skills.

Goals/objectives: Short Term goal – To successfully build a centre that is accessible and meets the current needs of a Riding for the Disabled Centre.

Long Term Goal: – The centre will be able to offer their program on more days and times and therefore increase participation.

Kathryn Holden – Riding for the Disabled, Knox rdaknox@gmail.com.



Be choosy when it's time for new tyres.

Choose a local tyre retailer that helps turn your old tyres into new roads, paths, flooring, playgrounds and more!



mytyresmychoice

Powered by Tyre Stewardship Australia



Time for new tyres? Choose a tyre retailer that helps turn your old tyres into something good for everyone.

The equivalent of 56 million worn-out passenger tyres are removed from Australia's cars every year.

Most of us never know what happens to our used tyres once they are replaced and unfortunately some are illegally dumped or stockpiled which is harmful to our environment.

'My Tyres My Choice', an initiative driven by Australia's National Tyre Product Stewardship Scheme through Tyre Stewardship Australia, helps car owners make an informed decision that supports sustainable outcomes when they replace their used tyres.

By choosing an accredited tyre retailer, your old tyres are collected by legitimate recyclers and processed into new value-added products.

Your old tyres can be made into anything from roads, paths, playgrounds, flooring and more. The possibilities are endless.

Be choosy and play your part by choosing the tyre retailers and contributing brands committed to better outcomes.

Find your local retailer at www.mytyresmychoice.com.au

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Ellis Bankin - .Motorcycle Adventurer

This article has been sourced from Kar Kulture.

Considering his exploits, it's a wonder Bankin evaded tragedy for so long:

That 29-year-old Ellis Matthewman Bankin settled readily into the life of Head Teacher of Badgers Creek School (near Healesville), in rural Victoria appeared out of form. Though educated as a teacher, Bankin had spent the previous decade in such eclectic positions as a cropper in Oklahoma, a cowpoke in Texas, a miner in Death Valley and an usher in New York City's Roxy Theatre. He then worked his passage back to Australia as second steward and did a little teaching before

heading off to Europe to ride a pushbike to his ancestral home in Scotland. Over those unsettled years Bankin became a health fanatic, living on a daily meal of vegetables and raisins and claiming to drink nothing but water; for both health and economy. Now, when not teaching geography and history, he spent his time biking, hiking and communing with nature.

He'd been in Badgers Creek barely 12 months when he purchased a Triumph 5/3, a 350cc single, Maroon in color and, though it was the worst possible time of year to be crossing the Nullarbor, headed to Perth just prior to Christmas 1934. On the return journey Bankin set out following the transcontinental rail line, then, arriving at the Rawlinna siding, he demonstrated immense faith in his newfound outback skills in riding 130km over uncharted territory to reach Cocklebiddy on the 'main' track. From there it was an 'easy' ride back to Badgers Creek.

Come the King's Birthday school holiday only a few months later, Bankin was off again, this time to follow the route of the disastrous Burke and Wills expedition. Australian Cycling and Motorcycling News magazine reported that Bankin looped through Tibooburra, Yanko, Nappa Merrie and Innamincka before becoming the first motor vehicle to cross the Strzelecki Desert to Murnpeowie Homestead. He rode over 2500 miles (4000km) in the 10 days between 24 May and 3 June 1935 – an extraordinary feat which often meant travelling by moonlight to avoid the heat.

Only months later Bankin was on the go again during the September school holidays. Bankin rode north through Coober Pedy to Alice Springs. Returning south, using the Ghan rail line as a guide, he crashed between Bloods Creek and Oodnadatta. The Triumph was a mess and Bankin not much better as shock and delirium set in. It was only extremely good fortune that Bankin survived, however, nothing seems to have given him reason for concern. As soon as he was back in civilisation he was seeking to visit the remote Musgrave Ranges and become the first motorist to reach Uluru.

Arriving in Birdsville just after Christmas, Bankin intended to ride due west across the Simpson Desert to Charlotte Waters; though it's difficult to believe Bankin was unaware that the only white man to attempt the crossing previously did so on foot, assisted by Wangkangurru guides, and even David Lindsay gave the attempt up as futile.

Realising the impossibility of crossing the Simpson Desert, Bankin looped north through Urandangi and Bushy Park to Alice Springs, all the time aware that he had to be back at Badgers Creek School by 28 January. Yet Uluru still beckoned. His last contact with civilisation was at Ernabella Homestead south of Alice on 13 January 1936. From there he headed towards Mount Conner, the only prominent feature on the horizon. It was reported that Bankin had become lost after a fall from his Triumph, however, as impetuous as he was, his sense of

direction had never been in doubt. Much more likely, in his struggles through the sand dunes, he didn't recognise the signs of hyperthermia and lost consciousness. He died of dehydration less than 72 hours after departing Ernabella. The Triumph was full of fuel and packed with provisions and Mount Conner was clearly visible – yet on this occasion Bankin's attraction to the outback proved fatal.

There is a book on the subject: Ellis Matthewman Bankin: outback motorcyclist who perished: a biography / by R.N. Duckworth.

Images: Bankin on his departure (top) and his fully provisioned bike as it was found (left).





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Motorcycle Crash Card.

Thank you to Andrew Davenport from the Vincent Riders Club for sending this information through to us.

Motorcycle crashes can be high impact and cause serious injury. Fast and effective treatment is crucial to saving lives. That's where the Motorcycle Crash Card comes in.

The Motorcycle Crash Card is a self-laminated card that motorcyclists and passengers can place in their helmets.

The card provides emergency service personnel with important personal information that can guide first responders to a more effective and rapid response.

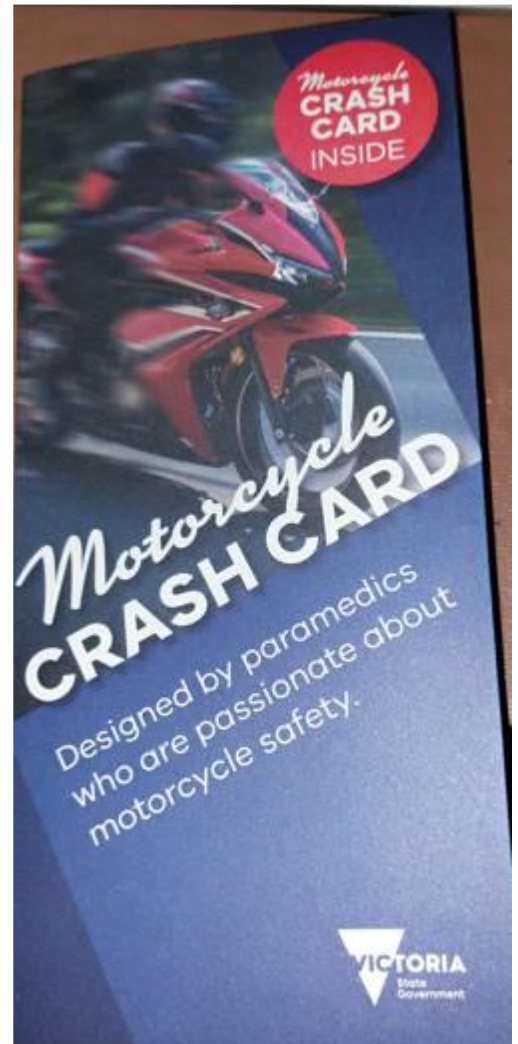
Cards are free and can be collected from distributors across metropolitan Melbourne and regional Victoria. Distributors can be found listed on the Department of Transport website at:

www.transport.vic.gov.au/crash-card

To use the card, the rider fills out the form with their personal details, emergency contact information and any health conditions and places it in the lining of their helmet.

A highly visible red sticker is placed on the outside of a helmet to indicate there is a Crash Card inside. In the event of a crash, properly trained first responders can safely remove the rider's helmet to access the card for vital details that could save their life.

The Crash Card scheme was created in the UK by paramedics who are also motorcycle riders and has since been adopted around the world. The Crash Card has been produced for Victorian motorcycle riders in collaboration with the Motorcycling Community Engagement Panel.



Name:	John Citizen
Date of Birth:	31/05/1966
Licence #:	78912345
Emergency Contact Name & Ph #:	Karen Citizen 0000 000 000
Allergies:	Morphine, Penicillin
Medications:	INSULIN, METFORMIN
Blood type:	AB+ (DIABETIC)

Will Synthetic Fuels Keep Old Cars on the Road?

Or will they prove too costly and too far off in the future to make an impact?

Article sourced from Hemmings website, author Daniel Strohl.

As the industrialized world moves haltingly toward a zero-emissions future, gas-engine automobiles - especially older cars and trucks - face an uncertain fate. Despite advances in engine technology, they're still responsible for a not-insignificant amount of tailpipe emissions, and drilling for oil remains a hot-button political issue. While some advocate for the electrification of cars both new and old, synthetic fuels have entered the conversation in recent years, to the point where major legislation intended to convert automotive fleets to electric propulsion are now being amended to include provisions for the fuels.

So what are synthetic fuels, are they as clean as they claim to be, could they prove viable alternatives to electrification, and will they allow older cars to remain on the road indefinitely?

What Are Synthetic Fuels? Synthetic fuels have been around for more than a century and the term covers a wide range of processes that return everything from jet fuel to diesel. Broadly, any liquid fuel not derived from crude oil is considered a synthetic fuel. Specifically, however, investment into producing synthetic fuels for automotive use centres around three main categories: e-fuels, biomass-derived fuels, and fuels developed from plastic.

E-fuel, at its most basic, requires just two ingredients: carbon dioxide and hydrogen. Those two can be combined to synthesize methanol, which can then be converted into gasoline using a process that ExxonMobil introduced in 1975. While the carbon dioxide and hydrogen can be obtained from a number of sources - some not as climate friendly as others - the practice of extracting hydrogen from water via electrolysis using wind or solar power (and of pulling the carbon dioxide straight from the atmosphere) leads some to describe e-fuels as a carbon-neutral fuel, only emitting as much carbon dioxide when it is burned as was used in its creation.

Biomass-derived fuels can come from pretty much any biological source, including wood processing waste, manure, agricultural residue, and even sewage. Subjected to pyrolysis, the biomass can produce methane, which can then be converted into gasoline in a process similar to e-fuel production.

Plastic-derived fuel proponents see their technology as the solution to another environmental problem: plastic waste pollution. Via a pyrolytic process, the collected plastic waste is then essentially converted back into petrochemicals resembling what the plastic was made from in the first place, which can then be refined into gasoline.

Ian Lehn, the founder of Boostane and the current chair of SEMA's Emerging Trends and Technology Network, said that the end results for synthetic fuels, especially e-fuels, present almost zero molecular differences from fossil fuel-derived fuels. "With synthetic fuels, you're starting from a clean slate," he said. "All we're doing with synthetic fuels is creating some sort of long chain hydrocarbon, but we're getting the carbon and the hydrogen from somewhere else other than petroleum."

Who Is Producing Synthetic Fuels? Porsche has generated plenty of headlines over the last couple of years for its efforts to save the internal combustion engine with synthetic fuels. According to Porsche press materials, the company's search for a synthetic fuel "that would allow combustion engines to be operated in an almost CO₂-neutral manner" led it to invest more than \$100 million in Highly Innovative Fuels, an e-fuel company with a wind-powered plant in Chile that started producing usable synthetic fuel in December relying, in part, on Exxon-Mobil's methanol-to-gasoline technology.

"If you want to operate the existing fleet in a sustainable manner, eFuels are a fundamental component," Porsche research and development head Michael Steiner said in 2020. And as TechCrunch noted, keeping the existing fleet operable is of particular importance to Porsche, considering that 70 percent of the vehicles it has built in its 75 years are still on the road.

Ferrari and Lamborghini have announced their intentions to use e-fuels, but appear not to have invested as much into the development of synthetics as Porsche. Mazda just this week announced that it is joining Toyota, Suzuki, and Subaru in the Research Association of Biomass Innovation to look into the biomass process.

Bosch has also partnered with Shell and Volkswagen to create what it calls a "low-carbon" gasoline dubbed Blue Gasoline, which consists of up to 33 percent synthetic fuel using renewables produced from the byproducts from production of pulp wood for paper.

While other existing petrol companies like Repsol have also stepped into e-fuels and other synthetics, interest and investment in synthetic fuels is also spurring a number of startups. Prometheus Fuels, which rolled out the commercial-scale design of its Faraday Reactor in October, has visions of distributing the reactors all across

the country. Synhelion similarly looks to produce e-fuels using solar energy. Select Fuel, meanwhile, has partnered with Bertone to get its plastic-to-fuel technology into use in motorsports and high-end sports cars and Norwegian company QuantaFuel is looking to do the same. P1 Performance Fuels has introduced a hybrid of biomass and e-fuel processes.

Lehn noted that European companies have taken the lead on e-fuels over those in the United States because the dominant conversation here concerns gasoline versus electric vehicles. "Nobody's really saying there's a third option we should be looking at here," he said. "So if e-fuels were to land anywhere with the best chance of survival, it's going to be Europe." That said, he noted that there is a big push in the United States to develop synthetic aviation fuels to replace the 100-octane low-lead that's still dominant in general aviation, and that lower-octane synthetic fuels will inevitably follow should a successful high-octane fuel be developed.

Why All the Investment in Synthetic Fuels Now? Synthetic fuels have been a topic of discussion among engineers for a long time, Lehn noted, but never got much media scrutiny because of their cost prohibitiveness. "It was always such a stretch goal," he said.

Automotive electrification, however, appears to be the main driver of the sudden investment in synthetic fuels. It's no coincidence that synthetic fuels were barely making headlines until major carmakers started to introduce their own battery electric vehicles on a wider scale a few years ago. Whether the investment in synthetic fuels is intended to supplement or forestall electrification, however, is the question.

As Steiner noted in that same 2020 conversation, "electric mobility... is taking us towards our sustainability targets at a slower pace than we would like." Porsche remains committed to electrification, he said, with a target of 80 percent electric car sales by 2030, but he also notes that internal combustion cars will remain viable for decades to come and that synthetic fuels can offer a greener alternative to conventional drilled oil.

The investments in synthetic fuels can also be seen as a response to the many bans on internal combustion vehicles that governments around the world have proposed. Germany, for instance, where Porsche, Bosch, and the e-Fuel Alliance are based, had been on board with the European Union's ban on new car sales of internal combustion vehicles set to take place in 2035. Just within the last month, however, it led a group of EU member countries in lobbying against a complete ban and for one that would make exceptions for vehicles designed to run on synthetic fuels, demands that the EU appears to have met this week.

"I think with those 2035 rules coming into place, all of a sudden people started to realize that the internal combustion engine has a shelf life unless they start lifting their heads up and looking for another solution," Lehn said.

Can Synthetic Fuels Be Burned in an Older Car? As synthetic fuel proponents note, the fuels are considered "drop-in" replacements for fossil fuels, indistinguishable down to the molecular level from the gasoline, diesel, or jet fuel they are designed to replace. They are expected to produce no more and no less energy than conventional fuels. "I don't see any catastrophic drawbacks to synthetic fuels," Lehn said. "The switch should be somewhat seamless for both current and older vehicles." To prove that, P1 spent much of 2022 driving a Volkswagen Type 2 T1 around Germany using its e-fuel and reported no hiccups during the test. Still, Lehn said he understands where the apprehension about synthetic fuels comes from, especially among ones of collector cars and other much older vehicles. "A lot of that comes with their experience with ethanol," he said.

The EU exemption for e-fuels stipulated that any internal combustion engine vehicles permitted would require some device to distinguish between synthetic fuels and fossil fuels, but exactly how that is possible nobody has yet addressed. Lehn figures that will most likely be accomplished via an additive that governments will mandate for either conventional or synthetic fuels. "No sensor that you can affordably put on a vehicle can distinguish synthetic fuel from conventional fuel," he said.

Whether synthetic fuels would also be subject to ethanol blending requirements in the United States and other countries remains to be seen as well. "Governments might force ethanol in, but I don't see any benefit," Lehn said. "I mean, if the real purpose of ethanol supplementation is to offset the carbon footprint (of conventional fuels), then a true synthetic fuel created from renewables doesn't need any supplementation."

What Are the Drawbacks of Synthetic Fuels? For all the talk about the carbon neutrality of synthetic fuels, that does not mean internal combustion engines will emit any less carbon by burning them - they will just emit the same carbon that was captured to produce the fuels (and, theoretically, the same carbon that could once again be made into synthetic fuel). Nor will synthetic fuels - if they are true drop-in fuels - produce any less of the other emissions like NOx found in the exhaust of internal combustion engines unless those emissions result from the burning of impurities like sulphur found in conventional fuels.

In addition, as James Morris wrote for Forbes, "the elephant in the room comes from how synthetic fuels are made." In particular, with how hydrogen is made. The vast majority of hydrogen these days is produced by a process called steam reformation, a process that is still dependent on fossil fuels, while hydrogen production via electrolysis uses about four times as much electricity as what would be used to directly power a battery-electric vehicle. Add in the number of stages required to turn that hydrogen into e-fuel and to transport it around the world and the efficiency continues to dwindle, Morris wrote.

The case for synthetic fuels made from plastic waste may be even harder to prove after recent reporting by ProPublica revealed that chemical emissions from a plastic-sourced fuel that Chevron intends to produce under an EPA biofuels program poses a cancer risk for one in four people. Biomass synthetic fuels, according to comments that Robert Freaks of Strategic Biofuels made to SEMA, can easily replicate diesel and jet fuel as well as gasoline, but replicating the latter results in "a yield loss" at this time.

Whatever the environmental impact of synthetic fuels, they are expected to cost far more than conventional fuels. Early estimates that Morris cited had synthetic fuels costing as much as \$13 per gallon. A more recent estimate from Transport and Environment pegs the cost at €2.80 per litre, or about \$11.50 per gallon. Meanwhile, Porsche's figures show that synthetic gasoline at this early stage costs as much as \$40 per gallon to produce. Steiner told TechCrunch that the price to produce fuel (not including taxes, fees, and other add-ons) is expected to drop to €2 per litre, or about \$7.50 per gallon, once production ramps up.

Highly Innovative Fuels, Porsche's partner in the Chile plant, claims that e-fuels can be competitive with fossil fuels when sold in markets with carbon pricing structures. More direct incentives may be needed to make e-fuels competitive too: The International Council on Clean Transportation estimated that incentives of no less than €1.50 per litre (about \$5.70 per gallon) "would be needed to deliver significant volumes of electrofuels."

When Can We Expect Synthetic Fuels? While Porsche has made much hay about the recent start of e-fuel production and the pumping e-fuels direct from its plant in Chile into a 911, it's not likely most owners of internal combustion engine cars will be able to start burning synthetic fuels anytime soon. Highly Innovative Fuels claims that mass production of e-fuels is expected to begin in 2026 while Bosch more optimistically claims that by 2025 synthetic fuels could be in widespread use. Porsche plans to produce 130,000 litres (about 34,500 gallons) of e-fuel per year during its pilot phase, ramp up to 55 million litres (about 14.53 million gallons) per year by the middle of the decade, then scale that up to 550 million litres (about 145.3 million gallons) before 2030.

To put that into perspective, the United States alone consumes 369 million gallons of gasoline per day. The U.S. Energy Information Administration expects global liquid fuels consumption to top 100 million barrels per day in 2023, or 4.237 billion gallons per day. It's likely for that reason that Porsche has earmarked much of its e-fuel production for motorsports use rather than for everyday commuters or cars and coffee runs for older vehicles. Formula 1, by the way, has already committed to switching to synthetic fuels for the 2026 season while the World Rally Championship has already switched to synthetic fuels using P1 Performance Fuels products. The eFuels Alliance doesn't expect synthetic fuels to constitute more than half the liquid fuel market until the late 2030s, which Morris and others decry as far too late to make a substantial inroads against climate change.

So Will Synthetic Fuels Save the Internal Combustion Engine? Both Bosch's Use Gackstatter and Porsche's Steiner admit that synthetic fuels aren't going to solve all of our mobility needs and that EVs remain critical to meeting greenhouse gas reduction targets set out in the Paris Climate Accords.

"There's nothing as efficient as an EV, period," Lehn said. Even the most ardent EV enthusiast will admit, however, that there are issues with the technology, from sourcing the raw materials for the batteries to the lack of affordable EVs on the marketplace, preventing their widespread adoption before the 2035 bans on new internal combustion engine vehicles. Synthetic fuels, on the other hand, can be implemented without any significant changes to the vehicle fleets or to the existing fuel distributor infrastructure, which makes them appealing to those ardent gas-powered car proponents.

"I believe synthetic fuels are the future if the internal combustion engine is to remain relevant," Lehn said. And if that's the case, then synthetic fuels may be the best hope for keeping internal combustion cars - including the vast majority of collector cars - from becoming static museum pieces after the middle of the 21st century.

UPDATE (18.April 2023): While Porsche seems to be all in on synthetic fuels, Volkswagen CEO Thomas Schafer is not. In a recent interview with *Automotive News Europe*, he said they create "unnecessary noise" in the discussions about creating a fossil-free future.

"They have a role to play in existing fleets, but won't replace EVs," Schafer said. "That's complete nonsense. Look at the physics of making e-fuels. We don't have enough energy as it is, so why waste it on e-fuels?"

70th Anniversary REDEX RERUN

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

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

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

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

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

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

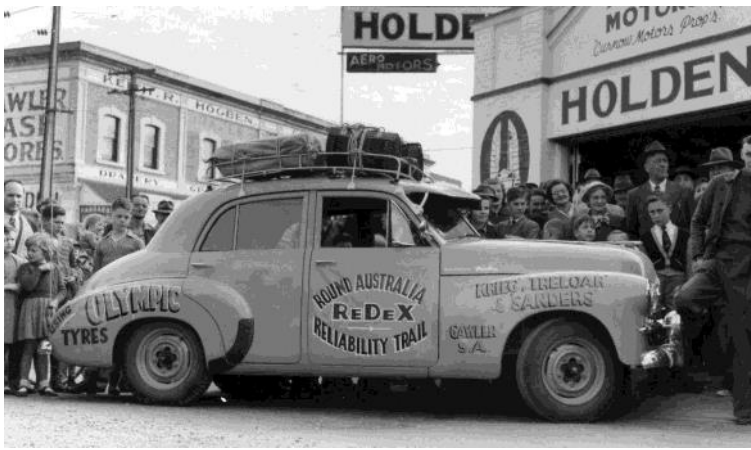
Ian Hampton

8 Nimby Place, Cooma NSW 2630

Tel.: 0400 528 115

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

Below are some historic photo's from the Redex Trials



FIVA News



FIVA (the *Fédération Internationale des Véhicules Anciens* or international federation of historic vehicles) is welcoming news that the use of carbon-neutral e-fuels is now officially recognised in Europe as an important factor in tackling climate change. In recent years, FIVA member organisations have been actively studying the use of e-fuels and the results to date suggest these fuels work well in historic as well as modern vehicles.

There had been concerns that the sale of all new cars with internal combustion engines would be banned across Europe from 2035 as part of the latest EU zero-emissions legislation; a move that would result in fossil fuel supplies running dry without an alternative rising to take their place. But it has now been announced in Brussels that legislation will allow traditional engines to continue being sold as long as they are adapted to *only* accept synthetic, non-polluting fuels.

FIVA has welcomed the development because...

- It will encourage the commercial development of e-fuels, which will make it easier for historic vehicle owners to begin transitioning away from fossil fuels
- The availability of non-polluting fuels will help keep Europe's historic vehicles on the road long into the future, while reducing their impact on the environment
- The ongoing production of e-fuels will be important in other parts of the world where the internal combustion engine will still, by necessity, have a role to play for some time
- Ongoing trials by FIVA member organisations in Austria, France, Germany, Netherlands and the UK have already shown that e-fuels work well in historic engines and, as fossil fuels start to disappear from the mainstream market, owners are increasingly keen to embrace the use of clean, green alternatives

Background

European energy and transport ministers decided this week that, after 2035, no new cars or vans can be sold in Europe if they emit carbon pollution into the atmosphere. It looked at one stage as if the internal combustion engine had reached the end of the road in the EU. But a last-minute campaign, led by Germany, produced an amendment that would still allow traditional engines to be bought and used *if* new vehicles were adapted so they could *only* accept non-polluting synthetic fuels.

Comment

FIVA president, Tiddo Bresters, says the historic vehicle community has already done much to champion the use of clean fuels and it welcomes these latest developments: "FIVA has always been keen to play its part in tackling man-made climate change wherever possible, and the use of e-fuels is already being actively promoted at this year's programme of FIVA World Events."

Speaking after the announcement in Brussels, Lars Genild, FIVA's Vice-President, Legislation, commented, "This EU decision to allow new internal combustion-engined vehicles to run on carbon-neutral fuels will also help us keep our motoring heritage on the road, without making a negative impact on the carbon footprint. Meanwhile, the legislation will encourage e-fuel manufacturers to provide e-fuel on a larger scale, which should lead to better availability and, we hope, lower prices.

"Here at FIVA we have been working hard on our sustainability strategy. We want to take responsibility for making our passion for preserving historic vehicles as environmentally friendly as possible. This news will help us achieve that goal."

News from the U.K.

Federation of Historic Vehicle Clubs

The FBHVC has introduced a carbon offsetting scheme for club members, similar to the AOMC carbon offset program. Below is information on their scheme.



Why is it important our community keeps it green?

Many historic vehicle owners will point out, correctly, that the carbon footprint of their vehicle is low. Its manufacturing footprint has been spread over so many years and the footprint from its emissions each year is as low as the mileage it covers.

Let's not forget, however, as much as our pride and joy attracts lots of positive attention for its looks and the nostalgia it evokes, it can also attract attention for having what is perceived as a grubby old exhaust pipe! If we want to keep our beautiful machines relevant and responsible in the 21st century, we need to recognise how others view them and ensure they're as green as can be.

The last thing we want is for our vehicles to only exist to be wheeled out for a quick wash and polish or a short, once in a blue moon trip. Making our vehicles eco-friendly, and shouting about it, is a way we can secure the future of our community and to attract the next generation of enthusiasts.

Hosting COP26, in November (2021), has increased public interest in tackling the climate crisis and has highlighted the impact vehicle emissions have on the planet. The resolutions passed at COP26 lay a clear path to how governments will be turning our transport networks green and if we do not want to be left behind then our movement needs to show we are thinking eco and moving with the times.

With this in mind working with Tree-V, the Federation has put together a simple to use, but highly effective, way for any historic vehicle owner to carbon capture their vehicle emissions and plant new woodland in the UK. For our movement to thrive in the coming years, have the freedoms we currently enjoy and to attract new enthusiasts we need to show we care about the planet as much as we care about our vehicles. This scheme is how we make that happen.

As you'd expect, the Federation's Carbon Capture programme embraces all historic vehicles including categories for cars, motorcycles, buses, coaches, lorries, light commercials, military, agricultural and steam vehicles.

"The National Traction Engine Trust (NTET) is pleased to affiliate with the FBHVC in its initiative to fund a Carbon Capture scheme in partnership with Tree-V. The NTET is looking forward developing a version of the scheme which will be amenable to its members".

With this in mind the FBHVC has worked closely with Tree-V to tailor bespoke prices for their members, providing prices for all the vehicle categories in the FBHVC family, in bands that reflect each vehicle type's average usage. All thanks to the data from the recently published 2020/2021 National Historic Vehicle Survey.

To play your part all you need to do is select your vehicle type, how many miles you drive or ride and pay a small annual fee. We'll then arrange the planting of new woodland here in the UK to balance your emissions and send a sticker to display with pride. It really is that simple.

The FBHVC is happy to take the lead on behalf of the historic vehicle community and provide a green banner under which we can demonstrate how much we care about our planet as much as we do our vehicles. After researching a capturing solution for more than a year they discovered many of the solutions are global in scale. Laudable as these solutions are, they were left with the feeling that historic vehicle enthusiasts would enjoy a solution closer to home. And what could be better than planting new woodland within the UK?



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

BREAKING NEWS: EPA PURSUES NEW EMISSIONS STANDARDS TO SPUR TRANSITION TO ELECTRIC VEHICLES

The U.S. Environmental Protection Agency (EPA) has proposed new federal emissions standards intended to dramatically increase sales of electric vehicles (EVs) in the coming years. While these rules are not yet finalized and subject to approval, the agency's target is clear: two-thirds of new passenger vehicles sold in the United States should be EVs by 2032.

California is already pursuing stricter greenhouse gas standards with a goal that 70% of new vehicles sold in the state will be zero-emissions vehicles by 2030. The Golden State is also seeking to completely ban the sale of new gasoline-powered cars by 2035. This is significant, as 17 other states have followed all or part of California's previous clean-car rules

SEMA REACTS TO EPA'S NEW FEDERAL EMISSIONS STANDARDS

SEMA President and CEO Mike Spagnola released the following statement in regards to the Biden administration's strict new greenhouse gas emissions standards announced yesterday:

On behalf of more than 7,000 SEMA members, we have significant concerns regarding the impact of these proposed regulations on automotive small businesses. The specialty aftermarket industry supports more than one million U.S. automotive manufacturing jobs, yet these people and businesses are often overlooked in the push to electrify our automotive sector.

We fully support the efforts to reduce greenhouse gas emissions, but actively advocate for the ability of consumers and the marketplace to choose what works best for them. There are many options on the road to zero emissions, and we feel it is crucial for government policy to remain technology neutral. The specialty automotive aftermarket business has been built around the internal combustion engine. It is also the same industry that has led the way in fuel innovations and conversions of old vehicles into new and cleaner technologies. Yet it is clear from the Biden administration's actions and words that electrification is their technology of choice.

This large-scale shift will significantly disrupt automotive industry supply chains and potentially eliminate large numbers of jobs in vehicle manufacturing, parts production and repair shops. We are here to support the work of small business innovators while protecting the small business owners and those they employ by letting the market and innovation drive solutions to the environmental challenges we all seek to solve.

Cavalcade of Transport Trentham Historic Railway Station

To celebrate National Motoring Heritage Day



SUNDAY 21st MAY 2023

Victoria Street, Trentham.

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

Veteran, Vintage, Classic, Historic and Collector Vehicles.

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

Promoted by the
Association of
Motoring Clubs



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

ROB ROY

The second oldest purpose built hillclimb in the world!

SPEED HILLCLIMB 2023 EVENTS



MARCH 18-19

Rob Roy Revival

Promoted by the MG Car Club Vic
Celebrating a golden era of motorsport

APRIL 16

Interclub Challenge Round 1

Promoted by the MG Car Club Vic
To encourage friendly rivalry between local sporting clubs

MAY 7

VHRR Historic Rob Roy

Promoted by the Victorian Historic Racing Register
Incorporating Round 1 of the Triple Cup Challenge

JUNE 25

Interclub Challenge Round 2

To encourage friendly rivalry between local sporting clubs

JULY 9

Victorian Hillclimb Championship Round 1

Promoted by the MG Car Club Vic
Please refer to robroyhillclimb.com.au for alterations

AUGUST 13

Vintage Rob Roy

Promoted by the Vintage Sports Car Club Vic

OCTOBER 1

Interclub Challenge Round 3

To encourage friendly rivalry between local sporting clubs

November 19

31st Historic & Classic Rob Roy

Promoted by the MG Car Club Vic
Incorporating Round 3 of the Triple Cup Challenge
& supporting the local Pantom Hill CFA

**RE-SURFACED
TRACK &
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SPECTATOR
FACILITIES**



SCAN FOR
MORE INFO

FULL CATERING PROVIDED ON SITE FOR ALL EVENTS

ENQUIRIES -

COMPETITION - JOHN KELSO 0417 398 606

EVENT - WAYNE RUSHTON 0412 339 934

Cavalcade of Transport THE MAFFRA SHED

To celebrate National Motoring Heritage Day



SUNDAY 21st MAY 2023

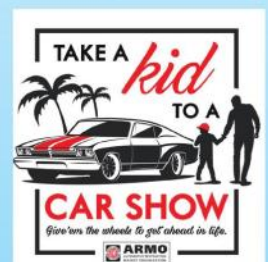
1A Sale Road, Maffra

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

Veteran, Vintage, Classic, Historic and Collector Vehicles.

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

Promoted by the
Association of
Motoring Clubs



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

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.

NOTE: These are all club events. All enquiries and feedback should be directed to club contacts, not the AOMC office.

All events will have some sort of covid protocol in place so ensure you check on those details before attending.

Also note that some parts of Victoria may be subject to Code Red fire or weather alert days which could affect the running of events.

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

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

Then follow the prompts on the online form.

THE GIPPSLAND VEHICLE COLLECTION PRESENTS

Cars
&
Songs

OPENING
MARCH 19
2023

1 MAFFRA-SALE RD, MAFFRA 3860
OPEN FRIDAY-MONDAY AND SCHOOL HOLIDAYS 10AM - 4PM
GROUPS BY APPOINTMENT E:s62lawrence@gmail.com

46th HISTORIC WINTON
27th and 28th May 2023

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

BENALLA RURAL CITY | Austin Sports Club | [Other logos]

21
Meguiar's
MOTOR EX
PRESENTED BY Repco

20th-21st May 2023

HEYFIELD VINTAGE MACHINERY RALLY

BRING ALONG THE FIRST ITEM YOU EVER DISPLAYED AT HEYFIELD OR AT A RALLY

Promoted by Lions Club of Lockington Inc

Lockington Lions Club

Swap Meet, Show 'n Shine & Market

7:00am to 1:00pm
Sunday 21st May 2023
 Lockington Park, Pannoo Road

Site Fee \$15.00 (includes 1 adult entry)
Entry Fee \$5.00 (Primary School children free)

Prizes for...

- People's Choice
- Best Original
- Best Vehicle on Show

FOOD ⊕ DRINKS ⊕ EFTPOS

This Event is Supported by... Campaspe Water Council

Enquiries and Site Bookings to...
 Marg Dowie ph 0427 795 576
 Email margdowie628@gmail.com
 PO Box 608, Echuca, 3564

CARS & MOTORBIKES CAN ENTER

Published by... *Locky News* (Lockington's Priceless Paper)

Western District Historic Vehicle Club Inc Presents

GEELONG BAY CITY SWAP MEET

Sat 13th May 2023 gates open 7am

Geelong Showgrounds (Melways Ref 452 E10)

Costs:

- *Gate entry, Adult/Teenage \$10per person, Under 13 yr Free
- *Outdoor site, \$20 per 10x6m site + gate entry costs per person (no booking required for outdoor sites)
- *Limited indoor sites, Booking req, contact for details/availability
- *Area for display and sale of special interest vehicles (\$20 per car and gate entry costs per person)
- *Parking for Non sellers at Geelong racecourse, Breakwater Rd.
- *No eftpos, please have correct money for site and gate entry.
- * Geelong Mobile ATM Facilities on site

Friday night: Camp sites available for stallholders only.
 Entry from 5pm, gates will close at 9pm sharp. (site + per person entry costs)

Rules: Strictly no animals allowed in showgrounds. No fires permitted in anyway. No unauthorised food/drink vendors. No riding of a bicycle, scooter, motorcycle or rec vehicle.
 Disability scooter permitted but must not exceed 4kph.

Updates: Via, Geelong Bay City Swap Meet Facebook page

Contact: email: secretary@wdhvcgeelong.com
 Ph: 0417 306 177 (no texts)
 WDHVC PO Box 200 Newcomb Vic 3219

**JOIN US AS WE CELEBRATE
PRE-WAR MOTORING AT THE
INAUGURAL**

Pre-WWII Motoring Weekend

Incorporating National Motoring Heritage Day

May 19 -21 2023

Bendigo

Based in Bendigo we have a weekend full of driving to suit cars of all Pre WWII eras, makes and models

Entries now open, please scan QR Code or visit the website:

https://veterancarclub.org.au/?page_id=6771



PROUDLY PRESENTED BY:



AUTO Caffeine

**SATURDAY
20th May 2023**

LOCATED AT SHANNONS AUCTIONS • BRISBANE • MELBOURNE • SYDNEY

Brisbane – 107 Fison Ave, Eagle Farm, QLD | 7am-11am
Melbourne – 40 Corporate Drive, Heatherton, VIC | 8am-12pm
Sydney – 22 Lambs Rd, Artarmon, NSW | 8am-12pm

COFFEE & FOOD VAN ON SITE
Check out the Auction vehicles on display and catch up with our Shannons team on the ground for all things Insurance, Events & Auctions

**Kinglake Heritage
Motoring Exhibition**



Organised by
Kinglake
Historical Society



Drive to Kinglake and have a day in the hills, quiet roads to get here and plenty of parking.

Kinglake Heritage Centre—History of Kinglake District Transport display opening.

Historic Kinglake West Mechanics Institute open.

Kinglake Rotary Market on the way

May 28th 2023 10 till 3pm

Visitors—gold coin donation

Where: Kinglake West Oval and Heritage Centre

1055 Whittlesea Kinglake Rd Kinglake West



**WELCOME BACK TOUR
HAMILTON & DISTRICT VETERAN
VINTAGE CLASSIC DRIVERS CLUB**

You are invited:

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



For any extra information please contact Pam

**JUNE LONG
WEEKEND**

9-12th of June 2023

9th Early Registrations

10th Car display & Activities

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

12th farewell breakfast at HDVVVDC Club Rooms

HDVVVDC

Hiller Lane, Hamilton,
Victoria
Pam (Secretary):
0419145452 or

<https://hamiltondistrictveteranvintageclub.org.au/>

Enquires Ken Aitken 57861658 ah or 0427331977

JOIN US AT THE ...



9 TO 11 JUNE 2023

HOSTED BY THE HD HR CLUB OF VICTORIA INC.

Rusty, Unrestored, Restored, Era Sports, Modified & Highly Modified - something for everyone...

OVER 100 HD-HR HOLDEN CARS IN ONE PLACE!

Meet & Greet, Show 'N' Shine, Presentation Dinner, Cruise & Winton Raceway Parade Laps

ENTER NOW!

SEE YOU THERE!



EMAIL HDHRNATSBENALLA2023@GMAIL.COM

ROB ROY

Venue of the first Victorian and Australian Hillclimb Championship 1938
Clintons Road, Christmas Hills Melway ref 265 A9



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 16 APRIL
ROUND 2 25 JUNE
ROUND 3 1 OCTOBER

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

promoted by the
MG 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
FULL CATERING WILL BE AVAILABLE AT EVENTS



Bendigo National Swap Meet

Featuring:

- 4 Wheel Drive Display
- Barn Finds & Survivor Car Display
- Die-cast Models & Toys
- Over 1700 Sites

11th & 12th November 2023



Entry Prices

Saturday Only \$15
Sunday Only \$5
Children 15 and under Free
(if accompanied by an adult)

Gates Open to the Public

Saturday 6am
Sunday 7am
Sheds Open 7am

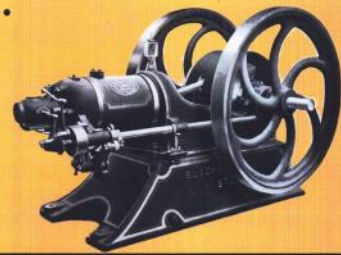


www.bendigowap.com.au
Site Bookings 0427 446 660
General Enquiries 0434 730 822
info@bendigowap.com.au



ALEXANDRA MUSEUM

HERITAGE MACHINERY FESTIVAL



SATURDAY 7 OCTOBER 2023
SUNDAY 8 OCTOBER 2023

STEAM TRAIN RIDES | WORKING STATIONARY ENGINES
VINTAGE CARS | BLACKSMITH | HISTORIC DISPLAYS
MUSEUM | KIDS ACTIVITIES | BBQ | FOOD TRUCKS

9:00AM - 3:30PM

ADULTS \$10
KIDS \$5
FAMILIES \$25

7 STATION STREET, ALEXANDRA VIC 3714
(1HR 45MINS NORTH EAST OF MELBOURNE)

EXHIBITOR DINNER ON SATURDAY NIGHT
EXHIBITOR CAMPING SITES AVAILABLE (BOOKING REQUIRED)

FOR MORE INFORMATION CONTACT PETER ON 0479 066 221 OR AT ALEXANDRA.RALLY@YAHOO.COM
ATTN SAFETY GUIDELINES APPLY

Minutes of the AOMC Delegates Meeting

Monday March 6th, 2023 at 7.30pm

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

There were 70 delegates in attendance representing 62 clubs.

Chairman Keith Mortimer welcomed all those attending to the first meeting of 2023 and introduced tonight's guest speaker, Leigh Booth.

Guest Speaker: Leigh Booth – 'Tyre Failure can Be Fatal'.

Leigh has had a background of 37 years with VicPolice, 28 years in the crash investigation/major collision unit. He has been involved in approximately 2,000 vehicle and machinery inspections at accident sites, including vehicles as diverse as mobile cranes, trams and a road roller. He then went through a power point presentation relating to various tyre failures that led to major accidents.

Run Flat Failure – tread separation. The tread separates from the casing due to loss of adhesion. This is caused by age (deteriorates over time), underlying previous damage (ingress of moisture), and the biggest enemy excessive heat (underinflation, high ambient temperature).

Deterioration can be caused by exposure to UV, oxidation, deflection cycles, heating/cooling cycles.

Why is tread separation an issue? Rapid deflation with flexing of the sidewall and loss of traction. Front tyre failure causes the vehicle to pull to the side of the deflation. Rear tyre failure causes oversteer. Under inflated tyres can cause the same reaction.

Leigh then showed various images of vehicle incidents following tyre failure, and went through the process he used to determine if a tyre failed before a crash, including road markings, markings on the vehicle from tyre damage and damage around the rim.

Break for supper at 8.05pm

Meeting Resumed at 8.20pm

Chairman Keith Mortimer thanked the Wheelers Hill Lions Club for providing the meals before the meeting and Howard Billing for the supper. All proceeds from the pre meeting meals go to the WHL for their charity projects.

Apologies: Bill Allen (ABCCC), Allan Fabry (MGCC), Andrew McDougall (Alvis CC), Bruce Wilkinson (Lotus CC), Colin Jenkins (R & S Chrysler valiant), David Todeschint (Daimler Lanchester), Lawrence Glynn (BMW Drivers), Michael Cooper (Murray heritage Motorists), Neville & Robyn Lockstone (Jaguar CC), Ross Hudson (Austin Healey Owners), Shaun Lennard (Classic & Custom Motorcycle Club), Trevor Leech (Singer CC), Yvonne Baker (Western Vehicle Restorers), Carl Jones (Mercedes Benz Club).

New Delegates: Rick Cove reported that Bevan Fenner, a long time delegate, passed away recently and he has taken over the role as delegate to the Victorian Military Vehicles Club, as well as the other clubs he represents.

Minutes of the November 2022 Meeting: The minutes of the November delegate's meeting were accepted on a motion moved Graham Keys (Wolseley CC) seconded Bill Ballard (F.O.R.D.) and carried.

Correspondence: Secretary Tony Hall reported that there were no items of correspondence relevant to this meeting to report.

Treasurers Report. Mark Fenton reported that the AOMC finances are currently in a healthy position and as of the end of February 2023 the AOMC Cash at Bank is \$ 324,886.

Events in progress influence these accounts significantly as revenue and donations are received but are not immediately expensed, so this balance is somewhat inflated as we wait to complete the accounting of major events such as Festival of Motoring at Cruden Farm, British & European Motoring Show at Caribbean Park, and the upcoming Florence Thomson Tour. It is pleasing to note that with significant donations from RACV we will be able to make a \$15,000 donation to Beyond Blue, being the overall surplus from the Festival of Motoring event.

The efforts of the AOMC is to be commended in organizing this event for the benefit of both the movement and the general community, and it is an example of the many contributions that we and many other organisations in our motoring movement bring to benefit the general community. Other events such as the British & European Motoring Show also raise our profile in the community in addition to being a valuable income source that will help fund AOMC strategic objectives into the future.

There are no areas of concern with respect to our ability to meet existing financial obligations while funding our strategic initiatives.

AOMC Events.

Florence Thomson Tour 28th to 30th April. This event has been fully booked with 80 participants.

Festival of Motoring – Cruden Farm Sunday January 29th. Iain Ross reported that approximately 400 vehicles attended the event. \$15,000 was raised on the day which all goes to Beyond Blue.

British & European Show Sunday February 28th. Iain also reported that this event, the first held at Events Central (formerly Caribbean Gardens) attracted 997 cars and 17 motorbikes. The MG car club held their annual concours at the event. Iain thanked the clubs involved for supporting the day.

Engine Number Records: Philip Johnstone reported that there were a variation of vehicles covered in his search requests the last few months. These included Alvis, Amilcar, Austin, Buckingham, Jaguar, E Type Jag, Land Rover, MG, Mustang, Pontiac, Riley, Holdens and Ford GTs.

AOMC Carbon Offset Scheme. Keith Mortimer reported that the reason the AOMC embarked on this program was to change the impression the general public has of the classic vehicle movement. We are proud preservers of Australia's moveable cultural heritage. International experience is that most peak bodies in other countries are going down the same path with carbon offsets. AOMC has negotiated a scheme geared for historic vehicles recognising their low impact due to low mileage with an associated low cost to participate. It is important to take the information we provide back to your club to give your members the opportunity to participate if they so wish.

Survey Of Historic Vehicle Movement. This is being organised by a group called the Australian Motoring Heritage Foundation based at Eastern Creek. AOMC have been invited to participate and are considering joining in as it is very important to gather data.

Question from the floor: What is the uptake on the Greenfleet Scheme? Keith responded that it has been very slow so far, probably due to seasonal issues.

Question from the floor: There has been concern at our club about the six dot points in the Presidents report in the February newsletter. The dot points being VIN plates, Annual Roadworthy for heritage vehicles, Heritage Plates, Economic Value of Historic Motoring and Environmental and Fuel considerations. Our members were concerned that: AOMC were pushing for annual RWC, what is the survey going to survey?, and with the CPS fleet of only 200,000 on permit compared to 5.7 million vehicles in Victoria our environmental impact is minimal.

Keith responded that delegates raised last year that a single voice for the Victorian movement was needed. To this end, we have been meeting with representatives from VicFed to get a joint position to take to Dept of Transport and VicRoads.. The six dot points that were listed in his report are the areas that were seen as a concern. Keith apologised for not providing any follow up information that has caused confusion.

Arnold Chivers (VDC): There is currently a federal review on motoring and electric vehicles. As with many government reviews, there is a danger of unintended consequences for the historic movement of any decisions. Has AOMC made any submissions to this review? Keith responded that AOMC has not made a submission as it is a national issue for our national body to attend to.

Chris Henry (Gipps Vehicle Collection) Last year Chris emailed a submission with 10 points that the car movement needs to address including Collector cars and the environment (new cars are made of plastic, electronics and batteries and cannot be returned to the earth. Most historic cars are made of wood and steel which can be), Public perception of 'Old Cars', Relationship to political parties, being seen as a positive presence, the importance of Museums and static displays.

Chris added that we need to find a way to get to the public and use them to gain support for our movement.

Arnold Chivers added that we should look to events like the MRA Christmas Toy Run and how they garner good publicity.

General Business

Chris Henry (GVC): Gippsland vehicle Collection (Maffra Shed) are staging a cars and Songs exhibit from March 19th for 4 months. Cars on display will relate to songs in popular culture. (ie Red Corvette, Pink Cadillac, etc). They are also staging a stage play based on Alice Anderson, a pioneering motoring woman who set up her own women only garage in Kew in the early 1900's.

Kevin Sadler (Rambler CC): His club are going to Chryslers on the Murray on March 19th.

Daryl Meek: On National Motoring Heritage Day, the Veteran CC, Vintage Drivers and Vintage Sports CC are holding a 3 day event from 19-21 May for pre war vehicles. This is being held in Bendigo.

Motorclassica is taking place from 6 to 8 October.

Bay to Birdwood is on Sunday Nov 22nd, and has reverted to an open entry format, moving away from the pre 1950's one year and post 1950s the next. This is because of the dwindling entries of older vehicles.

Denis Brooks (HCVC): There has been no mention this meeting of any conversations with VicRoads. Keith responded that he has written to VicRoads requesting a meeting, and is waiting for a reply.

Robert Humphries (Austin 7): Reminded delegates that Historic Winton is taking place on its traditional weekend, 27th – 28th May. He also noted that taxation systems are changing and small clubs are having to submit tax returns in future. Sporting Clubs such as the Austin 7 club have an exemption, and the club is able to offer clues to clubs on how to get the exemption.

Mark Fenton added that the ATO are looking at introducing the new system next financial year. Clubs need to put in a return even if there is nothing to report.

Chris Henry: asked if there was any more news on a blanket insurance cover for clubs. Keith responded that we are still looking at this, but it is hard to find an accommodating broker.

Mick Wane (Early Ford V8): Historic enamel plates. Made from 1932 to 1939. Most are gone but there are a few survivors still on vehicles. We have now lost the rights to transfer these plates.

Keith responded that he has spoken to John Lewis about this, and he had said that if AOMC and VicFed support a moratorium on this matter he will go in to bat for us. Subsequently AOMC and VicFed have sent a joint letter to John Lewis.

With there being no more delegates reports, chair Keith Mortimer declared the meeting closed at 9.20pm



CLUB CONTACT DETAILS - ANNUAL UPDATE

Please provide us with information about your club, as of your previous financial year. This information will help us define the size and importance of the movement we represent and help us in our advocacy role.

1. Print clearly in CAPITAL letters, completing all sections.
2. Return completed form to address above or email to office@aomc.asn.au
3. Private addresses are preferred as this helps prompt delivery where snail mail is used.
4. We understand that email addresses are lower case BUT using capitals makes the address less vulnerable to mistakes thus causing bounces.

*We appreciate your time in assisting us to keep our database up to date.
 Please include data relating to the past 12 months
 so that we can better understand, and advocate for, the movement we represent*

UPDATE BY

Your Name:	Date:
-------------------	--------------

CLUB

Name:		Abbreviation:	
AGM Month:		Marque(s):	
Number of Victorian Members:		Number of Vehicles:	
Manage CPS for Members:	YES / NO	Number of Vehicles on CPS:	
Is the Club Incorporated?	YES / NO	Incorporation No:	

We cover the following vehicles Please ✓ one or more as applicable e.g. British & European ✓ Motorcycles ✓				
British & European	Asian	Australian	American	
Cars	Motorcycles	Commercials	Military	Hotrod

MAGAZINES

Name of Publication:	Frequency:
-----------------------------	-------------------

INSURANCE

We have the following insurance cover Please ✓ one or more as applicable ✓

Public & Product Liability	Personal/Volunteer Accident	Professional Indemnity	Management Liability
Insurance Provider:			

FINANCIAL SIZE

Describe the financial size of the Club in the last 12 months
 eg as reported in the Annual Report to Consumer Affairs for Incorporated Clubs/Associations

Annual Revenue/Turnover (\$):

COMMUNITY BENEFITS

List any charitable donations made by the Club in the last 12 months

Description:	\$ Value:
Description:	\$ Value:
Description:	\$ Value:
Description:	\$ Value:

CLUB CONTACT DETAILS - UPDATE

NB: If required use the following pages to add or change contacts,
or make corrections by overwriting on the AOMC Organisations & Contacts Report sent to your Club.

Page 2

CLUB POSTAL ADDRESS & CONTACT DETAILS

Name		
Street/PO Box		
Town	State	Postcode
Phone	Mobile	
Email	Website	

PRESIDENT

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

VICE PRESIDENT

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

SECRETARY

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

TREASURER

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

MORE OVER THE PAGE

Page 3 

CLUB CONTACT DETAILS - UPDATE

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		

OTHER (please describe).....

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

TALES FROM THE AOMC ENGINE RECORDS

STRANGE VEHICLE TYPES

In viewing some of the engine number records some strange descriptions of the vehicles are recorded. For example the term "Utility" and "Tray Truck" appear in the Rolls Royce records. Of course the explanation is quite simple. The Rolls Royce engine was used in a number of British military vehicles such as the Austin Champ, the Ferret Scout car and Humber Trucks to name a few. So although first appearances might suggest an error in the records the explanation confirms the truth. Similarly, some records relating to the local production of some of the major manufacturers appear strange. For example, the Standard Triumph arm of Australian Motor Industries operating in South Melbourne produced a few vehicles which had inconsistent engines with the type of body but the giveaway clue with these was that they had the X prefix on the numbers indicating that they were eXperimental prototypes for the Australian market. So, when researching the history of a vehicle it is wise not to attempt correction of what appears on first sight to be a typographical error.

If you want to know the details of your vehicle - perhaps to establish originality, explore family history or just to settle a bet then the AOMC Engine & Registration Record Search Service may be useful.

See the application form on the AOMC Web pages at www.aomc.asn.au

The Engine Number Records search application can now be made via the AOMC website. Just click on the “**Engine Number Records**” button and then click on the “**Start Online Search**” button to reach the online application form.

Below is what the form looks like and the information you need to supply.

Contact Details

Name *

First

Last

Email

Phone #

Mobile#

Street Address

Suburb

Postcode

Search Fee (Incl. GST)

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

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

Vehicle Details

Year/Make/Model *

Engine Number *

Chassis Number

Registration Number

Any other relevant information

•Is the engine stated consistent with the make and model?

Yes No Unsure

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

Yes No Unsure

•Is this the original registration number? *

Yes No Unsure

Archived Engine Number Records

Charges for Information

Search for a single engine number whether it is on card or computer file	\$90
Follow-up for the same or related vehicle or engine number	N/C
Search for a single registration owner details (1910 to 1932 only)	\$115
Maximum Fee for search 1910 to 1984	\$160
Sale of all computerised records for a marque to a club that has an interest in the marque. For each 100 records (or part thereof)	\$250 [#]
Sale of all computerised records for a marque to a person or commercial group that has an interest in the marque. For each 100 records (or part thereof)	\$460 [#]

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

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

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

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

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

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

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

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

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



Classic savings for classic cars

Spend less on your insurance and more on your obsession

- Speak to specialist staff who share your passion
- 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
- Save with competitive premiums for your daily drive
- Backed by IAG, Australia's leading insurance group
- To find out more visit us online: www.lsvcarinsurance.com.au

Lumley 
Special Vehicles

Call 133 578 today to see how much you could save