

AOMC News

October 2023 - Issue 162

www.aomc.asn.au

Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

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CONTACTING THE AOMC:

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

AOMC OFFICE & Postal Address:

21 Rosalie Street,

Springvale, VICTORIA 3171

Tel.: (03) 9558 4829

Website: www.aomc.asn.au

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: It was great to see the variety of vehicles that delegates took the opportunity to drive to the Ballarat Delegates' meeting in August, including this 1920s Dodge six. The Dodge is the VDC Club Car driven to the delegates meeting by a young enthusiast, the car having been donated to the club and restored by club members. It is available for the use of young members and those members without a car. More photo's on page 18 of this issue.

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 a forthcoming 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

Firstly, can I thank all of our committee for holding the fort whilst Cath and I enjoyed a sojourn to Europe celebrating our 30th Wedding Anniversary. This trip was to happen in 2020 for our 50th birthdays but COVID changed the itinerary to our back yard. As many of you will attest, a marriage or relationship is all about give and take and fortunately Cath allowed me to do some motoring things on our travels, highlights were.

- The Royal Automobile Club in London – one of the oldest automobile clubs with an amazing collection of art and library resources covering all things motoring. Given the time (and possibly retirement) I could just spend hours looking through the library.
- The National Motor Museum, Beaulieu in New Forest – the Beaulieu Estate was first opened to the public in 1952 by Edward, Lord Montague in 1952 with a display of 5 veteran cars. The Museum, together with the grounds and manor it is certainly a day well spent.
- The Great British Car Journey – this was a personal recommendation and is a contemporary take on a museum, enabling visitors to drive a selection of the vehicles present. Certainly, a recommendation if you are ever in the Midlands.
- Musée National de l'Automobile, Collection Schlumpf – located in Mulhouse, France this museum houses the largest collection of Bugatti's in the world and has a very interesting story to tell. It is also a great illustration of French vehicle manufacturing from the earliest through to modern day.

Being in the UK also allowed me to spend some quality time with David Whale, Chairman of the Federation of British Historic Vehicle Clubs, with some of our points of discussion being,

- ULEZ in many UK towns as well as in London – noting that Historic Vehicles are exempt from these requirements.
- Issues around EVs in the UK – charging facilities and capacity still very much an issue and in fact they are falling out of favour with many, Insurance implications of EV fires is also raising its head
- The continuing success of their Tree-V (carbon offset) program as it changes the perception of Historic vehicle enthusiasts in the UK
- Lost trades and their support for apprenticeship programs

All good learnings for us in Australia and I would love to have David visit us if he ever makes it "Down Under". I am forever grateful for his travel and navigational guidance.

A highlight of this year will be the AOMC American Motoring Show sponsored by Shannons. Whether your passion is Ford, General Motors, Chrysler or indeed any other manufacturer from the US there will be something for you on November 19th at Caribbean Park. Chrome, Curves and Fins will all be present so come along and admire or enquire if the ownership of one of these wonderful machines is on your bucket list.

I would like to add a sincere thank you to all our AOMC Committee members. Like you, all our committee are volunteers who give up their time and talents in order to assist the association. I would like to make special mention of Iain and Maureen Ross (Events and Shows), Tony Hall (Secretary) and Mark Fenton (Treasurer) as key positions in the organization they have all devoted countless hours to enable the AOMC to operate and deliver services to you our members and the Historic Motoring community. I also wish to acknowledge Howard Billing, our office administrator, and the point of contact for many of you. Howard is a tireless worker for the association and without his efforts we would just not function.

Finally, as we approach the Christmas season, on behalf of the AOMC I wish you and your families health and happiness and a fabulous 2024 ahead, full of opportunities to get out and about and drive the vehicles that you are passionate about.

Drive Safe

Keith

AOMC submission to Fuel Efficiency Standards: In April 2023, the Australian Government sought feedback from the community on the design of a fuel efficiency (CO2) standard, that will reduce greenhouse gas emissions, save Australians money on fuel and see cleaner cars on the road. It aims to achieve this by providing global vehicle manufacturers with the right incentives to send cleaner, greener vehicles to Australia.

The AOMC made a submission to this, which has been published on the relevant website and can be seen by using the following link:

<https://www.infrastructure.gov.au/sites/default/files/documents/ccca-association-of-motoring-clubs-inc.pdf>

Our national peak body, the Australian Historic Motoring Federation also made a submission and this can be found at:

<https://www.infrastructure.gov.au/sites/default/files/documents/ccca-australian-historic-motoring-federation.pdf>

Update from the ATO: The ATO continues to work on the implementation of their proposed changes to the reporting of Tax Exemption status for Not-For-Profits which are due to commence 1/7/2024 when reporting on the 2023/24 tax year. The changes may require some car clubs to submit a tax return (with or without tax payable).

As reported this month by the Assistant Commissioner Jennifer Moltisanti in her regular message ([Straight from the Source](#)) they are getting closer to having something for you to see and prepare for. But it can be assumed that most car clubs will not be eligible for the exemption (and may never have been) and will therefore need to prepare to submit a tax return starting at the end of this financial year.

The annual self-review return will need to be lodged digitally; therefore, it will be important for not-for-profits to set up a my GovID and link to online services. Alternatively, a not-for-profit's tax agent can lodge the annual return. In the next few weeks, we're hoping to publish the questions on the new return so you can start preparing. We'll also provide information sessions with peak bodies, dedicated webinars and public advice and guidance.

Help me maintain the integrity of the not-for-profit sector. Do your bit and get ready. If you're a volunteer, get informed by visiting [NFP tax exemption](#). – Assistant Commissioner Jennifer Moltisanti

Please note that the AOMC is continuing to monitor these developments to determine how we might help Clubs meet their obligations for income tax reporting and is hoping to deliver this in the form of seminars targeted at Club executives/treasurers early next year.

AOMC Carbon Offset Scheme Renewals: It is a year since the AOMC Carbon Offset Scheme was launched in collaboration with Greenfleet, and therefore it is time to consider renewing for another year. Those members who signed up to this scheme will receive renewal invitations from Greenfleet but unfortunately the invitations are not clear on how to renew using the AOMC Carbon Offset options for heritage vehicles instead of the standard Greenfleet offerings. Therefore when you renew your Greenfleet subscription please make sure you sign up to the AOMC Carbon Offset Scheme. The easiest way to do that is to follow the same link as last year, by following the instructions on the AOMC website

<https://www.aomc.asn.au/carbon-offset>

to sign up again, choosing the \$18 option for 3000 km per year, or \$36 for 6000 km per year

AOMC Group Insurance Scheme: The AOMC has continued to work on a Group Insurance Scheme aimed at providing a comprehensive package of insurance cover for car clubs at a more competitive price than seems currently available, especially for smaller clubs. Significant and promising discussions are currently in progress, and we hope to share more details as soon as is possible.

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

Monday 20th November 2023 at 7.30pm

Venue: Jaguar/Healey Clubrooms

23 Rosalie Street, Springvale

**The Association Of Motoring Club's Annual
General Meeting will be held on
Monday 20th November at 7.30pm**

**Guest Speaker: Scott Watson,
Motoring Events Manager**

**Scott will give a talk on the Variety Childrens Charity,
The Variety Bash & Variety Rally Around Victoria.**

Variety - the Children's Charity Victoria help kids who are experiencing
disability, disadvantage or illness.

**A light meal will be available from 6.30 pm.
Bookings for the meal are essential.**

Cost of the meal will be \$15 per head.

**Please register for the meal and notification of
attendance at the meeting by clicking on the link below.**

www.aomc.asn.au/forms-meeting-registration

or contact the office on: 03 9558 4829

or e mail to: office@aomc.asn.au

Please advise us no later than Thursday 16th November

ASSOCIATION OF MOTORING CLUBS INC.

ELECTION NOMINATION FORM



I, of
(full name) (full address)

being an authorised delegate of:

.....
which is a member of the Association of Motoring Clubs.

hereby nominate for the position of
(full name)

Nomination seconded by
(full name)

being an authorised delegate of:

.....
which is a member of the Association of Motoring Clubs.

I, being the person nominated above
(full name)

accept the nomination Date:/...../2023
(signature)

Committee Positions

- President
- Vice President
- Secretary
- Treasurer
- Committee



21 Rosalie Street Springvale Victoria 3171

Telephone (03) 9558 4829

Website: www.aomc.asn.au

Email: secretary@aomc.asn.au

ABN 90 979 750 693

Incorporation No. A731A

FORM OF APPOINTMENT OF PROXY

I

of

being a member club of:

THE ASSOCIATION OF MOTORING CLUBS INC.

hereby appoint

of

being a member of a member club of the Incorporated Association, as my proxy to vote for me on my behalf at the general meeting of the "Association" (annual general meeting or special meeting, as the case may be) to be held on

the.....day of..... 2023

and at any adjournment of that meeting.

My proxy is authorised to vote: For / Against / Abstain (delete as appropriate) on the motions (insert details if required).

- Acceptance of the financial statements
- 2024-2025 membership fees
- Appointment of Executive (President, Vice-Pres, Secretary, Treasurer
- Appointment of Committee members
- Appointment of Auditor

For Against Abstain

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Signed

Theday of20.....

Important Dates 2023/24

Mark these in your Diary

AOMC Events

2023 November Sunday 19th - American Motoring Show at Caribbean Park

2024 January Sunday 21st - Festival of Motoring at Cruden Farm

February Sunday 4th - Aussie Motoring Show at Mornington racecourse
Sunday 18th - British & European Motoring Show at
Yarra Glen racecourse

April 26th—28th - Florence Thomson Tour

May Sunday 19th - National Motoring Heritage Day

More details on these events can be found on the AOMC website or by contacting the office.

Delegates' Meetings

Delegates' meetings are to be held in February, May, August and November. The dates for 2023/24 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.

2023 November Delegates' Meeting: Monday Nov. 20th incl. AGM

2024 February Delegates' Meeting: Monday Feb 26th.

May Delegates' Meeting: Monday May 20th.

August Regional Delegates' Meeting: venue & date to be notified

November Delegates' Meeting: Monday Nov 18th including AGM

Small Club access to RACV Sponsorship.

AOMC have recognised that clubs that do not have an ABN or Incorporation have been disadvantaged by the RACV requirement for a club to have these when applying for sponsorship.

To facilitate access to sponsorship for these clubs, AOMC has negotiated with RACV for those applications to be channelled through the AOMC.

How This Will Work: Clubs will still make their applications directly to the RACV (forms are available on the AOMC website by clicking on 'Members' then "RACV Motoring Interests").

If the application is successful, the RACV will notify AOMC to provide the sponsorship amount to the club from a pool that they have already given the AOMC. This pool of sponsorship money is totally separate from general AOMC funds and is only to be used for club sponsorship applications

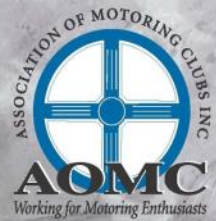
For further details, contact Howard at the AOMC office on :

Tel.: (03) 9558 4829

Email: office@aomc.asn.au



Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS
office@aomc.asn.au



AMERICAN MOTORING SHOW

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

Childrens entertainment,
Trophies,
Club displays & Vendors.



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

Entry Display cars from Ferntree
Gully Road - 100 metres north of
Eastlink
Spectators entry via
Stud Road.

Display vehicles \$15
includes all occupants.
Spectators \$8.00
Children free

Enquires 0473 832 277
More details and site plans
aomc.asn.au/shannons-american-motoring-show

Sunday 19th November 2023

Event Central at Caribbean Park Scoresby

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



fbcom/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

Victorian Club Permit Logbooks

It has been identified that due to a processing error, around 2,000 club permit renewals were recently sent without logbooks.

VicRoads is in the process of sending all affected permit holders a logbook and an explanatory letter. It would be appreciated if you could advise your constituent clubs.

John Lewis

Principal Practice Advisor – Service Delivery and Support
VicRoads Registration and Licensing Services

Digital Driver Licence Pilot Takes Off In Ballarat

Victorian State Government Press Release August 23, 2023

More than 2,500 Ballarat drivers are using Victoria's first digital driver licences as the local pilot builds momentum ahead of a statewide rollout.

Participants are using Service Victoria and VicRoads apps to store secure versions of their licence on their phones, simplifying everyday tasks and reducing hassle.

Minister for Government Services Danny Pearson today visited Ballarat to receive an update on the progress of the pilot, which will pave the way for an eventual state-wide digital driver licence release by 2024.

A digital licence can be updated in real time to reflect changes to licence conditions or change of address and features superior security features including an inbuilt dynamic hologram and refresh function.

The digital driver licence also has a highly secure, timed QR code that can be scanned by businesses and other authorities to verify authenticity and prevent fraudulent use. Digital licences automatically reveal if a licence has been cancelled or suspended, but can still be used to prove identity or age.

Customers, retailers, licenced venues, Victoria Police members and other places that use a licence as proof of identity, such as Australia Post, are providing feedback throughout the pilot.

Ballarat was chosen for the trial because of its population size and mix of businesses and venues where the technology can be widely tested.

There has been strong interest in the digital product with thousands of residents registered for the pilot with new participants being added progressively.

If you live in Ballarat you can register to participate in the pilot on the VicRoads or Service Victoria websites. You will be contacted via email once your digital driver licence is available in the app.

The pilot is currently for full licence holders and won't change the obligation for L and P plate drivers to always carry their physical licence. Full licence drivers will still have the option to use their physical licence while L and P plate drivers will be invited to participate in the trial in coming months.

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: registration.services@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.

Insure with Victoria's first car enthusiasts.



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

With a list of features including agreed value, retention of salvage[^] and a choice of repairer, you can be sure that RACV has got you covered, and with our Years of Membership Benefits program the longer you've been a member the more you'll save.

RACV Vintage, Veteran & Classic Vehicle Insurance:
For a quote call 1800 646 605 or visit www.racv.com.au



RACV Veteran, Vintage and Classic Vehicle Insurance is issued by Insurance Manufacturers of Australia Pty Ltd ABN 93 004 208 084 AFS Licence No. 227678. Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228). [^]Applies to total loss vehicles manufactured before 31/12/1980.

Clubs Contribution to the Community

Reporting of Community Benefits

One of the benefits that the AOMC has identified as being important when gaining traction on discussions with key political and industry stakeholders is an understanding of the important role that car clubs play in the general community. It is not just a personal benefit that “old car owners” enjoy by having an older vehicle, or by participating in Club activities. Most Clubs provide a benefit directly to the General Community either by contributing physically, or financially by donations and fundraising. But what is the value of this benefit?

As an example the AOMC reported at the last delegates meeting that in 2022/23 the annual community benefit of AOMC operations to other NFPs can be summarized in 4 categories

<u>COMMUNITY BENEFIT</u>	<u>NET</u>
Car Clubs	\$5,000
Charities	\$15,222
Other NFPs	\$2,155
<u>Service Clubs</u>	<u>\$4,895</u>
Total	\$27,273

Some examples shared from other clubs include:

- **Mustang Owners Club** raising \$5000 from events run for Dolly's Dream, Headspace Youth Mental Foundation & Echuca Village CFA
- **Jets Classic & Custom Car Club** raising \$200 from events run for Isabella & Marcus Foundation
- **Wolseley Car Club** raising \$700 from events for Helping Hands Mission & CFA Mernda
- **BMW Drivers Club** in conjunction with **Volkswagen Car Club** raised \$25,000 at the German Auto Show for Beyond Blue
- **Early Holden Car Club Wangaratta** raising \$2000 from events for the Wangaratta Men's Shed and SES

There are many other examples that have been reported to us. This tally is just the start.

The AOMC would like to get more data on this largely unknown or unpromoted benefit of our movement to society and is asking all Clubs to share the data about what they do each year. This data can then be compiled and included in our advocacy presentations where possible to reinforce why the heritage vehicle movement should be listened to and supported.

The AOMC has therefore been working on how to collate this information and has already started asking Clubs about the community benefits they have provided in the last year. This data collection has been started via the update forms we send to clubs after their AGMs each year. But we can speed that up a bit.

You are encouraged share this information with us so we can understand and promote the full extent of this benefit to the general community. You can also do this by submitting your Clubs contribution on the following online form :

www.aomc.asn.au/forms-community-benefit

Please visit this link on a regular basis to keep it up to date.

Robert Shannon Foundation



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

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

The Foundation may:

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

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

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

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

Applications for 2023 grants must be received by the AOMC by May 1st., 2024

Mornington Peninsula HVC



In answer to your recent request for Car clubs to send in pics of recent club runs... we are sending you photos of our end of June run to The Naked Racer Cafe in Cheltenham.

What began as a small motorcycle shop way back in 1988 soon turned out to be a motorcycle dealership and a warehouse/museum filled with over 250 motorcycles on display and for sale. Not long ago, Antique Motorcycles expanded to include Naked Racer Bar & Cafe. Located in Cheltenham behind DFO, the fully licensed bar offers a wide

range of international spirits and beers, as well as a range Australian wines.

We had about 32 members travel from Baxter Tavern to Cheltenham on the day. A trip of about 30 mins on the old freeway. The weather didn't look too promising so many chose to go in their modern cars. John headed up the majority of the pack in his 1933 Hillman, setting a leisurely pace up the freeway. Our group arrived to a roaring fireplace and a huge table set up just for us amongst the museum displays. There certainly was so much to see and explore. From the moment you arrive you are enveloped by the Wild Wild West. From the front courtyards desert feel - complete with cactus and road signs - to when you enter the country saloon style cafe. The ambience of the place just puts a smile on your face as you simply don't know where to look first!

The Naked Racer's menu features an array of all-day breakfast options and a further array of hearty and delicious Lunch & Dinner Meals that will tempt the heartiest of appetites. They also have an extensive range of spirits, beers, and wines, cocktails and coffee available. Everyone thoroughly enjoyed their meals.

What a great way to pass a rainy Sunday afternoon.....Highly recommend it to other car clubs.

MPHVC Editor.

Dawn Etccl



Club Profile - Skoda & Tatra Register

A POTTED HISTORY of the ŠKODA and TATRA REGISTER.

In 1984, I purchased my first-ever brand-new car, a Škoda 120L, and, arriving home from work one night, I was followed into my driveway by a chap driving a van, who introduced himself, by saying "I've got a Škoda too, they're good little cars, aren't they? My name is Tony Cook, by the way."

Tony and I became great friends, and then he introduced me to another Škoda owner, Denis Payne. (They both owned earlier 110L models, and were just as enthusiastic about their cars, as I was, my 120L.)

Tony and Denis had both been members of a NSW-based Škoda Car Club, for some time, but it had ceased to exist, sometime earlier. Utilising the member's list from that now defunct Club, Tony, Denis, and I, decided to form another group for like-minded aficionados, and, because of the number of members in NSW, we organised a Škoda get-together, in Wagga Wagga, NSW. [*"The town so nice, they named it twice."*]

Much to our delight, word of the Škoda 'love-in' spread, and no fewer than 15 models of various ages attended, including another rare Czechoslovakian marque – a Tatra sedan. At the weekend meeting it was decided to go ahead with our plan, hence forming the 'Škoda and Tatra Register' of today.

On our return from that formative first meeting – which included four other Victorians, a comment was made – "Gee, the cars performed so well, I reckon you could drive them to Birdsville and back", and so, the seed of an idea slowly grew to fruition, with a group of – some might say foolhardy – adventurers heading off into the wilds of our Great Outback.

In Adelaide we were joined by a Member in his 110L, Port Augusta saw the arrival of John Bena from Perth, who crossed the Nullarbor in his 1963 Octavia – two-thirds of the journey done with a sheet of plastic for a windscreen, after having the original shattered by a flying stone from, a passing road-train! In Marree, we were joined by a father and two sons from Canberra, in another '63 Octavia sedan, and a '64 Octavia Combi.

Half-way up the Birdsville Track, at 'Mungerannie Roadhouse', we met up with Ain Korgvee and his girlfriend Jenny, from Sydney, who were on their way to Marree to join us. Jenny was also Ain's carer, as he was a paraplegic, who had his 120L specially fitted with hand controls, and used it as his daily driver. We were now an intrepid caravan of nine vehicles, and completed the 'must-do' trip to the iconic outstation of Birdsville.

There were a few 'incidents' along the way -- a holed petrol tank, a broken engine mount, a smashed windscreen, and a seized engine -- due to the 'bull dust' being sucked into the cylinders, and honing the rings to a razor-blade quality -- but nothing that couldn't be overcome, especially seeing as how John Bena was a mechanic at the Škoda factory in Mladá Boleslav, before migrating Down Under.

The Victorian contingent returned via Innamincka and Cooper Creek, the Moomba gas fields, down the Strzelecki Track to Hawker, through the Flinders Ranges, and back home again – tired, but triumphant!

Since then, we have undertaken 2 tours around Victoria (7 days each); 'Škodas to the Apple Isle' (10 days); 'Along the Sapphire Coast' (10 days); and 'Follow the Murray', from Albury, Vic., to Goolwa S.A., where the Murray River empties into the sea (14 days), and the 'Meander to The Mount' (Mount Gambier), which was another 7-days.

Unfortunately, we, like our beloved cars, are now succumbing to the ravages of time, and can no longer undertake these 'mighty adventures', but, again, like our wonderful cars, our hearts are strong, and we just "keep on truckin'".

Today, we have evolved into a tight-knit group of "friends who just happen to own Škodas", and endeavour to hold a social function every month, and especially looking forward to 2024 when we will be celebrating our 40th Year since inception!

**John Kruger,
Secretary, Škoda and Tatra
Register of Australia.**



August Delegates' Meeting—Ballarat

The Ballarat Vintage and Classic Car Club hosted the August AOMC Delegates' meeting at the Ballarat North Community Centre, Ballarat North.

Delegates were welcomed with a hardy lunch supplied by the club volunteers.



Above: The volunteers preparing lunch

Left: The sumptuous spread they provided

Below: The audience





On this page we have an assortment of the vehicles that were driven to the August Delegates' meeting.





Federation of Historic Vehicle Clubs

The following article was published in a recent FBHVC newsletter and appears on their website

World's first sustainable fuel for classic vehicles launches at Bicester Heritage

The UK's first publicly available sustainable petrol will go on sale today (13th June), designed specifically for classic vehicles.

The SUSTAIN Classic range will allow motorists to fuel their vintage vehicles with plant-based petrol, without any modifications to their engines, with three types of fuel initially available. Developed by fuel specialist Coryton, the fuel with the highest sustainable content promises a reduction of at least 65% in greenhouse gas emissions when compared to fossil fuels.

The pioneering products use advanced second-generation biofuel manufactured from agricultural waste, such as straw, by-products or waste from crops which wouldn't be used for consumption. By doing so, the fuel utilises the carbon that already exists in our atmosphere, which the plants absorb as they grow, recycling it, rather than releasing additional CO₂ that is currently locked underground in fossil fuel.

With an octane number >98 and bio-ethanol content of <1%, SUSTAIN Classic has been technically tailored for classic vehicles, although it can be used on any vehicle which runs on standard forecourt petrol. It's also formulated with a premium additive package included, which stabilises and extends the life of the fuel and helps clean and protect the engines.

Priced from £3.80 per litre, Sustain Classic will be available from distributor Motor Spirit at Bicester Heritage from 13th June, with more stockists launching across the UK in the coming months. There are currently three variants of the drop-in replacement fuel available. All are suitable for all year-round use.

- Super 80
 - Created with 80% renewable content.
 - Delivers a GHG saving of more than 65%, compared to fossil fuels.
 - 98RON (Super Unleaded) EN228 Compliant.
 - Multifunctional deposit control additive package reduces existing deposits and maintains engine cleanliness and performance with regular use.
- Super 33
 - Created with 33% sustainable content.
 - Delivers a GHG saving of more than 25%, compared to fossil fuels.
 - 98RON (Super Unleaded) EN228 Compliant.
 - Multifunctional deposit control additive package reduces existing deposits and maintains engine cleanliness and performance with regular use.
- Racing 50
 - High performance sustainable petrol ideal for performance and racing use in vehicles that require a higher-octane fuel.
 - Created with 50% renewable content.
 - Delivers a GHG saving of more than 35%, compared to fossil fuels.
 - 102RON, for high octane applications, EN228 Compliant.
 - Premium deposit control additives reduce existing deposits and maintain engine cleanliness and performance with regular use.

The fuels range from 33% sustainable content to 80%. David Richardson, Business Development Director at Coryton explains why: “Every kilogram of CO2 we avoid adding to our atmosphere, by replacing fossil fuel with sustainable fuel, is a win. We don’t instantly have to go for the full switch to start making a genuine impact. As more feedstocks become available, these fuels will start to contain even higher levels of traceable sustainable elements. However, we want to keep things as affordable as possible for consumers and be open about what’s actually achievable at the moment.

“The availability of true fossil free fuel components is limited. So, we’re setting truthful and realistic goals, producing fuels that have a meaningful impact whilst meeting the demands of the user. While we could use ‘mass balancing’ techniques to certify this fuel as 100%, we believe that it is important to be open about technology readiness and traceability. The industry will get there with the right support – which is why we think it’s important to start getting these products into the hands of consumers so they can see how easy and effective the switch could be.”

Certified by Coryton’s fully accredited laboratory, and under ISCC sustainable protocols, SUSTAIN Classic has delivered an excellent performance both in testing centres and on the track.

At the recent Rally for The Ages event held at Bicester Heritage, over 70 cars used the Super 80 fuel to complete the course. It will also be available to those participating in the upcoming Flywheel 2023 event.

Guy Lachlan heads up Motor Spirit at Bicester Heritage, which will be one of the distributors of SUSTAIN Classic. He said: “We’re very excited to be the launch partner for Coryton’s SUSTAIN Classic fuel. It is vital for the future of Classic Cars and Motorcycles that environmentally-friendly liquid fuels are commercially available, and Motor Spirit’s facility at Bicester Heritage is the perfect location to start an environmental revolution! SUSTAIN Classic represents the best available combination of usability, sustainability and quality: exactly in line with Motor Spirit’s ethos.”

Andrew Willson, CEO at Coryton, said: “We believe that SUSTAIN Classic is the world’s first ever sustainable fuel catering for classic vehicles, providing a credible and convenient way to run vintage vehicles without the need for fossil fuels. It’s fully certified, tested, and developed right here in the UK at our world-class blending facility.

“It’s estimated that there are almost half a million classic cars in the UK, each one with its own unique purpose, build and history. By creating a collection of second-generation biofuels that are compatible with their needs, as well as those of other vintage vehicles, we hope to provide these much-loved motors with a more sustainable future and preserve them for years to come.”

SUSTAIN Classic is the second specialist fuel from Coryton’s SUSTAIN range. In 2022 SUSTAIN Racing was launched, taking the motorsport sector by storm and claiming titles in events such as the Dakar Rally



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FIGHT UNFAIR AUTOMOTIVE LAWS

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

THE FUTURE OF ICE

CAN INTERNAL-COMBUSTION ENGINES STAY RELEVANT IN AN EV WORLD? (HINT: THE ANSWER IS YES)

The internal-combustion engine is far from dead, and motorsports and aftermarket performance companies will play a key role in making ICE vehicles environmentally sound for decades to come.

Photo courtesy of Motul

By Mike Imlay

Article sourced from SEMA online newsletter "Driving Force" Summer 2023..

To paraphrase Mark Twain, reports of the internal-combustion engine's imminent demise have been greatly exaggerated. Sure, we've all seen the headlines. For the past several years, all major automakers have announced ambitious electric vehicle (EV) goals to do their part in warding off climate change. Plus, stung by rising fuel costs, more and more consumers are opting for battery electric vehicles (BEVs). But let's look at the facts.

It's certainly true that from the European Union (EU) to the United States, the race to curtail and even phase out ICE vehicles is on. The Biden Administration has made no secret that it sees full vehicle electrification as an essential step in carbon reduction. As of press time, the Environmental Protection Agency (EPA) was said to be finalizing even more stringent limits on light-vehicle tailpipe emissions.

Of course, in America, politics are also local. California and 16 other states have either banned or are moving to ban some or all ICE-powered vehicles. (California's ICE ban, which takes full effect in 2035, applies to new-vehicle sales only.) A few U.S. cities and counties are even weighing limits or total bans on gas stations, although other states and localities are pushing back and severing themselves from California's zero-emissions targets (link: [LEGISLATIVE FRONT LINES](#)).



Apart from legislation, market incentives also play a major role in the OEM drive toward an electrified future. For one, EV programs attract capital investors. Plus, EVs require fewer parts, meaning manufacturers can streamline sourcing, production, labour forces and their associated costs. But despite this and all the media hype, there are signs that a new realism is setting in.

Reality Check In December 2022, Toyota Motor Corp. President Akio Toyoda caused a stir when he openly questioned an EV-only strategy in the quest for carbon-neutral automobiles. In remarks made to reporters in Thailand, Toyoda argued that a sound strategy should include hybrids and hydrogen-powered vehicles. Identifying himself as among a "silent majority" within the auto industry, Toyoda was quoted by The Wall Street Journal as saying, "That silent majority is wondering whether EVs are really OK to have as a single option. But they think it's the trend so they can't speak out loudly."

Other automakers appear to share this viewpoint. Porsche recently announced that it had powered a 911 with a new e-fuel developed from air and water. Produced in Chile by the Highly Innovative Fuels company, the fuel is made by capturing atmospheric carbon and combining it with hydrogen taken from water to create methane. The fuel can be used in virtually any ICE vehicle, and Porsche plans to continue experimenting with such alternatives.

Meanwhile, while remaining committed to its growing EV program, General Motors has tempered its sales targets, citing challenges with battery production. And earlier this year, Ford disclosed that it expected to lose \$3 billion on its EV program in 2023—news that The Wall Street Journal called "a reminder of how far traditional auto makers have to go in turning their EV portfolios profitable."

Even the environmentally hardline EU seems to be rethinking its stance. Responding to resistance from member-states Germany, Italy and Poland, the EU recently modified a total ban on ICE vehicles by 2035 to allow for those running on synthetic fuels.

According to SEMA Market Research Director Gavin Knapp, the simple truth is that ICE-powered vehicles will be with us for a long time to come. "The thing to keep in mind about EVs is when people talk about them being 50%-100% of the market, they're talking about new-vehicle sales, which will still be a small portion of the vehicles on the road," he observed. "Even if production were to ramp up really fast in 2030, EVs would still only represent 15% to maybe 20% of vehicles in operation."

Moreover, major obstacles remain to widespread EV adoption, including building the required infrastructure and, more importantly, gaining consumer acceptance. Lately, mainstream publications have been rife with stories of consumer frustrations with EV range and towing capacities, not to mention charging options. For these and other reasons, SEMA Market Research projects that by 2035, EVs will account for a mere 39% of OEM new-vehicle sales.

Aftermarket Opportunities

Given all the above, many specialty-equipment manufacturers say their long-term plans call for continued investment in ICE applications. They envision further refinements in engine performance, efficiency and emissions reduction. In fact, some futurists believe that by 2035 the total carbon footprint of an ICE vehicle may nearly match that of an EV—especially when you factor in the rare-earth mining, spent battery disposal and other not-so-eco-friendly activities associated with electrification.

"The automotive aftermarket, for as long as it's been around, has driven innovation—specifically towards efficiency around the internal-combustion engine," said Ian Lehn, Boostane owner and former chair of the SEMA Emerging Trends and Technology Network (ETTN). "I look at vehicle technology as a spectrum, and no one technology is going to be the silver bullet for our transportation demands."

Lehn's specific interest is in developing e-fuels, which he believes offer an ideal carbon-reducing solution for the millions of ICE vehicles that will remain in operation for decades to come. "I enjoy synthetic fuels because I think they're a fresh perspective on the internal combustion engine, which still has a lot of capability for gains and efficiency, offsetting its carbon footprint, and being a continued option for long-haul trucking and driving and more," he said.

The problem, he said, is that the current focus on EVs discourages the investment needed to make e-fuels viable. "A lot of the advancement and innovation has come from private industry," he explained. "There

haven't been any huge, sweeping subsidies from the government. You know, just use this credit card when you go to pay at the gas station, and you'll get \$3 back. I mean, it's expensive, but so were electric vehicles when they first came out. But the government subsidized them to make them affordable. E-fuels haven't been able to enjoy that type of favorable treatment, so adoption has been slow."

Ultimately, Lehn believes an electrification-only stance inhibits real progress toward carbon reduction. "If people put blinders on and say we need to just grind ahead on only EVs, and we leave all of these internal-combustion engines to continue to operate at current efficiencies, it's going to be a bigger issue down the road," he asserts.

Equally frustrating, he adds, is that those working to refine ICE vehicles are often painted as anti-EV and anti-environment. But that stereotype doesn't fit many like Lehn, who loves performance and technology across the board. "I think that EVs have a prominent place in our future," he observed. "I also think hybrid vehicles are an incredibly sustainable solution versus plug-ins or pure battery electric vehicles. I think the BEV is going to be an incredibly wonderful solution for urban and metropolitan scenarios for lowering noise pollution, smog and things like that."

Taking the Long View

In fact, many of the aftermarket's biggest players have programs for a variety of propulsion systems.

"From MAHLE's perspective, having the dual strategy that we do allows us to be on the cutting edge of everything that's going on with electric," said Joe Maylish, sales and program manager for the MAHLE Motorsports North American division. "We are a transportation company, and we're on the cutting edge of ICE, and we're right there learning and being on the cutting edge of electric."

Maylish points to the recent GM introduction of a new small-block Chevrolet engine as a sign of ICE viability. "You know, that takes a lot of commitment and a lot of belief. And they have a lot of very smart people working over there that are looking ahead in the future of what's going to be the best mobility out there for the customer."

Moreover, he sees motorsports as the ideal proving ground for engineering innovations that can make ICE vehicles leaner and greener--and there are plenty of ICE components to work on.

"Within motorsports, [MAHLE is] still actively working with OEs to manufacture pistons and rings for their programs," he noted. "It seems that [work] has been maintaining and not decreasing in volume—so we're very happy to see that."

Nor should anyone underestimate the industry's ability to rise to environmental challenges. "Just think about a diesel engine in the 1970s and its efficiency compared to what we have today, with so many more of them in operation, and just how much cleaner they are and how much more efficient they are," he remarked.

According to Jack Roush Jr., ROUSH Performance vice president of marketing, his company has also taken a diversified approach to vehicle propulsion for some time now. While ROUSH is well known for its performance division, its biggest business is the engineering services it provides to major automotive brands, the military and other industries.

"Along with our IC engine development, which we're very well known for, we've been in the EV space for 20 plus years, and alternative fuels as well," he explained.

In the latter category, the ROUSH Cleantech product division produces propane conversion kits to help fleets lower their emissions." Those are primarily for school buses and delivery vehicles," he said, noting that there is a new propane fuel coming out for such ICE applications. "It's cleaner, that is, even when comparing it to EV, it does an even better job."

On the performance side, Roush said the company continues to refine supercharging and other technologies requiring California Air Resources Board (CARB) certification. "Thinking about the future for automotive, things are becoming more difficult because of certification and the complexity of vehicles," he conceded. "We could look at that and think there's not much opportunity. But I think there's tremendous opportunity for bringing performance to vehicles."

"I'm very passionate about the gas engine myself," Roush declared. "There's a certain life that a breathing engine that gets its power from explosions has—it's almost like a living animal... It will be interesting to

see how the enthusiast culture changes over time. Will they adapt more? I think it's a little premature to say which way it's going to go."

SEMA Director of Vehicle Technology Luis Morales closely monitors trends across various automotive segments. He said the trucking industry is increasingly exploring hydrogen technologies as more viable alternatives to electrification.

"They understand that you can't run multiple applications in their industry with batteries," he observed. "When you talk about the amount of battery power that they would require, the storage for those batteries, and then the payloads placed on top of that, it just doesn't make sense. And you would need so much infrastructure for their routes to make it happen."

He added that hydrogen technologies can be found in both EV and ICE applications. "In terms of a fuel cell, it's really using hydrogen to power an electric motor. And then you look at other work that's being done on the hydrogen front, like internal-combustion engines run by hydrogen. Your output there is only water with some NOx due to heat. But nonetheless, we could still progress into the future with internal-combustion engines, making them cleaner."

"For shorter routes, EV makes sense for passenger vehicles," Morales predicted, agreeing with the other sources that Driving Force interviewed for this story. "But for other needs you have to look at other options, like hydrogen technology, that can take you across the country and not have to rely so much on infrastructure. I think at the end of the day, it's going to be a really nice balance between all of the different options that are out there."

If you're in a heavily urbanized and regulated region like California, it's easy to get the impression the automotive landscape is rapidly electrifying, mused Nolan Browning, Motul North American marketing manager. "But I think once you branch outside of the big cities, it's pretty apparent that while growing for sure, EVs are a small percentage. Combustion is still being used pretty heavily."

"In motorsports too, which has always been our background and focus, I think there's always going to be a demand for [ICE] racing," he continued. "I think there will be a world, obviously, with electrification and testing that technology in motorsports. But especially in the vintage races which we're all involved with, the hobby is not going to go away. There's still going to be gasoline certainly for the next several decades."

The question, said his colleague, Motul Technical Manager Nicolas Demaria, is how to make existing engines cleaner: "That's the big challenge for fuel suppliers, but also for us as a lubricant manufacturer."

Motul specializes in engineering and blending oils and lubricants, not drilling and refining them, which gives the company a leg up in research and reducing its overall carbon footprint. Like other brands, Motul is diversifying into the EV space but by no means abandoning ICE.

"We're looking into battery coolants and doing our part to develop more renewable materials in our oil because we can source from different partners," explained Browning. "We're also pivoting really hard in general for the distant future. We're looking at dielectric coolants for batteries, working with some racing teams that do hydrogen fuel, and even EVs within rallycross."

Demaria meanwhile emphasized that lubricants will also be a major factor in sustaining ICE powerplants. "The very first tool that the manufacturers have to diminish fuel consumption, to diminish pollutants and emissions, is through the lubricant [and] transitioning over to a low-friction lubricant based on first lower viscosity," he said. "And second, more advanced additive technologies will give them the best percentage of fuel consumption reduction per dollar invested."

The bottom line is that racing and performance brands aren't viewing electrification as a death knell, but rather an opportunity to diversify, placing one foot in the growing EV market, and keeping the other firmly planted in new and emerging ICE technologies for virtually every engine component. With the right shift in mindset, equipment, products and investments, aftermarket shops, builders and retailers can do the same to future-proof their businesses for decades to come.

ICE technologies will certainly evolve, but they won't vanish. And if history teaches us anything, it's that while regulators often have brave new visions for the future, technology and markets seldom march in lock step. Instead, they have a way of charting their own, often unpredictable paths. And that has many of the specialty-equipment industry's biggest players envisioning a future ripe with possibilities.



Opportunities for engagement

EU Driving Licence Directive – European Parliament Transport Committee discusses the file

In September, the Parliament's TRAN Committee discussed the proposed updated Driving Licence Directive. MEP Rapporteur Karima Delli (Greens/EFA, France), who submitted her [draft report](#) in July, is proposing major changes to the Commission's proposal. Delli has proposed introducing night driving bans for young drivers, as well as a new driving licence category "B+" for cars weighing above 1.8 tonnes, to which novice drivers would have no access. Meanwhile, driving licences in the standard category B would be restricted to vehicles below that weight. **MEP Delli has proposed removing the option to choose self-assessments instead of a check by a doctor and further limiting the validity to two years for drivers older than 80.** This has faced criticism from some MEPs and member states, like the German transport ministry. Regarding digital licenses, there is support from MEPs, calling on the possibility to retain physical ones for inclusivity and accessibility. Next steps: the draft report and the amendments from MEPs will be debated on 25-26 October.

FIVA has submitted its position both in the EU public consultation and bilaterally to the involved MEPs, advocating to avoid discriminatory measures against experienced drivers and requesting an exemption from further restrictions for historic vehicles. This request is grounded on the fact that historic vehicles have a lower accident rate due to their marginal mileage; they are used in good visibility and traffic conditions, and receive special technical care and maintenance.

Developments

Ambient Air Quality Directive – European Parliament adopts position

On 13 September, the European Parliament adopted its [position](#) on the Ambient Air Quality Directive (AAQD). 363 MEPs voted in favour, 226 against and 46 abstained on the vote which sets a stricter 2035 limit and target values for several pollutants including particulate matter, nitrogen dioxide, sulphur dioxide and ozone. MEPs propose that in addition to air quality plans, which are required when EU countries exceed the limits, all Member States would also have to create air quality roadmaps. MEPs agreed on measures to limit transport emissions through urban planning and traffic management. **These measures include the implementation of low-emission zones compliant with the latest Euro standards, the creation of zero-emission zones, and the establishment of low-traffic and car-free neighbourhoods. The European People Party criticised the position arguing that: "We are against banning cars from inner cities."** Parliament will now enter into negotiations with Council and Commission.

FIVA advocates for harmonised EU guidelines on LEZs rules across Europe or alternatively at national level to avoid the fragmentation of mobility in the EU. FIVA advocates for the exemption of historic vehicles from LEZs rules due to the contribution of historic vehicles to cultural heritage and their marginal usage.

End of Life Vehicles (ELV) – Deadline to provide comments on Commission proposal postponed until late Nov

On 29 November, the [feedback period](#) for stakeholders to submit comments on the European Commission proposal for an End of Life Vehicles Regulation will close. FIVA will propose improvements for the European Parliament and the EU Council for the integral protection of historic vehicles.

FIVA advocates to avoid historic vehicles from being considered waste by national authorities and to allow their legitimate export, on the basis of the owner's right to freely determine if a historic vehicle has reached the ELV phase. Further details on FIVA's position paper will be shared in the next monitor.

The FIVA Legislation Commission members are: Lars Genild (Chairman), Giuseppe Dell'Aversano, Loïc Duval, Wolfgang Eckel, Michail Filippidis, Carla Fiocchi, Peeter Henning, Johann König, Stanislav Minářik, Bob Owen, Bert Pronk and Kurt Sjöberg. Gabriel Lecumberri of EPPA works with the Commission.



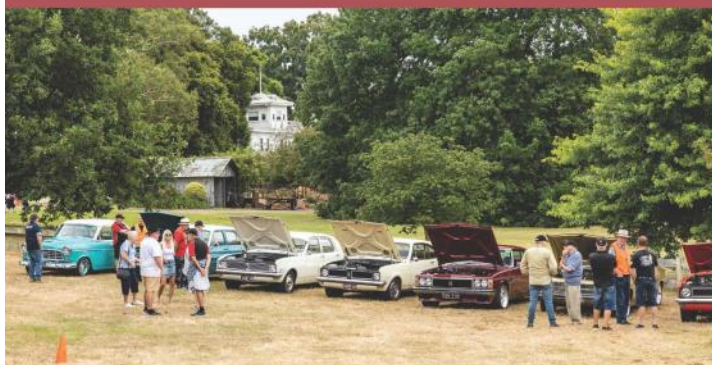
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Presented by the Association of Motoring Clubs in association with RACV
For further details contact 0473 832 277
www.aomc.asn.au and aomc facebook

Coming Club Events

The following few pages promote events that are being staged by car clubs around Victoria. 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.

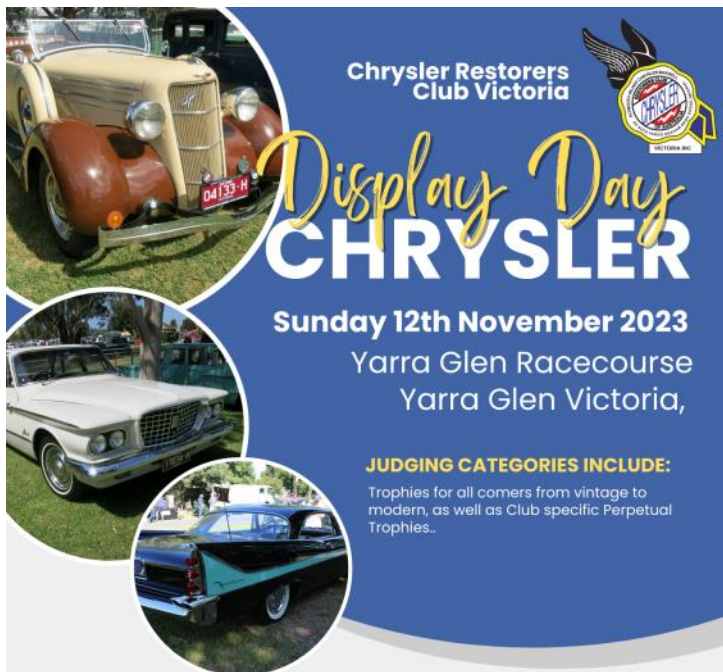
All events will have some sort of covid protocol in place so ensure you check on those details before attending.

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.



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11th & 12th November 2023



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Saturday 6am
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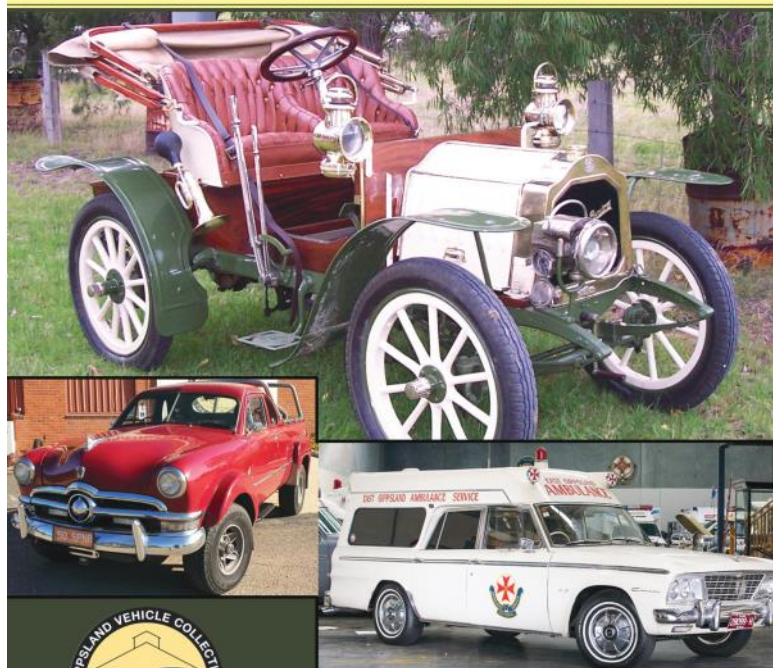
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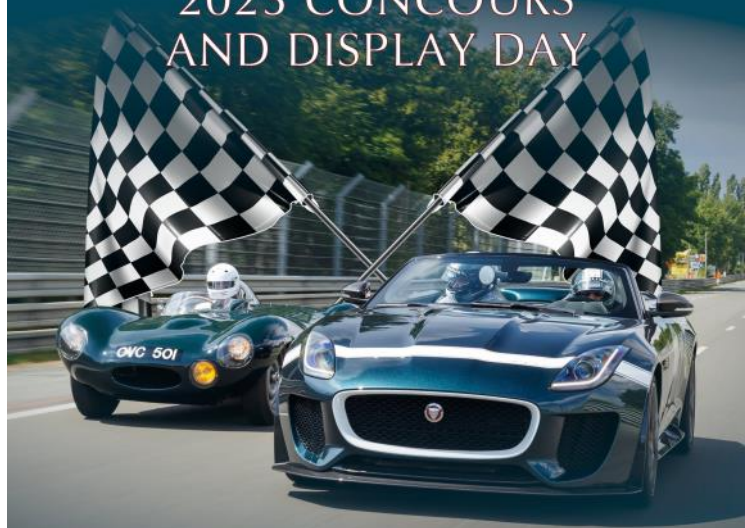


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12th November 2023

Yarra Glen Race Course, Yarra Glen, Victoria



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Also Supported by CHACA, Oldsmobile and Buick car clubs

Food stalls, children's amusements, (face painting 10:00—2:00, petting zoo 10:00—12:00)
invited stall holders, vendors and live music.

Public Admission \$10.00, Children under 14 free, Camping \$20.00.

Saturday night meal \$25.00 pp Booking and prepayment essential

Call Russ 0409 073523 or Dave 0412 063357 to book your spot or a table

SUNDAY - All vehicles MUST be in by 9.30am. No leaving before 2.30pm.

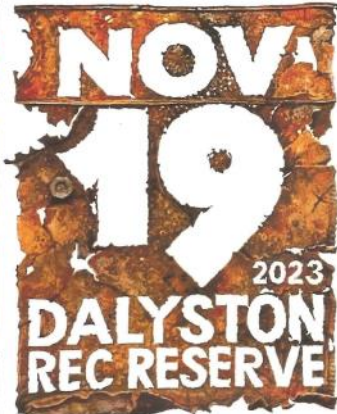
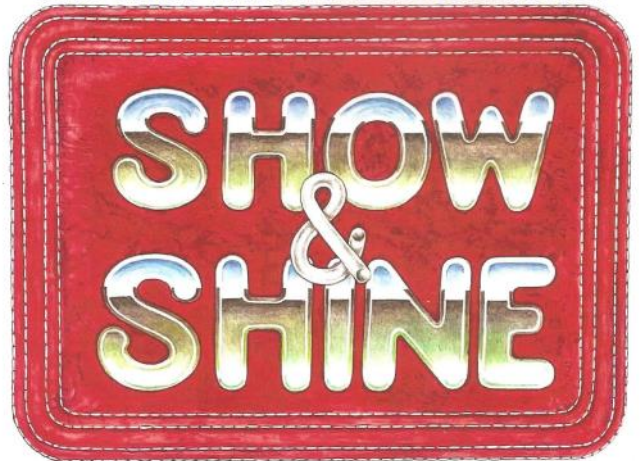
SATURDAY 11th — Entry from 3pm.



Our Sponsors:-
Sandpit Classic Restorations
Driver Classics
Eastern Tree Service
Auto Surplus
Bendigo Bank

Bursons Ferntree Gully
Bayswater Diff Service
Driver Coach Lines
Old Car Bearings & Oil Seals
Hydrosteer
Café Cruiser eBikes

BASS COAST HISTORICAL AUTOMOBILE CLUB



KIDS UNDER 16 FREE

\$10 per head

\$5 PER JUDGED CAR

FOOD AND DRINK AVAILABLE

FURTHER INFORMATION www.bchac.com.au

Maserati Days 2023

Display Day Sunday
November 19th 10am to 2pm
Deaf Children Australia Grounds
597 St Kilda Road Melbourne

MASERATI OWNERS CLUB OF AUSTRALIA

The Mercedes-Benz Club of Victoria presents
Concours d'Elegance
- A Celebration of the Marque -
November 19, 2023
Wandin East Reserve, Monbulk-Seville Rd, Wandin East, 3139

The Mercedes-Benz Club of Victoria Concours d'Elegance is the pinnacle event of the club calendar. The event is a showcase of a wide variety of models, past and present, celebrating the wonderful history of the Mercedes-Benz marque.

All visitors welcome from 10am
Gate entry \$5pp (free entry for children)
Refreshments, Trade Displays, Club Merchandise

Major sponsor: **RACV**

Contact: Concours Director, Marion Kemper concoursevents@mbcv.org.au

The Trafalgar Holden Museum presents:

75th ANNIVERSARY

National Holden 48-215 (FX) 75th Anniversary Celebration Sunday 26 November 2023

at the Trafalgar Holden Museum
in Gippsland Victoria

Join fellow enthusiasts as we commemorate the 75th Anniversary of the first locally designed and manufactured motor vehicle in Australia.

- Huge display of vehicles
- Historic re-enactments
- Celebrate Holden Heritage

10am - 5pm \$10 Museum entry

Own a 48-215?
Want to bring it to the event?
Register your interest by emailing
marketing@trafalgarholdenmuseum.com.au



More info: trafalgarholdenmuseum.com.au

Lions Club of Wangaratta Inc
23rd Annual WANGARATTA SWAP MEET and COLLECTABLES MARKET
ABN 84 478 066 765

Sunday 19th Nov 2023

Whilst every endeavour is made to avoid any accident or injury, persons attending the Swap Meet do so at their own risk in all respects. Admission to the event is granted only on the basis that no claim or demand is brought or maintained against the Lions Club of Wangaratta Inc, its servants or agents, arising out of or relating to any event or occurrence over which it has no direct control. NOTE: No food sales without permission.

Lions Club of Wangaratta Inc. Contact - SITE BOOKINGS: FRANK 0459 824 169

SWAP MEET BOOKING FORM

Entry from 5.30am (set up available from 3pm Saturday)
Cooked breakfast from 6.30am - Food & drinks available all day

Name:.....

Address:.....

Postcode:.....

Phone:..... Email:

Please reserve.....sites for 2022 \$20 per site or \$20 per undercover site

Preferred Site Numbers.....

Return Booking, Payment and Stamped Self Addressed envelope to: TOTAL PAYMENT \$.....

Lions Club of Wangaratta SIGNATURE.....

P.O. Box 24 Wangaratta Vic 3676 or Email to wanglions@hotmail.com

EFT Payments To: Lions Activities Account BSB 033260 Account No 000235

Please use the word SWAP plus your surname as the Reference (For Example SWAP SMITH)

SWAP MEET Maldon Vic.

SUNDAY NOVEMBER 26

WE DO NOT STOP FOR RAIN

GATES OPEN TO THE PUBLIC AT 7AM

No bookings required

Saturday setup

STALLS \$25 per 6x6 metre site

Admission \$5 Kids free

Maldon Racecourse Reserve

Cnr Bendigo Rd. & Lewis Rd. Maldon

All enquiries please TEXT Mark

Mobile 0414 244 842 TEXT is preferred

Gala Car Display and Lunch

65 yrs Riley Motor Club Vic

125 yrs Riley Cars

Sunday 26th November

Theme 65-year celebration

"Mega Car Display" Rileys 1920's to 1960's

Gala Lunch with live music

"65 year of our Club, Our History, Our Members" display.

Photos Stories Memories Memorabilia

If you attended Club Events with your member Parents

Or are a former member,

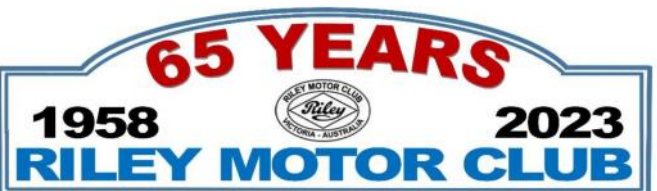
You are welcome to attend and reminisce with some former acquaintances and Cars

If you have any questions or need further information, please contact us. rileyclubvictoria@gmail.com

Mick Dynon 0418 382 161

Graeme Smith 041 2148 599

Marilyn Threlfall 0429 300 783



ANNUAL PICNIC AT HANGING ROCK

37th ANNUAL

CLASSIC CAR SHOW

11 FEBRUARY 2024

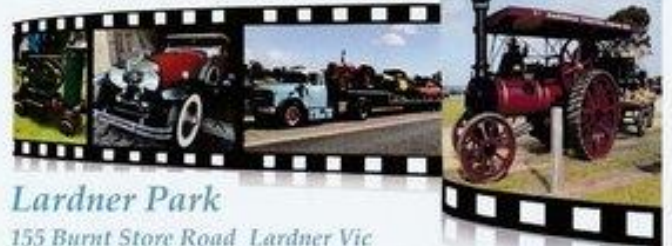
HANGING ROCK RESERVE
139 S ROCK RD
NEWHAM, VICTORIA



SUNDAY 8:00AM
CHECK OUT OUR WEBSITE
[HTTPS://MRADMC.COM.AU/](https://mradmc.com.au/)
FOR MORE INFORMATION

Heritage Vehicle & Machinery Display

3rd & 4th February 2024



Lardner Park

155 Burnt Store Road Lardner Vic

Public Gates Open (No Dogs Allowed)

Saturday 3rd - 10am to 4pm

Sunday 4th - 9:30am to 2pm

Exhibitors PLEASE NOTE:

For public safety

No movement of vehicles on-site
between - 9:30am to 4:30pm Sat 3rd
& Sun 4th 9:00am to 2:30pm



• HISTORIC, CLASSIC, VETERAN TRUCKS, TRACTORS, CARS, MOTORBIKES AND CARAVANS • STEAM ENGINES • STATIONARY ENGINES ALL 25 YEARS & OLDER

• SATURDAY NIGHT DINNER

Bookings: essential - Contact Helen 0437 953 304

• CAMPING AVAILABLE (Exhibitors only)

Admission: Adult \$15.00, 12-18 years \$5.00,

Exhibitors and under 12 years free

Enquiries - Peter 0419 001 948 Email: heritagetricks3820@gmail.com

Proudly supported by



Community Bank - Drouin & District

Bendigo Bank

Minutes of the AOMC Delegates Meeting Saturday August 26th, 2023 at 1pm

Venue: Ballarat North Community Centre, Ballarat North

There were 57 attendees representing 41 clubs, 2 visitors and 5 zoom attendees.

Chair: Iain Ross, Vice President AOMC

Guest Speakers

Nick Scarff. A young enthusiast who is studying for a Degree in Design. His thesis is the marketing of early Jaguars in Australia. Member of the Jaguar Car Club and the Vintage Drivers Club. Nick gave an outline of his background with classic Jaguars and his reasons for undertaking his thesis, highlighting the lack of academic histories on automobiles. He then gave an overview of his thesis, including a background on Brysons Industries who imported Jaguars in the 1960s.

Post WW2, Jaguar were seeking export markets in the U.S.A. and Australia. Brysons secured the dealership rights for Melbourne and Sydney. They used motor racing to promote the vehicles, and advertisements also included images of prominent elite clubs, such as the Melbourne Club, the Savage Club, Sydney Union Club and the Pipeclay Club, as backdrops to the advertisements.

The adverts also depicted Jaguars fitting into Australian lifestyle and also representing British elegance.

Nick finished off by saying he hopes to write more motoring histories in the future.

Wayne Drew, President of the Ballarat Light Car Club. Wayne gave a presentation on the club and club activities. Club was founded in 1949 and runs various motorsport activities at a motorsport complex at Ballarat airport. The track is 1.3km long and has been approved by MotorSport Australia. Events include motorkhana events that is open to anyone over 12 yo. This teaches good basic driving skills. Club also holds off road rallies and a hill climb at Mt Leura in Camperdown. Wayne showed some videos of various club events and some historic footage of racing at the Ballarat racecourse pre war.

Correspondence. AOMC secretary Tony Hall reported on several items of correspondence relevant to clubs.

Incorporation Act information has been sent to clubs. AOMC have sought legal and accounting advice on the changes. Initially it looks like no effect for clubs, but we will notify of advice when it is received.

Cheque books are being phased out, with banks ceasing to issue replacement books from November 2023. Clubs need to transfer to digital banking, or organise some extra cheque books soon.

Treasurers Report. Mark Fenton, AOMC Treasurer, reported that the AOMC finances are currently in a healthy position, and as of the end of July 2023 the AOMC Cash at Bank is \$ **342,611**.

This increased balance reflects the commencement of the receipt of annual membership invoices and shows that the AOMC is well placed to fund a range of initiatives identified by the organization's strategic plan. It has enabled the AOMC Committee to commit significant funds to a budget focussed on achieving these strategic outcomes

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

With the end of the financial year for 2023 behind us, preparations are now underway to complete the financial reporting requirements for the upcoming November AGM, as well as to complete the Income Tax Returns for 2023. This reporting will be performed in cooperation with our financial accountants, mindful of the methodologies applicable to NFP and incorporated associations such as the AOMC and most car clubs. The requirements for tax reporting by NFPs were highlighted during the AOMC Management Seminar held in June, and efforts are being made to complete our own reporting in a way that potentially informs the preparation of reports by AOMC member clubs. Efforts are also being made to ensure any learnings from this process, as well as updates about the ATO changes to Income Tax Exemption reporting due in July 2024, can be shared in the form of additional targeted financial reporting seminars later in the year. This effort is ongoing.

A new financial reporting component is now being trialled to help quantify the community benefit contributed by the AOMC.

For example in 2022/23 the annual community benefit of AOMC operations to other NFPs can be summarized in 4 categories

COMMUNITY BENEFIT	NET
Car Clubs	\$5,000
Charities	\$15,222
Other NFPs	\$2,155
Service Clubs	\$4,895
Total	\$27,273

To be able to report significant community benefits in this way is useful to demonstrate the valuable contribution we make directly to the general community, and adds to our credentials as we engage with external parties in our advocacy role. In coming months AOMC member clubs will also be asked to provide data about their own activities so that we can improve the reporting of the community benefits of the whole heritage vehicle movement. Stay posted.

VicRoads/Club Permit Scheme Report. AOMC have received reports of renewals being sent out without permit books. VicRoads have been contacted on this issue, but no reply as yet. Daryl Meek added that this will affect several thousand CPS holders. VicRoads are aware of the issue and this is the 3rd major issue with the contractor. Can be rectified by ringing or attending VicRoads branch. Several other delegates also noted this issue arising in their club, but was resolved by contacting VicRoads.

AOMC Events:

* **Shannons American Motoring Show – Sunday 19th Nov 2023 at Caribbean Park.**

* **Festival of Motoring – Sunday 21 January 2024 at Cruden farm.**

* **RACV British & European Motoring Show – Sunday 18th Feb at Yarra Glen Racecourse.**

* **Florence Thomson Tour – 26th to 28th April.** Based around Traralgon and touring the Gippsland region.

* **National Motoring Heritage Day – Sunday 19th May 2024.** Looking to support various events around the state.

AMHF Survey. The link for this has been circulated to clubs via email. AOMC were not privy to the questions in the survey, but feel it is an important enough project to be involved in. Clubs need to communicate to members and share the link to gain the widest response possible. Clubs who have not received the email can get it by emailing to AOMC secretary Tony Hall at: secretary@aomc.asn.au

AOMC Seminars. Restoration and Club Management seminars have been held with good feedback from attendees. Management seminar was aimed at club administrators, and covered topics were finance, communication, marketing and insurance. A lot of interest in ATO changes information from management seminar.

Engine number records. AOMC holds approx. 5 million records pre 1984. Over the past 3 months, 25 searches have been conducted. One search was for a Series 2 Land Rover which was a shell with no engine or chassis number. It was an ex paddock bomb. Philip was able to find the record for this vehicle so its history can be proved and it can be registered.

Delegates reports / General business:

Paul Vellacott (Aust Lancia Register): asked about the push for annual roadworthy, and if it has gone any further. Iain Ross responded that this is something that VACC has voiced support for, but there is no government interest in introducing.

R. Beattie (Fiat CC): With Motorclassica being cancelled, is there any interest in having an alternative car display. Daryl Meek responded from the floor, saying that Event & Trade Affairs pulled out of Motorclassica, as even though it was successful, it was not financially successful enough. Another backer is looking at rebooting the event.

Damian O'Doherty (Ballarat V&CCC) asked about the progress on insurance cover for small clubs. Tony Hall responded that a sub committee are working on this and have had several meetings with brokers. Work is still going on in the background and Tony is confident that an offer will be finalised in 2024 for the consideration of AOMC members.

Damian also asked about the joint effort with VicFed. Tony responded that there is a joint working committee from both organisations who have met with VicRoads, with the promise of further regular meetings. The joint committee have drafted a shopping list of issues that were presented to VicRoads. There have also been regular meetings of representatives of AOMC and VicFed that have been very cordial and constructive.

Iain Ross thanked delegates for attending, our guest speakers and especially thanked the Ballarat Vintage and Classic Car Club for hosting and catering the meeting. He declared the meeting closed at 2.45pm.

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

Venue: the Jaguar/Austin Healey clubrooms, Springvale

There were 84 delegates in attendance representing 73 clubs.

Apologies: as per delegates meeting apologies

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

Presidents Report (Iain Ross).

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

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

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

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

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

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

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

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

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

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

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

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

Does your club feature Association news in your club magazine?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Questions from the floor:

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

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

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

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

Election of office bearers for 2022/23.

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

All positions are declared vacant.

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

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

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

He then announced the 2022 Annual General Meeting closed



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

DID YOU KNOW?

Where Melbourne's petrol stations were in 1912

In 1912 there were a number of petrol filling stations in the Melbourne CBD. We must remember that these were probably far from the multi pump stations we know today with maybe just the one manual Bowser in a corner, but nevertheless Melbourne City seems to have been well served with fuel supplies. Many of these businesses were repairing and selling new vehicles and some names were to live on for many years.

Acme Motor Garage,	Lonsdale St.	Leitch, E. & Co.,	Lit. Bourke St.
Bennie, Teare & Co.	a'Beckett St.	Lumsden's Motor Depot,	413 Elizabeth St.
Beckett's, W,	Spring St.	Millege Bros.,	273 Lit Bourke St.
Bennett, Wood & Roche,	Swanston St.	Mutual Store,	Flinders St.
Brown, E. W,	Swanston St.	Palmer & Co.	cnr. Lit Latrobe & Elizabeth St.
Canada Cycle Co.,	Latrobe St.	Quirk & Co.	Elizabeth St.
Charleston Motor Garage,	a'Beckett St.	Sandford, R. W.,	105 Exhibition St.
Dalgety & Co.,	460 Bourke St.	Sunshine Motor Garage,	Spencer St.
Empire Motor Garage,	Lit. Collins St.	Shields Motor Garage,	6-10 Flinders St.
Garton's Stables,	Lonsdale St.	Tarrant's Motor Garage,	104-112 Russell St.
Hartley Bros.,	Swanston St.	Till Motor Garage,	674 Elizabeth St.
Harvey & James,	433 Bourke St.	Taxi Cab Co.	Exhibition St.
James, E.H. & Co.,	103 Flinders Lane	Warden, W. J.	Swanston St.
Kellows Motor Garage,	206 Russell St.		

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

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

Contact Details

Name *

First

Last

Email

Phone #

Mobile#

Street Address

Suburb

Postcode

Search Fee (Incl. GST)

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

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

Vehicle Details

Year/Make/Model *

Engine Number *

Chassis Number

Registration Number

Any other relevant information

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

Yes No Unsure

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

Yes No Unsure

•Is this the original registration number? *

Yes No Unsure

Archived Engine Number Records

Charges for Information

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

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

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

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

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

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

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

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

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

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



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