

**AOMC News**

**December 2021 - Issue 153**

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

# Association of Motoring Clubs Inc



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## CONTACTING THE AOMC:

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

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

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

**Front Cover Photo:** It's seems an eternity ago, the last British and European Car Show was held at Yarra Glen in February 2020, just before our world was turned upside down. All being well you can dust off those classics and celebrate a triumphant return to Yarra Glen on February 20th, 2022

## ASSOCIATION OF MOTORING CLUBS ISSUES & ACTIONS

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

# RACV BRITISH & EUROPEAN MOTORING SHOW 2022

Open to all Vehicles manufactured in England & Europe

Incorporating  
The MG Car Club (Vic)  
Annual Concours

Proudly Presented by  
THE ASSOCIATION OF  
MOTORING CLUBS

21 Rosalie Street Springvale Vic 3171



RACV



Gates Open from 10.00am

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

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

[britishandeuropean2022](https://www.facebook.com/infoaomc)

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

See over page for entry times,  
costs etc.

## Sunday 20th February 2022

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

# **RACV** BRITISH & EUROPEAN MOTORING SHOW



Proudly Presented by  
THE ASSOCIATION OF  
MOTORING CLUBS

## SUNDAY 20TH FEBRUARY 2022

### Yarra Glen Racecourse Armstrong Grove, Yarra Glen

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Featured this year will be the state Concour D 'Elegance for the MG Car Club of Victoria  
Entry from Armstrong Grove, Yarra Glen  
*You do not have to be a club member to attend this show*

#### **Gate Opening Times**

Gates open from 10.00am

#### **Admission**

Display cars \$15.00 (includes all occupants)

Motorcycles \$10

Spectators \$8.00 RACV Card Holder \$5.00 Children free

Pass outs will be available for vehicle occupants and spectators

Please bring the kids they will be tomorrow's enthusiasts.

**Club Displays** are welcome and encouraged. A trophy for the best club display will be awarded  
To park together it's a good idea to arrive together. Please contact the Association to reserve your area.

#### **Trophies**

Trophies will be awarded for a number of categories and the presentation will be held at 1.30 pm. The Car of the Show Award will be made from pre-entered competitors only. An entry fee of \$20 plus normal admission will apply. Entries for the Car of the Show can be made prior to the Show using the entry form that can be downloaded from [www.aomc.asn.au/britishandeuropean2022](http://www.aomc.asn.au/britishandeuropean2022) or enter on the day until 10.00 am, or by contacting the Shows enquiry line **0473 832 277**

Car of the Show entrants will be parked in a special display area.

#### **General**

Food and refreshments will be available.

There will be Music & Childrens entertainment. There will also be trade stalls.

**(Further enquiries for trade stall sites are welcome. Please call 0473 832 277 to book your site)**

Note this event will be conducted within the COVID requirements in place at the time including QR code, vaccination status etc

Watch our website for up to date information about the event.

Dogs are allowed into the display area subject to them being restrained on a lead at all times.

**For updates, maps and information [www.aomc.asn.au/britishandeuropean2022](http://www.aomc.asn.au/britishandeuropean2022)**

## President's Report

I take this opportunity to wish all our members a happy and safe Christmas and a better new year in 2022.

The Association and its executive committee continues to work in the best interests of our member clubs and the historic motoring movement. As you would be aware I was elected, unopposed, to the position of President of the AHMF (the Australian Historic Motoring Federation) the peak national historic motoring body at their last Annual General Meeting.

However, at the subsequent general meeting held in December a motion of no confidence was passed successfully against me as President. I am extremely disappointed with this outcome but reassure all our delegates and member clubs that the Association is committed to the need for an effective and representative national body that will increase the profile of historic motoring and ensure that it is represented effectively at the national level.

Further it is our intention to influence that body to lobby national government to protect our ability to continue to use our vehicles on the roads into the future, and to preserve the satisfaction we and the community enjoy when Australia's motoring heritage is seen sharing our roads.

Iain Ross

## From Your Editor

We proudly present this bumper December issue of the AOMC News as we hopefully look forward to a year in 2022 with the return of many of our normal events and activities.

In this issue you will find advertisements for several marques events, such as the RACV / AOMC British and European Motoring Show at Yarra Glen Racecourse on February 20th, the ever popular Picnic At Hanging Rock returns on February 13th, The Kalorama rally on March 20th, the Monaro State Titles on February 20th, the RACV Centenary Alpine Trial from 15 to 23 October and the Gippsland vehicle Collection Swap Meet and display theme.

With the return to full capacity meetings our popular seminar series should be able to return in 2022 after several years absence. We hope this will be made up of a Restoration Seminar and a Management Seminar for club administrators.

Please note that these events may have special conditions to be able to operate, so do check the information as listed for these events on the AOMC website or through the organising clubs themselves. Needless to say, many clubs will be gearing up to organise their activities that have laid dormant for the most part of the last 2 years.

Also in this issue we have some excellent articles that have been submitted, such as the history of the Club Permit Scheme from Dennis Brooks.

From the Federation of British Historical Vehicle Clubs is an Environmental Fact File derived from their National survey. It shows how the gathering of information on the nations hobby vehicles can be used to portray their true worth and their minimal environmental impact.

The Federation Internationale of Vehicles Anciens (FIVA) has produced a paper on how electronic vehicle conversions should be treated, and also a paper on Low Emission Zones, which are popping up all over Europe's major cities.

From the USA there is an article from the SEMA Action network on electric vehicles.

There is also an article on Prince Phillip's funeral Land Rover Hearse.

As usual, clubs are welcome to reproduce anything published in the AOMC News, providing due recognition of the source of the article is mentioned.

So, here's to what is hopefully a more active 2022 in the hope that the vaccinations provided against the covid virus allow us to live our lives and enjoy our recreation normally again.

**And finally we can say, Ladies and Gentlemen, Start Your Engines.**

*The following information has been supplied by the BMW Drivers Club and is as per the information on the VicRoads website.*

There are now 4 methods you can use to renew your Club Permit Scheme registration.

## 1. Online through your MyVicRoads Account

- To use this method you must either have or create a MyVicRoads user account and your CPS vehicle must be linked to your account (if it's not you can phone 13 11 71 or use the contact form to have it/them added).
- Download the **Club Permit endorsement form** and complete the vehicle details section. All the details you need should be on your current permit.
- Once you have completed the form, email it to your club CPS officer.
- They will then complete the form, sign it and return it to you by email.
- You must then sign the renewal form sent to you by VicRoads and either scan or photograph the signed form, making sure that it is clearly readable and the whole form is visible.
- You can now login to your MyVicRoads account and follow the instructions to renew your club permit, which will include uploading your completed Club Permit Endorsement Form and your signed renewal form.
- You will pay online and receive a receipt by email.
- You must stick the club permit into the front of the supplied log book. You must keep your receipt with your logbook as proof of payment otherwise the permit will not be valid. You can print the receipt out at a reduced size and stick it in your CPS logbook opposite the permit.

## 2. By email and then post or in person

- Download the **Club Permit endorsement form** and complete the vehicle section. All the details you need should be on your current permit
- Once you have completed the form, email it to your club CPS officer.
- They will then complete the form, sign it and return it to you by email.
- You must then sign the renewal form and either post the completed renewal form and Club Permit endorsement form to VicRoads with payment (cheque, money order or credit card form) or take the Club Permit endorsement form and renewal notice with payment to a VicRoads customer service centre.

## 3. By post

- Sign your renewal notice and post it to your club CPS officer with a stamped addressed envelope.
- If you want to you can included a signed credit card form, in which case address the stamped addressed envelope to VicRoads, GPO Box 1644, MELBOURNE VIC 3001 and the club officer can post it on for you.
- Otherwise, address the stamped addressed envelope to yourself.
- You can then:
  - post the completed renewal form to VicRoads with payment (cheque, money order or credit card form); or,
  - you can use the online system as outlined above but without the Club permit endorsement form (you have the club's signature on your renewal form); or,
  - take the form and payment to a VicRoads customer service centre, subject to any limitations VicRoads impose on their customer service centres from day to day.

## 4. In person

- Arrange with your club CPS officer to sign your form.
- Once you have your renewal form signed, you can use the online method or the postal method to get the form and your payment to VicRoads or, subject to any limitations VicRoads impose on their customer service centres from day to day, take the form and payment to a VicRoads customer service centre.

**Club permit endorsement**

To be completed by either the Club secretary or person authorised by the Club

I, (Full name of secretary or person authorised by the Club)

hereby declare that (Insert full name of member)

is a current and active member of the (Insert name of club/association (the Club))

I endorse Club Permit renewal for the following vehicle:

**Vehicle details**

Year manufactured	Y	Y	Y	Y	Permit number														
Make					Model														
Body type					Colour														
Engine number																			
VIN*																			

\*or chassis number if no VIN

Date

Above is the online form for Club Permit endorsement. This form is only for online endorsements and can be found using the following link: <https://www.vicroads.vic.gov.au/-/media/files/formsandpublications/registration/club-permit-endorsement-form.ashx?la=en&hash=F764146177D6E0613E40B6D01608304F>

**AOMC Delegates Meeting Dates 2022**

**Mark these in your Diary**

Delegate's meetings are to be held in February, May, August and November. The dates for 2022 are as below. Barring any pandemic restrictions, delegate's 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.

**Monday February 28th**

**Monday May 23rd**

**Saturday August 27th (venue tbc)**

**Monday November 21st. including AGM**



## RACV ALPINE TRIAL C E N T E N A R Y

20-27 NOVEMBER 2021

### HISTORY

RACV held a series of reliability trials between 1921-1926. The route of the inaugural 1921 trial ran from Melbourne to Lakes Entrance, Tallangatta, Mount Buffalo, Wangaratta and Healesville before returning to Melbourne via a final loop through Ballarat and Geelong.

The trial focused on Victoria's Alpine region, advocating for both tourism and the construction of better roads and services to expand the touring potential of north-east Victoria. They were both reliability and efficiency contests. Hill climbing contests and fuel consumption tests were also included with automobile companies using the associated publicity to promote their vehicles.

The RACV Alpine Trial Centenary event will follow, as close as practicable, the route of the 1921 RACV 1000 Mile Reliability Trial.

## **RACV Alpine Trial Centenary event rescheduled**

It is with regret we wish to advise that the 2021 RACV Alpine Trial Centenary will not be proceeding as planned in November 2021 but will be rescheduled to 2022. This is due to the ongoing impact of COVID and the uncertainty to deliver the event.

We are pleased to advise that the RACV Alpine Trial Centenary event has been rescheduled to Saturday 15 October - Sunday 23 October 2022. This event will follow the same route as was planned in 2021.

**Registrations are now open for the 2022 event.** Please contact [racvalpinecentenary@vdc.org.au](mailto:racvalpinecentenary@vdc.org.au) to register.

We look forward to celebrating the RACV Alpine Trial Centenary in October 2022.

### **RACV Alpine Trial Centenary Committee**

#### **NICOLE BALLINA**

Community Engagement Manager

Partnerships and Events Team

**Royal Automobile Club of Victoria (RACV) Limited**



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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). <sup>^</sup>Applies to total loss vehicles manufactured before 31/12/1980.

## The Rootes Archive Centre Trust have only gone and done it!

The Rootes Archive Centre Trust (RACT) returns to the Lancaster Insurance Classic Motor Show with great news.

At the 2015 show, with the assistance of Sir Stirling Moss, they launched a building fund to raise £185,000 to fund the purchase of a freehold building for their Rootes collection.

They now proudly return to the 2021 show to announce that they have fully repaid all the loans and that the charitable Trust now fully own the freehold Archive Centre at Wroxton near Banbury - a fantastic achievement.

The Rootes Archive Centre Trust was formed in 2004 by The Association of Rootes Car Clubs to save the Rootes engineering archive and after 10 years was struggling to afford rented premises. They were faced with 4 options:

1. To close the Trust – and hand it over to another museum for safekeeping.
2. To pack the Archive material into a shipping container.
3. Reduce the rented space meaning limited or no access to the material
4. Buy a freehold property.

Purchase was the chosen route and the building fund to raise £185,000 was launched by Sir Stirling Moss.

Through generous donations and loans from the Rootes clubs and supporters a building was purchased in October 2017 and a 5-year repayment plan agreed to repay them.

Run by 6 just volunteer trustees who have worked tirelessly to fit out and equip the centre it is now the focal point for everything Rootes with 300,000+ original engineering drawings, memorabilia, and artefacts.

Despite the pandemic the Trustees have worked hard fundraising and are now pleased to come back to the show to announce that all the loans have been repaid 12 months ahead of the original plan.

Andy Bye, Chairman said *"The Rootes Archive is safe for generations to come and the worldwide Rootes community can all celebrate this fabulous achievement – its great to have some good news for a change."*



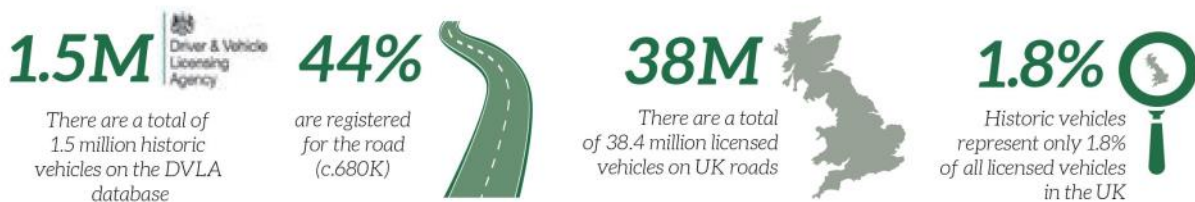
Research > Paul Chasney

## THE NATIONAL HISTORIC VEHICLE SURVEY 2020/21 ENVIRONMENTAL FACT FILE



### #1 OLD VEHICLES ARE DIRTY, SMELLY & POLLUTING - RIGHT? WELL NO ACTUALLY! CONSIDER THESE FACTS A-D:

A. There are not that many historic vehicles compared to the total number of vehicles on UK roads today.



B. Historic vehicles are not driven very far each year which means they don't actually account for that many miles.



C. Total emissions from fuel used by licensed historic vehicles are low by comparison to those emitted by all other licensed vehicles.



Given the high proportion of cars and motorcycles in the historic vehicle group and the relatively low number of buses, coaches, heavy goods, agricultural and military vehicles, the level of actual emissions is likely to be even lower than the mileage driven would suggest.

Note: when comparing emissions from new vehicles, figures must reflect the carbon footprint of manufacture. The carbon footprint of the manufacture of historic vehicles has already been sequestered. There is a strong case to encourage owners to retain and repair vehicles rather than purchase new.

D. The environmental footprint associated with historic vehicles spending is smaller than that of normal consumer spending.



There are three main reasons for a smaller footprint - 1: spending on classic and historic vehicles has a high labour content and low energy and materials content, 2: the philosophy of repair rather than new build means the industry focuses on re-use, and 3: these types of vehicles typically have very low levels of usage.

Source: *The Economic Impact of the Historic Motor Industry in the UK, HERO-ERA / CEBR December 2020.*

# YES, THERE ARE SOME EMISSIONS BUT THESE ARE HERITAGE ASSETS



## #2 HISTORIC VEHICLES STILL CAUSE SOME ENVIRONMENTAL POLLUTION SO SURELY YOU SHOULD STOP USING THEM?



Of course historic vehicles cause some pollution but owners are aware of the environmental issues, and we have seen this from our survey. The FBHVC is committed to carbon zero.

Already, **35%** of enthusiast owners either contribute to a carbon off-set programme or would do if a suitable programme was available

*The FBHVC is working towards creating a carbon off-set programme that will be available to all historic vehicle owners and allow enthusiasts to achieve carbon zero for their historic vehicle use.*

## #3 NEARLY 1 IN 3 OF THE BRITISH POPULATION THINK THAT HISTORIC VEHICLES SHOULD BE USED RATHER THAN SIT IN A MUSEUM



We know from previous research that a significant proportion (**32%**) of the population think that historic vehicles should be used rather than sit in a museum and that nearly half (**48%**) believe they should be preserved for people to enjoy in the future.

A similar proportion believe historic vehicles are an important part of our heritage.

### HISTORIC VEHICLE ANNUAL MILEAGE

Source: 2020 National Historic Vehicle Survey



<b>1,395</b> Cars	<b>881</b> Motorcycles
<b>71</b> Tractors	<b>827</b> Bus/Coach
<b>1,387</b> Vans	



The FBHVC is working towards creating a carbon off-set programme that will be available to all historic vehicle owners and allow enthusiasts to achieve carbon zero for their historic vehicle use.

For more information please contact: [environmental@fbhvc.co.uk](mailto:environmental@fbhvc.co.uk)



For more information on the survey or other opportunities to get involved email: [research@fbhvc.co.uk](mailto:research@fbhvc.co.uk)



## Electrification of Historic Vehicles: Statement from FIVA

An increasing number of commercial outfits are offering to convert historic vehicles to run on electric power, replacing the entire drivetrain with an electric unit and batteries.

In this way, they claim, it's possible to retain the classic appearance of the vehicle while meeting modern environmental standards. As an additional benefit, the conversion might also increase power and performance. Some conversion companies have even obtained permission from the type approval/certification authorities to retain the original Vehicle Identification Number (VIN) of the donor vehicle, despite more or less replacing the entire drivetrain.

### FIVA's view on electrification

FIVA (the *Fédération Internationale des Véhicules Anciens* or international federation of historic vehicles) understands the motivation of some owners to electrify their vehicles – and acknowledges that, subject to legislation and regulation, all modifications are a matter of personal choice.

However, FIVA – as an organisation dedicated to the preservation, protection and promotion of historic vehicles – cannot promote, to owners or regulators, the use of modern EV components (motors and batteries) to replace a historic vehicle's powertrain.

Conversion of historic vehicles from their original internal combustion engines to electric power doesn't comply with the FIVA definition of a historic vehicle, nor does it support the goal of preserving historic vehicles and their related culture. In FIVA's view, vehicles so converted cease to be historic vehicles, unless they are subject only to 'in period' changes.

According to FIVA, a historic vehicle is 'a mechanically propelled road vehicle' that is:

- at least 30 years old
- preserved and maintained in a historically correct condition
- not used as a means of daily transport
- part of our technical and cultural heritage

Concludes Tiddo Bresters, FIVA's Vice President, Legislation, "It is not, in our opinion, the shape or body style of a vehicle that makes it 'historic', but the way in which the entire vehicle has been constructed and manufactured in its original form.

"Hence if any owner, motor engineer or manufacturer chooses to make such conversions to a historic vehicle, FIVA would strongly recommend that any changes are reversible, with all the original components marked and safely stored. In this way, the vehicle may – if so desired in the future – be returned to its original state and may once again become a historic vehicle.



*Protecting, preserving and promoting world motoring heritage  
Protéger, préserver et promouvoir le patrimoine automobile mondial*

FIVA Position paper:

May 2019

## Low Emission Zones

### Background

The principle objective of Low Emission Zones (LEZs) is to reduce air pollution in specific urban areas. As older vehicles are likely to be more polluting than newer vehicles, LEZ measures often target older vehicles by preventing their access or by imposing higher charges.

Many LEZs differentiate historic vehicles from “old” vehicles and exempt them from the LEZ conditions. A study on Urban Vehicle Access Regulations<sup>1</sup> undertaken for the European Commission in 2017 recommends that local authorities exempt historic vehicles from LEZs *because of their minimal use in the regulated areas combined with their contribution to the preservation of motoring heritage.*

### Impact of LEZs on historic vehicles

If a distinction between an “old” vehicle and a historic vehicle is not made, historic vehicles may have to pay higher than average charges in LEZs or may be being banned from entering certain areas. Both will result in the reduced use of historic vehicles and therefore lead to a gradual loss of motoring heritage.

### FIVA Position

Historic vehicles merit special consideration in LEZs because:

- Historic vehicles are our motoring heritage and should be preserved for future generations
- Excessive pricing or bans on the use of historic vehicles in LEZs will deter or prevent use – notably of vehicles owned by residents of a LEZ and for businesses located inside LEZs offering maintenance and restoration services to owners
- The minimal use of historic vehicles means that their contribution to air pollution is proportionately negligible. Notably, historic vehicles are rarely used in urban areas at times of peak traffic.

Governments should adopt national framework legislation for LEZs to avoid a patchwork of different schemes across countries:

- the framework legislation should follow the recommendations of the UVAR guidelines in order to prevent a patchwork of LEZs across the EU<sup>1</sup>
- the framework legislation should follow the recommendations of the UVAR guidelines by exempting historic vehicles from the conditions of LEZs. In the absence of framework legislation, local authorities should unilaterally exempt historic vehicles from their LEZs.

Harmonised signage about LEZs should be developed and implemented across the EU so that all vehicle users can understand clearly the conditions applicable to their vehicle.

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<sup>1</sup> [https://ec.europa.eu/transport/sites/transport/files/uvar\\_final\\_report\\_august\\_28.pdf](https://ec.europa.eu/transport/sites/transport/files/uvar_final_report_august_28.pdf)

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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*

## Political Agendas Surrounding Automobiles Charge Up Strong Emotions



By Colby Martin

The impending arrival of electric cars and trucks has caused quite a stir. Sure, everyone shares the well-intentioned notion of a healthier environment. But constant announcements about the potential phasing out of new gas-powered vehicles have enthusiasts worried about the future of the hobby. Thanks in part to a 24-hour news-cycle, the automotive-minded are forced to ponder this great unknown with greater frequency. With the topic weighing heavier on many minds, the question arises: what's to become of the tailpipe—and when? Clearly there are crossed wires needing to be untangled.

**Acronym Soup.** First, we must understand the common lingo used in automotive discussions. The gasoline-sipping internal combustion engine (ICE) has long been the motivator of choice. However, the low- and zero-emissions vehicles (ZEVs) categories have emerged and made significant improvements in recent years. There are several different models of these cars and trucks such as electric vehicles (EVs), plug-in hybrids, and those running on hydrogen fuel-cells. With such competition, it may seem like traditional rides could have a tougher existence in a yet-uncertain future of alternative powerplants.



**Government Directives.** The latest update in the automotive world came from the nation's top office: the Biden Administration. President Joe Biden signed the "Executive Order on Strengthening American Leadership in Clean Cars and Trucks" in August. In short, the measure calls for 50% of all sales of new cars and light trucks in the US be ZEV by the year 2030. "It is the policy of my Administration to advance these objectives in order to improve our economy and public health, boost energy security, secure consumer savings, advance environmental justice, and address the climate crisis," said President Biden.

Biden's action was preceded by California Governor Gavin Newsom's controversial notice last year. That order instructed the California Air Resources Board (CARB) to draft regulations requiring that all new cars and passenger trucks sold in the state be zero-emissions by 2035. Once drafted, CARB's proposed regulations will be subject to a lengthy regulatory process, including legal, economic, and environmental analyses, public comment, and hearings. The Governor's order is also expected to face numerous legal challenges from opponents.

**Cause for Concern?** The concern surrounding EVs is understandable, but premature. Many of the proposed rules and legal mandates are far more symbolic in nature. For example, President Biden's actions were merely issued as an Executive Order, meaning it is not a federal law and has no binding authority. In fact, the following disclaimer is included at the end of the Order:

**(c) This order is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.**

Directives like President Biden's also tend to be highly aspirational with ambitious time frames for implementation. For example, many of the President's proposed benchmarks extend beyond his time in office, giving him little say on the final product.

**Realities: Supply vs. Demand.** Perhaps the most direct impact to personal transportation will come from the automakers themselves. The evolving market is already experiencing highs and lows. While seeking to boost ZEV sales, major brands have been subject to factors beyond their control. Supply chain shortages and logistical issues have impeded production schedules, causing delays, and price surges. Additionally, massive investment of resources will be required for materials and retooling throughout the entire manufacturing process.

Many fundamental issues need to be resolved before any major shift to "clean" vehicles is feasible. Most importantly, more than 281 million rides share US roads—a small fraction of which are EVs. Such a massive fleet won't be replaced anytime soon. Of course, the lion's share are newer vehicles, which often have a life spanning a decade or longer. Also, the urge to trade-in for an electric model decreases without widespread options for "refueling." Charging woes include long recharging time, charger availability, and standardization of hardware between brand offerings. Additionally, the U.S. electrical grid can hardly handle its current strain—let alone an entire nation needing to recharge at home or on-the-go. At this point, clear solutions appear far from sight.

**Informed & Involved.** Although the future of EV adoption remains to be seen, the SEMA Action Network (SAN) believes a balance can be achieved and has made this fight a top priority. Our community's rich history of innovation should be celebrated as it continues evolving with emerging technologies. As always, the SAN opposes proposed efforts to ban the ICE and other such mandates impacting vehicles of all kinds—vintage collectibles and their fuel supply included.

With the ever-growing voice of advocates from our hobby, politicians are increasingly aware of how many passionate voters are paying attention to their actions. SAN contacts like you will receive details direct to inboxes as opportunities to act arise—stay tuned for further updates. Meantime, please spread the word to get others involved in the good fight: [semaSAN.com/Join](https://semaSAN.com/Join)

**–IGNITED WE STAND!**

## From the VACC



### THE GRILLE: Industry podcast with a difference launched

Introducing THE GRILLE, a new automotive industry podcast hosted by Greg Rust, Shane Jacobson and Victorian Automotive Chamber of Commerce CEO, Geoff Gwilym. The first episode is available now and includes a special guest interview with UK motoring personality, Jeremy Clarkson. Published monthly, each episode features news and views about the state of Australia's automotive industry, as well as a monthly interview with a well-known motoring personality.

THE GRILLE is proudly different. Boasting the best and most knowledgeable hosts, with quality content and high production values, the show is set to become a favourite among automotive professionals, motoring enthusiasts, and motorsport fans.

Greg Rust – one of Australia's best-known motorsport journalists and commentators with years of experience behind the microphone and in front of the camera – takes the driver's seat.

"We just felt like there was a gap in the automotive space for this type of show. Plenty of people talk about automotive in panel-style discussions but we wanted a podcast with an almost FM radio program feel about it.. pacy and fun but, importantly, with authority. Having such a respected industry commentator like Geoff Gwilym on board, and the resources and know-how available to VACC, really gives THE GRILLE a point of difference. And when they told me my old mate Shane Jacobson was on-board I just had to be part of it. He's got this proper, deep enthusiasm for cars and bikes that is infectious and, as you know, he lives life with a laugh so that's a bit of a mantra that underpins THE GRILLE," said Greg.

Joining Greg is Shane Jacobson, an immediately identifiable and well-loved actor, presenter, and knowledgeable automotive enthusiast with fuel coursing through his veins.

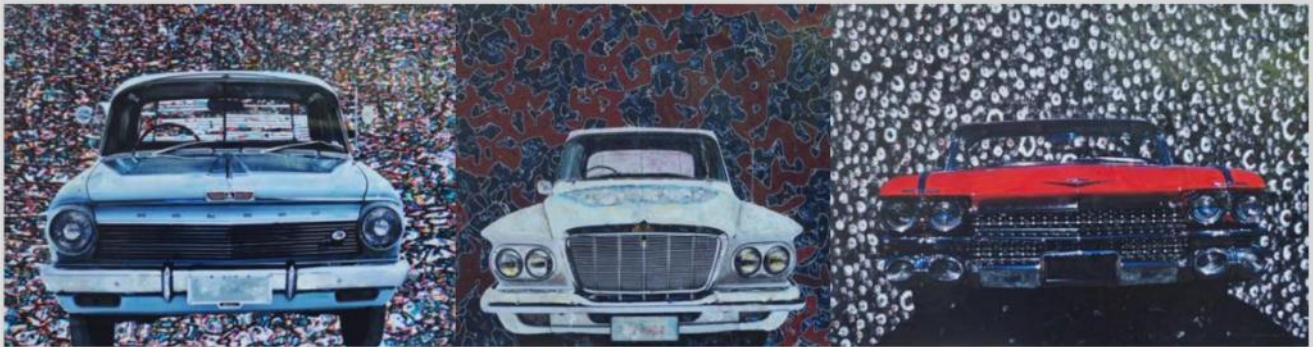
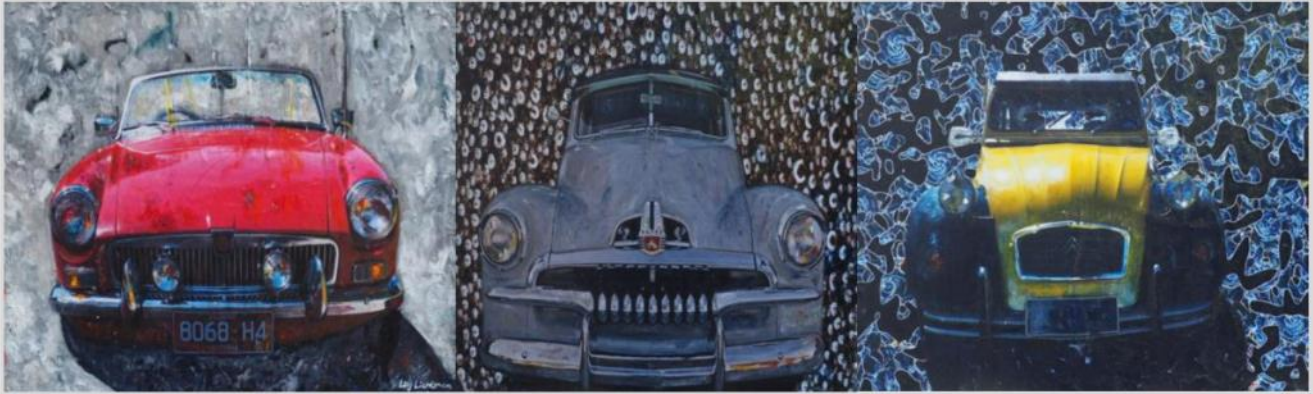
"It's such a rare thrill to be working with the best in the business, and THE GRILLE team really is the best. Greg Rust is so knowledgeable and well-connected within the automotive world, and Geoff Gwilym is the go-to guy for industry comment. What he doesn't know isn't worth knowing. I'm really geared up for THE GRILLE. Talking all things automotive? Try to stop me," said Shane.

Bringing rigour and a business perspective, VACC CEO Geoff Gwilym is a respected automotive professional with decades of industry experience.

"There's a good reason for teaming with Greg Rust and Shane Jacobson for THE GRILLE. We completely understand there are two components to a good podcast. One is great content, delivered in an authoritative way. The other essential element is entertainment. THE GRILLE delivers both," said Geoff.

Subscribe to THE GRILLE now, visit: [thegrillepodcast.com.au](http://thegrillepodcast.com.au) or listen via your favourite hosting platform.

## AN ORIGINAL PAINTING ON CANVAS OF YOUR VEHICLE



All paintings here are 60cmx45cm on cotton canvas using professional quality art materials and methods.

You can specify the size of your artwork, smaller or larger. Cars and backgrounds can be mixed and matched to order.

All paintings are ready to hang and unframed.

Affordable prices vary according to size of artwork you order.

### ***About me:***

I am an exhibiting artist over many years working and living in Melbourne, Australia. Graduate qualifications in art and design from Victorian College of the Arts and Monash University. See [loy\\_lichtman](#) on Instagram for more examples of my artwork.

### ***Contact details:***

Loy Lichtman

E: [lichtmanloy625@gmail.com](mailto:lichtmanloy625@gmail.com)

P: 0448194500

**If you would like to commission a painting of your vehicle or if you have any questions, please call or email.**

## Royal Land Rover Hearse



When HRH The Duke of Edinburgh sadly passed away on 9 April, one of the announcements was that his coffin was to be transported on a specially modified Land Rover TD5 130. The Land Rover's planned role would have been to transport Prince Philip from Wellington Arch in central London to Windsor, 22 miles away, but the coronavirus pandemic curtailed those plans. Instead there was an eight-minute procession beginning at the state entrance of Windsor Castle, ending at nearby St George's Chapel.



What wasn't widely reported was that the Prince started working with Land Rover on this vehicle in 2003. Prince Philip designed the open top rear section where his coffin will rest, made to his exact specifications, including the rubber grips on silver metal pins known as the "stops" or "stoppers" which prevent the coffin from moving. The Defender was made at Land Rover's factory in Solihull and the duke oversaw the modifications for several years, making the final adjustments in 2019, the year he turned 98.



Prince Philip requested the original Belize Green bodywork be switched to Dark Bronze Green, a colour used for many military Land Rovers. The vehicle also has matching green wheel hubs, a black front grille, a single cab and no registration plates.

The duke used Land Rovers throughout his adult life and granted his Royal Warrant to Land Rover more than 40 years ago.



# A History of the Victorian Club Permit Scheme

The following article has been submitted by Dennis Brooks of the Historic Commercial Vehicles Club (HCVC) and gives a comprehensive account of the history of the Victorian Club Permit Scheme. This article was first published as part of history of the HCVC, and therefore has several references to that club. Thank you Dennis for providing this very informative and well drafted article.

A procedure to allow the operation of *non-registered* historic vehicles was introduced in 1960, the Club Permit Scheme in 1986 and the present Logbook Scheme in 2011.

**Note.** A Club Permit is not the standard registration of a vehicle. It is a permit for restricted use of an unregistered vehicle with appropriate third party insurance cover.

The process was called the Special Permit Scheme until 1986 when changes to the Motor Car Act called it the Club Permit Scheme (CPS). This piece uses CPS as the reference.

The grouping of applicable vehicles by age gave rise to the following definitions –

**Veteran** – vehicles built before January 1 1917,

**Vintage** – vehicles built after December 31 1916 to January 1 1931,

**Classic and Historic** – vehicles built after December 31 1930 to 1942. This was later (1994) redefined as a vehicle more than 25 years old at the date of application.

Prior to the CPS, members of the Veteran Car Club would go to the Motor Registration Branch, pre-VicRoads and operated by Victoria Police, on a Friday afternoon, collect the required number of registration (number) plates for attendance at their event and return the plates on Monday for cancellation.

By February 1961 the Police had produced a form for a *Permit to use a vintage car*. The Vintage Drivers Club requested the same provisions for vehicles built up to 31-12-30 and this was granted in 1963. A later Police form, in 1964, referred to classic & historic vehicles. The Classic and Historic

<p>Form Printed 1.5.64 VICTORIA POLICE Motor Car Act 1958</p> <p>Permit No. _____ Date of Expiry ____/____/19__</p> <p><b>APPLICATION FOR A PERMIT TO USE A VINTAGE CAR</b> (Manufactured after the thirty-first day of December, 1916, and before the first day of January, 1931)</p> <p>To: The Chief Commissioner of Police, Melbourne Registration Officer</p> <p>I, _____ (Full name in block letters)</p> <p>of _____ (Full residential address in block letters)</p> <p>hereby apply for a permit to use in Victoria the vintage motor car described hereunder only in connexion with official rallies organized by or under the auspices of an association approved in that behalf by the Chief Commissioner of Police.</p> <p>The fee of ONE POUND is enclosed.</p> <p><b>DESCRIPTION OF MOTOR CAR</b></p> <table border="1"> <tr> <td>Make of motor car _____</td> <td>Number of wheels _____</td> </tr> <tr> <td>Year of manufacture _____</td> <td>Type of tyres _____</td> </tr> <tr> <td>Previous registered number _____</td> <td>Number of cylinders _____</td> </tr> <tr> <td>Type of motor car _____</td> <td>Horse-power _____</td> </tr> <tr> <td>Seating accommodation _____</td> <td>Engine number _____</td> </tr> <tr> <td>Colour of body _____</td> <td>Chassis number _____</td> </tr> </table> <p>Dated at _____ the _____ day of _____ 19__</p> <p>(Signature of applicant) _____</p> <p>Description correct.</p>	Make of motor car _____	Number of wheels _____	Year of manufacture _____	Type of tyres _____	Previous registered number _____	Number of cylinders _____	Type of motor car _____	Horse-power _____	Seating accommodation _____	Engine number _____	Colour of body _____	Chassis number _____	<p>VICTORIA POLICE Motor Car Act 1958</p> <p>Permit No. _____ Date of Expiry ____/____/19__</p> <p><b>APPLICATION FOR A PERMIT TO USE A CLASSIC AND HISTORIC MOTOR CAR</b> (Manufactured after the thirty-first day of December, 1930, and before the first day of January, 1943).</p> <p>To: THE CHIEF COMMISSIONER OF POLICE, MELBOURNE REGISTRATION OFFICER * Strike out whichever is NOT applicable</p> <p>I, _____ (Full name in block letters)</p> <p>of _____ (Full residential address in block letters)</p> <p>hereby apply for a permit to use in Victoria the classic and historic motor car described hereunder only in connexion with official rallies organized by or under the auspices of an association approved in that behalf by the Chief Commissioner of Police</p> <p><b>DESCRIPTION OF MOTOR CAR</b></p> <table border="1"> <tr> <td>Make of motor car _____</td> <td>Number of wheels _____</td> </tr> <tr> <td>Year of manufacture _____</td> <td>Type of tyres _____</td> </tr> <tr> <td>Previous registered number _____</td> <td>Number of cylinders _____</td> </tr> <tr> <td>Type of motor car _____</td> <td>Horse-power _____</td> </tr> <tr> <td>Seating accommodation _____</td> <td>Engine number _____</td> </tr> <tr> <td>Colour of body _____</td> <td>Chassis number _____</td> </tr> </table> <p>Dated at _____ the _____ day of _____ 19__</p>	Make of motor car _____	Number of wheels _____	Year of manufacture _____	Type of tyres _____	Previous registered number _____	Number of cylinders _____	Type of motor car _____	Horse-power _____	Seating accommodation _____	Engine number _____	Colour of body _____	Chassis number _____
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Automobile Club of Australia (Vic. Branch) applied for a similar arrangement and this was granted for vehicles built up to 31-12-42.

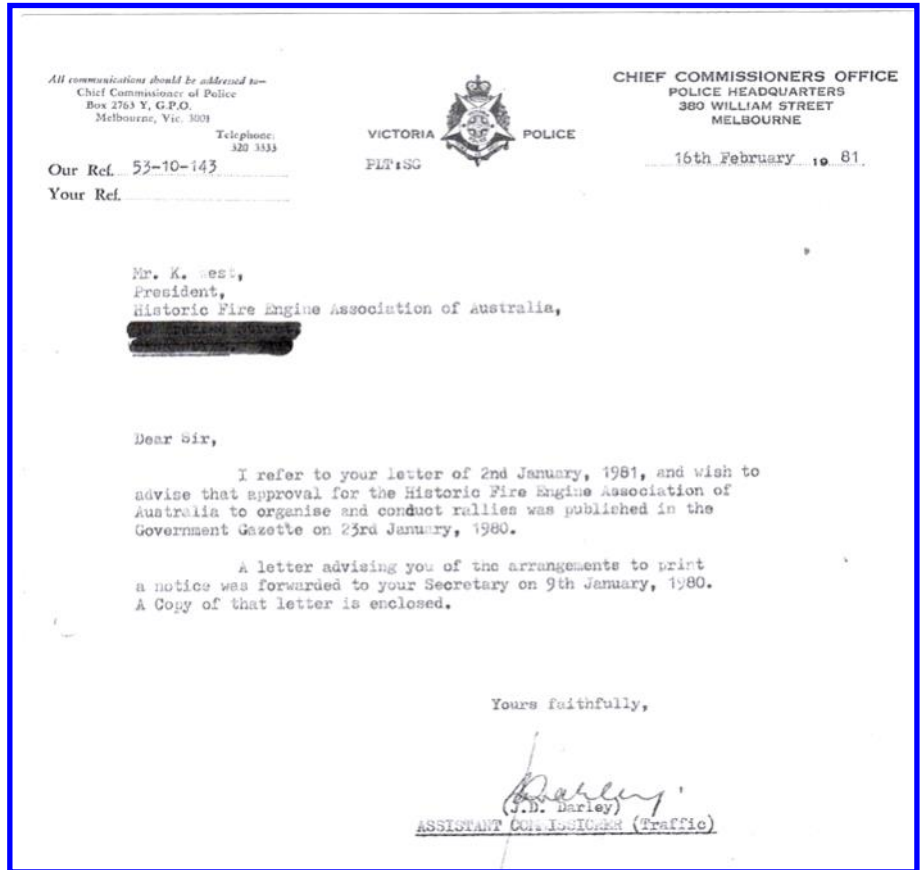
The Federation of Veteran, Vintage and Classic Motor Clubs (The Federation) was formed in 1970 and the Association of Motoring Clubs (AOMC) in 1976 as “umbrella bodies” and took up the cause of hobby motoring on behalf of member clubs. HCVCA is a member of both bodies.

Discussions between vehicle clubs, the Police Commissioner (as head of the Motor Registration Branch), government authorities and insurance companies (there were more than 25 companies handling Third Party Insurance at that time) led to special number plates being introduced for vehicle built up to 31-12-1918 to members of clubs permitted to run ‘authorised’ rallies in daylight hours.

The then Historic Fire Engine Association of Australia were permitted to run rallies in a letter from the Police in February 1981.

When the Road Safety Act was rewritten in 1986 the Club Permit Scheme came into law requiring that participants be a financial member of a VicRoads authorised club. The rolling 25 year cut-off date for acceptable vehicles was also confirmed. Left hand drive vehicles were not allowed, with a few exceptions.

HCVCA became a VicRoads authorised club in 1988 although it had been participating in the Scheme for a period. The Club, listed as *Historic Commercial Vehicle and Fire Engine Club*, is one of the 87 clubs listed in the CPS handbook sponsored by Penrite Oils and issued by the AOMC in March 1988.



		560 LYGON STREET, CARLTON		Postal Address: GPO BOX 1644N MELBOURNE, VICTORIA 3001		Telephone: 345 6811	
<b>CLUB PERMIT</b>							
NOT VALID UNTIL CASH REGISTER IMPRINT APPEARS HEREON							
<b>PERMIT FOR USE OF A MOTOR VEHICLE</b>							
<input type="checkbox"/> VETERAN		<input type="checkbox"/> VINTAGE		<input checked="" type="checkbox"/> CLASSIC & HISTORIC		ORIGINAL	
Year	Make	Type	Seats	Colour	Engine Number	PERMIT NUMBER	EXPIRY DATE
PERMIT ISSUED TO	SAMPLE ONLY					Permit Fee	
Name of Club	Secretary's Signature					T.A.C. Zone	T.A.C. Charge
NOT PAYABLE AT BANK						<b>AMOUNT FEE</b>	
This permit is not transferable This form must include the name of the club, association and the secretary's signature before payment can be accepted. The permit is issued to allow the use of the vehicle for club activities or for the purpose of repairing or servicing the vehicle in connection with club activities. You should notify the RTA in writing of any change in address or membership of club, association. This permit does not allow a left hand drive vehicle to be used on a highway.						PAYMENT OF THE AMOUNT DUE MAY BE MADE IN PERSON AT ANY RTA OFFICE LISTED IN THE WHITE PAGES OF YOUR TELEPHONE DIRECTORY OR BY SENDING THE AMOUNT DUE WITH THIS FORM TO <b>Road Traffic Authority</b> GPO BOX 1644N, MELBOURNE 3001	
FORM 16/MR 135/3/88							

Drivers using the Scheme were still required to be able to produce proof of their attending an authorized club/Federation/AOMC event. This was usually by flyer, newspaper clipping or club magazine.

VicRoads, formally Roads Corporation of Victoria, was established in 1989 and is now a part of the Department of Transport. It is responsible for vehicle registration, driver licensing and towing industry regulation.

A Special Use Authorisation form came into use in 1991 where a member could request a "permit" signed by the club to allow irregular

use for repair or similar. Members usually phoned the signing officer and the completed authorization form was collected or faxed to the requester. A few requests for a "long term" authorization form were rejected.

### Club inspections.

Between 1988 and 2001 the Club conducted vehicle inspections and provided a report which accompanied the application to enter the CPS. The inspection scheme was abandoned by most clubs around 2002 as the risk of litigation to clubs and their volunteer inspectors was raised. Roadworthy Certificates are now required although there is an exception rule in place.

It should be remembered that Club membership in 1988 was 77 (now (2021) c. 650). Members were mainly based in the eastern suburbs of Melbourne with a small number in the west of Melbourne and in the country. The progress of restorations was a common subject at meetings so the inspectors had a fairly good idea of the vehicles long before the actual inspection.

The three inspectors (Dennis Brooks, Trevor Burgess & Ian Johnson) were Club members with a truck service background and with around 100 years of experience in total. In most cases two of them did an inspection, usually at the member's home.

In total, 55 inspections were made under this system. Inspections did not include dismantling, but relied on the member's honesty about work done. Four inspections were carried out on buses used in the Puffing Billy Olde Time festivals as an extension of the system.

This listing of the vehicles inspected is an indication of the vehicles in favour at the time - AEC 1, Albion 3, Bedford 7, Chevrolet 5, Chamberlain 1, Commer 1, Dennis 1, Diamond T 2, Dodge 4, Ford 4, Federal 1, Foden 2, International 6, Kaiser 1, LandRover 2, Latil 1, Leyland 2, Mack 2, Reo 1, Republic 1, Scammell 1, Studebaker 1, Thornycroft 1, Triumph 1, White 1 A mix of 42 trucks, 5 buses, 6 cars and 2 tractors.

The original Club Permit Plates, CH plates numbered to CH9999, ran out and the H series, 12345H, were introduced in mid-2006.

**The Logbook scheme.** The introduction of the Logbook Scheme in February 2011 was a major event for historic motoring in Victoria and the result of many years of work by involved parties.

A driver's logbook was allocated to each CPS vehicle, the first driver of the day being required to complete the basic entries of date, destination, driver's name and signature. Vehicles could be driven for up to 45 or 90 days a year dependent on the fee paid by the owner. Over a period minor changes were made to the actual logbook to prevent cheating by some users.

Clubs were required to sign a new agreement with VicRoads to ensure there was no doubt of the

The form is titled "AUTHORISATION FOR SPECIAL USE OF CLUB PERMIT VEHICLE". It features a logo on the top left and a reference number "No. 20531" on the top right. The text states it is issued in accordance with the ROAD SAFETY (VEHICLES) REGULATIONS 1988, Regulation 506 (4) (a), ROAD SAFETY ACT 1986, and authorizes the special use of the vehicle described hereon. It refers to the Club Permit Scheme Handbook as approved by VicRoads.

The form contains several fields for information:
 

- Vehicle Club Plate No. (with a small box for the number)
- Vehicle Make & Model (with a larger box)
- Valid for Use (with fields for "from" and "to")
- Purpose of Journey (with a large box)
- Date of Issue (with a small box)
- Name of Applicant (with a box)
- Signature of Applicant (with a box)
- Name and Signature of Authorising Officer (with a box)
- Name of Authorised Club (with a box)

 At the bottom, it indicates three versions: WHITE - Applicant's Copy, BLUE - A.O.M.C. Copy, and YELLOW - Club Copy.

responsibilities of clubs and their members in the operation of the scheme. The applicant was required to supply a number of photographs of the vehicle after its roadworthiness inspection and prior to the application forms being signed by the club's authorised CPS officer. The photographs are retained by the club and able to be provided to VicRoads on request.

To assist owners and clubs the AOMC, in association with VicRoads, revised the CPS handbook in a new format in mid-2015. It provided detail of the regulations applicable to the Scheme and included a *Frequently Asked Questions (FAQ)* section to explain and expand aspects of the Scheme. Updates of the handbook are made on an as required basis.

Introduction of the Logbook Scheme prompted a rapid expansion of the Scheme with the result that the H plate numbers reached the maximum of 99999H (6 characters) and a new plate system was required in late 2018. The new system uses an alpha/numeric combination of 0002.H.2 to 9999.H.9. Some combinations of numbers/letters will not be used.

Regrettably the freedom of the Logbook Scheme has led to misuse and abuse of the Scheme. The responsible use of a system which gave the owners of historic vehicles far more opportunity and freedom to engage in driving their vehicles should be paramount in the minds of its users.

In June 2021 the (State) Department of Transport released information arising from their required 10 year review of the Road Transport Act. Changes proposed include the eligible age of applicable vehicles (from 25 to 30 years) with exceptions for decommissioned buses and military vehicles, better definition of replica vehicles and an increase in the registration fee component of the CPS annual fee. Included in the review was a summary of the state's vehicle parc. This shows that the state had 6.1 million registered vehicles at the start of 2021. The CPS group comprised – Veteran 431, Vintage 2,261, Classic & Historic 89,527, Modified 1,535, Replica 283 and Street Rod 1,016.

**South Australian Conditional Registration Scheme.** South Australia introduced a Conditional Registration Scheme (CRS) for historic and left hand drive vehicles in 1992. Street rods were allowed into the scheme from 2012.

The conditional registration refers to vehicles which require only limited access to the public road network. They are not for everyday use.

Revisions to the CRS were introduced in July 2017 as a Code of Practice.

Requirements – Vehicles must be eligible. A rolling 30 year rule applies.

The owner must be a financial member of a club recognised by the Registrar of Motor Vehicles.

The vehicle operator must comply with the Scheme's conditions of use.

The Club has a number of responsibilities in the operation of the CRS.

An initial inspection to verify the vehicle's authenticity is required when entering the Scheme.

Logbooks, which allow up to 90 days a year use, are issued for a period of 3 years. The logbook has a common expiry date of February end and at that time the vehicle must be inspected by a Club Authorised Officer. A process of vehicle verification follows.



## Coming Events



**64th Kalorama Rally**  
**Kalorama Memorial Reserve**  
**Mt Dandenong Tourist Rd Kalorama 3766**  
**Sunday 20th March 2022**

**For Further Information:**  
**Iain Ross: 0409 027 392**  
**Paul Edgar: 0419 369 542**

like us on  
**facebook**

## Kalorama Rally Featuring Historic

### Vintage and Classic Specials



• Much coveted  
Kalorama Trophy  
awarded to the  
Club with the best  
display.

- One of Melbourne's pioneering Motoring Events. Running since 1956.
- Vehicles prior to 1990 eligible for Mystery tour and display on the oval.
- Mystery Tour commencing at the Manhattan Hotel 9.00 am for a 9.30 start.
- Vintage and Post Vintage Motor Cycle Clubs Displays, Vehicle Awards.
- Display of Vintage Fire pumps and Agricultural Machinery.
- Drivers under 25 in an eligible car admitted free

General Public Welcome  
Open @ 10am.  
Entry \$10.00 per person.  
Programs \$2.00.  
Children under 16 free.

[www.vintagedriversclub.com.au/  
KaloramaRally](http://www.vintagedriversclub.com.au/KaloramaRally)

  
**ALL PROCEEDS  
TO THE  
KALORAMA CFA**



Sponsored by  
**RACV**



*Sunday 13th February 2022*

Check our website for all the latest information

Note for 2022

- all tickets are pre-sale only (no tickets at the gates)
- Covid-19 QR check-ins required
- All attendees must present their Covid-19 Vaccination certificate
- Tickets limited to allow State Government requirements to be met

[www.picnicathangingrock.com.au](http://www.picnicathangingrock.com.au)

Further details—contact Alan — M: 0402 708 408 E: events@mradm.com.au

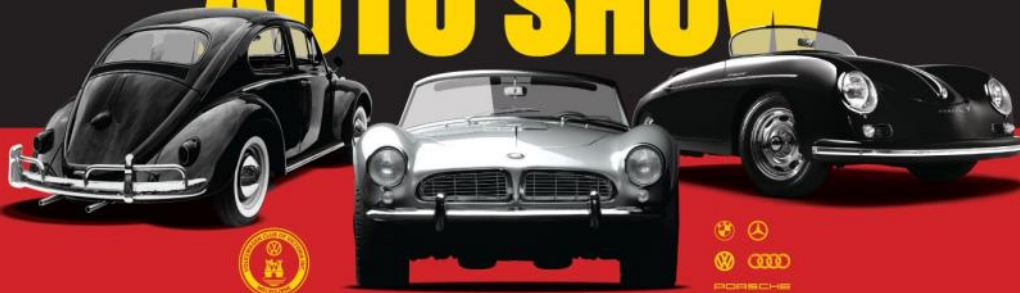
*Proudly presented by the Macedon Ranges & District Motor Club*



# GERMAN AUTO SHOW

BMW DRIVERS CLUB MELBOURNE in conjunction with the VOLKSWAGEN CLUB OF VICTORIA

DOE TO C-19 LIMITS  
ON PUBLIC GATHERINGS,  
EVENT HAS BEEN MOVED TO:  
**SUNDAY  
30TH JANUARY  
2022**



**SUNDAY 30TH JANUARY 2022**  
SANDOWN RACECOURSE - 591-659 PRINCES HWY SPRINGVALE - GATES OPEN 10AM  
NO AGE LIMIT ON VEHICLES TO BE DISPLAYED - ALL GERMAN VEHICLES WELCOME

The German Auto Show brings the best German vehicles together in Melbourne in one spot, with some of the quirky and now defunct brands being included. Special appearance on the day from John Bowe. It is not a concours, or even a show and shine, so any clean vehicle is very welcome. There is a prize for people's choice, Presidents choice and best of each Marque, so you may even score a trophy! It is a great setting, raising funds for a good cause, and with lots of interesting vehicles to look at and fascinating company.

Display cars to assemble in marque groups prior to entry - see your marque club for details. Display cars enter from 8:30 am. Public admitted after 10am

Display cars please register at <https://bmwdcm.com.au/event-4302102>.

# Victorian 2021 2022 State Titles

## Show 'n' Shine Sun 20th Feb 2022

Lang Lang Showgrounds 120 Westernport Road Lang Lang.

Judging Entry \$25 Display Cars \$15 Gates open @ 7.30am All entrants must be parked by 8.30am. Public Entry \$10 Children Under 18 Free. Gates Open to Public 9.00am.

**Judging Pre Entry is required - No Judging Entries on day**

**NOTE: All State Government COVID conditions will apply.**

Entries close 11th Feb. Full terms & entry info refer website:

<http://www.monaroclubvic.com.au>

Phone: 0448 666 276 Email: [statetitles@monaroclubvic.com.au](mailto:statetitles@monaroclubvic.com.au)



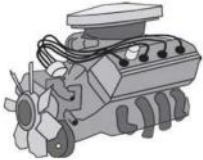
# Gippsland Vehicle Collection

## SWAP MEET

**DATE Sunday 1<sup>st</sup> of May 2022**

1a Sale Road – Maffra

**Gates Open for Buyers and Sellers 7.00 a.m.**



Featuring★ Garag-enalia Mancave and other Motoring related treasures

Cost - \$10.00 site fee (including driver)

\$5.00 buyers

Camping Available Saturday Night  
By appointment

Full Onsite catering

Information and Bookings  
call Mike on 0402 084 302

[www.gippslandvehiclecollection.org.au](http://www.gippslandvehiclecollection.org.au)



## 2021 Geelong Revival Delayed

The Geelong Revival Motoring Festival organisers, in consultation with stakeholders and the City of Greater Geelong, have made the decision to postpone the 2021 event, due to the ongoing COVID-19 situation. The event will now be held on the 4<sup>th</sup> to the 6<sup>th</sup> of March, 2022.

Event Director Nicholas Heath said "We have worked closely with the City of Greater Geelong and State Government to secure our March 2022 date. We are sure that the community will be ready to get out and enjoy Geelong's spectacular waterfront again."

**Geelong Revival are greatly appreciative of the unwavering support the event has received across the last nine years and will continue to provide updates on the event as they become available**



## Two Themes Display Rod & Custom

32 vehicles extended until the end of Feb 2022



## Vehicles of 1969

Vehicles built in the year of the moonwalk  
Display begins November 2021 until Feb 2022



Gippsland Vehicle Collection Sale Rd Maffra  
Open 10 am – 4pm Friday to Monday, all school holidays

## Picnic on the Lake

Sun Country Historic Vehicle & Machinery Club Inc Registered Number A0033546M



## Yarrawonga Foreshore

**SUNDAY 13th March 2022**

10:00AM to 3:00PM

Trophies for:

Veteran – Vintage - Post vintage –  
Historic/Classic

CARS, TRUCKS, MOTOR CYCLES & MACHINERY



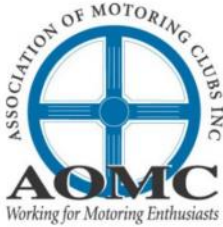
**Food & Drinks – drinks etc available**

Lake Cruise available  
(at own cost)

\$10 ENTRY PER VEHICLE

Enquiries: [suncountrycarclub@outlook.com](mailto:suncountrycarclub@outlook.com)





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

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

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

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

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

**CLUB**

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

**CLUB POSTAL ADDRESS & CONTACT DETAILS**

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

**PRESIDENT**

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

**SECRETARY**

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

**MORE OVER THE PAGE**

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**TREASURER**

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

**EDITOR**

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

**DELEGATE # 1**

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

**DELEGATE # 2**

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

**DELEGATE #3**

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

**CLUB PERMIT OFFICER**

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

## Notes of the November 2021 Delegates Meeting & AGM held on Monday November 22nd

Venue: Jaguar/Austin Healey clubrooms & Zoom.

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

**Present:** 65 Delegates and visitors representing 59 clubs. There were 23 apologies submitted to the secretary.

Attendees had been requested to pre-book attendance and this forms the attendees list. Covid requirements were also in place.

**New delegates:** Ken Goodin (Victorian Torana Club) & David Esmore (Victorian Mini Club).

Chairman Iain Ross welcomed everyone attending and on zoom. It is close to two years since we met in this way. During the last year several separate zoom meetings were held for city and country delegates. This was done to reduce the number of attendees on zoom as zoom meetings become unmanageable with around 70 people. Minutes of each meeting were distributed to each club. Clearly it has been very quiet, and we have been waiting for news about when we could start back.

**Treasurers report:** (Angelo D'Ambrosio). In total we have \$251,447.00 in the bank so the balance is looking fairly healthy. Also, for the last 4 months, and it has been fairly unusual, our gross income is \$64,769, the bulk of that in membership fees. We have had an expenditure in the last 4 months of \$27,552 so we show a surplus. The only reason for this is the timing difference by when all the subscriptions come in. It's actually been fantastic this year, the subscriptions have been coming in really well and we also changed our accounting software which made it a lot easier to administer as well as keeping people informed on how to pay as you can actually invoice directly.

**VicRoads permit scheme report.** Information about some minor changes is being sent to all clubs. Clearly there is more to come. It is planned to get a large revision of the permit scheme sometime in the near future. Basically, as I see it, the scheme is under new management, apparently there are a number of new people managing the change procedure and really going to have to get ourselves well-known to those people. From what I've seen initially there is little feeling for the movement and even an understanding of so there is a lot of work to be done. We certainly don't want to have any moves that are detrimental.

Anomalies are being found all the time, we received one this week about the use of trailers that will be sent to the Department (*of Transport*) to look at. We are receiving lots and lots of reports of misuse particularly tradies using commercial vehicles. It's a common theme and there are a lot of them.

### Questions from floor.

# The whole registration system is up for sale? *(A) We are a small player in the system. You might have seen advertisements for tender of purchase of privatisation of the Victorian registration services and clearly any changes to the permit scheme will be to ease the situation they are facing with the contractor who will be appointed to run registration. I would imagine they will certainly be wanting to streamline it so it is easier for a private company to do it. But it will be privatised, that's where it's going. And make money.*

# Do you have any worries that VicRoads are talking to the Victorian Automobile Chamber of Commerce (VACC) rather than AOMC and the Federation?

*(A) I suspect the VACC has been heavily lobbying as well because as an organisation VACC is under threat with the likely changes to the way our fleet is being powered and the VACC will need to reconstruct itself. Clearly mechanics are not going to be required in quite the same way as we thought we would be going. I think the VACC is heavily lobbying the government for everything at the moment probably and I was interested to see them involved.*

# What is going to happen with electrically converted classic and vintage vehicles? Has this come up anywhere? Is there information available? As we know, Prince Charles has got his Aston Martin done and a few others have had E-types done. I believe there is a mob in Victoria who are actually doing (*converting*) old Land Rovers and their waiting list is up to 25. So how, as clubs, are we going to handle the introduction of electrically powered converted classic vehicles?

*(A) Well, the club is going to have to handle them and it will be up to the club to have policies on whether or not they accept E-type Jaguars with electric motors on (in) them. That's up to the club to work out I guess but as far as the Club Permit Scheme I have been advised that they have already written hybrid vehicles into the regulations. I know John Lewis has been writing electric vehicle policy for the past 3 months so I'm sure there are moves there.*

# They are trying to get us from going into a branch and doing it all on-line. It seems to be and I've spoken to a few people and there seems to have been mistakes made and it goes backwards and forwards. I think they are trying to encourage us to use electronic means. Personally, our family has found it very easy to do. We have had no problems with five vehicles, two permit and three registered.

# Burwood (VicRoads) is closed? *(A) Yes, Burwood has closed and they have moved to Ringwood, opposite Eastland I understand. I think you'll find they want to rationalise the offices, admin and face-to-face. I think if you look at it, it's not a bad system. I think you can do it quite easily on-line, may be a bit difficult at first but once you get the hang of it I think it's fairly straight forward.*

# One of my permit number plates was cloned. Everyone should be checking their toll invoices if they have a tag because if I hadn't looked I wouldn't have picked it up. The vehicle had been locked up for two years, only going into the city once for the filming of the Russell Street bombing TV program. The cloned plates had been used over several months and I had all sorts of trouble. It was difficult to get a response from the toll operator and then go to VicRoads to get them to go through the process. The only outcome for me was to change the plates otherwise I would have continued to get the fines because of the unpaid amount. I stopped the account, but they continued to send me the bill. I was asked to buy new plates because I had to hand in the old plates. There is no process to demonstrate my plates had been cloned. It cost me fifty, sixty, seventy bucks, whatever it is. And then the number plates they gave me didn't correlate to the sticker they issued. I wasn't impressed with the whole process and didn't bother to check the plates against the sticker. So I drove around for four months with the mismatch until it got sorted out. *(A) Whilst this was the first known cloning of a club plate, the cloning of standard plates is quite common.*

# I do the club scheme for two clubs and like most clubs we have historic plates and not a lot of modified (M) plates. We had an instance where a guy applied to have a car, originally left hand drive but converted at an earlier date to RHD in Queensland. I didn't have compliance plates so I asked for a roadworthy certificate. The steering box was failed and a different make of steering box was fitted and he had to get an engineer's certificate. The engineer's certificate noted a Mercedes box had been fitted in place of the previous American box and

VicRoads issued an M plate for the vehicle. The vehicle is totally standard except for the steering box. It's the only M plate in the club.

*(A) Yes that appears to be normal.*

# On Saturday we had an experience with a CPS vehicle, I wasn't the driver. We saw an unmarked police car in a driveway, passed it and a few kilometers later heard a siren and was pulled over. The polite policeman said this car is one month out of its CPS, the current permit hasn't been renewed. The driver thought he had paid it, the paperwork had been signed but for some reason he had neglected to actually go and pay it. So he got a \$900 plus fine for driving an unregistered vehicle. The policeman then said if you want to move the vehicle you will either have to renew your CPS on-line or get an unregistered vehicle movement permit. He had a problem with renewing his CPS on-line on the side of the road so got a two-day unregistered vehicle permit. Later that day someone in the group worked through the CPS renewal process and the CPS was renewed. The next day he noticed a police car driving slowly in another town. It had a little camera on the roof and picked up every registration plate that goes by and a display comes up to advise an unregistered vehicle.

**Events.** Obviously there have been no events this year, we tried to run the American Show in September but weren't able to do it. We haven't been able to run our normal winter seminars and we didn't support National Motoring Day because of the lockdown. Of course next year it's going to be a different thing, we've already got our RACV British and European motoring Show booked in February, the 20th. We are trying to get some activity in the country for our country members as well as the city, so watch out for that later on.

Today I was approached by the new events team running Caribbean Gardens and I have a meeting with them next week on the possibility of using that venue.

**Engine number records.** (Philip Johnstone) Over the last few months we've still managed the engine number record searches. Between lockdowns we had the usual Holden and Ford queries and we found details of Jaguar, Mercedes Benz, a couple of Land Rovers, a Buick, and others. We found just about all of them.

**General Business:** A number of reports of events held by clubs were given.

At this point the general meeting was stopped to allow for the Annual General meeting.

(Iain Ross) Before we finish up. I was remiss in not mentioning another item. There is an organization called the Australian Historic Motoring Federation, a federal body that represents the movement nationally, its members at the moment are state bodies such as us, Vic Fed and other bodies in other states. It had its Annual General Meeting in September; I was elected President of AHMF and Keith kindly agreed to take the role of secretary. It's clearly a major change in the organisation and I'm not going to comment about its past or future, but we are now heavily involved in it and we're trying to look at the way things are done by that organisation to make sure the movement is properly represented federally where we can. Our first meeting will be the second week in December as a zoom meeting. We will be meeting via zoom because we are an interstate group obviously.

Now is there anything more you want to raise tonight? Thank you for coming. We will announce our next meeting date which will have a guest speaker.

**The Delegates Meeting concluded 8.20.**

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

Meeting commenced 8.00 pm with President Iain Ross as chairman.

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

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

#### **Annual general meeting.**

Attendance and apologies – as recorded for the delegates meeting.

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

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

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

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

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

I cannot stress enough the fact that our movement is entering times of accelerated change. The rapid take up of the electrification of our fleet, introduction of alternative fuels, lack of skills development, and an overall change in the way vehicle ownership is viewed by the wider community all will play into how our pastime develops into the future. We need to ensure that our movement is seen in the best light as a



way of preserving transport heritage and providing a recreational outlet for a large number of generally aging enthusiasts throughout the state. Our member clubs are best placed to ensure that our movement is properly showcased to the community. The Association will play an increasing role in representing the rights of its member clubs and the club members to all levels of government.

I thank all our member clubs for hanging in there during these troubled times and you can be assured the Association will be there bigger and better as soon as conditions permit.

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

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

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

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

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

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

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

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

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

Nominations have been received for the following positions:

**Iain Ross as President. Accepted.**

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

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

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

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

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

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

Philip Johnstone, TSOA	Keith Mortimer, Jaguar Car Club
John Ferguson, Moto Guzzi Club	Andrew McDougall, Alvis Car Club
Laurence Glynn, BMW drivers Club	Allan Fabry MG Car Club
Tony Hall Nissan Datsun Sports Owners Club	Daryl Meek, Goldfields Car Club & VCCA VIC

**All above Nominations accepted.**

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

**AGM concluded at 9.15 pm.**

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

# ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the

**Association of Motoring Clubs Incorporated**

## APPLICATION FOR A SEARCH

Covering the period 1901 to 1984  
(see [www.aomc.asn.au](http://www.aomc.asn.au) for more details)

### Search Fee (inc GST)

Possible information available:

Period	1901-1919	1920-1932	1933-1984
Reg No.	Yes	Yes	Yes
Reg. Date	Yes	Yes	Yes
Eng No.	No	No	Yes
Eng No. changes	No	No	Yes
Make	Possibly	Yes	Yes
Owner Name	Yes	Possibly	No
Owner Address	Yes	Possibly	No
	<b>\$115</b>	<b>\$115</b>	<b>\$90</b>
	<b>Maximum fee \$150</b>		



**PO Box 875  
Springvale South Vic 3172  
Tel: 03 9558 4829  
Email: [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)**

Name		
Address		
		Postcode
Phone	Fax	Email

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

Year/Make/Model		
Engine Number	<b>&lt;= Necessary Information</b> (No Eng Number = No Search)	
Chassis Number	Registration No.	

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

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

Is this the original registration number?      Yes        No        Unsure   

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

<b>Any other relevant information</b>
---------------------------------------

Please find enclosed a       Cheque       Money Order      (Payable to Association of Motoring Clubs)

Please debit this card       Visa       Mastercard      For the Amount of \$

Card Number                 

Name on Card            Expiry Date     

Signature     

it  
Bank Account      BSB **033-039**      Account **480962**

Direct Depos-  
to AOMC

**Please include your surname in the deposit message AND enter the deposit date here**     

Office Use Only

Date Recd/Entered into Register	Cheque Received	Sent to Treasurer	Sent to Search Officer	Reply Date
---------------------------------	-----------------	-------------------	------------------------	------------

# Archived Engine Number Records

## Charges for Information

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

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

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

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

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

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

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

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

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

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



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