

Newsletter

May 2017 - Issue 136

www.aomc.asn.au

Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

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AOMC Office

**21 Rosalie St,
Springvale, 3171**

Postal address:

**PO Box 875
Springvale South 3172**

Tel: (03) 9558 4829
Email: secretary@aomc.asn.au
Web: www.aomc.asn.au

Front Cover:

*The Robert Shannon Memorial Award winner from the American Car Show in March
19 year old Justine Ewings and her 1958 Cadillac Sedan De Ville*

CONTACTING THE AOMC:

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

AOMC OFFICE, 21 Rosalie Street, Springvale, VICTORIA 3171

ABN 90 979 750 693- INCORPORATION REG # A731A

Telephone: (03) 9558 4829

Postal Address : PO Box 875
Springvale Sth., 3172

Email: secretary@aomc.asn.au

Website: www.aomc.asn.au

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

www.facebook.com/infoAOMC

NOTICE TO CLUBS AND MEMBERS

PRIVACY POLICY

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

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

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

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

NEWSLETTER NOTES

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

NEWSLETTER EDITORS

Items in the AOMC Newsletter can be copied/retyped without permission, provided that the AOMC source is properly acknowledged. We send out information packages from time to time, and also ask that you establish a regular AOMC News segment in your newsletter. There is much to tell and for the survival of our hobby, good and frequent communication of our news with your membership is paramount. Please ensure the Association is on your Newsletter mailing list to enable the update of its database of club office bearers and contact information, and to publish information concerning significant club events in the Newsletter. Newsletters should be posted to the AOMC at 1/3 Edgecombe Court, Moorabbin, Vic. 3189

WEB MASTERS

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

CLUB CONTACT INFORMATION

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

DISCLAIMER

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

Robert Shannon Foundation

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

***Applications for 2017 must be received by the AOMC by
30 May 2017***

REPORTING A CPS VEHICLE

If you see a vehicle that either:

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

Then send:

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

To: AOMC 21 Rosalie Street,
Springvale, 3171
or email to: secretary@aomc.asn.au

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

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IMPORTANT NOTICES

The AOMC has a new home.

From January 2017, the AOMC office is now based at 21 Rosalie Street, Springvale. Delegates meetings and seminars will also be held at this address.

Please note the new address, mailing and telephone details.

21 Rosalie Street, Springvale 3171

P.O. Box 875, Springvale South, 3172

Tel.: (03) 9558 4829

Email: secretary@aomc.asn.au

Website: www.aomc.asn.au

Do you want to get more traffic to your WebPages?

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

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

Risk Management Toolkit

Following the presentation given at the 16th May Delegate's meeting, the RACV and AOMC are pleased to be able to provide an excel spreadsheet, and instructions, that allows clubs to put together their own risk management plans.

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

PRESIDENT'S REPORT

Welcome to the cooler months in Victoria, also a chance to and enjoy our fantastic driving roads whilst taking in the beauty and colour of the autumn to winter transition and not have your car overheat.

The past few months have been the busiest on the motoring calendar, for the association our two biggest shows, the RACV Classic Showcase and the Shannon's American day have been done and dusted. We as enthusiasts have also enjoyed many club runs, swap meets and events from purely social events to the ever popular Kalorama Rally to world class showpieces such as the Phillip Island Classic.

Some great news on our shows front, with the return of the Aussie Car show in 2018. The event will be held on Australia Day at Yarra Glen Racecourse and will feature some fine home grown talent. Whilst on the topic of shows, I can also confirm that the RACV Classic Showcase and the Shannon's American Day in 2018 will also be held at Yarra Glen, with no parking fees, live entertainment and activities and greater community involvement. So save the dates now for the Classic Showcase on Sunday 25th February and Sunday 15th April 2018 for the American Day

We have our foot on the pedal for coming events too. National Motoring Heritage Day at Bellarine Estate will be a great opportunity to get your vehicles on the road and allow the public to see our motoring heritage be it truck, bike or car being driven and on display – vehicles are meant to be on the road not locked in a shed, so please come down to the magnificent Bellarine Peninsula and show the public just what wonderful motoring history we have in Victoria.

Also coming up are our two feature seminars for the year.

- Our **Business Seminar** on June 17th targets issues on legislative compliance, financial management, effective committees and current management issues for clubs and will be presented by our guest speaker from "Conscience Governance" We will also be discussing club magazines and publications with two guest speakers, one presenting on what works on engaging readers and how to go about this and a printer talking about differing ways of creating and circulating club publications and maybe how clubs can save some money and time in the process. The final session will explore the black hole that is Social Media - the different tools, how to use it, what should clubs do (and what not to do) and some good management strategies on this area – bookings will open shortly.

- Our **Restoration Seminar** will have a variety of guest speakers presenting on everything from powder coating to pinging engines and a lot more in between - stay tuned for the final details and save the date of July 22nd now.

It is interesting to hear the many conversations that are taking place in the motoring landscape at the

moment on how the values of classic vehicles are rising. It would appear that cars that were daily drives for many of us only a few years ago (well it seems like a few but that could be me ageing gracefully) are now worth significant dollars. On the same theme, I'm sure many of you would have noticed people being pleasantly surprised at seeing period vehicles out on the road with comments like "my mum/dad/grandparent used to have one of those" or "I learnt to drive in that car". These conversations have sat sub-consciously with me and actual made me start to wonder why both of these are ringing true. I think the answer lies in the fact that our classics no matter what their flavour are different and stand out from everything else that is on the road. There is no doubt that motoring has progressed significantly over the years and current vehicle see advancements in safety economy and creature comforts. However there is something almost homogenous in their design with even the more expensive of marques not looking markedly different those that are more affordable. This was emphasised during a recent family holiday to Thailand where a vehicle is a method of transport for most and to some a status symbol. In Bangkok on the street were two parked vehicles, a brand new luxury car (deliberately not mentioning make and model but read AUD\$200k+) and a classic very original looking Datsun 240Z, it was the 240Z that was attracting all of the attention from passers-by and this was obvious despite the language barrier. In my humble opinion the values and interest are factors of everything from the design, sound, colour, chrome and the entire experience being so different to any modern vehicle no matter the price tag. With this in mind we all should ensure that our insurance policies reflect real replacement values for our vehicles, a conversation with your friendly insurer will not only give you quality advice but ensure that if the unthinkable should happen you are appropriately compensated.

I close with two tips for those of us who have vehicles on the Club Permit Scheme. Make sure you write your full name as per your driver's licence in your logbook on every entry, ie not just initial and surname, and please make sure you have your permit sticker fixed to you windscreen. By following the rules and stamping out abuse we can all do our bit to preserve the best historic vehicle permit system in Australia

Finally I take the opportunity to give remind you of Historic Winton on the 27th & 28th May, always a stellar event. Until next time, drive safely and get out and enjoy all the benefits of club life and historic vehicle ownership

Keith Mortimer
President - 2017

May Delegates Meeting
Monday 29th May
Time: 7.30pm
Note New Venue:
Jaguar/Austin Healey Owners Rooms
21 Rosalie Street Springvale.
Mel Ref 80 A8

Apologies & Enquiries: Tel: (03) 9558 4829

Email: secretary@aomc.asn.au

Guest Speaker: Sandy Cameron:
The Australian born aviator and his
association with Armstrong Siddeley



Bundaberg born "Bert" Hinkler made the first solo, single engine powered flight from England to Australia in February 1928, as well as a number of other record breaking flights during the late 1920's and early 1930's.

The astute Brisbane based Armstrong Siddeley dealer saw a promotional opportunity and made the most of it, which became front page news in the newspapers of the day.

The story of this record breaking feat, the esteem of his home town, and the history that has flowed from it will be related by Armstrong Siddeley Car Club Delegate, Sandy Cameron at the next meeting to be held on Monday May 29th at the Jaguar/Austin Healey Club Rooms.

Meals arrangements:

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

Bookings essential (for catering purposes) and must be made to the AOMC office
Tel.: 9558 4829 or email: secretary@aomc.asn.au by Friday 26th May.

AOMC Windscreen Stickers

At the February Delegates Meeting, batches of AOMC windscreen stickers were distributed to Delegates.

These stickers are to be distributed to **ALL** club members to display on the windscreen of their daily driver with their registration renewal date written on the side facing the driver.

There have been reported instances (isolated) of renewals not being received and vehicles falling out of registration due to the owner not realising it was due. This is a useful reminder of when your registration is falling due.

Clubs who have not received their allocation yet can pick them up at the May delegates meeting, or otherwise they will be posted out to you.

Remember to distribute one to each of your members.

Extra stickers can be ordered through the AOMC at a nominal cost.

VicRoads News and Information

Trade apprentice registration discount

Are you a trade apprentice using your car for work? If so, you could be eligible for a discount on your next annual renewal!

About the discount. If you're eligible for the trade apprentice discount you can get 50% off your 12-month car registration and Transport Accident Charge renewal fee.

Am I eligible? You're eligible for this discount (or a refund of the discounted amount) if you meet the following criteria:

- you're an apprentice registered with the Victorian Registrations Qualification Authority (VRQA) in an approved course.
- you're using your own car, ute or van (up to 4.5 tonne GVM) for approved work purposes (we'll need to verify this with your employer)
- you hold a current Victorian driver licence
- you've received your registration renewal in the post.

Please note, this discount is not applicable for:

- learner drivers
- 6 month registration renewals
- applicants with expired, cancelled or suspended licences
- more than one car per applicant
- cars registered in someone else's name
- cars with any other concessions (except for hybrid and electric passenger vehicle concessions) You can apply to have your concession removed by calling 13 11 71.

How to apply

1. Gather your information: To apply online you'll need to provide your:

- First name, last name, date of birth, email and phone number
- VRQA registration number (you can usually find this on letters from the VRQA or you can call your Apprenticeship Support Network Provider)
- registration number of your car that you use for work
- driver licence number.

2. Complete an online application

To complete your application you'll need to:

- set up your myvicroads account (if you've already registered with myvicroads, log in and scroll to the bottom of the page to find the link to the trade apprentice discount application)
- make sure your employer is supportive of your application. Even if you're approved, if your employer can't verify you're using your car for work purposes, you'll be sent an invoice for the amount you need to make up.

If you're eligible, you'll be approved on the spot and can pay your discounted rego online. If you're having trouble applying or can't find what you're looking for visit our Customer Help Centre.

* A card payment fee applies for VISA and MasterCard transactions.

What happens next? Once you've applied for your discount or refund, we'll process your application within 7 working days.

If your registration is due to expire during this time (and you need to use the car on the road), please pay the full registration fee to make sure your vehicle stays registered. We'll give you a refund if you're eligible.

If you've been approved for a refund, we'll send you a cheque in the post. If you don't receive your cheque within 14 working days of your confirmation email, please call us on 13 11 71.

OBTAINING YOUR CLUB'S CLUB PERMIT LIST FROM VICROADS

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

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

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

CALENDAR OF EVENTS

This calendar is a platform for promoting your club.

To have your events included –

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

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

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

Most events listed are obtained from newsletters and magazines received by AOMC.

Important notice.

AOMC and its contributors rely on the information supplied for events to be correct.

It is advisable to confirm details of the event with the contact noted.

May 2017

7:- Drive Back In Time. Annual event organised by the Beechworth Old Cranks Motor Club. Car show attracting over 200 vehicles last year from across the state. All classic cars/bike most welcome. 10am to 3pm. Venue – Ford Street, Beechworth. Contact: Peter Deith on 0427926196 for details

21: National Motoring Heritage Day. AOMC Cavalcade of Transport.

The AOMC is organising a Cavalcade of Transport to celebrate Australian National Motoring Heritage Day.

The venue this year is Bellarine Estate, 2270 Portarlington Rd, Bellarine.

There will be meals available in the very popular restaurant, or order a hamper.

Bookings are essential on tel.: 5259 3310.

As well there will be food vans and a community barbeque, or bring your own picnic. There is no BYO alcohol allowed.

Venue: Bellarine Estate, 2270 Portarlington Road, Bellarine.

Times: Gates open 10am for display vehicles, public entry from 10.30am.

Cost: Gold coin donation with proceeds to local employment for youth service.

Enquiries: www.aomc.asn.au tel.: 9890 0524

26-28: Historic Winton. Conducted by the Austin 7 Club with the assistance of the HMRV Historic Winton - Honouring the Past. Australia's largest and most popular all-historic motor race meeting presents two big days of non-stop racing. The event will feature over 400 historic racing cars and motorbikes from the 1920s to the 1980s plus a huge heritage display of veteran and vintage vehicles. Festivities commence on Friday 26 May with the Benalla & District Classic Car & Motorbike Tour, followed by the Historic race event and heritage display will be held on Saturday 27 and Sunday 28

May 2017.

Celebrations at 2017 Historic Winton include:

110 years Douglas and Excelsior motorbikes, 90 years Volvo, Ford Model A, Austin 16, 80 years Lancia Aprilia, Vauxhall 10-4, Austin 18, Rob Roy Hill Climb ,

70 years Ford Pilot, Austin Princess, Austin Sheerline, Peugeot 203, Standard Vanguard, Austin A40, Jowett Javelin, Lambretta, 60 years Jaguar XK150, Fiat 500 Nuova, Lotus Elite, Lotus Seven, Nissan Skyline, Wolseley 1500, Toyota Corona, Vauxhall Victor, Wahgunyah Speedway, 50 years Aston Martin DBS, Chrysler VE Valiant, Fiat 125, Ford Falcon GT, Holden Torana, Simca 1100. Historic Winton displays: Shannons Classic Car Park featuring car and bike clubs plus special interest vehicles. Heritage Display featuring vintage tractors, steam engines, vintage caravans, vintage speedboats, model planes, vintage speedway cars and bikes, micro cars, cycle cars, pedal cars, push bikes, dragsters, veteran and vintage cars / motorcycles. . Spectator access to the Competition Paddock with fabulous old racing machines on open display . Raceway entry fees: Sat \$30, Sun \$35, weekend \$60, children 16 and under n/c, competition paddock \$5. Camping at the track: \$25/head per night. Camping enquiries: Winton Motor Raceway 03 5760 7100. . Friday 26 May 2017 - Benalla & District Classic Car & Motorbike Tour. Be part of the Benalla & District Classic Car & Motorbike Tour assembling 9 am on Friday 26 May in front of the Benalla Art Gallery, situated in the Benalla Botanical Gardens. No gravel roads. Red plate vehicles welcome. The tour concludes with a 'Shine & Show' display. For details, please contact the Benalla Visitor Information Centre on 03 5762 1749. .

<https://www.facebook.com/Historic-Winton>

<https://twitter.com/HistoricWinton>

27-29: Shannons Nationals Round 2 – Venue – Phillip Island Raceway. The Shannons Australian Motor Racing Nationals provides a variety of internationally and nationally recognised categories to go racing. From the very fast Formula 3 Open Wheelers and exotic European GT Racers, to the thumping V8 Touring Cars and Sports Sedans, the

Nationals have something for everyone. Exciting racing, a variety of quality cars and extensive television coverage on SBS Speedweek and Fox Sports SPEED TV Australia has attracted a lot of attention. The Nationals continues to be a series of must-see events for Australian motorsport enthusiasts.

June 2017

10-12: Shannons Nationals Round 3 – Venue – Winton Raceway. The Shannons Australian Motor Racing Nationals provides a variety of internationally and nationally recognised categories to go racing. From the very fast Formula 3 Open Wheelers and exotic European GT Racers, to the thumping V8 Touring Cars and Sports Sedans, the Nationals have something for everyone. Exciting racing, a variety of quality cars and extensive television coverage on SBS Speedweek and Fox Sports SPEED TV Australia has attracted a lot of attention. The Nationals continues to be a series of must-see events for Australian motorsport enthusiasts.

11: FB & EK Holden Nationals - Royal Park Launceston. The FB to EK Holden nationals is a 2 day event with the Saturday sign in day followed by a cruise and evening meal. Sunday is the show & shine day with anyone with a FB to EK most welcome to join in.

17: AOMC Business Seminar.

A seminar for club officers to present information to assist with the running of incorporated clubs. Presenters will cover topics including club management, publications and social media.

**Saturday June 17.
8am for 8.30 start.**

**Venue: Austin Healey - Jaguar Clubrooms
21 Rosalie Street, SPRINGVALE (Melway 80 A8)
Reservation required.**

July 2017

22: 2017 Club Winter Seminar

"Restoration Services"

The AOMC again presents its very popular Restoration Seminar, with speakers and trade stalls on various topics to assist with restoration projects.

8.30 for 9am start (Finish by 1pm)

Check in and Refreshments from 8am

**Venue: Austin Healey - Jaguar Clubrooms
21 Rosalie Street, SPRINGVALE (Melway 80 A8)
Reservation required.**

CAVALCADE OF TRANSPORT BELLARINE ESTATE

To celebrate National Motoring Heritage Day



SUNDAY 21ST MAY 2017

Bellarine Estate, 2270 Portarlinton Road, Bellarine

Gates open at 10am for Display vehicles (10.30am for spectators)

Veteran, Vintage, Classic, Historic and Collector vehicles

Restaurant meals available (see over for details)

Food vans, Barbecue

Cellar Door Wine/Beer Tastings

Live music - Kids Entertainment

Restoration Workshop

Free bus to the Drysdale Community Market, Drysdale Steam train

Entry to the venue by gold coin donation



For more info: www.aomc.asn.au 9890 0524

**Contact AOMC Office at:
secretary@aomc.asn.au**

A full list of presenters will be published on the AOMC website closer to the date

30: Ford Flathead Festival - An annual show day for all Ford Enthusiasts to recognise the contribution of flat head engines to Ford cars. This display is open to all Ford Flathead cars from 1903 to the end of the Flathead era in 1962. This will be the 3rd time the festival has been held and in previous years there were over 100 interesting cars on show. Non-club members especially welcome as no membership required!! If you don't have a car, just come along and take a look. Food & Drink available on site or BYO. This year the RACV is supporting the event and providing marquee shelter at Caribbean Gardens. It's also Henry Ford's birthday, so the 2017 FFF is set to be a great day!

When: Sunday 30th July 2017 (Henry Fords birthday – What better way to celebrate than with a Ford car show!!)

Where: Caribbean Gardens & Market Enter from Ferntree Gully or Stud Roads Scoresby

Time: 10 a.m. to 2 p.m.

Admission: Adults \$2.50 pp Pensioners & Children under 13 y.o. \$1.00

This annual event is a combined display day for all Flathead (Side Valve) Fords. Organisation this year is by The Early Ford V8 Club Victoria.

Contact details of contributing clubs are:

Early Ford V8 Club of Victoria *Contact : Jackie Thompson 0409 562 515*

FORDCA (8 & 10 HP SV Fords)*Contact: Bill Ballard 03 9762 9974*

Model T Ford Club of Victoria *Contact: Bruce Csorba 0425 749 273*

Model A Ford Club of Victoria *Contact: Rob Turner 0428 686 816*

For more information about the event refer to <https://www.facebook.com/Caribbean-Gardens-and-Market-115215961877495/>

August 2017

28: AOMC Delegates Meeting.

The August AOMC delegates meeting will be held at a regional venue in Gippsland.

Full details to be confirmed.

September 2017

23-24: Melbourne to Maffra Run - This Run is open to All Vehicles over 15 years of age (as of the start of the run.) So what is it??? It is a gathering of a group of like minded motoring enthusiasts that want to enjoy their toys. It is not a competition, rather a leisurely drive/ride through some of West and Central Gippslands most picturesque countryside. It is a 2 day run from Berwick to Maffra and return. The suggested route is on picturesque sealed country roads in West and Central Gippsland. A map and directions will be given to you but if you choose to take your time there are also Points of Interest that you may want to visit on your way to Maffra. The distance is around 180 Miles or 300 Kms and a back up vehicle will follow the suggested route and be contactable by telephone on the Saturday. On Sunday 24th September, you will have the opportunity to join in the Tops OFF for Cancer Day at the Museum which will be run by GVC along with the Maffra Cancer Council. Meals included in your entry. Your lunch and afternoon tea on Saturday are included in your entry fee. Accommodation is to be booked by yourself in the Maffra/Sale area.

For more information call Ian on 03 5147 2118 or Sue Lawrence on 0428 456 614 **OR** email: Ian Kennedy:- iankennedy.7@bigpond.com or Sue Lawrence:- s62lawrence@gmail.com Details are also on the website for GVC - www.gippslandvehiclecollection.org.au

January 2018

26th: Aussie Car Show

The AOMC will be hosting the Aussie car Show at the Yarra Glen racecourse on Australia Day 2018.

February 2018

25: AOMC Classic Showcase.

The AOMC will staging the 2018 Classic Showcase, for British and European vehicles, at the Yarra Glen Racecourse on Sunday February 25th.

April 2018

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

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

1 April 2018, 21 April 2019, 12 April 2020

CODE RED AND EXTREME FIRE RATING DAYS

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

AOMC Delegates Meeting Dates 2017

Mark these in your Diary

Delegates meetings are to be held on the Fourth Monday of February, May, August and November. The dates for 2017 are as below.

Monday May 28th

August tbc

Monday November 27th

AOMC Business Seminar.

Saturday June 17.

8am for 8.30 start.

Duration: approx. 4 hours

A seminar to present information to assist with the running of incorporated clubs.

Presenters will cover topics including:

- Club management,
- Legislative compliance,
- Publications & newsletters,
- Social media

Morning Tea supplied.

**Venue: Austin Healey - Jaguar Clubrooms
21 Rosalie Street, SPRINGVALE**

(Melway 80 A8)

Reservation required.

2017 Club Winter Seminar

"Restoration Services"

The AOMC again presents its very popular Restoration Seminar, with speakers and trade stalls on various topics to assist with restoration projects.

Date: Saturday July 22

Time: 8.30 for 9am start

(Finish by 1pm)

Check in and Refreshments from 8am

**Venue: Austin Healey - Jaguar Clubrooms
21 Rosalie Street, SPRINGVALE**

(Melway 80 A8)

Reservation required.

**Contact AOMC Office at:
secretary@aomc.asn.au**

A full list of presenters will be published on the AOMC website closer to the date



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AOMC/RACV Classic Showcase

Flemington Racecourse, Sunday February 19th

Classic Showcase 2017 Award Winners

Best Pre war European Vehicle
1928 Alfa Romeo 6C Zagato
supercharged roadster - Damien Banko

Best Pre war British Vehicle
1938 Morris - Ray Nicholl

Best Commercial Vehicle
1938 Morris eight utility - Brian Jackson

Best Motorcycle
1952 Norton - Dennis Hurley

Best Post War British Vehicle
1951 Triumph Renown - Chris Burgess

Best Post War European Vehicle
1956 Peugeot 203C - Allan Horsley

The Robert Shannon Award
Ryan Rotar Jaguar Mk2
Justin Mortimer, Duncan Campbell
Wright, Nicholas Lloyd

Best Club Display
Mercedes Benz Club of Victoria

Presidents Award
1938 Volvo PV56 - John Johnston

Car Of The Show
1953 Austin Healey BNI Roadster -
Bill Ingham



AOMC/RACV Classic Showcase

Flemington Racecourse, Sunday February 19th



SHANNON'S AMERICAN CAR SHOW

Flemington Racecourse, Sunday March 5th



SHANNON'S AMERICAN CAR SHOW

Flemington Racecourse, Sunday March 5th



TROPHY WINNERS SHANNONS AMERICAN MOTORING SHOW 2017

Best Pre War Vehicle

David Provan - 1907 Cadillac Model M

Best Custom

Tina & Stuart Barrie - 1958 Desoto

Best Muscle Car

Brian Dowell - 1971 Dodge charger

Best Post War 50's-60's Classic

Barry Haley - 1963 Ford Thunderbird

Best Classic Fins

Robert Bond - 1959 Dodge Coronet

Best Hot Rod

Carole Unuka - 1934 Chevrolet Hotrod

Best Motorcycle

Kon Delesantis - 1980 Harley Davidson

Best Commercial Vehicle

Paul Ryan - 1982 Dodge Ram 150

Best Rambler /AMC Vehicle

Candice Osborne - 1969 AMX Rambler

Best Convertible

Charlie Trimbole - 1965 Thunderbird

Presidents Award

Karl Share - 1968 Chevrolet Corvair Monza

The Robert Shannon Memorial Award

Justine Ewings - Age 19 1958 Cadillac
Sedan De Ville

Best Club Display

Mustang owners Club of Australia (Victorian
Division)

Car of the Show

Ross Baron - 1933 Ford V8 Sports Tourer



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AOMC Club Permit Handbook (Issue October 2015)

Additions and Amendments as at April 2017

The following are recent additions to the FAQ's in the Club Permit Scheme Handbook, which is available from the AOMC. Most of these additions come from the August Delegates meeting at which VicRoads representatives outlined the M Plate scheme.

Q.61 I am attending a club rally over a few days. Can I pre-fill some entries in my CPS log book to cover the period of the rally?

A. No. Regulation 157(6) of the Road Safety (Vehicles) Regulations 2009 does not allow permit holders to complete or partially complete entries in a logbook which relate to a future day. This means, no entry can be made relating to a day other than the current day of use. Completion of a future date entry (full entry or partial) constitutes a breach of the logbook obligations established by Regulation 157 and could be considered a breach of club permit conditions (Regulation 157A). It should be noted that if a breach of logbook conditions occurs, VicRoads could suspend the permit (reg. 157E (b) on the grounds that a log book condition has not been complied with. (Added April 2016)

Q.62 My Club has a Family Membership class; can one of my children (who falls within the Family Membership class), put an eligible vehicle on the CPS in his own name (or does he need to pay dues for his own individual club membership)?

A. For the purposes of Part 3.4 of the Road Safety (Vehicles) Regulations 2009, Regulation 155 of the above regulations allows a person "who is a financial member of an approved club to apply for a club permit for an eligible vehicle". "Financial member" is defined in section 152 to mean "a current member who has paid any applicable membership dues for the relevant period".

Thus, it is the Club that determines what dues are applicable. Provided the club considers the person to be a member without dues owing, they are a financial member for the purposes of Part 3.4. So, "financial member" would cover a family membership, provided the applicable family dues have been paid. Similarly, if someone is awarded lifetime membership and no financial dues are payable by them, they will be a "financial member", as there are no applicable membership dues for them to pay. (Added August 2016)

Revision

Q.43 What are the requirements for a Club and a Member's family when the holder of a Club Permit dies?

A. VicRoads advise that it is the Club's responsibility to advise VicRoads **in writing** of the death of a Club Permit holding member and the termination of financial membership of the Club. Similarly, the CP holder's family/estate administrator should also advise VicRoads of the death of the CP Holder. In the case of a spouse, VicRoads will update the existing club permit into the name of the surviving spouse, for this to occur, VicRoads must be provided with:

- A statutory declaration stating the permit holder is deceased and that the person seeking the permit to be transferred is the spouse of the deceased person, **and**

- A letter from the Club Secretary confirming that the spouse to whom the permit is to be transferred is a current financial member of the club.

In addition to the above, the administrators of the estate of the CP holder should obtain a copy of the VicRoads publication *Deceased Estate Pack*. (July 2016)

Q.63 A car is locked away, the owner is not financial or is deceased. The club is unable to retrieve the CPS number plate ?

A: The Club is not required to seek the plates to be returned back to the club that signed the permit. The vehicle cannot be used if the permit lapses and the plates should be returned to VicRoads. The club is not responsible for retrieving the CPS plates. It is the permit holder's responsibility or their representative for returning or destroying the plates if the permit lapses. (August 2016))

Q.64 What is the timeframe for a VASS ? is it 30 days like a RWC ?

A: Yes it is 30 days, however if the vehicle is previously modified, and the VASS was originally done, VicRoads will accept the old VASS if the Vehicle has not been modified beyond this. For a new application for new modifications, then 30 days for the VASS and RWC. However for an existing modification it depends on:

1- If VicRoads were aware of this modification previously – then VicRoads will have the records and you are not required to produce the VASS. However VicRoads may not have these records readily accessible.

2 - If the modifications were undertaken previously under the appropriate documentation at the time and it was accepted, then providing this should be sufficient evidence.

3 - If the modifications were done as part of a compliance import (ie. Ford imports Factory LH drive cars modified to RHD and has the factory compliance from that time then this is sufficient, as VicRoads registered this in the first instance and the modification plates quite clearly demonstrate the modifications. (New Aug 2016)

Q.65 How is an imported LHD Vehicle and converted to RHD to be treated (eg. Mustangs)?

A: Any imported vehicle with a LH to RH Drive conversion either performed in Australia or overseas, is required to go on M Plates. There were a number of different ways these LHD vehicles could come into the country:

- Factory imported and converted,
- Single vehicle import more than 25 years ago, or
- A recent import.

In any event, the vehicle will have needed to be certified at the time or certified now and regardless how or when it was modified. As it is modified it will get an M plate. This provides certainty that the certification has occurred and VicRoads is aware of this.

As an example, a Canadian Car with a certified RHD conversion was placed on the CPS before 31 Jan 2015 with H plates. Such a vehicle would go on M plates if it were put on the CPS today.

A further example of a Factory Import (Ford executive first owner) and certified on original registration as RHD (as evidence by the vehicles history & compliance) – then this is an example of an H Plate and the M Plate not required.

H Plate to M Plate Transfers.

There are 3 reasons why your existing H Plate Vehicle with modification will go onto M Plates:

- Voluntarily elect to change over to M plates from H Plates.
- Your Club elects to convert any modified cars to M Plates that were on H Plates
- If your vehicle is defected by Victoria Police.

(New Aug 2016)

Q.66 Are CPS Plates going to be made available in American sizes?

A: No. This would be an added complexity and would increase costs. (New Aug 2016)

Q.67 How should a Historic Rally car prepared to the original 1970's rally specifications be treated for CPS?

A: Any modification to the vehicle needs to be viewed in light of compliance with VSI 33, 8 etc. Any new application for CPS will need to go onto the M Plate. A historic vehicle or originality for the original spec rally car is not the criterion for the H plate. (New Aug 2016)

Q.68 How is an individually constructed vehicle purchased 40 years ago, eg. a Ford GT40 replica to be treated on the CPS?

A. These were based on an individually constructed vehicle and the VASS signatory will have created a single representative manufacturer's vehicle certification and as such, an M Plate would be required. (New Aug 2016)

Q.69 Can a company enter a vehicle into the CPS under its own name?

A. Yes. In fact the CPS application form has provision for a company to do this.

However! Clubs which have adopted the Victorian (CAV) Model Rules may have to review the membership requirements as it applies to their club. Any club that use bylaws to provide additional rules applicable to their particular requirements e.g. life membership is not covered in the Model Rules.

The Model Rules only nominate 'any person' may be a member. CAV recommend that a bylaw to reflect company membership of a club be used to clarify the membership situation.

A typical format revision would be – (Refer to part 3 Division 1 (Membership) Rule 8 of Model Rules). Delete – 'Any person who supports -----'.

Add (bylaw)

1. Membership of the Association shall be open to:

- An individual person
- A registered business/corporation.
- A club. (*Words taken from AOMC constitution*).

2. A registered business/corporation (*company*) may apply for membership in its own name.

3. A *company* applying for membership will appoint a representative. The representative will have the authority of the company to:

- Exercise voting rights as required. (1 vote).
- Sign CPS applications and/or renewals on behalf of the *company*.

4. The *company* membership fee shall be determined by the committee.

Note. The authority of the representative should be confirmed in writing to the club by letter on *company* letterhead or use of VicRoads form *Authority to act as an agent for registration*. (New Mar 2017)

Q.70 How do you display an original registration plate on a CPS Vehicle ?

A: You cannot. The vehicle would need to be fully registered. (New Aug 2016)

Club Permit Scheme Handbook

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

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

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

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

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

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

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



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

HANDBOOK
October 2015

From the U.K & Europe

The following report on the volatility of fuels was published in the April edition of the Federation of British Historic Vehicle Clubs news magazine.

FUEL NEWS

Manchester XPAG Tests, Modern Petrol – Volatility Paul Ireland

The Federation contributed some financial support to this series of tests in 2016. Paul Ireland has kindly written a summary of his findings for this Newsletter.

Introduction

To investigate the problems of running classic cars on modern petrol, a series of tests has been run on a 1940s twin SU carburettor XPAG engine at Manchester University School of Mechanical, Aerospace and Civil Engineering.

Why an XPAG? Almost the first thing people say is “Why test an XPAG, they are an old engine, designed in the late 1930s and only fitted to MG T-Types”. While it would have been ideal to test a range of engines, the high cost of installing the engine in the test cell prevented this. In practice, the XPAG or ‘X’ series engines were used in virtually all Morris and Wolseley cars until 1956, including the many thousands of the Morris 10/4 Utility cars & vans made during WW2.

The XPAG is a good compromise. Its long stroke bottom end shares a great deal with earlier engines, while the cylinder head design is virtually identical to the A and B series engines fitted to later cars. It also demonstrates the problems of running with modern fuels very well.

Petrol consists of over 300 different hydrocarbons. Measuring the volume of fuel that evaporates as a sample of petrol is heated gives a distillation curve for that fuel. The graph below compares the distillation

curves of the different fuels used in the Manchester tests and that of 1930s petrol which remained virtually unchanged into the 1970s.

The curve for modern 95 octane forecourt petrol (blue line) compared to 1930s petrol (the orange dotted line) shows that classic petrol is much less volatile, especially at typical engine bay temperatures. This increased volatility of modern petrol is at the heart of the problems suffered by classic car owners.

A petrol engine produces colossal quantities of heat. Unfortunately, only around one third of this heat energy is converted into power to move the car forward, the remaining two thirds is waste heat, most of which goes into heating the engine bay.

At Manchester, the highest petrol temperature in the carburettors when running at full power was 42°C. Not sufficiently high to cause problems.

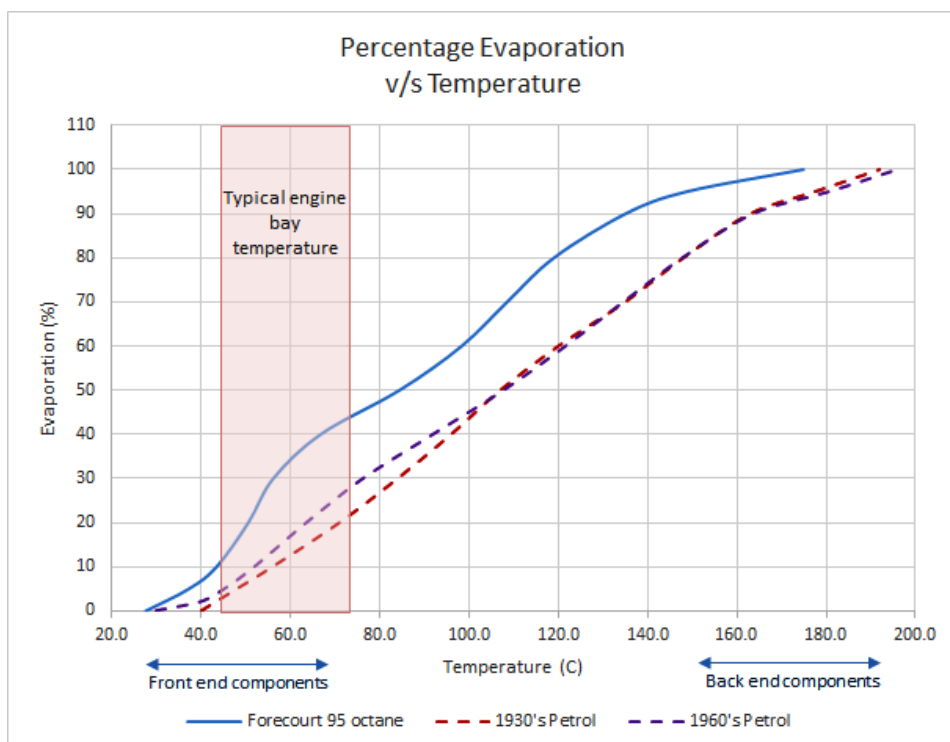
A thermal image shows the blue float chambers silhouetted against the white (300°C plus) exhaust manifold. Despite being positioned less than one inch above the exhaust manifold, the petrol flowing through the carburettors is keeping them cool. After the engine was stopped, the tests showed the carburettors were being heated by hot gasses coming from the engine through the inlet manifold, not by heat from the exhaust manifold: thus demonstrating that it is not obvious how the carburettors are being heated.

In slow moving traffic, two effects work to increase under-bonnet and petrol temperatures. Although the engine is running at low power and producing less heat, the rate at which heat is lost is reduced, there is less air flow through the engine bay. In addition, petrol is flowing more slowly through the carburettors and has more time to heat up. When the engine is switched off, petrol stops flowing and its temperature will continue to rise as heat soaks out of the engine, exhaust and radiator.

The distillation curve for 95 octane fuel (left) shows a rapid rise in the volume of fuel evaporating between 45°C and 70°C. As the fuel boils, vapour bubbles in the petrol result in the carburettor delivering a much weaker mixture. This is what causes the engine to stop or prevents it from restarting.

The best way to address this problem is to use a petrol with fewer low temperature components, more like the 1930s petrol. This reduces the volume of fuel that will boil as the engine bay gets hotter.

Unfortunately, it is not possible make any specific recommendations for two reasons. Firstly, the regional UK fuel distribution industry is served by around 14 different refineries, all of which produce slightly different base stock.



NEWS FROM INTERSTATE

NSW

Secondly, there are three different grades of fuel are sold throughout the year:

Winter fuel - October to April.

Intermediate fuel - April to May and September to October.

Summer fuel - June to August. This will probably have fewer low temperature components.

In practice these dates are not fixed and will vary with ambient temperature and the turnover at any particular filling station, making it virtually impossible to know what grade of petrol is being sold.

The data above indicates super grade fuels are possibly less volatile. However, it is worth trying different brands to find out which petrol and grade gives the smoothest performance and will reduce vaporisation problems.

It is important the engine is properly tuned. Even a few percent reduction in efficiency, probably not noticeable in normal road use, will increase the amount of waste heat. The cooling system should also be working efficiently. Electric radiator fans help keep air circulating but may make matters worse. In slow moving traffic, they are drawing hot air through the radiator and blowing it into the engine bay. It is also worth fitting a timer or equivalent circuit to ensure any electric fans continue to run for around 5-10 minutes after the engine has stopped.

Anything that can be done to keep the fuel system, particularly the carburettors, cool will help reduce the severity of the problems caused by the low temperature volatility of petrol. An infrared thermometer or thermal imaging camera is the ideal way to identify hot spots. Unfortunately, as soon the bonnet is opened, the temperature profile will change. As an alternative, digital multi-meters with thermocouples are now inexpensive and provide the means to allow your passenger to accurately measure the temperature of the fuel system even while a car is moving.

Unfortunately, there is no magic solution to this problem but with care it is possible to reduce its severity.

NSW began their log book trial in December 2016, under the name 'Classic vehicle Scheme'. (CVC).

A Memorandum of Understanding (MOU) between the Australian Confederation of Motoring Clubs NSW Ltd (ACMC) and the Roads & Maritime Service (RMS) has been signed, to allow the ACMC NSW Ltd to operate the scheme, which is the same as the Rally registration Scheme run by CAMS and AMSAG.

In January this year a forum was organised by the ACMC to discuss the new system.

The ACMC consists of the following bodies:

- Council of Motor Clubs
- Australian National Street Machine Association
- Australian Hot Rod Federation
- Council of ACT Clubs
- Motorcycle Council of NSW
- NSW Southern Motoring Association
- 4WD NSW & ACT
- Drag Ens Hot Rod Club NSW

Many CMC affiliated classic car clubs attended the new Classic Vehicle Scheme (CVS) meeting hosted by the ACMC at the Greyhound Social Club at Yagoona on January 21.

More than 160 car enthusiasts gathered to hear the latest on the Historic Vehicle Scheme log book trial and the newly introduced regulations for the CVS for modified vehicles which are 30 years or older.

After a very comprehensive description of the process for registering vehicles on the new CVS scheme provided by meeting chairman, Terry Thompson OAM, the floor was thrown open to questions.

Much of the questions centred on eligibility for the new scheme especially the certification process for registering classic vehicles with significant modifications. There was also discussion about changing regulations over the years in relation to converted Left Hand Drive vehicles.

Cars which stay within the Vehicle Safety Information (VSI-6) document - jointly developed by the RMS and Vehicle Safety Standards Committee thanks largely to the efforts and input of the ACMC - may self-certify if their modifications stay within the guidelines.

Those that have had more significant changes to their vehicles must be certified by an authorised Vehicle Safety Compliance Certificate Scheme (VSCCS) certifier (engineer).

It is important to note that cars on the existing Historic Plate scheme can remain so at the discretion of individual clubs - provided they are in substantially in original condition with only period accessories and options allowed.



The authors 1949 MG TC, which has a similar engine to the one tested at Manchester.

CLUB PROFILE: Vincent HRD Owners Club.

The Vincent HRD owners club of Victoria has been active since 1965 with Anne Ruth a young English lass as the President for several years.

It began as a family orientated club, as the bikes were still reasonably modern at this time and the owners were younger men with wives children and mortgages, but 56 years on our demographic has changed to a point where our average members age is now 64 years old.

In this time period our weekend rides and social events have gone from Santa Clause with gifts for the children to barbecues held with Vincent related workshops to keep people riding.

Our oldest regular rider has just turned 83 and our youngest rider is 23 years old.

*Our job is to provide a meeting place and to arrange suitable displays and events for Vincent HRD motorcyclists in particular, and those with an interest in products of the Vincent HRD Company Limited.

*To promote and encourage the riding, restoration and preservation of Vincent HRD motorcycles to a high standard.

To foster the collection, restoration and /or preservation of products of the Vincent HRD Company other than motorcycles.

*To disseminate information to Members through the publication of a newsletter called "998" which shall contain articles, advertisements, association activities and contributions from members.



*To provide to Victorian Section Members a spare parts service of components suitable for Vincent HRD motorcycles.

*To develop a spirit of comradeship with similarly established sections of the Vincent HRD Owners Club worldwide.

*To promote the interest of the Association and its members generally, and to do all such things as are incidental or conducive to the attainment of the above purposes.

Our Club calendar includes short rides to places of interest, barbecues and workshops at members homes, long distance touring, short club runs, National and International Rally's and riding together to motorcycle events.

Our club meetings venue is at the Leinster Arms Hotel situated at 66 Gold Street Collingwood, Melbourne. Held the first Friday of every even numbered month starting at 8pm. People with an interest in Vincent HRD products are welcome to attend.

Bob Allan
President
The Vincent HRD Owners Club
Victorian Section

Tyres, Tubes and Things.

A Velocette owner recently had an issue where the tyre on his machine would lose pressure over night, not flat, but losing ten to fifteen pounds. Enough to make riding exciting to say the least! After an inspection for nails etc. and changing the valve to no avail a deeper investigation was carried out. Removal of the tyre and tube revealed no obvious holes or tears, however with the tube inflated and submersed in water an area the size of a twenty cent piece showed signs of abrasion and numerous fine air bubbles i.e. the source of the leak. New tube time, (new tube had been fitted with new tyre a couple of thousand miles ago). An inspection of the same area of the tyre as the abrasion on the tube failed to reveal any nail or sharp object on the inside of the case. But there was a "QA" paper

sticker, which showed obvious signs of distress. This label is being added in the inspection process as part of the Quality Control procedure, all good except when it causes failure of associated parts.

Now when fitting new tyres it is strongly recommended that ANY sticky labels be removed from the inside (outside would be a good idea as well) of the new tyre carcass as the movement between tube and tyre will cause damage to the tube. Now as the vast majority of tyres these days are tubeless, therefore above situation doesn't exist so has come off the RADAR of tyre manufacturers. The seriousness of the situation has had UK suppliers (Dunlop etc.) change their QA procedures to place the stickers on the outside of the tyre carcass.

When having new tyres fitted, as most of us do, make sure they check the inside of the tyre for objects if a non tubeless tyre is fitted.

Now in the past it was recommended to change the inner tube at the same time as the tyre. This particularly applied to car tyres which would get twenty thousand plus miles or four or five years wear before being replaced, motorcycle tyres on the other hand could be down to the wear limit after as little as 2 thousand miles. The problem now it that the general motoring public uses tubeless tyres which of course don't use tubes, as a result they are being produced in some dubious factories. Faults that have manifested themselves are valve stems tearing out (even when correctly inflated), splitting along seams or just splitting. So choose wisely before fitting a new tube, known brands, from a reputable supplier used to fitting tubed tyres. ak. Antique Tyres etc.

A comment has been made that new tubes loose their pressure, well tubes made of Natural Rubber, a redish

colour (which is porous as against butyl rubber, black, which doesn't leak). Natural rubber will lose pressure over a couple of months, which is something most classic vehicle owners can live with along with checking oil (something modern owners never do).



KALORAMA RALLY 2017

I'm sure most of you know that the Rally was first held in 1956. Interestingly, it was almost an accident that the rally was held then as it was originally the Kalorama Floral Display, held over Easter 1956. But in order to present a bit of variety, it was decided that some Vintage Cars would be displayed on the Monday. And from there the Kalorama Rally was born. So 2017 was its 61st. year.

There were a couple of initiatives the Committee came up with this year. For the first time, a "Featured Marque" would be nominated. This year it was Alvis. A special display area was reserved at the centre of the oval, with all other cars flanking them in 3 circular rows around the oval. About a dozen Alvis were featured, all except one, a fine TA-21 example being pre-war. They were a fantastic feature.

The second was to invite the Yarra Valley Machinery Preservation Society to present a working display of stationary engines. They embraced that invitation with a great deal of enthusiasm and put on a fantastic working display, which, in my view, added an extra dimension to the day and was very popular with all on the oval. Society members are a really friendly bunch who ooze enthusiasm for their hobby.

All up we had around 300 cars on display. Cars from all eras—Veteran, Vintage, PVT, Postwar, Classics and other more recent vehicles, the criteria for display being any vehicle over 25 years of age. However, in the 'Spirit of the Rally' most were pre or immediately post war.



Additionally there was a good turnout of Vintage Motor Cycles. They also add a different dimension to the display and their presence has helped the Rally assume its identity of years gone by.

Will the Rally endure? Last year, there was a kerfuffle regarding the use of the oval, but thankfully that is now well behind us. The newly elected Mayor of the Yarra Range Council, Noel Cliff, attended and was chauffeured to and from the oval by our ever supportive George Hetrel in his magnificent 540K Mercedes. Noel is right behind the event, stressing on the PA the importance of community involvement in fund raising. He mentioned that, according to the Council's research, the benefit is about 10 to 1, meaning the spin off from such occasions is much more substantial than simply counting the dollars on the day.

So all in all we had a fantastic display. We have yet to "do the sums" but we would expect the CFA to benefit by around \$6,000, a much needed injection which will fund equipment upgrades. Many thanks to all who attended and all the volunteers without whose help and input this event would never be possible.

Keep the end of March 2018 free in your diaries. We are at risk of a "code red" fire danger if we hold the event early in the year and are beholden to the Australian Grand Prix later in March, but "watch this space".

Paul Edgar

Minutes of the February 2017 AOMC Delegates meeting

Held at the Jaguar/Austin Healey Rooms

Monday February 21st at 7.30pm

Chair: Keith Mortimer, President AOMC

There were 112 delegates in attendance representing 82 clubs.

Chairman Keith Mortimer welcomed delegates to the new AOMC meeting and office venue. As well as the office and meeting facilities, the Engine Number Records storage facility, also at this venue, has been upgraded to make it easier and safer to access. He also thanked Keith Taylor and the Chevrolet Car Club for all the years that the AOMC was based at their facility. Delegates received a pack of windscreen stickers to give out to their club members. The stickers are not for their CPS vehicles, but rather their full registration 'daily drivers'. On the stickers, you can write on the date your registration is due for renewal, so you know when to expect it, and will also know if it doesn't arrive. Each club has been allocated one sticker per member.

Keith then spoke about the RACV "Free To Go" program, which gives free RACV membership for 18 year olds for the first year of their obtaining a license to drive. They are also offered concession rates (half price) for the 2 subsequent years. As well as RACV membership they will have Total Care included.

Apologies. Graham Huggins (Escape Motoring), Clive James (Morris Register), Rick & Jill Cove (GHAC, EGHAC, KVE), Bill Garner (Murray Heritage Motorists), Tilo Schmidt (Murray Heritage Motorists), Rob Brereton (Classic Motorcycle Club), John Howell (Rootes Group CC)

New delegates. Maurie Hayden & Peter Boyd (Northern Peninsula), Michael D'Amore & Peter Scarlett (Chrysler Restorers)

New member clubs. No new member clubs were present tonight.

Visitors: Chairman Keith Mortimer asked Don McKay, who is property manager of the Jaguar / Austin Healey facility, to give a background of the facility. Don gave a summary of how the rooms came about, with the two clubs involved raffling cars to raise the funds to purchase. Don welcomed delegates to the clubrooms, and said they were pleased to have the AOMC as tenants.

Minutes of previous Delegates meeting, held on Monday November 21st, 2016 were accepted on a motion moved Tim Fegan (Volvo CC), seconded daryl Meek (Veteran CC) and carried.

Business arising from November Delegates Meeting. There was no business arising.

Correspondence: Letters had been received from both the Rolls Royce Owners and the Veteran Car Club acknowledging the work of Iain Ross over his many years of service and as president of the AOMC.

Presidents report. Keith Mortimer referred to his report in the February newsletter. He also mentioned the recent Classic Showcase, which despite some precipitation at times was a success, and everyone stayed around until the finish. Keith also reported

that AOMC are finalising the office relocation and are also working on a new website. Keith then asked Daryl Meek to come to the stage to talk about a recent acquisition.

Daryl Meek: Was notified recently of an upcoming auction at Rams Springs, part of which was an archive of 60 years worth of cards on every spring the gentleman had ever made. The cards contain information on over 200 makes that the springs were made for.

The RACV in conjunction with AOMC the Vintage Drivers Club and the Vintage Sports Car Club combined to successfully acquire the archive at the auction. The underbidder was going to put the cards onto ebay as separate items in frames, so they would have been totally broken up as a collection. The cards are temporarily being stored with the AOMC, they will eventually be digitised and made available for clubs.

Guest Speaker: **Philip Johnstone** gave a presentation on the history of the VicRoads engine number records, which the AOMC now owns. Before 1909, no registration was required; it was a free for all on the roads. The Motor Car Act of 1909 introduced vehicle registration with registration numbers issued. By 1910 there were 2722 cars and 2122 motorcycles registered. Although registration numbers were allocated, plates were not issued, even though they had to be prominently displayed front and back. Owners had to provide their own number plate. All details held by the governing body were written down on pieces of paper, which became messy.

A new system was introduced in 1930 with a two card system. One card would record owners details, The second card would have the vehicle make, registration number and engine number details. Plates were also issued.

In 1984, these records were sent overseas for digitisation. However, only vehicles that were currently registered were digitised, all other details were left out. The cards with the owners details were then destroyed, the cards with the vehicle details were acquired by AOMC in 1990. The cards have been stored at the Jaguar/Austin Healey facility since 1993.

There are approximately 5 million cards in 260 filing cabinets covering 150 makes. The records can be used to prove a previous registration; to find the original engine number; to find the original registration number; and also for family history purposes. Philip then showed some samples of cards on the audio screen.

A basic search costs \$85 and usually takes an hour to process. A difficult search would take a few hours solid work, and the cost is higher (\$250). More information is available on the AOMC webpage, and queries can be sent in via email. Phillip stressed that email was the best method for enquiries, as you get all your details down in writing.

Break for supper

Treasurers Report. New AOMC Treasurer Angelo D'Ambrossio introduced himself. He is a member of the Victorian Torana Club, and is an accountant and financial advisor. Currently AOMC has \$218,000 in cash assets, mainly in term deposit. The committee is

looking at an investment strategy to try and maximise returns on funds, but ensuring funds are available when required. All indications are that a small profit has been made on the Classic Showcase from February 19.

VicRoads/Club Permit Scheme Report: There has been no meeting with VicRoads since the November delegates meeting. We are awaiting for VicRoads to confirm a date for the next meeting.

AOMC Events - CSC summary: Keith Mortimer noted that the Classic Showcase was discussed in his earlier report and the Treasurers report. 845 cars was a good turnout. Thank you to all volunteers on the day, and to the Lions Club who handled the gates. In particular, special thanks to Maureen Ross for all her efforts.

- **AMS on Sunday March 5.** Volunteers are needed to make the show work. A volunteer list was on the desk when you entered tonight, thank you to those who have indicated they can help. It will be a 6.30am start at Flemington for the volunteers.

- **NMHD Sunday May 21:** This year the AOMC are hosting a venue on the Bellarine Peninsula, at the Bellarine Estate vineyard, 2270 Portarlington Rd, Bellarine. Gates will open at 10am, restaurant meals and food vans will be on site, cellar door and beer tastings available and a shuttle bus to the Drysdale market and Steam Train. Look for more details on the AOMC website.

- **Restoration Seminar July 22:** Colin Jenkins is organising presenters and display stalls, the event will be held here at the Jaguar/Austin Healey rooms. Trade stalls will be in the adjoining shed. Any suggestions for possible presenters is most welcome.

- **Business Seminar June 17:** This will also be held at these rooms, and is aimed at club administrators. Information discussed on the day will be statutory requirements for running a club, club publications, such as newsletters and social media.

Engine number records report. Philip Johnstone reiterated that the collection that the AOMC have is unique in Australia, and other states do not have records like we have.

Delegates reports: French Car Festival. This event has been unfortunately postponed due to the council double booking the venue, with a junior football tournament arranged for the same day. The council thought the 2 events could run concurrently, but the Car Festival organisers thought that would be impossible. They are hoping for a date later in the year.

Robert Humphries (Austin 7): Historic Winton is on again, on the 27 and 28 May at Winton raceway. There will also be a touring event on the Friday before the racing begins. There will be 42 events over the weekend, and last year there were over 1300 display vehicles in the paddock.

Myrniong Sprints are also coming up, on April 9th.

The Austin 7 Club have also just published their history, edited by Bob Watson. Robert has copies of the book available tonight if anyone was interested.

Frank Whitfield (VCCC): reported that he has written to John Lewis at VicRoads regarding their on hold messages. A member of Frank's club had cause to ring VicRoads, and was put on hold. One of the messages that were played whilst he was on hold was that you can jump onto the VicRoads website and learn how to go onto the CPS and save money. The club feels that this is a poor portrayal of the CPS, of merely a money saving scheme. Keith

Mortimer indicated that he will take that matter up with VicRoads at the next quarterly meeting with them.

General Business.

Len Barry (Echuca HCC): Reported a clearing sale happening in Dimboola on March 24th. The sale is on behalf of an enthusiast who has a collection of over 35 vehicles. He is moving and is only taking 20 with him, the other 15 are going to auction.

Daryl Meek (RACV): at the last delegates meeting, Daryl announced that the RACV were going to hold a women only drivers event in April. This event booked out in just 10 days, with 120 entries. The event will be on April 30th.

RACV are also sponsoring a Bugatti Tour. They will be in Victoria for 2 weeks, and part of the sponsorship deal is that the vehicles have to be available for people to view and various venues. Details are in Royal Auto or on the RACV website.

There being no further business, Chairman Keith Mortimer declared the meeting closed at 9.15pm

Next Delegates meeting 7.30 pm Monday May 22nd, 2017 at 23 Rosalie St, Springvale



RACV free2go is a roadside assistance package developed especially for young people new to the road.

Available to all Victorians aged 18 to 20 years, as well as Year 12 students, free2go provides emergency roadside assistance.

And to help young people on the start of their driving life, it's free if you're 18 or in Year 12 at school and half-price if you're 19 or 20.

And it comes with all the other benefits of RACV membership as well.

ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the
Association of Motoring Clubs Incorporated

APPLICATION FOR A SEARCH

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

Search Fee (inc GST)

Possible information available:

Period	1901-1919	1920-1932	1933-1984
Reg No.	Yes	Yes	Yes
Reg. Date	Yes	Yes	Yes
Eng No.	No	No	Yes
Eng No. changes	No	No	Yes
Make	Possibly	Yes	Yes
Owner Name	Yes	Possibly	No
Owner Address	Yes	Possibly	No
	\$110	\$110	\$85
	Maximum fee \$150		



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

Name		
Address		
		Postcode
Phone	Fax	Email

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

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

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

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

Is this the original registration number? Yes No Unsure

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

Any other relevant information

Please find enclosed a 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

Direct Deposit to AOMC Bank Account BSB 033-039 Account 480962

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

Office Use Only

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

Charges for Information

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

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

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

Individuals who wish to computerise the records for a marque may, at the discretion of the AOMC 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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