

**AOMC News**

**February 2022 - Issue 154**

[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:

**21 Rosalie Street,**

**Springvale, VICTORIA 3171**

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

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

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

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

**Front Cover Photo:** This year the Jaguar Car Club of Victoria celebrates its 60 year anniversary, and our cover has a photo from their archives. The cars all look the same, but the clothing is all very retro!

See the article on the club on page 18 of this issue.

## ASSOCIATION OF MOTORING CLUBS ISSUES & ACTIONS

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

# 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 9.00 am for **display cars**, from 10.00 am for **spectators**.

## **Admission**

Display cars \$15.00 (includes all occupants)

Motorcycles \$10.00

Spectators \$8.00 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.

## **COVID Information**

Admittance to the venue will be within strict compliance with the Government's COVID legislation effective at the time of the show. It is anticipated that this will include QR code to enter, confirmation of vaccine status and any other protocols required by law. Watch our website for updates on Government COVID requirements.

## **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)**

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)**

**For more info contact 0473 832 277 [fb.com/infoaomc](https://fb.com/infoaomc)**

# Important Information regarding Yarra Glen Racecourse entry requirements

## COVID-19 Coronavirus Information - Racing Victoria

*Racing Victoria's (RV) Vaccination Condition of Entry Requirement (Vaccination Policy) is to ensure, as far as is reasonably practicable, that we provide a safe and healthy work environment for those working at our workplaces in the Victorian Thoroughbred Racing Industry.*

*The Vaccination Policy applies to all RV staff, as well as those entering our premises including Licensed, Registered & Permitted Persons.*

*Please note that vaccination is a mandatory requirement for Authorised Workers and others under the Victorian Government's Public Health Directions.*

*Racing industry participants (as well as all others entering racecourse) will be asked to confirm their vaccination status upon entry, as well as to check in to the venue using the QR code. Please ensure that you have linked your vaccination status to your Service Victoria app, or otherwise have your vaccination status available to show upon entry.*

*Racing Victoria will ensure the request for health information and its collection complies with Privacy Laws. Our Privacy Policy which is available on our website at [racingvictoria.net.au/privacy-policy](https://racingvictoria.net.au/privacy-policy).*

*Covid Marshals will be checking QR codes and vaccination status prior to entering the racecourse. Please have log into the QR code when approaching the check in. Hopefully this will save time and minimize traffic delays.*

## From Your Editor

Happy New Year, and welcome to our first edition for 2022.

One thing that has been vital during the past 2 years of our covid 'fog' is the need to keep communications flowing to the clubs on a regular basis, via emails of latest news, the AOMC newsletter and regular news bulletins. To keep this line of communication more regular our newsletter is changing from a quarterly publication to a bi-monthly, meaning 6 issues per year.

New publication dates will be in February, April, June, August, October and December.

Of course, this means I will be looking for more content to publish, so clubs are encouraged to submit articles about major club activities, milestones and club profiles.

With the newsletter now coming to you online, we also encourage clubs to forward each issue to your membership.

In this edition it is pleasing to be able to advertise coming club events. The AOMC website has a page dedicated to club events that should be used to advertise them to a broad audience. Events can be posted on the AOMC website directly via the 'submit your motoring event' button on the club event calendar.

Also in this edition we have the usual news from home and abroad, a very interesting article from Dennis Brooks on a local truck manufacturer, a report on the recent German Auto Show held at Sandown racecourse and club profiles on the Classics Motorcycle Club of Victoria and the Jaguar Car Club of Victoria which is celebrating its 60th Anniversary in 2022.

## Before you visit

Before you visit us, please check for any temporary closures and changes to VicRoads operations and opening hours due to COVID-19. We are contacting all impacted customers directly. Customers at some CSCs are experiencing long wait times. Don't forget—if you can complete your transaction online, we encourage you to do so to limit movement between our sites, and to continue to protect the health and wellbeing of all our customers and staff.

## Appointment-only services

Some of our Customer Service Centres are delivering services via appointment only. See which appointment types are available via the VicRoads website before you book.

Please do not visit us if you're unwell.

## Mooroolbark and Burwood East services moving to Ringwood

Mooroolbark Licence Testing Centre is closing in March 2022 and Burwood East Customer Service Centre is closing in mid-2022.

VicRoads services are relocating to the Ringwood Customer Hub, 110 Maroondah Highway and Ringwood Testing and Inspection Centre at 93A Heatherdale Road, Ringwood.

Appointments for licence testing at Mooroolbark LTC and Burwood East CSC are fully booked up until late March when these services are discontinued. No new licence testing appointments will be made available.

Over-the-counter services will be available at Burwood East Customer Service Centre until its closure in mid-2022

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

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

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

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

# AOMC February Delegates' meeting.

Monday 28<sup>th</sup> February 2022 at 7.30 pm.

**Venue:** Jaguar/Austin Healey Owners Rooms  
21 Rosalie Street Springvale.  
Mel Ref 80 A8

Due to restrictions on the room capacity, bookings are essential.

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

**secretary@aomc.asn.au**

or telephone: (03) 9558 4829

QR code check in and vaccination status also are requirements to attend.

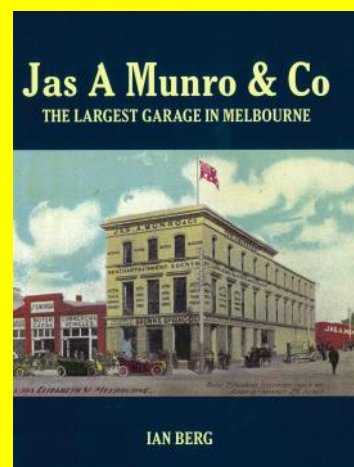
Meals will NOT be available prior to the meeting, but the usual supper will still be provided.

## Guest Speaker: Ian Berg

Ian is a retired finance executive, having worked in Australia and overseas for many years. In recent years, Ian has taken an interest in writing.

His latest book is: *Jas A Munro & Co: The Largest Garage in Melbourne*. The book provides a fascinating insight into an entrepreneur of his age, and it arose out of the chance discovery of a wonderful archival collection that had not seen daylight for decades.

Copies of the book will be available for purchase on the night.



## AOMC Delegates' Meeting Dates 2022

Mark these in your Diary

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

**February: Monday Feb. 28th**

**May: Monday May 23rd**

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

**November : Monday Nov. 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**

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.

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

A maximum of 100 vehicles will be permitted to enter, with preference given to vehicles that competed in the original events and to other vehicles manufactured during the period of the trials: 1921-1926.

Entries will be accepted in 3 Tiers. Preference for acceptance will be in the order of these tiers.

- **Tier 1:** Vehicles that actually contested any of the four RACV events between 1921-1926.
- **Tier 2:** Vehicles of the same make and model as the original contestants of the 1921-1926 trials.
- **Tier 3a:** Other vehicles manufactured between 1921-1926.
- **Tier 3b:** Vintage vehicles up to 1930.

The event provides significant investment in regional Victoria particularly those hard hit by bushfires and then COVID.

**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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# A Melbourne truck maker.

*Thank you to Dennis Brooks (Historic Commercial Vehicle Club) who has supplied this article.*

There are, in mid - 2021, two truck makers in the Melbourne area, International/Iveco at Dandenong and Kenworth/DAF at Bayswater. (Iveco announced assembly closure mid-2022) Gone are Atkinson (Clayton), Ford (Campbellfield [Broadmeadows]) and Leyland (Brooklyn). There were also trucks assembled in local passenger car plants over many years.

In the typical Australian spirit of "having a go" there have been one off special's built by various operators to suit specific operations. The AOMC engine number records show some evidence of this. Some bodybuilders have produced one or two special build units in an attempt to get into a niche market (e.g. Amco).

This is about a Melbourne builder who built four units for a Queensland operation and then a special purpose prototype before the firm closed production.

Birrus Engineering, located in Mount Waverley, started in 1948 as general importers of industrial cleaning machines, bearings, belts, pulleys and other hardware items. Over time they became designers and builders of material handling equipment using pressure and vacuum systems. It was the manufacture of mobile units that led into the truck building venture.

Birrus contacted RFW trucks, then based in Sydney, to assist in the building of an anode carrier for an aluminium smelter in association with other work carried out by Birrus.

RFW had been started by Bob Whitehead in 1969 as an extension of his vehicle conversion and truck suspension work. Between 1969 and 1999 RFW built around 380 vehicles, mainly multi-axle multi-drive trucks for the mining and oil exploration industries and some special purposes buses. They ceased truck building in 1999.

The same year Birrus entered into a 10 year licensing agreement to use the RFW name.

**The Queensland Roadrailer.** In 2000 Birrus and Queensland Rail (Q R) signed a contract to build 4 overhead wiring vehicles, 3 fitted with cranes.

The specification required they drive on the road at 100 km/h, on the rail (a narrow gauge of 1067 mm [3'6"]) in forward or reverse at 30 km/h subject to rail and weather conditions and able to be operated on rail from outside the cabin (in the load area) at 5 km/h.

The result was a 6 x 4 vehicle with a purpose built cabin and fitted with Cummins C Series diesel engine rated at 275 BHP; Allison automatic transmission; RFW reversing gearbox; Eaton tandem rear axle, shortened to suit the rail gauge, riding on Michelin tyres run at non- standard pressures to allow drive on rail by the inner tyres of the rear axle(s).

The three crane vehicles had a tare mass of 15.48 tonne and a Gross Vehicle Mass rating of 24.5 tonne. The vehicles were each valued, for stamp duty purposes, at \$540,000.

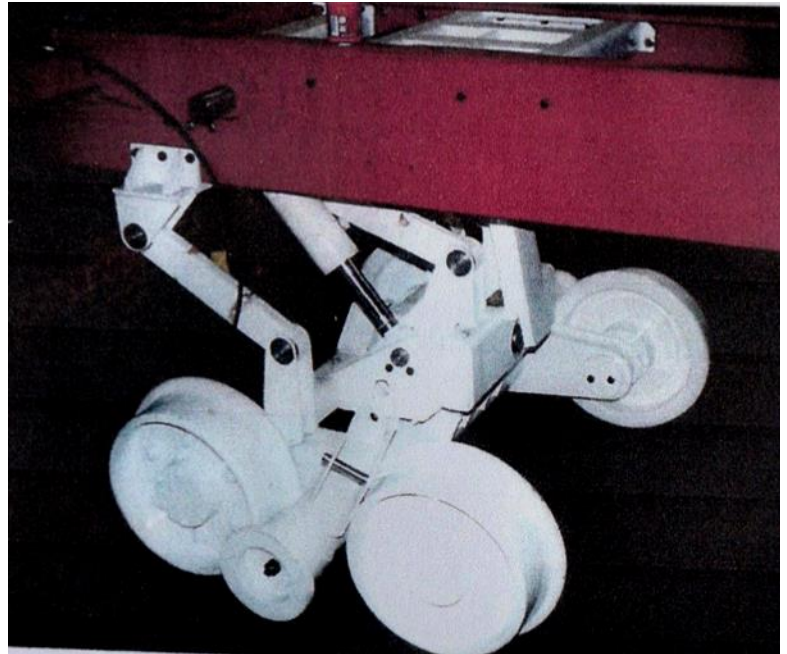


*Demonstration test at Bellarine Peninsula Railway, Queenscliff in December 2000*

The electrical/electronic systems to meet mandatory road and rail operational requirements were considerable. As an example the lighting was required to show the applicable colour depending on whether the vehicle was on road, on rail and in forward or reverse mode.

In rail operation a vigilance switch (dead man's handle) was used which required resetting at intervals or the horn would sound, then the park brake would be applied and neutral selected.

In rail operation the front (steer) axle was lifted and the rear air suspension was locked to provide stability when the crane was in use. The rear rail hydraulic unit was preset to give the degree of load required for driving and braking on rail.



**Rear rail attachment**

The vehicles entered service in early 2001.

In 2010 the freight assets of Q R were sold with one vehicle going to the new freight service operator, two were retained by Q R and received 10 year overhauls in 2011/12 and were still in service in mid-2017. Quite a long service life for a front line commercial vehicle.

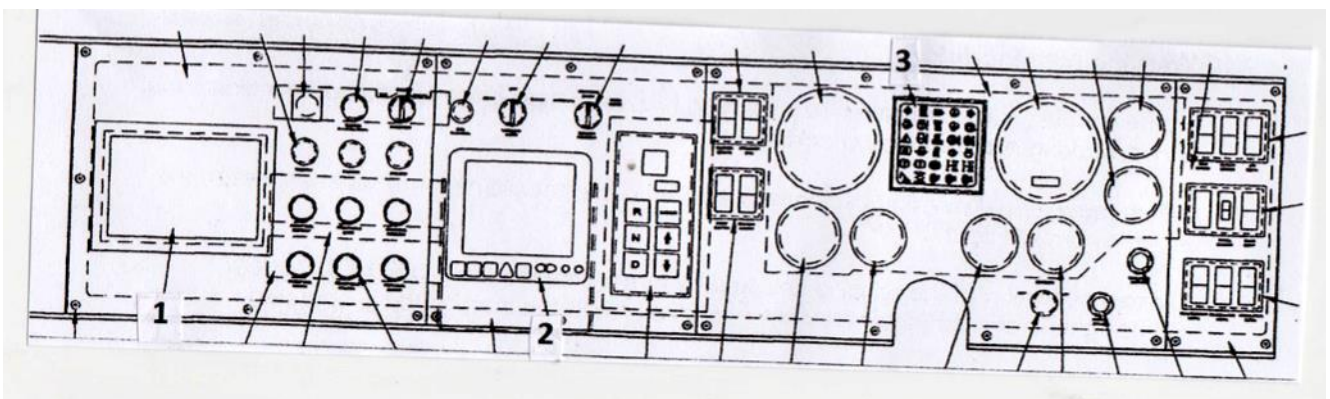
The 4<sup>th</sup> unit was dismantled to provide service parts.

The unit from the freight operator was in the Winton Heritage Truck Museum in August 2019.

The 5<sup>th</sup> and final vehicle built by Birrus was based on a Tatra chassis/cab with a locally fitted Caterpillar 3208 engine, Allison automatic transmission and Twin Disc transfer case and prepared as a prototype fire fighting vehicle. A road accident during delivery killed the driver, the M D of Birrus, and the RFW business was closed down in 2001.

The writer of this piece wrote the operator and most of the service manuals for the vehicles. A 74 page A4 book with technical details of the Q R trucks, a history of Birrus, some of their other work and planned vehicles and a history of RFW Sydney is available.

Contact the writer at [kerue@bigpond.com.au](mailto:kerue@bigpond.com.au) for details.



The rail attachment screen (1) includes a tachometer and records rear suspension damping system pressure, date, time, odometer and tripmeter readings with provision to transfer the data to a computer. The closed circuit TV (2) assists the operator when railing or derailling using cameras at the front and rear rail attachments. The warning light module (3) contains 30 warning lights for vehicle and equipment operation.

# Classic Motorcycle Club of Victoria Inc.

The Classic Motorcycle Club of Victoria Inc. was founded in March 1971 to cater for enthusiasts of Classic motorcycles 25 years and older, of all marques.

Currently we have 350 members with 400 motorcycles on the Club Permit Scheme.

Our Club meets monthly at Sturgess Hall in Deepdene (pre covid) and we regularly have a guest speaker. Once a year we hold a Swap Meet and a Show and Shine meeting.

We publish a monthly journal "Sprocket" electronically and we have recently upgraded our website.

Our Club holds a "Big Ride" (Rally) every 5 years, 3 weekend rallies per year and 5 day rides each month.

Our last "Big Ride" in March 2016 was based at Lakes Entrance for 6 nights, with 4 days of magnificent riding and a rest day mid-week. We were very fortunate to have excellent weather and the 80 members in attendance had a great time.

In 2021 our Club turned 50 and due to covid our planned 50<sup>th</sup> Anniversary Rally has been postponed twice. We are hopeful that we can hold our rally in March this year in Port Fairy to celebrate this huge milestone Anniversary.



*Show & Shine*

In recognition for exceptional services to the Club we have seven Life Members, most of whom regularly attend Club Meetings and events.

Like most enthusiast Clubs our membership is ageing, and we are being as proactive as possible to encourage our passion for Classic Motorcycles be taken up by the next generation to ensure our Club survives well into the future.



*Rupanyup Silo's*

This concern is the current committee's greatest challenge and we embrace this issue with enthusiasm and optimism.

Our Club is no different to other enthusiast Clubs finding members willing to take on committee roles, the age demographic works against us as does the lack of intake of new younger members. What does the future hold in this regard? That's a question our Club and all enthusiast Clubs must be very concerned about.

Our Club places great emphasis on fellowship which is evident at Club meetings where the highlights of the night invariably seem to be the banter between members before the meeting starts and again over supper following the formalities. This fellowship is also prevalent on our Club Rallies when the social and riding aspects are enjoyed equally.

Our Club embodies a strong focus on like-minded people sharing a passion for all aspects of Classic motorcycles and motorcycling.

Ian Snadden

President

Classic Motorcycle Club of  
Victoria



# News from the U.K.

*The following article has been sourced from the December issue of the Federation of British Historic Vehicle Clubs newsletter (page 27) and as the author says, is a tongue in cheek view of being carbon neutral.*

## **A Green Car,** by N. Cairns (an individual supporter)

I own a green car. It is indeed green and what follows is a bit tongue-in-cheek but as today huge companies are claiming to 'offset' their 'carbon footprint' (otherwise called pollution of this planet) by buying up Welsh mountain farms and planting trees, I see no reason we classic vehicle owners cannot follow suit. Whilst my car is painted green, it also has other claims to being green by being more than carbon neutral and in fact well into credit.

It was built in 1952 and the current statistics say the production of one car produces about eleven tonnes of carbon dioxide, one of the gasses causing the greenhouse effect heating up our planet. I've owned the car for 28 years and by now the CO2 produced back in 1952 will have been absorbed by nature. By not buying a new car every three years I have saved the planet the pollution of nine cars, that is 99 tonnes of CO2.

The average car today doing an average of 10,000 miles a year produces about 4.5 tonnes of CO2.

I do an average of just 3,500 miles a year, so my green car puts just over a tonne of CO2 a year into our atmosphere. The car is maintained in excellent condition and well-tuned. I use the Classic Car companies to supply me with spares and have used MG specialists for restoration work, pumping about £41,000 into the UK economy over those 28 years (and not some foreign car maker's profits).

If we do the arithmetic ( 11 tonnes when made; 28 years producing one tonne a year equates to 39 tonnes of CO2) it means I am in credit by about 60 tonnes (by not buying a new car every 3 years). So like those big companies who claim to be carbon-neutral by planting trees and continuing to goods that produce CO2, I claim to be 'greener' than them.

(I also walk, cycle, use my bus-pass and ride a selection of 1950s British motorcycles).





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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*

### UPDATE: SEMA Applauds Public—Private Effort To Save The Bonneville Salt Flats.

**DIAMOND BAR, Calif. (Jan. 19, 2022)** —The Specialty Equipment Market Association (SEMA) welcomes the installation of a new water well and weather and hydrologic equipment used for measuring salt growth conditions as part of its broader Restore Bonneville program. Federal and state funds were released last year to install the monitoring equipment and help increase the volume of salt pumped onto the Bonneville Salt Flats this year to a total of up to 500,000 tons.

As part of the Restore Bonneville program, SEMA and the racing community joined forces with the U.S. Bureau of Land Management (BLM), Utah Department of Natural Resources (DNR), Utah Geological Survey (UGS), and Intrepid Potash Inc. in the collaborative restoration effort. Originally in the 1960s, the racing venue was over 13 miles in length, but the course is now eight miles or less. According to a study by the BLM, the Salt Flats have also shrunk in size from 96,000 acres to about 30,000 acres.

Located in northwestern Utah, the Bonneville Salt Flats are composed of densely packed salt remnants of an ancient lakebed formed over thousands of years. They serve as a unique stage set for movies, commercials, marathons, and rocket club launches, and possess rare physical qualities that make it the perfect venue for land speed racing, such as providing a cool surface that doesn't overheat tires. Since 1914, hundreds of land speed records have been set and broken in a variety of automotive and motorcycle classes. Speed Week, the marquee event at Bonneville, began in 1949, with scores of racers and thousands of spectators descending on Bonneville in the quest for records.

Bonneville serves another important role as a crucial natural resource for potash used primarily in fertilizers. To obtain potash, salt brine is collected in large solar evaporation ponds, from which potash





is separated out and processed. The remaining salt is stored and may then be returned to the Salt Flats as salt brine.

Beginning in the 1960s, the BLM issued leases to the north of Interstate 80, where motorsports racing and other recreational activities take place, allowing salt brine to be collected in open ditches for commercial potash processing. The mine operator began pumping the processed salt back onto Bonneville in 1997 as a result of a pilot project SEMA advocated to create. The Restore Bonneville program will help address salt losses that occurred before 1997, when the potash project was operated by previous companies.

The BLM and DNR signed a Memorandum of Understanding in April 2020 to jointly pursue restoration efforts. The program, which SEMA calls Restore Bonneville, will be managed by DNR, in conjunction with the BLM, and operated by Intrepid Potash. The endeavour is strongly supported by SEMA and the Save the Salt Coalition, a collection of companies, organizations, individuals, and land speed racing teams.

In working with Intrepid Potash, the volume of salt laid down on Bonneville will be increased by updating and improving the efficiency of the current pumping infrastructure and water conservation efforts, which includes rebuilding water wells, covering ditches, and installing new pipes and pumps. Great efforts to use water more efficiently will help achieve the goal to increase the volume of salt returned to the salt flats. It will likely take several years to upgrade the infrastructure and gradually increase pumping volumes.

The summer 2021 installation of the new water well and equipment to measure water evaporation rates and collect scientific data represented a tangible start to the ambitious restoration effort. The program will seek to identify the best ways to take advantage of the salt laydown and study the effects on the salt crust and underlying brine aquifer. For example, the program will consider ways to contain the salt within the large pumping area. If current research proves beneficial, efforts may be extended into the future upon funding availability.

Stakeholders are now identifying projects to be pursued in 2022 and beyond to continue increasing the volume of salt being pumped. While the bulk of the program funding will come from federal and state appropriations, both industry and the land speed racing community will voluntarily help pay the costs. Financial contributions from the racing community are gratefully accepted at [www.savethesalt.org](http://www.savethesalt.org), a 501(c)(3) organization

### **Kansas & Arizona Introduce Bills to Protect Restorers from Prosecution.**

Kansas and Arizona have introduced SAN-supported legislation to allow full restoration of Antique vehicles, including temporary removal of the vehicle identification number (VIN) when necessary. This bill changes existing law to allow for the removal and reinstallation of a VIN if the removal and reinstallation is reasonably necessary for repair or restoration. Currently, enthusiasts who intentionally remove or alter a VIN, regardless of reason, are guilty of a felony and the vehicle is subject to seizure and destruction by law enforcement.

### **Missouri Reintroduces Bill to Eliminate Mileage Restrictions for Historic Vehicles.**

Missouri has introduced SAN-supported legislation (S.B. 796) that would allow historic vehicles to be issued license plates without an annual mileage restriction. Current law limits historic vehicle owners to 1,000 miles of driving for personal use per year. A similar bill was introduced in the state last year and passed the Senate Transportation, Infrastructure and Public Safety Committee but was not considered by the full Senate prior to adjournment.

# Jaguar Car Club of Victoria celebrates – 60 years 1962 to 2022



In 1961 and early 1962 there had been several attempts at forming a Jaguar Car Club in Melbourne but none had come to fruition.

Two like minded Jaguar enthusiasts had a conversation in October 1962 and this led to a dozen or so people meeting at a flat in Prahran. This was to be the inaugural meeting. Office bearers were elected and on

the 14 December 1962 the Jaguar Car Club (Victoria) was founded. The first Tuesday in the month was chosen as their meeting night and that tradition continues to this day.

As the club was established, there was considerable debate over what Jaguar models would be considered for inclusion. SS Jaguars and models produced up to and including 1948 fulfilled the criteria. Post 1948 were considered modern luxurious touring cars and not in the category of “enthusiasts vehicles”.

It was eventually realized limiting models would stagnate the growth of the club.

There was a target of reaching 50 or 60 memberships in the years to come.

Sixty years on we have over 900. We certainly have come a long way.

In the early years members enjoyed autokhanas at country properties, club runs, social outings and public displays. Today we enjoy much the same. Our annual premier events include a Concours & Display Day at Wesley College where we showcase our Jaguars to the general public and a club sporting event, which started in 1980, at Winton Motor Raceway.

There were many and varied meeting places over the years. Malvern, The Danish Club, The Royal Caledonian Society, Camberwell Town Hall and Auburn Heights Bowling Club to name a few. Increased memberships meant larger meeting places were needed.

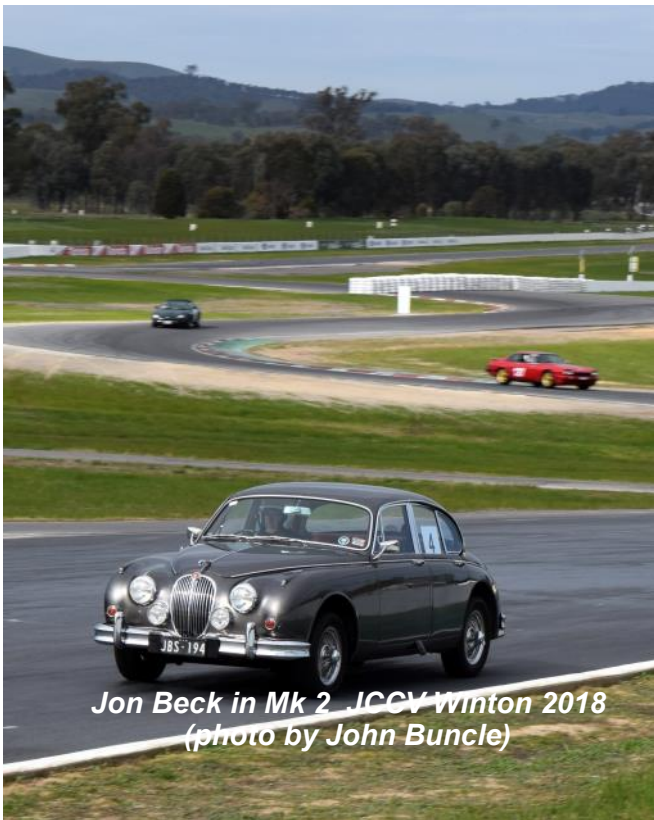
Purchasing our own clubrooms was discussed as far back as the seventies. In 1989 this longstanding vision was raised again. Despite some opposition to the idea, a detailed feasibility study into the concept of buying a property was undertaken and presented to the members and the committee.

Once approved and with the drive and support of a small enthusiastic sub committee we were on our way to raffle an E-Type to raise the required funds. The Austin Healey Owners Club, who had already successfully raffled a Healey, gave generously of their advice and time. This was the most ambitious project our club had ever undertaken.

Members united selling raffle tickets in metro and country Victoria. It was a huge success and with funds in hand we joined with the Austin Healey Owners Club to purchase a property to transform into shared clubrooms. Our clubrooms in Springvale were opened in April 1993. It has been a successful joint ownership now for 29 years.

Our sixtieth year is an amazing milestone. We have 10 Model Registers, 6 Country Registers and a Sporting Register. Each one plans events and activities for members to participate in. We all enjoy getting out as a group of like minded enthusiasts on the open road in our Jaguars.

The very essence of belonging to the Jaguar Car Club of Victoria is sharing a passion for Jaguars and working together to ensure the club thrives and continues into the future.



*Jon Beck in Mk 2 JCCV Winton 2018  
(photo by John Buncle)*



**1972 Autokhana**



*JCCV & AHOC shared clubrooms bar area*

## RETURN OF GERMAN SHOW A RAGING SUCCESS

The BMW Drivers Club of Melbourne has successfully held the German Auto Show with more than 500 German cars going on display at the famous Sandown International Raceway.

Having taken the organising reins from the VW Club of Victoria at the start, who had run the event for seven years prior to the cancellation of 2020, the club was forced to wait another year to host the show due to last year's event also being a victim to COVID-19.

However, it was a case of third time the charm for the event with no major restrictions being put in place and allowing the event to proceed.

With the weather providing perfect conditions and a large team of volunteers putting in days of hard work, the event eventually went ahead with more than a thousand people coming through the gates and spending hours at the event.

From the minute the event opened, the steady stream of people didn't stop as passionate car enthusiasts of all ages came and enjoyed both the car displays and the extra entertainment put on.

Throughout the day, awards were also given out to the best presented and most popular cars in nine categories/marques.

Some of the most notable award winners included the Best BMW Driver of Keith Olsen and his E9 CSL Batmobile, Murray Allen's 1952 220 Cabriolet A being dubbed as the People's choice, Patrick Fielding and his i8 Roadster winning President's Award and the 1936 Mercedes Benz 50K of the Dymond family, which won the Best in Show.

The event also raised funds for Beyond Blue, which saw \$10,5000 donated to the Australian mental health and wellbeing support organisation – more than double the club had anticipated.

BMW Drivers Club of Melbourne Vice President Jo Mawson was thrilled with the day and how it turned it, thanking all the people who helped it get ahead.

"To have over 500 German cars and 1000 walk-ins on a bright sunny day at an iconic race track was a fantastic cocktail for success and we were absolutely stoked with how it turned out," Mawson said.

"Our volunteers were amazing, hardly stopping for a break. We had a fantastic turnout of over 40 volunteers and there were no issues.

"On behalf of the club, I would like to thank our major sponsors for the day Shannons Insurance, who brought their Super Rig and John Bowe along to entertain all our attendees. Traction Tyres/ Yokohama, Bell Motorsport, Jay Leno Garage Products, All Commercial All Residential, Southern BM, Makulu Vehicle Storage, German Auto Haus, E30 Racing, Victorian Flag Marshalling Team, SONAX, Adex Detailing, German Tivoli Club.



“We would also like to thank all our volunteers who gave so much of their time, without them we would not have been able to achieve such an amazing day.

“We are not sure who will be running this event next time, but it grows and grows each year and I am sure 2023 will be even bigger and better.”

**2022 German Auto Show winners**

**Best BMW** – Keith Olsen E9 CSL Batmobile

**Best Other** – John Brook-Smith – Messerschmitt

**Best VW** – Neville Thomas, 1962 Micro Bus

**Best Porsche** – (sorry no name was given) 2016 Cayman GTS

**Best Audi** – Peter Davis, 1988 Quattro

**Best Mercedes** – David Pye, 2021 GT black

**People’s choice-** Murray Allen, 1952 220 Cabriolet A

**President’s Award** – Patrick Fieding, i8 Roadster

**Best in Show** – Dymond Family, 1936 Mercedes Benz 50K





## Protecting our mobile heritage in a net-zero future

At a time when climate change and the need for clean air are of huge global concern, FIVA (the *Fédération Internationale des Véhicules Anciens* or international federation of historic vehicles) has agreed on a powerful new strategy at its annual General Assembly, held online on 20<sup>th</sup> November from Munich, Germany.

“FIVA’s new strategy shows support for the commitments arising from the Glasgow climate summit, but also aims to protect the vital cultural importance of the historic vehicle movement,” says FIVA president Tiddo Bresters. “These two aims are in no way contradictory.”

FIVA fully supports the national and international focus on sustainability, involving a shift to ‘cleaner’ vehicles. But it also asks that:

- We remember the importance of our cultural heritage – both the historic vehicles themselves and the global network of enthusiasts’ clubs and social groups that pass our mobile heritage on to future generations;
- We work to stimulate interest among the younger generation by looking at the best youth-oriented projects around the world;
- We educate younger people about the eco-friendly nature of historic vehicles, not least because of the sustainable use of materials and resources;
- We lobby – at a local, national and international level – to ensure historic vehicles can keep moving on public roads;
- Organisations that champion cultural heritage, such as FIVA, UNESCO and many others, work together to promote the value of the living preservation of historic vehicles;
- We communicate our aims and explain their importance not only to historic vehicle enthusiasts, but to anyone who believes in the importance of history, culture and the human factor behind it all – and how this can help us to contribute to a sustainable future.

Concludes Tiddo Bresters: “Even in a net-zero future, the cultural importance of our mobile heritage must be protected. Yesterday’s vehicles on tomorrow’s roads will help us to enrich and enjoy the future.”

## FIVA announces the winners of its international creative competition

The 2021 winners of FIVA’s annual creative competition have been announced, after a vibrant response from historic vehicle enthusiasts around the world, from India to Portugal to Australia. Held in conjunction with the annual United Nations’ International Youth Day, FIVA (the *Fédération Internationale des Véhicules Anciens* or international federation of historic vehicles) asked entrants to share a photograph or a sketch/painting/illustration of how they ‘Restored the Passion’ this year with their historic vehicle.

“Our aim was to set a challenge that would bring a little spark of joy into the gloom of the pandemic, focusing on young and young-at-heart enthusiasts,” explained Nataša G. Jerina, vice-president of FIVA. “We at FIVA believe that if there’s one positive message to take away from the pandemic, it’s the value of the precious gift of quality time – time spent getting back to the garage, getting our hands dirty, sharing laughter and making memories.

“While we had entries from all over the world, we’d like to give a special mention to the country with the strongest participation, displaying their passion with an array of numerous works of art. Perhaps unexpectedly, this country was – Ukraine!”

The winners from the Sketch/Painting/Illustration category are:

- 1) Andriy Duleba, Ukraine (47 years old)
- 2) Karina Zalievska, Ukraine (16 years old)
- 3) Viktoria Ostrovska, Ukraine (9 years old)

A special prize goes to Peter Vasiliadis from Australia.

The winners from the Photography category are Jehangir Foroogh from India (over 18) and special recognition for excellent work to Viktor Khodееv from Ukraine and Francisco Nogueira from Portugal.

The winners will be presented with gifts, thanks to the support of our global partners Pirelli, Motul and Glasurit, to whom FIVA is most grateful.

The president of the Ukrainian Automobile Club (UAC), Anatoliy Shumskiyis, commented, “We are sincerely grateful for such a high assessment of our candidates by FIVA. Next year we will send even more artworks for the competition and strongly advise the same to our colleagues all over the world.”

Concludes Jerina, “Although FIVA runs this competition just once a year, we are always eager to hear from young enthusiasts all year round.” If you have a story, a drawing or a photograph to share, please send it to Nataša G. Jerina at: [n.grom.jerina@fiva.org](mailto:n.grom.jerina@fiva.org)





Photos: BMW Drivers Club Melbourne

# BMW DRIVERS CLUB WINS INTERNATIONAL AWARD

**The BMW Drivers Club Melbourne (BMWDCM) celebrated the new year with a major international honour, having been named as the BMW Clubs International's BMW Club of the Year for 2021.**

With every BMW club in the world eligible, the award recognises the exceptional collective efforts of only one club per year through the passion, dedication and hard work of its volunteers. It is not awarded every year, only when an exceptional Club is nominated and proves worthy. The award has only been given out seven times.

*"The only reaction I had in that moment was just 'wow', along with a lot of tears"*

The BMW Club of the Year award also reflects the clubs' efforts in the promotion of growth, social responsibility, and their vitality.

With the Melbourne based club being nominated and approved out of more than 700 other BMW clubs around the world, BMWDCM Vice-President Jo Mawson was thrilled to win the prestigious award.

"It feels amazing honestly. We are so honoured to win such a prestigious award and to be known as the Best

BMW Car Club in World is a massive achievement." Mawson said.

"It still doesn't feel real, and you have a look at all the other BMW clubs in the world and to know that your club is number one in the world is just unthinkable. I am so proud of our team.

"In just under four years we have come such a long way, and to receive the call New Year's Eve regarding the award was just unbelievable.

"The only reaction I had in that moment was just 'wow', along with a lot of tears. I called all the committee members immediately to let them know and they couldn't believe it either. We were all so shocked and surprised, but we all knew the Club thoroughly deserved it.

Formed in 2018, the BMWDCM was established to provide a mix of social events, driver training, motorsport and opportunities for members to enjoy their cars with other likeminded individuals in a friendly, family-based environment.

As part of its affiliation with Motorsport Australia, BMWDCM also conduct driver training and motorsport days at various circuits around Victoria.

Mawson said it was a privilege for the BMWDCM to become the first Australian BMW club to win the award.

"Being the first Australian club to win this award reflects the hard work our team has put in behind the scenes and it's a real credit to our whole team, and our members" Mawson added.

"It isn't just a few select people. It is a whole team award, and I cannot

stress that enough. I am so lucky to get to work with the best team and now we are all able to celebrate this award together. This award is for all the members, they are who make our club what it has become today.

Motorsport Australia CEO Eugene Arocca congratulated the club for its award.

"We often celebrate the international achievements of Australian drivers and officials, but I am equally thrilled to be able to congratulate the BMW Drivers Club Melbourne on receiving this honour," Arocca said.

"Like officials, Motorsport Australia affiliated car clubs are the lifeblood of grassroots motorsport and are one of the first stops for anyone who wants to join our community.

"The BMW Drivers Club Melbourne is one of the many clubs that do so much for the sport at a grassroots level and it's fantastic to see the club being recognised for its efforts.

"It is an outstanding achievement, and everyone involved in the club should be extremely proud." ■





## Coming Club Events

The following few pages promote events that are being staged by car clubs around Victoria. It's great to be able to announce club events that are happening again.

Further information on any of these events can be found on the AOMC website (in the Club Events calendar section), or by contacting the event organisers.

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

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



### TWO THEMES DISPLAY

#### British Sports Cars



#### Italian Cars And Bikes



**Display Opens 2<sup>nd</sup> April**

Gippsland Vehicle Collection Sale Rd Maffra



**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)**



Ballan District Vintage Machinery & Vehicle Club Inc.

# Ballan's Great Vintage Rally Sunday 20th February 2022

Featuring This Year:

- \* **Fantastic Big Tractor pull, great action for all the family!**
- \* **World's Biggest Ronaldson Tippett Museum with 50 engines**
- \* Fabulous Handcrafts
- \* Variety of Old Time Wares
- \* Tools, Axes, Chainsaws etc.
- \* Model Trains operating
- \* Delicious hot & cold food
- \* Huge old Engine Start-ups
- \* Vintage Stationary Engines
- \* Working Demonstrations
- \* Classic Cars & Trucks
- \* Sheep Shearing Demos
- \* Classic Motorbikes
- \* Model Aircraft Displays



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



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

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

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

Enquiries: Jason Palmer 0409 557 541, Evan Ould 0488 376 589, Martin Ball 0447 820 005

**SHANNONS**  
**AUTO Caffeine**  
SATURDAY  
19th February 2022 | 7am-11am  
LOCATED AT SHANNONS AUCTIONS • BRISBANE • MELBOURNE • SYDNEY  
Brisbane – 107 Fison Ave, Eagle Farm, QLD  
Melbourne – 40 Corporate Drive, Heatherton, VIC  
Sydney – 22 Lambs Rd, Artarmon, NSW  
**COFFEE & FOOD VAN ON SITE**  
Check out the Auction vehicles on display and catch up with our Shannons team on the ground for all things Insurance, Events & Auctions

# RENAULT ROUND-UP 2022

presented by the **RENAULT CAR CLUB OF VICTORIA**

Sunday, @ Mornington Park, on the foreshore  
February 20th, 2022

show starts 9:30am  
ends 3:00pm

**Trophies Awarded**

- Best Renault in Show
- Best post-2001 Renault
- Best 1980-2001 Renault
- Best Alpine
- People's Choice
- Best pre-1980 Renault
- Best Sporting Renault

\* Gondwaa, A&A

ALL RENAULTS and ALPINES WELCOME

The Renault Round-Up is open to ALL Renaults and Renault-powered vehicles of any model or condition

FREE Entry to Show

So easy to get to; turn right off Peninsula link, drive to the water

Music Raffles Awards Club Shop Door Prize

Cars can arrive from 8:30 am

RENAULT CAR CLUB OF VICTORIA  
renault-car-club-vic.org.au

# Charger

CLUB OF VICTORIA



## SHOW 'N' SHINE 2022



### GREAT FOOD AND BEER

THE AUSTRIAN CLUB  
90 SHEEHAN RD  
HEIDELBERG WEST

SUNDAY 6TH MARCH 2022  
10-3PM  
\$5 ENTRY PER CAR

**ALL MOPARS WELCOME**



ALBY PARIS  
PH: 0418 241 140

## 2021 Geelong Revival 4th to 6th 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

# BALLAN VINTAGE SWAP MEET

SATURDAY 5TH  
MARCH 2022

BUYERS CAN EXPECT TO FIND THE FOLLOWING VINTAGE & CLASSIC ITEMS FOR SALE:

- CAR PARTS
- TRUCK PARTS
- MOTORCYCLE PARTS
- TRACTOR PARTS
- STATIONARY ENGINES
- FARM MACHINERY
- VEHICLES FOR SALE
- VEHICLES FOR DISPLAY
- COLLECTABLES



OLD BALLAN RACECOURSE  
RACECOURSE ROAD, BALLAN

STALL HOLDERS: GATES OPEN AT 7:00AM - \$20 PER SITE  
PUBLIC: GATES OPEN AT 8:00AM - ADULTS \$5, CHILDREN UNDER 16 FREE

ON SITE CATERING  
DOGS MUST BE ON A LEAD. NO ALCOHOL. NO GLASS.

ENQUIRIES: JASON 0409 557 541 OR BEN 0411 189 520

EVENT SUBJECT TO COVID-19 RESTRICTIONS THAT APPLY AT THE TIME OF THE EVENT.  
COORDINATED BY BALLAN DISTRICT VINTAGE MACHINERY & VEHICLE CLUB INC.  
AND BALLARAT ENGINE & MACHINERY PRESENTATION SOCIETY INC.

# Yarra Glen 2022 Swap Meet



## Vintage Cars Parts & Accessories

Garagenalia - Collectibles - Trade Displays  
Show & Shine  
Vintage and Pre-War Cars

## Sunday 13 March 2022

Yarra Glen Racecourse - Armstrong Grove, Yarra Glen Vic

Gates Open

Sellers 6:30am - Buyers 7:30am - Show n Shine 8:00am

Site Fees - from \$20

Entry - \$8 (children u12 free)



The Vintage Drivers Club  
www.vintagedriversclub.com.au

Site Booking & Enquiries - [yarraglenswap@vdc.org.au](mailto:yarraglenswap@vdc.org.au) or Iain 0473 832 277

Onsite  
Catering

# 11th HISTORIC VEHICLE SHOW



BALLARAT BRANCH

Vintage & Classic Vehicles, Trucks, Caravans, Motor Bikes, Nostalgic Speedway Cars, Engines & Machinery, Ride-on Racing Mowers on display.

MOTORING MEMORABILIA.

Red Bus, Jumping Castle, Face Painting, Mini Circus, Food Stalls, Vendors,

Free Scenic Ride, Rocker Cover Racing.

**Chunes Showgrounds Vic.**

**Sunday 13th March 2022 9am—4pm**

Labour Day Long Weekend - Admission Adult \$10, children 1/2 free

**EXHIBITORS FREE**

(Includes driver and one passenger per vehicle)

- Saturday arrival & setup for exhibitors
- Evening meal Saturday
- Camping available on site

Further details:

- Ian Glasson 0407 847 703
- Barry Dodson 0408 510 842
- Murray Pope 0429 434 306
- Jon Paine (CAMPING) 0459 654 413



# Picnic on the Lake

Sun Country Historic Vehicle & Machinery Club Inc Registered Number A0033546M



## Yarrowonga 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)



Returning to our traditional Sunday in April 2022!



Enjoy the most relaxing historic vehicle event in northeast Victoria and spend a great day with friends in Chiltern.

Wander the historic streets of Chiltern at your own pace with a self-guided walking tour. Visit the wonderful National Trust buildings or simply relax with a picnic on the shore of Lake Anderson. Visit [www.explorechiltern.com.au](http://www.explorechiltern.com.au) for further information.

**April 10**

**Chiltern  
Cancer  
Cruise  
2022**

**Sunday  
9am - 2pm**



This will be a COVID Safe event. Please abide by the rules and regulations in force at the time of this event. Check with organisers regularly for updates.

**DONATION  
\$5.00  
PER CAR  
OR BIKE**



Proudly coordinated by



Celebrating the memory of the late motoring enthusiasts John Jameson, Kelvin Duke & Bruce Gibbens - dedicated supporters of the Chiltern Cancer Cruise.



**Advance warning! Please note date for 2022.**



**100  
YEARS**



**WARRNAMBOOL  
National Rally  
2022**

We are excited  
And you are invited!

**National Rally**  
Saturday 9th April - Thursday 14th April

Celebrate 100 years of Austin Sevens  
whilst exploring this beautiful part of Victoria  
Come have a whale of a time in Warrnambool!

Enquiries: [2022rallyinfo@gmail.com](mailto:2022rallyinfo@gmail.com)

# 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



## 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

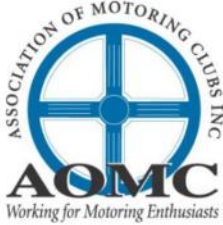
General Public Welcome  
Open @ 10am.  
Entry \$10.00 per person.  
Programs \$2.00.  
Children under 16 free.

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

  
**ALL PROCEEDS  
TO THE  
KALORAMA CFA**



Sponsored by  
**RACV**



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**

## ENGINE RECORDS SEARCH SERVICE

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

The advantages are both to the user and the AOMC.

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

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

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

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

## TALES FROM THE AOMC ENGINE RECORDS

### Popular vehicles and registration numbers

Examination of the registration numbers on some makes of vehicles reveals a disproportionate percentage of some number ranges. We have previously discussed the MG make.

In 1954 the Triumph TR (Triumph Roadster) sports car was produced. The TR001-TR999 series of Victorian registration numbers was first released about March 1951 and so ever since 1954, Triumph TR owners have attempted to get these early registration numbers for retrofitting. Also, those registration numbers with TR in the prefix eg. ATR, BTR, CTR have been similarly popular with Triumph TR owners.

The RR001-RR999 series of registration numbers were released in July 1950 and Rolls Royce owners have similarly sought these early numbers for their vehicles. When the Range Rover was released in Australia there was an increased demand for this RRxxx series.

Later when personalised plates were introduced with their 2 alpha 4 numeric style, the MGxxxx, TRxxxx and RRxxxx were popular; with a few lucky people securing the appropriate year 19xx of their particular model.

When the JAG001-JAG999 series was released in June 1964, Jaguar owners were quick to take them up. In the mid 50s there was probably less general interest in securing the GMH prefix for the Holden than now. With the demise of the British Motor Corporation (BMC) and waning general interest in these vehicles perhaps the BMC prefix was not much in demand. Note that the GAS prefix was used by the Gas & Fuel Corporation for their fleet vehicles.

The introduction of Custom registration plates gave some more choice for the innovative owners to create a number appropriate for their vehicle model.

If you want to know the details of your vehicle - perhaps to establish originality, explore family car history or just to settle a bet then the AOMC Engine & Registration Record Search Service may be useful. See the application form at the back of the AOMC Newsletter for details. A copy may also be downloaded from the AOMC Web pages at [www.aomc.asn.au](http://www.aomc.asn.au)

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

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

## Contact Details

Name \*

*First*

*Last*

Email

Phone #

Mobile#

Street Address

Suburb

Postcode

## Search Fee (Incl. GST)

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

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

## 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)	\$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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