



**AOMC News**

**November 2019 - Issue 146**

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

# Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

## AOMC MANAGEMENT & COMMITTEE

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*Jaguar Car Club of Victoria*

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*Vintage Drivers Club*

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*Position not filled at this stage*

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*Triumph Sports Owners Assoc.*

**Steve Young**  
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*Triumph Car Club*

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**Martyn Bishop**  
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**Front Cover:** This issue we feature an article on the National Holden Museum at Echuca and also an article from Shannons websites' Club section on the racing 48-215 Holdens of the 50s and 60s. Fittingly, I have chosen an image from the Shannons article, showing Spencer Martin driving a green and gold 48 series in 1963 for the cover.

## 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 :** 21 Rosalie Street  
Springvale Vic 3171

**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](http://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.

## 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 21 Rosalie St., Springvale, Vic. 3171

## 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.

## 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.

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## New Member Clubs

The AOMC welcomes the following clubs who have become members of our association.

**Maffra / Sale Motorcycle Club**

**Cobra Car Club of Victoria**

## Motorcycle Club Meeting

The AOMC hosted a meeting with motorcycle clubs and VicRoads to discuss issues that relate to motorcycle riders.

There were 48 attendees.

A full report will appear in the February AOMC News.



## 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.

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

**AIM:** After the success of the Shannons 2001 National Motoring Tour, the Australian Historic Motoring Federation (AHMF) established the Robert Shannon Foundation. The AHMF is the

national body representing classic and historic vehicle clubs in all states and territories. The purpose of the Foundation is to encourage people under the age of 30 to become involved in the restoration and preservation of veteran, vintage, post-vintage, historic 50's, historic 60', historic 70's and historic 80's vehicles up to 30 years old.

The Foundation may:

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

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

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

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

***Applications for 2020 must be received by the AOMC by  
30 May 2020***

## PRESIDENT'S REPORT

Spring has sprung and it has been fabulous to see the number of historic vehicles out and about around Melbourne and in fact right across Victoria and the variety is actually also quite surprising. This was probably best evidenced during the Motorclassica weekend. There were some amazing vehicles on display in the main exhibition and a great showing in the "Club Sandwich" displays. However, the prize for me was having a wander around the museum carpark to see both exotic and everyday classics out in force, they were also apparent on the journeys to and from.

And seeing as we are talking about events, are you aware that the AOMC has an improved way of promoting your club's public events via our website? Our website is a very popular resource that rates highly on google for promoting your club's events. You can now log your event online and it will just pop up on our event calendar. Just another service we offer in promoting your club. See the flyer in this newsletter on how you can make this work for your club

It is unfortunate that I have to share with you with some very concerning news. Recently I was made aware, by a member club, of the theft of an Aston Martin and a Jaguar from an owner's home residence. In addition to this I have also been made aware of a story in which a classic vehicle appeared to have had a GPS device attached to it whilst on display at a car show, possibly making it a theft target at a later stage. With the increasing value of classic vehicles, we need to be increasingly vigilant regarding their security. We also need to change our mindset around even the more "everyday" classics as these too may be a theft target. So what can we do?

- Invest in quality insurance, know what your policy does and doesn't cover and check that the value placed on your vehicle is current and reflects the market and condition of your vehicle.
- Be aware that some of our classics can be started with a screwdriver, maybe time for alarms or immobiliser security systems.
- Be aware of suspicious behaviour, a member of the public showing genuine interest in your vehicle is one thing but be aware of probing questions eg Where do you live? etc.
- Consider the security where you keep your classics, if at home lock your garage and maybe park your modern in front if that is an option. If in a warehouse, consider a monitored alarm of physical barriers such as bollards.

As you are aware, the AOMC has been a foundation supporter of AHVIG (Australian Historic Vehicle Interest Group). AHVIG under the Chairmanship of Doug Young has done some amazing evidence-based work resulting in key submission to government on many issues impacting our passion for historic vehicles. AHVIG has stepped up its campaign in support of the removal of the Luxury Car Tax on historic vehicles and are seeking our support

via a change.org petition <http://chnq.it/PqC6kxF4TS>. This has been distributed electronically to your club and I would encourage all club members to support this. We all have to pay our fair share of tax, certainly if we want the services and infrastructure we enjoy in Australia, however the LCT is now not supporting Australian Manufacturers as they don't exist and arguably the importation of historic vehicles will create opportunities to preserve and grow our quality trades, services and supplies.

Our passion for historic vehicles in today's environment is under threat. We face issues such as environmental pressures and changing emission regulations, safety considerations especially in vintage and veteran vehicles, differences in registration or permitting requirements between States, lack of specialised trades to maintain our pride and joys, autonomous vehicle technology and fuel availability. These issues and many others require a consistent National approach to preserve and promote the enjoyment of our mobile cultural heritage. We need all our state level bodies to be working together under the direction of a strong National representative body. My wish as departing President is that we all work together in pursuit and preservation of the interest that we are so passionate about, can we as State and National organisations come together under one banner to lead effective change.

The associations AGM will be held this month and it will be my last meeting as President of the organisation which I been privileged to serve. Many of the current committee are not available for further service some having volunteered years. Considering the issues mentioned in the previous paragraph, I urge you to take back to your clubs the importance of this association and the need to fill committee positions with talented, dedicated and experienced persons. This association does not run itself and if we want it to continue all clubs need to step up and play their part, I did and so have many others before me. It's your turn now and remember you only get out of something what you put in.

**Keith Mortimer**  
**President - 2019**

### **Risk Management Toolkit**

Following the presentation given at the May 2016 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](mailto:secretary@aomc.asn.au).

## ACCC releases DIY vehicle maintenance safety videos

*Following on from the timely DIY safety warning published in the August AOMC News, the ACCC has released a further update to this appeal.*

The Australian Competition and Consumer Commission (ACCC) has been alerting Australian consumers to the dangers of unsafe do-it-yourself vehicle maintenance practices for a number of years now. They recently renewed their efforts with two new videos and a campaign page on DIY vehicle maintenance safety at:

[www.productsafety.gov.au/diycarsafety](http://www.productsafety.gov.au/diycarsafety).

The rewards for doing your own maintenance on your prized vehicle are well known. There is satisfaction and enjoyment doing the job yourself and knowing the job is done right, not to mention saving some money. These are good reasons why people have a go themselves, but did you know around 120 Australians have been killed in DIY car maintenance accidents since 2000?

It's not enough just to know how to do a DIY job on your car. You also need to have the right tools for the job, and know the correct way to use them. Research shows most deaths happen when the victims are working under a vehicle and not using the correct equipment, or using the equipment incorrectly. The victims are usually men aged 40 to 49. Many of the fatalities involved the use of vehicle jacks.

In addition to fatalities, many more people are injured in DIY vehicle maintenance accidents. Injuries range from amputation to fractures and crush injuries.

The first of the ACCC videos explains the proper way to raise a car and the tools required to help car enthusiasts safely repair their vehicles.

The second video is a moving story about the impact of things going wrong. Robinette tells how the death of her "car-mad" husband in an accident while working on his car in their garage affected her and her family. Robinette bravely shares her story to show you the impact a tragic mistake can have.

Both of these videos are on the campaign page. If you enjoy do-it-yourself vehicle maintenance, this content tells you not only how to be safe, but will also show you why it's important.

Remember, spending your weekend doing DIY work on your veteran, vintage, historic or classic car can be very rewarding, but make sure you know the risks and don't take shortcuts. We want to see both you and your pride and joy at the next motoring show.

More safety tips

- Never get under a car that is only supported by a jack.
- When working under your car, use a trolley jack to lift the car before lowering it onto vehicle support stands. Use vehicle support stands on a hard surface before working under your car.
- Never place any part of your body under a vehicle unless it is sitting securely on support stands or ramps.
- Never allow a person or pet to remain in the vehicle while it is being jacked.
- Never exceed the weight capacity of the jack.
- Always perform vehicle maintenance on steady ground, not on sand or a sloped surface.
- Never use makeshift support stands such as blocks of wood or bricks.
- Apply the handbrake in accordance with safety instructions.
- Always 'chock' the unlifted wheels on a raised vehicle.
- Follow product instructions and report faulty products.
- Keep an eye on product safety recalls, if equipment is recalled, follow the supplier's instructions
- Only purchase portable ramps, trolley jacks, vehicle jacks and vehicle support stands from reputable suppliers and ask for confirmation that they comply with relevant safety standards

Neville Matthew  
General Manager  
Consumer Product Safety

## Luxury Car Tax Update

As you will read from Keith's Presidents report and the article on the LCT petition, the fight continues to remove the LCT from classic/historic vehicle imports.

Another front that is opening up is from the European car manufacturers who are lobbying the Federal Government to remove the tax completely as part of European Union trade negotiations.

Darren Gray wrote in The Age on Saturday October 12th that: *European car makers have called for the luxury car tax and 5 percent duty on imported cars to be scrapped, saying the argument for these measures disappeared with the closure of local auto manufacturing.*

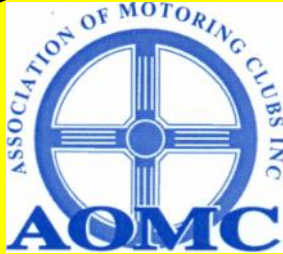
*The renewed push against the federal taxes, which*

*combined cost overseas car makers and their Australian customers more than \$1billion in the last financial year, comes shortly before the next round of trade negotiations between the EU and Australia over a Free Trade Deal.*

*Tony Weber, CEO of the Federal Chamber of Automotive Industries said the LCT negated sales. "You are already paying GST and stamp duty, and then LCT on top of that. Its a tax on a tax on a tax."*

*Australia has a 5% tariff on European cars and a 33% LCT on higher priced vehicles.*

*An example given was the BMW X4 x Drive 20i which costs \$81,935 in Victoria, including \$6864 in GST, \$2373 in LCT and \$4056 in Victorian stamp duty, all up \$13,293 in taxes.*



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

**Monday 25th November**

**Time: 7.30pm**

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

**Apologies & Enquiries please email AOMC office at:  
secretary@aomc.asn.au**

**Business of the Annual General Meeting:**

- Presentation of annual financial report
- Election of office bearers for 2019/20
- Setting of membership fees for 2020/21

**Proxies will be accepted in writing only.**

**Guest Speaker: Malcolm Corban  
Fuel Technology Group, BP Australia**

Malcolm will be talking about the difficulty in starting engines with carburettors when the engine has not been started for a lengthy period.

**Meal Arrangements:**

BBQ dinner starts at 6pm - \$10.00 per person.  
Email your booking to secretary@aomc.asn.au  
by Friday 22<sup>nd</sup> November.

## **AOMC Delegates Meeting Dates 2020**

**Mark these in your Diary**

Delegates meetings are generally held on the Fourth Monday of February, May, August and November. The dates for forthcoming AOMC Delegates meetings are as below. Meetings begin at 7.30pm unless otherwise stated, and a BBQ meal is available from 6pm (Bookings required)

**February 2020: Monday 24th. February at Rosalie Street, Springvale**

**May 2020: Monday 25th May at Rosalie Street, Springvale**

## CALENDAR OF EVENTS

***This calendar is a platform for promoting your club and its events. As well as being listed in the AOMC News, they will also feature on the AOMC website.***

### **To have your events included –**

**Preferred method** Send information by email to: [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)

**OR** Send information by mail to

**Events Directory AOMC Inc.**

**21 Rosalie St., Springvale Vic. 3171**

Copy needs to be received before the 4th Monday of January, April, July and October to appear in the AOMC News.

### **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.

### **November 2019**

**16 – 17: Bendigo Swap.** One of Australia's premier swap meets held in the heart of Bendigo. Organised by the Federation of Veteran, Vintage & Classic Vehicles. 100s of sites featuring those hard to find bits & pieces for your car & bike. Food & beverages on site. Contact: David Thorne on 03 54411002 or by email for event and site information

**17: Day Of The Volkswagen.** Presented by the Volkswagen Club Of Victoria. Sunday 17<sup>th</sup> November 2019 at the Yarra Glen Racecourse. Trade Displays, Swap Meet and VW's as far as the eye can see. Traders & Swappers enter from 8am. Public & Show n Shine entry from 9am. Show n Shine entries close at 11am. Live Music. Rocker Cover racing. Due to Yarra Valley Racecourse regulations, NO animals are permitted on the grounds!

**17: Jaguar Car Club of Victoria Display Day.** The Jaguar Car Club of Victoria is holding it's annual display day at Wesley College, Glen Waverley. We will have a special display celebrating the 60th Anniversary of the Mark II saloon as well as featuring Jaguar sports cars of all eras. In addition to these featured vehicles, our members will be displaying around 300 vehicles from the earliest classics all the way through to the most modern models. Entry is \$10 per vehicle.

**22-24: Geelong Revival Motoring Festival.** Eastern Beach, Geelong. The Geelong Revival Motoring Festival will take place on Friday 22nd, Saturday 23rd and Sunday 24th of November 2019. This action packed motoring festival, held on Geelong's picturesque waterfront, is an event not to be missed!

Take pole position for the historic quarter-mile sprints, as 300 classic and exotic cars and motorcycles sprint down Ritchie Boulevard at full throttle. The Geelong Waterfront will be covered with

over 600 quirky, valuable and fascinating vehicles that are guaranteed to please anyone with an appreciation for unique vehicles. We kick off celebrations with the Friday Night Cruise, featuring over 600 vehicles, as we prepare for a huge weekend of motorsport.

If cars and motorcycles aren't enough to get you excited, classic boats and vintage aircraft will also be on display, so make sure you look to the seas and sky! Take a step back in time into our vintage lifestyle zone featuring live music, trade stalls, delicious food and entertainment. The lifestyle zone wouldn't be complete without our Vintage Caravan Display and of course the National Vintage Fashion Awards, a crowd favourite! Motoring enthusiasts can top off their weekend in our trade expo zone, featuring great displays, sales and unique demonstrations. The Geelong Revival Motoring Festival is the ideal way to spend a day out with the whole family and this years event is going to be a memorable one! We can't wait to see you all there for some good, old-fashioned fun!

**23 - 24: Vintage Engine Rally.** Presented by the Glenlyon & District Collectors & Restorers Society Inc. **Venue:** Glenlyon Reserve, Glenlyon, Vic. Gates open at 7am for exhibitors, 9am for public attendance. **Admission is free to all.** Camping available for stallholders & setup available from midday Friday.

**23 - 24: Wandin Draft Horse & Old Time Festival.** Mont De Lancey Homestead, 71 Wellington Road, Wandin. 10am to 4pm. Adults \$10 & Children under 15 free. Something for all family members., Historic Homestead & Museum , Vintage Cars , Work Draft Horses, Stationary Engines, Chainsaw Carving, Blacksmiths, Wood Turners, Sheep Shearing, Children's Activities, Food & Market Stalls. For more information contact 03 5964 2088 / [www.montdelancey.org.au](http://www.montdelancey.org.au)



## December 2019

**7: Guzzlers Car Club Prison Break weekend and Show & Shine.** Venue: Camp Cooriemungle, 30 Bornong Rd, Cooriemungle. Gates open at midday. Admission \$5 per person, families \$20. Show & Shine, Live entertainment, Rides, petting Zoo, Trophies & prizes for various categories. Food vendors on site. Free drive in movie showing at 8.30pm. On site camping available and accommodation, contact Camp Cooriemungle on 5598 7254. All other enquiries to 0417 983 578. Majority of proceeds to go to local charities.

## January 2020

**12: Korumburra Swap.** Presented by the Gippsland Historic Auto Club South Gippsland Branch Inc. **Venue:** Korumburra Showgrounds. Gates open 6am. No pre booked sites. Stallholders can set up Saturday afternoon. **Cost:** \$10 per site plus \$5 per person. Buyers \$5. Food available. No animal sales and no dogs permitted entry. For more information contact: 5662 5029 or 0408 512 347.

**26: Australia Day Motor Show & Fashion Thru the Decades.** Bring your collectable vehicle to Ballarat on Australia Day 2020 and join the display. There will be things for the children and a Fashions Thru the Decades display with a show at 11am & 2pm. Hosted by the Vintage & Classic Car Club Ballarat and held at the GRV Rubicon Street, Sebastopol, Ballarat. Entry: \$10 per vehicle (incl driver), \$8 for any extra people & public. 13 yo and under FREE. Fashion Show at 11 am & 2pm.

**26: Australia Day Picnic, Swap Meet & Car Boot Sale.** The Hobson's Bay Men's Shed Motoring Group is holding a family day for Motoring Enthusiasts. Located on the foreshore at Altona Beach the event offers: Car Displays, Swap Meet and Car Boot Sale and much, much more. Trophies will be awarded to the vehicles judge the best in a range of categories. A Sausage Sizzle, cold drinks, donuts and coffee will be available on the site. Entertainment will include face painting for the little ones (and maybe not so little ones), a jumping castle, petting zoo and much more. What could be more Aussie that eating a sausage by the beach looking at great cars and listening to fantastic music on Australia Day. Get you classic vehicle out of the shed and come to Altona. Venue: Apex Park, Altona. Cost: \$10 per vehicle. All monies raised to be donated to a local charity.

## February 2020

**2: Swanpool Motoring Festival.** **Venue:** Albert Heaney Oval, Midland Hwy, Swanpool. Motor show featuring modified Mustangs and an ex-Le Mans 1995 Porsche 993 GT2. Swap meet and market stalls. Live music, takeaway food, and an air-conditioned cafe. Display Car entry \$5, Spectator entry by gold coin donation to the local CFA brigades. Further details: FACEBOOK - Swanpool Motor Festival. Website: [www.swanpoolanddistrict.com.au](http://www.swanpoolanddistrict.com.au)

**16: Ballan's Great Vintage Rally.** Hosted by the Ballan District Vintage Machinery & Vehicle Club Inc. Venue: Old Ballan Racecourse, Racecourse Road,

Ballan. 9am to 4pm. Entry Cost: Adults \$10, family \$20, Children U14 FREE. Free entry to exhibitors plus one passenger or helper.

**23: RACV/AOMC British & European Car Show.** Yarra Glen Racecourse in 2020. Trophies in several classes, Club displays welcome. Display car entry from 9am, spectators from 10am. Food and children's entertainment available. Admission \$15 for display cars, spectators \$8.

**23: Old Skool Rod Run – Halls Gap.** Annual Rod Run organised by the Old Skool Hotrod & Custom Club. Over 100 cars expected- a great day out for the car enthusiast. Contact: Craig Hobbs on 0488 71930 for entry details

## March 2020

**5 8: Phillip Island Classic, "Festival of Motorsport" Historic Racing.** Once again these dates fall one week prior to the Australian Grand Prix at Albert Park which makes it truly an exceptional week of Motor Sport in Melbourne with two of Victoria's major sporting events.

Recognised as one of the worlds largest historic motor racing events on the international calendar by the number of entries and races held over the three days, the Phillip Island Classic is expected to once again draw more than 500 entries with vehicles from around the world.

**9: Seymour's First Annual Show & Shine.** Hosted by Seymour & District Car Club and Seymour Lions Club. **Venue** – Kings Park, Seymour. 10am to 3pm. All makes of cars, Swap Meet, market, Kids entertainment. Display cars \$10 including all occupants. Display car entry from 9am. Spectators gold coin entry. From 10am. Children Free. Contacts: Show n Shine: 03 410 576 201 email – [secretary@seymouranddistrictcarclub.com.au](mailto:secretary@seymouranddistrictcarclub.com.au); Swap Meet – 0419 157 670; Market – 0437 645 434.

**15: Werribee & District Collectable Vehicle Club Show n Shine.** Sunday March 15<sup>th</sup> at Wyndham Civic Centre carpark, 45 Princes Highway, Werribee. Trade & Market stalls, Raffles and on site catering. Display vehicle entry from 8am. Cars & Trucks \$15, Motorcycles \$10. Public entry from 9am \$2, children U16 FREE.

## 28th. March to 3rd. April:

### AHMF National Motoring Tour.

A week long event of touring based in Albury/Wodonga. All historic vehicles are welcome and encouraged to attend and there will be routes to suit vehicles of all eras. More information go to the AHMF website; [ahmf.org.au](http://ahmf.org.au)

The Australian Historic Motoring Federation comprises the peak motoring bodies from each state, including the AOMC and Vic Fed from Victoria.

**29: Mirboo North Motorcycle Show & Swap Meet.** Motorcycle only Swap Meet and Show. Show and Shine prizes for all categories from Veteran to Present day. **Entry:** \$5.00 for buyers, \$10.00 for sellers. **Gates open** at 6.30am for set up, 8.30 am for public. Live music, Food Vans, Riding Demo's. Gippsland's premier motorcycle event.

**29: Shannon's/AOMC American Car Show.** Yarra Glen Racecourse in 2020. Trophies in several classes, Club displays welcome. Display car entry from 9am, spectators from 10am. Food and children's entertainment available.

Admission \$15 for display cars, spectators \$8.

## April 2020

### 24 - 27: Jowett Car Club of Australia International Rally.

The Jowett Car Club of Australia Inc. (JCCA) is delighted to announce that the 2020 Jowett Car Club of Australia International Rally will be held from Friday 24<sup>th</sup> to Monday 27<sup>th</sup> April, 2020 inclusive, with the attractive town of Beechworth as the rally's base. Arrangements for our rally are well advanced, with accommodation, and rally activity venues in the surrounding area having already been secured. The 2020 Jowett Car Club of Australia International Rally will provide an opportunity for the public to see fine examples of the Jowett marque, ranging from

the celebrated vintage Jowett 7 h.p. twin cylinder light car, to 1930s examples, plus the famous Bradford commercial vehicles, and the class-winning Jowett Javelin saloons and Jupiter roadsters. Jowett vehicles from all over Australia will gather in Beechworth and there will be elements of interest for all heritage motoring enthusiasts.

Further information about the JCCA can be found at [www.jowett.org.au](http://www.jowett.org.au), with additional information about the 2020 rally to be provided closer to the event.

### For People In The Beechworth Area With Jowett Memories

Members of the JCCA will welcome any Jowett-related questions, stories or personal experiences from residents in the Beechworth area. If you have such memories, please share them with us - we enjoy talking about our Jowetts just as much as driving them.

## May 2020

### 17: AOMC National Motoring Heritage Day event at Seymour.

**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:


**12 April 2020, 4 April 2021**




AHMF 2020  
National Motoring Festival  
Australian Historic Motoring Federation Inc.  
Albury & Wodonga  
On the beautiful  
Murray River  
Eat Drink Play  
SSA  
Saturday 28<sup>th</sup> March to Friday 3<sup>rd</sup> April 2020

The poster features a scenic view of a paved road winding through a grassy field under a clear blue sky. In the foreground, the chrome handlebars and steering column of a vintage car are visible. In the distance, several vintage cars are parked along the side of the road. The text is overlaid on the image in various colors and fonts.

**Castrol** The Volkswagen Club of Victoria Presents  
**Day of the Volkswagen  
 MELBOURNE**



**T2  
 Kombi  
 68-79**



Live Music  
 IdleMen - Blues inspired R&B

Rocker Cover  
 Racing 11am - 1pm

**Yarra Glen Racecourse Sunday 17th November 2019**  
 Show 'N' Shine Swap Meet Trade Displays

SPONSORS: BAYFORD, VW, CLUB, Volknerie, WA.

YARRA GLEN RACECOURSE MANICORING GROVE YARRA GLEN UNEL REF. 275 C11. PUBLIC ENTRY RAIL. TRADE DISPLAY AND SHOW SITE ENTRY RAIL. SHOW AND SHINE ENTRIES CLOSE 11AM SHARP. IN COMPLIANCE WITH YARRA GLEN RACECOURSE HEALTH AND SAFETY REGULATIONS NO DOGS OR BBQS ARE PERMITTED ON THE VENUE GROUNDS.

**GEELONG REVIVAL**  
 MOTORING FESTIVAL



**SAVE THE DATE**  
**NOV 22 ~ 24 2019**  
 WATERFRONT GEELONG, VICTORIA

Ballan District Vintage Machinery & Vehicle Club Inc.



**Ballan's Great  
 Vintage Rally**  
**Sunday 16<sup>th</sup> February 2020**

Featuring This Year:

- \* World's Biggest Ronaldson Tippett Museum with 50 engines in ACTION! ... (Bring your own Ronny engines too!)
- \* Triumph Vehicles of all types: saloons, sports cars, motorcycles
- \* Vintage Tractor Pull in action
- \* Huge Stationary Engines
- \* Vintage & Classic Cars & Trucks
- \* Sheep Shearing Demos
- \* British, Euro & USA Motorbikes
- \* Model Aircraft flying displays
- \* Working Demonstrations
- \* Vintage Stationary Engines
- \* Fabulous Handcrafts
- \* Variety of Old Time Wares
- \* Tools, Axes, Chainsaws etc.
- \* Model Trains
- \* Model Powered Boats
- \* Delicious hot & cold food & drinks at affordable prices

Old Ballan Racecourse  
 Racecourse Rd,  
 Ballan Vic.

9:00am - 4:00pm

ENTRY:  
 Adults \$10  
 Family \$20  
 Children U14 Free



MOORABOOL Wind Farm

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.

Enquiries: Jason Palmer 0409 557 541, Ian Erwin 5368 1293, Martin Ball 5367 3906

ENTRY \$10.00 (incl driver)  
 \$8.00 Extra Person & Public  
 13 YEARS OLD AND UNDER FREE



**AUSTRALIA DAY  
 MOTOR SHOW  
 & FASHIONS THRU THE DECADES**



Hosted by  
 Vintage & Classic Car Club Ballarat

**SUNDAY 26TH JANUARY 2020**  
**GRV Rubicon St, Sebastopol, Ballarat**

Fashion Show at 11am and 2pm  
 Children's Entertainment

Bring your vehicle and show it off with other collectable cars, motorcycles & trucks up to 2020

VINTAGE & CLASSIC CAR CLUB BALLARAT INC. GRV Ballarat

www.vccc.org.au

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# Permission to Drive

By Jon Faine

## ***A '93 Triton with club plates loaded with ladders. Really?***

Are Club Permits the best thing to happen since ratchet handles?

So why then do the pen pushers make it so complex? And why do the selfish knuckleheads who rot it think they are doing anything other than threatening its future?

Just about every jurisdiction has a version of the system that allows you to drive your old car without handing over the approximately \$850 registration for a car that only goes out for a spin every now and then.

Some state governments (SG's) have gone AS (ape shit) about OCs (old cars). Take WA (West Australia) where someone in the DoT urgently needs PERE (Plain English Re-Education).

Under the WA DoT rules, a permit will require a CEO at the DoT or a visit to the DVS with an IBC from ASIC with an ACN or a CMC1 from WADoC. The 'Vintage, Veteran, Post Vintage, Invitational Class Vehicle Application' (Form E81) must be presented along with the 'Certificate of Financial Membership' (CMC1 Form) from an approved club that must have a minimum of thirty (one more than twenty – nine [29]) members. You cannot use the vehicle for general transport or to work (DRAT).

In Victoria, where someone in the bureaucracy clearly won an award at the plain english workshop, you are required to fill in a 'Permit Application' and show proof of membership of an eligible club and proof of safety.

Which is exactly the same as in WA. Except in Victoria, owners of old cars are driving to and from work and to the supermarket every day and use the \$150 a year permits (good for 90 days of driving) as a way of avoiding nearly \$850 plus of registration each year.

You have to fill in a log book each time you go for a drive. If you are checked by the police and the logbook is not filled in, you are charged with unregistered and uninsured driving, losing points and copping a minimum and mandatory \$1200 fine. If you have a prang when the log book is not filled in, you are uninsured, even if your policy is up to date. Yet people do it every day.

In Queensland, the 'Special Interest Vehicle' scheme has similar restrictions to WA. The car must not be used for general purposes – going to or from work – or for hire or reward. You can only use the vehicle on rallies, club events, going to or from a repairer, or for road testing within 15km of home but not for everyday use. Fair enough, and clearly explained. But widely exploited by the simple ruse of taking a screwdriver with you to the supermarket or on the drive to work and telling any inquiring plod that the carbies needed adjustment in time for next weekend's club drive.

These cheaper permits and reduced rego schemes have revived the entire old car community.

Owners of multiple old cars can keep a fleet, all legal and running around, without going broke. I renewed one permit last month and when I checked the log book I had used the car three times in twelve months. Apart from feeling ashamed, I also felt grateful it had not cost me 20 times more in fees for a rarely driven car to be legally but occasionally on the road.

The flip side is the tradie in the '93 Triton twin cab with club plates on the freeway, loaded with conduit and ladders who goes past me every day in a flouro fleecy. Not just risking his own pockets but putting the credibility of the system at risk.

And so is the local 'entrepreneur' offering membership of an eligible club (his private one) for \$100, no questions asked, vehicle neither checked nor even seen and club permit applications signed on payment of the cash. Genuine club participation is irrelevant, and old car enthusiasm not required.

So what do we do, those of us who want the schemes nurtured and retained, to counter the prospect of regulators and bean counters getting so cross with the scammers that the entire system is scrapped? Bringing back the stocks and public floggings seems just a bit excessive...

*This article was written by Jon Faine and appeared in the Unique Cars magazine August 2019 issue.*

## 48-215 & FJ Holdens: Rockin', Rollin', Tweakin' and Cheatin' in the '50s and '60s

By Mark Oastler

*This article has been lifted from the Shannons website, where they publish many articles and reviews on classic vehicles.*

The birth of 'Australia's Own Car' in 1948 – the legendary Holden 48-215 – also played a pivotal role in the rapid growth and popularity of touring car racing to become the nation's number one motor sport attraction.

There were two distinct periods of 48-Series Holdens as outright contenders in touring car racing. The first was the 'outlaw' years of the 1950s when rules were scarce and modifications ran way out of control. The top guns of that time included Jack Myers, Leo Geoghegan and John French.

The second period was 1960 to 1964, when they raced under a much stricter set of national touring car rules called Appendix J. The top guns of this era included now famous names like Norm Beechey, Ian Geoghegan, Des West, Barry 'Bo' Seton, Spencer Martin, Brian Muir, Midge Bosworth, Warren Weldon and Max Stahl. Although rule-bending was rife, this era produced some of the closest and fiercest touring car racing ever seen.

**The 1950s** Although it's hard to imagine today, back in the 1950s touring car racing was clearly the second tier of Australian motor sport. It was regarded as a poor cousin to the purist open-wheeler and sports car set that headlined major race meetings, driven by those that couldn't afford 'real' racing cars.

Perhaps because of that, touring car racing's popularity enjoyed healthy growth in the 1950s because it wasn't too difficult or costly to squeeze some decent speed out of Holden's readily available 'Humpies' along with the FE model released in 1956.

The 48-215 and its FJ successor, which together spanned the first eight years of Holden production, were excellent starting points for the budding touring car racer. Weighing just over a tonne and built on a 103-inch (2616mm) wheelbase using light but strong unitary construction, they were powered by Holden's 132 cid (2.2 litre) inline six cylinder 'grey' motor which in stock form was rated at 60 bhp (45kW). This chassis-engine combination resulted in an excellent power-to-weight ratio for a family sedan of the time, capable of top speeds of around 80 mph (130 km/h).

Combined with a three-speed column shift manual gearbox, leaf-sprung live rear axle, coil-sprung upper and lower control arm front suspension and four-wheel drum brakes, these cars and their spare parts were in plentiful supply, cheap to buy and maintain and responded well to modifications.

In fact, it wasn't long before a thriving aftermarket industry was established, supplying a myriad of locally-developed performance parts and tuning tips to get the best out of them.

This included Repco's popular 'High Power' cylinder head designed by the company's brilliant research engineer Phil Irving. He had identified the standard grey cylinder head's poor gas flow, so in 1956 he designed another cast-iron head that would bolt directly to the standard cylinder block without modification. It was supplied as a complete across-the-counter kit for £167.00, which proved very popular with Holden racers crying out for an economical race engine.

The High Power head was a simple but clever 12-port cross-flow design, with the inlet valves inclined at 23 degrees from the vertical exhaust valves and set in a 'polyspherical' (or semi-hemi) combustion chamber. The long square inlet ports were arranged in two groups of three, with the short round exhaust ports exiting on the opposite side and the spark plugs set in deep recesses in the upper head face.

Specially designed lightweight pushrods were matched with cast iron rockers mounted on individual shafts. The High Power kit included inlet manifolds, exhaust manifold plates drilled to accept 1 5/8-inch diameter pipes, a trick cast-aluminium rocker cover and engine side plate set plus all screws and gaskets needed for assembly.

The High Power's free-flowing design really opened the lungs of the humble 2.2 litre inline six and spurred some rapid development amongst Holden racers.

At a time when the annual Redex (and later Ampol and Mobilgas) Round Australia Trials were still commanding most of the headlines for sedan car competition, the rivalry amongst the 1950's circuit-racing crowd was becoming very serious indeed. Increasingly wild modifications were a growing problem for the sport's



administrators, not only in Holdens but UK and European marques too.

How quickly things had changed since Jack Myers, widely regarded as the pioneer of racing Holdens, had fronted with an iron-headed 48-215 in the early 1950s. He had described that car as being 'fairly stock' yet it could reach an astonishing 110 mph (177 km/h) and for three years he won just about everything there was to win.

Towards the end of the 1950s, though, the top guns in 48-Series Holdens were John French and Leo Geoghegan, driving cars so heavily modified that their links to the showroom products they outwardly represented were tenuous at best.

French's fearsome two-tone green FJ featured a big breathing Repco head with triple Weber carbs (rumoured to be running on high octane methanol-based fuel), a Jaguar four-speed gearbox with floor shift and countless other outrageous tweaks. At one stage French even took a large slice out of the FJ's bonnet from the top of the grille back to the base of the windscreen and welded in a section of flat steel sheet. This created a large sloping 'wedge' shape to improve its high speed air penetration.

And Geoghegan's legendary black 48-215 also featured a slick-shifting four-speed gearbox (from an MG) and unique Repco head cast from lightweight aluminium, on a ferociously hot grey motor claimed to be producing around 167bhp (125kW) - nearly three times that of the standard engine!

This car also featured cutting-edge aerodynamic improvements, including smooth wind deflectors mounted either side of the grille and dome-shaped headlight covers to improve air penetration. It was even equipped with special underbody fairings designed to smooth airflow beneath the car. Considering that F1 didn't start playing around with the science of underbody air flow until the mid-1970s, these guys were way ahead of their time.

By the end of the 1950s things were clearly spinning out of control. If touring car racing was to build on its growing popularity with both competitors and spectators, the sport's governing body CAMS acknowledged that a major shake-up was needed. The arrival of David McKay's Jaguar Mk I 3.4 in 1958, which in near stock form hosed these hot Holdens at Bathurst, showed the way forward.

**The 1960s** From the start of the 1960 season, CAMS announced a new set of National Competition Rules for Touring Cars. And, in acknowledging that tin-top racing was becoming a major attraction, 1960 would also host the first Australian Touring Car Championship (ATCC) which would be held annually and contested over a single race of at least 50 miles (80 kms).

The highly-modified sedans of the 1950s, with their non-standard cylinder heads and gearboxes, huge brakes, stripped-out interiors, lightweight panels etc would compete in a new hybrid GT class called 'Appendix K' in which they would share the track with closed sports cars.

And a new class called 'Appendix J' would cater for a new breed of touring cars, which were permitted limited modifications so as not to stray too far from their showroom origins. Importantly, only Appendix J cars



*The 48-Series Holdens were popular with competitors in the famous Redex Trials of the 1950s, as they were affordable, rugged and reliable.*

could compete for the newly announced ATCC title, so there was plenty of incentive for drivers to have a crack at this new more regulated form of touring car racing.

For its time, Appendix J was a simple, sensible and cost-effective set of rules - standard road cars with limited modifications allowed in specific areas to improve performance. It was designed to encourage more drivers to compete and also appeal more to spectators, by showcasing the same cars they could go out and buy from their local dealer.

Even so, these new Appendix J cars were seriously fast machines for their time. A detailed description of one of the top 48-215 Holdens of this new era, in *Chevron's Holden: The Official Race History* by Stewart Wilson, provides some valuable insights:

*"The 48-215 Max Stahl campaigned in 1962 and 1963 was a good example of one of the better Humpys. His car had originally been built in 1959 for Ian Geoghegan, went to Brian Muir in 1960 and then to Stahl. At the Easter Bathurst meeting in 1963, Stahl was clocked at 122.45mph (197 km/h) on Conrod Straight in this car - the fastest recorded by a Holden up until that point.*

*"It featured a (standard) iron cylinder head modified by Jim Wilkinson to produce a compression ratio of 12:1, 1.5-inch SU carbies, the mandatory three-speed column change, an increase in the cylinder bore from 75mm to 82mm (increasing the engine capacity to 2597cc), bigger valves, lightened flywheel, polished exhaust ports and extractors. The motor was balanced and produced 135 bhp at a redline of 6200 rpm running on 115/145 octane Avgas. Speeds in gears were 48, 80 and roughly 120 mph (77, 129 and 193 km/h).*

*"The car was lowered and fitted with a front (sway) bar and finned brake drums. It lapped Mount Panorama at 3 min 9.5 secs at that 1963 Easter meeting, some three seconds faster than Geoghegan's best up to that time."*

As Wilson pointed out, other 48-215s later were credited with even more power and performance, Norm Beechey claiming a staggering 167 bhp (125 kW), 127 mph (204 km/h) top speed and a muscle car standing quarter-mile figure of 15.1 seconds by 1964.

Compare this to the 60 bhp and 80 mph top speed of the showroom version and you can appreciate the enormous performance gains achieved with these cars. Amazingly, this matched the figures of Leo Geoghegan's much wilder pre-1960 era car with its trick aluminium head, stripped-out body, aero devices and all.

Not surprisingly, the aftermarket industry for Holden 'go-faster' bits that had sprung up in the 1950s continued to

flourish into the '60s, with legendary names like Ken Waggott (Waggott Engineering) and Dave Bennett (Perfectune) synonymous with many of the leading cars.

**It's only cheating if you get caught** The bending of rules (cheating is such an ugly word) in Appendix J during the early 1960s was so rife amongst highly competitive 48-Series Holden racers that it developed into something of an art form.

Legend has it that scrutineers at Sydney and Melbourne tracks were generally regarded as the toughest to fool, so nobody got away with too much. In Tasmania, though, the car checking process was a far more relaxed affair, resulting in some of the most blatant rule-bending imaginable.

The lengths that some of the Apple Isle's fastest Humpy Holden racers were prepared to go to in search of an unfair advantage was exposed in an insightful story by renowned motoring journalist Bill Tuckey published in *Sports Car World* in the mid-1970s.

Appendix J was by then a distant memory, but Tuckey's vivid recall of an old mate's 48-Series Holden that raced in Tassie during the early 1960s made compelling reading. It was no surprise that his mate remained anonymous after admitting: *"I'm not all that proud of all the bloody skulduggery we got up to, but every driver was at it and you had to join them if you couldn't beat them."*

Tuckey revealed that at a time when the mainland guys were boasting about their early Holdens doing 127 mph (204 km/h) down Conrod at Bathurst, the Tassie Devils were cranking 132 mph (211 km/h) on the nearly flat Mountford Straight at Longford, getting away from hot new 179 EHs in the process.

*"The thing my mate drove started its trickery with a 12-volt battery poked into a six-volt casing – illegally of course,"* Tuckey wrote. *"He cut the tops of the front suspension towers to get the angles right and heated the banjo (diff) centre in a big press and bent the axle (housing) to get two degrees of neg. The tailshaft was ex-Customline, with the heavy-duty yokes machined to fit the Holden. He had an alloy flywheel and a big Dodge Six harmonic balancer to stop the habit of breaking cranks at \$150 each. Some of this, of course, was legal and even the mainland guys bent the axles.*

*"But I don't think they had spare wheels made out of fiberglass...he used plastic putty to make a mould, cast the wheel and painted it black. It would hold about 5 lb of air to give the tyre substance. The boot, when they inspected the tyre, looked beaut. It was all upholstered in hand-stitched leather. The scruters would say 'lovely' and shut the lid. What they didn't see under the leather was the whole rear bulkhead cut out and replaced by*

*one diagonal brace and the floor pan replaced with fiberglass. Only that brace held the two sides of the car apart.*

*"The back seat was just a spring steel frame with the trim stretched over it and would collapse if anyone ever sat in it. But nobody ever did because three of the doors had their handles welded shut, mainly because all the door and window mechanisms had been taken out and steel rod welded in to keep the glass up. There were even little fiberglass lock buttons (glued) in the holes – in the locked position. Only the driver's door would open and had everything working. The floors had their centres replaced with fiberglass and painted silver underneath (to look like steel).*

*"My mate started with Amal carburettors and then changed to Dell'Ortos which were also gravity fed. And here was the trickiest bit of all. On the firewall was a fuel box for the feed and behind that hidden under the dash was a little can full of (high octane) methanol. Under the left foot brace welded to the floor was a washer push-button and when the EHs were giving him trouble he'd pump it hard four or five times –and shazam, instant horsepower! The only trick was not to use it in the last three laps so it wouldn't show up in the fuel check. 'It gave you another 800 rpm and a real boot in the back' he said."*

Tuckey's mate also worked out how to disguise his car's illegal locked diff at scrutineering time by ingeniously disengaging the axle shafts so that the car could be easily rolled into the scrutineering bay without the chattering rear wheels which are always a dead giveaway. When asked why his crew was pushing the car, he insisted it was purely to save wear and tear on the clutch. Simple.

Tuckey reckoned the whole car must have weighed only about 14 cwt (700 kgs) and it was one hell of a lot faster than anything the mainlanders ever took down there, as a few of the aces found out!

**End of an era** The glory days of the grey-engined Holdens as front line touring car contenders were numbered as soon as the mercurial Jaguar Mk I 3.4s ran away with the first ATCC, which was held at Orange's Gnoo Blas circuit in 1960.

The arrival of Bob Jane's even faster **Jaguar Mk 2** the following year (seen below leading Norm Beechey at Calder park) further hastened the 48-series Holden's demise, followed by the release of Holden's new EH model in 1963 with the first of larger and tougher 'red' engines (179 cid) and a hot 'S4' competition option.

By 1965, with 'Improved Production' rules replacing Appendix J and the new Ford Mustang V8 setting a new touring car performance benchmark, the days of the 48-Series Holdens as outright contenders were well and truly over. It was the end of an important and unforgettable era in Australian motor sport.







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## The National Holden Museum, Echuca

The National Holden Motor Museum in Echuca was opened in 1993 and is the oldest single brand car museum and the oldest continuous running Holden Museum. We currently have approximately 50 vehicles on display ranging from the 48-215 to 2017.

Most of the vehicles on display are privately owned and some (like our rare prototypes and concept cars) are owned by Holden. Cars are usually on loan from one to three years. This ensures our displays are always changing so many patrons are repeat visitors.

Echuca National Holden Motor Museum takes you through the remarkable history of a company that put out nation on wheels. Your journey through Australian motoring history includes historic film footage, photographic exhibitions, memorabilia, souvenirs and car related merchandise.

Echuca is the 3rd most popular tourist location in Victoria with 1.4 million visitors annually, so it's an ideal location for a Holden Museum. Many visitors enjoy their trip down memory lane recalling that in the late 1950s to early 60s Holden had over 50 per cent share of the Australian market and every second family owned a Holden. Australians were



proud of their Holden's and their patriotism showed through as they spent almost a year's wages when purchasing a new model. Many of our visitors can relate to Holden.

Tourists from all over Australia and the world visit us. Time permitting, our guests get the VIP treatment with one of us walking around with them and explaining our Holden museum and its heritage.

Many bus groups, car clubs, special interest and other groups come to visit and we offer a guided tour finishing with an airbag demonstration.

The National Holden Motor Museum has always been a family affair and is currently owned and run by Mark Galea and Tony Galea who both have grown up with a love for and a collection of Holden's ranging from the 50's to the early 2000's

The museum is located 200 metres from the Historic Port of Echuca precinct at 7-11 Warren Street and is open 7 days 9am to 5pm. Phone (03) 5480 2033. [www.holdenmuseum.com.au](http://www.holdenmuseum.com.au)



## Club Profile: Trafalgar Truck Restorers Club



The Club has around 100 vehicles on Club Plates. We 'club plate' trucks, naturally, and they make up the bulk of our red-plated vehicles - almost equally divided between prime movers and rigids. We will also 'club plate' commercial vehicles, such as utilities, and tractors for members who also have a truck. We are very strict with 'club plates' and we do require our members to turn up to meetings and events or we won't re-sign their renewal.

We don't run our own events, but our Club has always supported local shows such as the Heyfield Machinery Rally, Longford Vintage Tractor Pull, Korumburra Working Horse and Tractor Rally and the Historic Commercial Vehicle Club Annual Display

Day. These events reflect the fact that many of our members also have tractors and stationary engines; however, over the past ten years more people have joined who have been involved in the road transport industry, and have upgraded their working truck, but want to keep the old one, or who have bought a truck 'just like their Dad used to drive.' These newer members have increased our participation in events such as 'Crawlin' the Hume and Haulin' the Hume, Dubbo Truck Show, the Mack Muster and the White Truck Muster, both held at Kyabram.

Our premier event for the past seven years has been the Longwarry Heritage Truck Display, organised by the Longwarry Football and Netball Club, where around 100 of the 250+ exhibits are owned by our members. If you only go to one truck show in a year, then make it Longwarry - first weekend in February, close to Melbourne, lots of trucks, great catering, child friendly and a fun atmosphere.

We are a friendly and welcoming Club, and this is a great opportunity to thank Jim and Delsa and the early members for establishing our club with strong foundations, because nearly 35 years on we are still thriving.

A public meeting was held on Sunday, August 1, 1985 to form a group of interested participants in restoring older trucks. In attendance were - Jim and Delsa Bury, Brian and Jean Lenz, Michael Kerrigan, Fred Toseland, Rick Toseland, Jack and Betty Lamb, Geoff O'Brien, Max O'Brien and Ron McCroney. The motion was put 'that we form a Club of people interested in the preservation and restoration of older trucks.' The motion was carried. The next motion was 'that this Group call itself the Trafalgar Truck Restorers Club.' That motion was also carried. A Constitution was then developed after 'a lengthy discussion' and 'some very sound reasoning' which the Group felt adequately covered the needs of the Club.

In line with the adopted Constitution the following office bearers were elected for the 1985-1986 year - President: Jim Bury; Vice President: Brian Lenz; Secretary: Rick Toseland and Treasurer: Delsa Bury. Amongst the other matters discussed was 'that the badge as designed be adopted as the Club emblem'. The badge and logo show Jim Bury's 1948 International KBS6. The meeting closed with a group photo being taken. The first AGM was held on June 29, 1986. At this meeting, President Jim 'gave a report containing the Club's activities and the members' individual progress over the past 12 months. He indicated his pleasure with our activities and thanked all for their support.'

The Club which was formed in 1985 is still going strong and Jim and Delsa Bury were the mainstay and guiding force of the Club until Jim passed away in 2009. Over the past few years we have consistently had around 145 members, of which about one third have club plated vehicles through our Club. We meet six times per annum, with an average meeting attendance of around 75. We used to meet in Trafalgar, but out grew the venue so now we meet at the Darnum Hall. Our membership is primarily from Gippsland, with the next largest group living in the south eastern outer suburbs. In these modern times of gender equity, I can report that just over five per cent of our members are women. However, it is less 'blokey' than it sounds as many of the wives/partners participate in meetings or events and the Secretary and the Treasurer are both women.



## AHVG Luxury Car Tax Petition

Dear AOMC Member Club,

As you are aware the AOMC is a keen supporter of AHVIG (Australian Historic Vehicle Interest Group). This group has been working tirelessly for on issues that impact the historic vehicle community on a national basis. Their approach is well researched and evidence based and attempts to influence National policy in the interest of the Australian motoring community.

AHVG has been working on the impact of the Luxury Car Tax on historic vehicles. This tax was introduced in an attempt to support the local vehicle manufacturers and as we are all aware this industry is no longer. Currently If a historic vehicle is imported into Australia, LCT is applied to this vehicle in the same way that it is to a new vehicle, this was never the intent of the LCT.

AHVG are encouraging the Commonwealth Government to rethink the application on this tax on historic vehicles. Evidence would indicate that work generated by the trades and associated providers would substantially outweigh the lost tax revenue collected on the historic vehicles imported, thus boosting the Australian economy and preserving precious skills and trades. A letter from AHVIG Chairman Doug Young is below for your information and understanding.

AHVG has started a change.org petition to encourage Government to remove LCT from historic vehicles and we would encourage you to circulate the email containing the letter and petition to your members and include the on-line petition link in your newsletter so that they too may vote with their voice. The link to follow is:

<http://chnng.it/PqC6kxF4TS>

When you click through to the on-line petition there may be a screen which solicits money – this is just the “free” web site’s funding model – please just ignore it as AHVIG is not looking for any financial contribution.

We would welcome your support in this vital initiative and encourage you to circulate this letter and the email to your club members.

**Keith Mortimer**

**President  
Association Of Motoring Clubs**

### **Australian Historic Vehicle Interest Group**

Dear Fellow Historic Vehicle Enthusiast,

#### **We need the Australian Federal Government to Remove the Luxury Car Tax (LCT) on Historic Cars**

Australians take immense pride in our heritage buildings, historical artefacts, famous artworks and other items of cultural significance. Our motoring heritage is just as important. Because of their significance, many examples of our early motoring history have become valuable, sought-after and have, in many cases, left the country. The LCT has proven to be a major barrier for many of these vehicles ever returning to Australia.

The LCT was introduced in 2000 as part of a sweeping reform of the taxation system and replaced the previous Wholesale Sales Tax (WST) and was intended to continue the degree of protection to the local car manufacturing industry. The WST, however, was never intended to apply to the importation of historic vehicles.

Historic motor vehicles often offer little in the way of creature comforts and can prove challenging to drive. These vehicles are, for the most part, anything but luxurious and have never presented a competitive threat to the local motor manufacturing industry.

The LCT is having a negative impact on the importation, or re-importation, of many historic cars. Not only that, but historic cars currently contribute very little to LCT revenue (less than ¼ of 1% of all LCT collected). It is proving to be a one-way valve to our unique motoring heritage and is a major blow to Australia’s vibrant Historic Vehicle Movement. Not only does it affect the enjoyment of our hobby, it limits the provision of opportunities for our historic vehicle repairers, allied trades and suppliers.

As like-minded individuals who pursue their love of historic motoring, we should not have to suffer this punitive tax. It no longer serves the purpose for which it was intended and generates little in government revenue. The removal of LCT on historic cars is also supported by the Australian Historic Motoring Federation Inc.

For further information please see our facebook page.

We are asking for your support in removing the LCT on historic cars 30 years of age and older by signing this on-line petition. You can do this by clicking on the following link:

<http://chnng.it/PqC6kxF4TS>

or if the link is not working (this happens sometimes) highlight the link and right click and select “open” or copy / paste into your browser.

The petition will be used by AHVIG to encourage immediate bi-partisan political action to address this issue.

Thank you for efforts in supporting this.

Kind regards

Doug Young

Chair

Australian Historic Vehicle Interest Group

### Knocked Back in 60 Seconds.

*Following is a letter sent in to the Unique Cars Magazine letters section, and the response. It highlights the need for due diligence whenever dealing with the moving of vehicles across our border.*

I am a vehicle enthusiast and have a huge bundle of your magazines that my wife accepts as part of her marriage commitment. In 2016 I ordered construction of a restored 1968 Eleanor Mustang to be built by Classic Speed located in The Philipines. As a condition of the contract, I visited the factory in The Philipines in May 2019 to accept the vehicle.

The restoration includes conversion to right-hand-drive (RHD) and a complete rebuild to new car specification. The car is fantastic and cost over \$200,000. The contract included a Ford 427 motor, manual transmission, and of course the Eleanor paint work. Classic Speed supplies vehicles to many countries including Australia. My car is Classic Speed CS347.

My problem started in July when I applied to import the high quality vehicle. The Department of Infrastructure refused my application to import to Australia. Naturally this was very disappointing. I have appealed without success for a permit even though I am aware of several other similar vehicles that have previously been successfully imported.

Classic Speed management has supplied me with photos and details of several other cars that they have exported to Australia since January 2016. Almost all have been restored Mustangs with RHD conversions and engine upgrades. In addition, I have also independently located other similar vehicles in Australia that were imported from Classic Speed in The Philipines.

It appears that any pre 1989 vehicle converted to RHD will not receive a permit. The logic is hard to understand, especially when Classic Speed highlights its RHD conversion as a main benefit when they restore a vehicle for Australia.

I was hoping you could research this matter as I am aware of other vehicles under construction where perhaps the owners are not aware of this problem.

GH, Roleystone WA.

"Morley Says": Oh Boy, that's a shocking situation in which to find yourself. I guess vehicle importing is one area where it's not actually better to beg for forgiveness than to first ask for permission.

Having a quick read through the Infrastructure Department's website, it seems about the only thing they hate worse than asbestos brake pads and head gaskets (and that is another nest of vipers, trust me) is a car with modifications. And although I can see your point that a conversion to RHD (done properly) is a safety issue rather than a let's go crazy mod, the good old Dept dudes don't see it that way.

There seems to be a right of review option with the department, and you can ask to have your application reviewed along the lines of a direct plea to the minister of the day. You'll need to include supporting evidence from the folks who made the changes to the car, proof of your ownership and a letter from you outlining the particular circumstances you'd like to be considered in

your application for exemption. But from the sounds of things, you've already been down this road.

Thing is, with absolutely no experience with this stuff, I'm unable to say how likely success or otherwise for such an application would be. Nor whether the fact that you've paid for the car up front or that the work was carried out by a team of professionals will make any difference.

So maybe you should talk to somebody who does this sort of thing all the time. There are plenty of companies around who specialise in brokering deals like this who'd have a much better idea of what's going to make it into the country and what isn't. I noticed on the department website there's also scope for approved workshops to import a limited number of cars for their customers, so maybe that's an avenue worth investigating.

### Log Books Here to Stay in NSW

*Press release from Minister for Regional Transport and Roads Paul Toole*

Historic and classic car enthusiasts will have more opportunities to hit the road outside club events thanks to the Liberal & Nationals Government making log books a permanent feature this week.

Minister for Regional Transport and Roads Paul Toole said 50,000 cars had participated in the log book scheme during its trial period.

"We know owners of these cars want to be able to take them out for a spin and share their love of these cars with others - that's why we've made it easier for them to keep track of how often they drive them," Mr Toole said.

"Under this scheme, historic and classic car owners can drive their vehicles for up to 60 days each year outside of club organised events."

Minister for Transport and Roads Andrew Constance said Transport for NSW would deliver phased improvements to the log book scheme over the next 12 months.

"We are looking at ways to ensure compliance of the conditional registration and to support motorists by ensuring they have a say in the log book format," Mr Constance said.

"Drivers will need to continue to record the vehicle's use in the log book and be a member of a Transport for NSW recognised classic or historic vehicle club or approved organisation to use the log book."

Australian Confederation of Motor Clubs President Tony O'Donnell welcomed the announcement.

"The logbook scheme allows owners to more easily enjoy and share the pleasure of our vehicles with each other and the community," Mr O'Donnell said.

"Its confirmation as a permanent scheme encourages our long term commitment to our lifestyle, event participation and the stability of the industry and jobs we support."

### The Electrification of Historic Vehicles - FIVA release their position

**Background:** An increasing number of commercial outfits are offering to convert historic vehicles to run on electric power, replacing the entire drivetrain with an electric unit and batteries. In this way, they claim, it's possible to retain the classic appearance of the vehicle while meeting modern environmental standards. As an additional benefit, the conversion might also increase power and performance. Some conversion companies have even obtained permission from the type approval/certification authorities to retain the original Vehicle Identification Number (VIN) of the donor vehicle, despite more or less replacing the entire drivetrain.

**Impact on the historic vehicle movement:** Conversion of historical vehicles from their original internal combustion engines to electric power does not comply with the FIVA definition of a historic vehicle, cannot be carried out in accordance with the Charter of Turin, and does not truly achieve the goal of preserving historical vehicles. Vehicles so converted cease to be historic vehicles, except for "in period" changes.

**FIVA's Position:** FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) understands the motivation of some owners to electrify their vehicles – and acknowledges that, subject to legislation and regulation, all modifications are a matter of personal choice. However, FIVA – as an organisation dedicated to the preservation, protection and promotion of historic vehicles – cannot promote, to owners or regulators, the use of modern EV components (motors and batteries) to replace a historic vehicle's powertrain. Conversion of historic vehicles from their original internal combustion engines to electric power doesn't comply with the FIVA definition of a historic vehicle, nor does it support the goal of preserving historic vehicles and their related culture. In FIVA's view, vehicles so converted cease to be historic vehicles, unless they are subject only to 'in period' changes. According to FIVA, a historic vehicle is 'a mechanically propelled road vehicle' that is:

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

Concludes Tiddo Bresters, FIVA's Vice President, Legislation, *"It is not, in our opinion, the shape or body style of a vehicle that makes it 'historic', but the way in which the entire vehicle has been constructed and manufactured in its original form. Hence if any owner, motor engineer or manufacturer chooses to make such conversions to a historic vehicle, FIVA would strongly recommend that any changes are reversible, with all the original components marked and safely stored. In this way, the vehicle may – if so desired in the future – be returned to its original state and may once again become a historic vehicle.*

### Cost of Ownership Survey 2019

On 14 May 2019 the FBHVC launched the results of our 2019 National Cost of Ownership Survey at a special meeting held at the Palace of Westminster, hosted by the Right Honourable Sir Greg Knight MP, Chairman of the All Parties Parliamentary Historic Vehicle Group and enthusiastic supporter of the Federation. Lord Steel, our President, along with another 15 Peers and Members of Parliament were in attendance.

The survey took place in late 2018 and early 2019 and followed a similar methodology to that we used in the National Historic Vehicle Survey carried out in 2016. We completed a national omnibus survey examining both the behaviours and attitudes of the adult population and completed our work with a detailed enthusiast survey examining specific costs of ownership.

The results of the Survey were both encouraging, but in some cases concerning, for those of us who are interested in Historic Vehicles of whatever type. There is no doubt that public enthusiasm for and interest in, the historic vehicle sector continues to be very strong, but changes are taking place that will affect us all.

A particular focus of the national omnibus element of the Survey was the attitudes and behaviours of different age groups. What this has shown is that whilst overall there continues to be enormous support for the historic vehicle movement at large, enthusiasm amongst younger people is not so strong. The survey clearly suggests that younger people do not readily identify with the heritage issues understood by older generations.

For example, there continues to be enthusiasm at large for seeing vehicles and owning vehicles but younger generations are far less sympathetic to historic vehicles being exempt from modern emissions and safety requirements. This is a particular concern for the future given that it is not possible for many historic vehicles to meet these modern standards.

The survey results demonstrate a clear need for all of us who are involved in the movement to engage with younger people and explain the importance of the heritage aspects of historic vehicles. All too soon these younger generations will be the legislators of tomorrow and without a clear understanding of the importance of 'heritage vehicles' our ability to use and enjoy these vehicles might be severely restricted.

And what does it cost to own a historic vehicle?

Based on our survey group, the average cost per vehicle is £1,489 and the average cost of fuel is less than £250 per year. This does not include the costs of major restoration or repair work, but it does show that day to day ownership of a historic vehicle is open to a large proportion of the population. Further detail of the elements that comprise these costs is presented in the survey summary.

The full summary of the Survey can be downloaded from the Federation's website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk). We hope you enjoy reading and reflecting on these results. The Federation's next major survey will be published in 2021 when we will be encouraging participation from everyone who is interested in the historic vehicle movement.

### Ethanol supporters ask Department of Justice to allow fuel blends higher than E15

*written by Daniel Strohl and appeared in Hemmings Daily on Aug 15th, 2019*

Disappointed that a recent Environmental Protection Agency ruling effectively barred ethanol-blended fuels beyond E15, several groups of ethanol advocates have joined together to petition the U.S. Court of Appeals to reverse a portion of that rule and to allow blends of up to E30 and possibly higher to be sold at gas pumps across the country.

When the EPA permitted retailers to sell E15 in 2011, it only allowed sales for three seasons of the year. The ethanol in E15, like E10, pushes the fuel blend's Reid Vapor Pressure to above the EPA's recommended limits during the summer. However, while the EPA granted an RVP waiver for E10 decades ago, it didn't do the same for E15 in 2011.

For the last few years, ethanol advocates lobbied hard to get an E15 RVP waiver and welcomed the EPA's decision to do so back in May. "(E10 and E15 volatility) parity is essential to the future growth opportunities for ethanol," the Renewable Fuels Association wrote in 2017. Indeed, the RFA welcomed the EPA's decision to permit year-round E15 sales earlier this year, as did a number of other groups backing the waiver.

However, in determining whether E15 warranted an RVP waiver, the EPA considered whether E15 and E10 were "substantially similar" fuels and found that E15 stretched the "sub sim" rule, largely due to its incompatibility with vehicles built before the 2001 model year.

"We determined that E15 in these vehicles could lead to increases in emissions that result in vehicles exceeding certified emission standards and issues with materials compatibility as auto manufacturers likely did not use components compatible with ethanol in fuel systems," the EPA noted in its ruling.

According to spokespeople from the National Farmers Union, the Urban Air Initiative, and as many as nine other groups, the EPA's use of the sub sim rule negates the possibility of introducing what are commonly known as mid-level blends – E20, E25, E30, and possibly higher, up to the 50 percent bottom limit of E85 – largely because the agency still considers non-ethanol fuel a benchmark for its sub sim rule rather than E10 alone. Under that interpretation of the sub sim rule, ethanol-blended fuels essentially remain capped at E15.

"While we do not necessarily disagree with EPA's interpretations that would allow for E15 year-round, we believe the statute clearly allows for higher ethanol blends as part of the substantially similar determination based on E10 certification fuel," Roger Johnson, the president of the National Farmers Union, wrote in a letter to the EPA just prior to the EPA's rulemaking.

"We believe, according to the law, you're allowed to



blend more ethanol under the sub-sim rule," Dave VanderGriend, president of the Urban Air Initiative, said more recently. "I'm specifically talking about blends like E20, E25, E30, any of those type of blends is what, in the fine print of this rule, is going to severely limit our industry moving forward."

As a result, the 11 groups filed the joint petition with the U.S. Court of Appeals in Washington, D.C., asking the court to review the EPA's implementation of the sub sim rule and to clear the path for midlevel fuels.

To date, the EPA has not cleared any fuel higher than E15 for use in non-flex-fuel vehicles.

The sub sim rule isn't the only front on which ethanol lobbyists have pushed for midlevel blends. In testimony to the EPA regarding the agency's SAFE Vehicles rule – which proposes to freeze fuel economy standards for new cars rather than raise those standards throughout the next decade – ethanol advocates pushed for mid-level ethanol-blended fuels as a way of introducing higher octane fuels.

Meanwhile, at least three bills have been introduced in the current Congress to curtail the use of ethanol in blended fuels. Representative Michael Burgess's Leave Ethanol Volumes at Existing Levels Act (H.R. 104) proposes to decrease the total amount of renewable fuels from 36 billion to 7.5 billion gallons per year. Representative Bill Flores's Food and Fuel Consumer Protection Act (H.R. 2540) aims to prevent ethanol amounts in fuel from rising above 9.7 percent. And Senator Pat Toomey's Restore Environmental Sustainability To Our Renewable Energy Act (S. 2298) proposes to cut corn-based ethanol from the Renewable Fuel Standard. All three have been referred to committee.

## Minutes of the August 2019 AOMC Delegates' meeting

### Minutes of the AOMC Delegates Meeting at Macedon Ranges & District Car Club, Gisborne Saturday August 17<sup>th</sup> 2019.

**There were 76 delegates attending representing 60 clubs.**

Chairman Keith Mortimer thanked the Macedon Ranges Club for putting on a great lunch and tour for the delegates, and the collection of classic cars out the front of the venue. He also welcomed the local councillors in attendance, and asked Mayor Janet Pearce to the podium. Mayor Pearce welcomed everyone and acknowledged the Wurundjeri people whose country the meeting was taking place in.

The proceeds raised from today's lunch will be going to the 'Children's First Foundation' charity.

Robert Green from the Macedon Ranges Club thanked all for attending and gave a brief background of the club, the rooms and the area. He also especially acknowledged Daryl Meek from the RACV for all the work he does for the movement and the clubs.

**Guest Speaker: Roger Gibbs** "Holden's History, some personal insights". Roger gave a very informative and entertaining talk on his family and personal connections to Holden's history. His father was an executive at Holden in Woodville when the first Holden was developed.

During WW2 Holden undertook a project for the military building 2 pounder anti tank guns and chemical toilets for Beaufort bombers. When the war was winding down, Holden committed to building a car in Australia.

In 1945 in Detroit the first clay model of the proposed vehicle was produced and called the Anzac. 3 engineers were sent from Melbourne to Detroit to work with the Americans on the design of the vehicle.

Before release of the first car there was much discussion about the name. An internal memo from the time lists the top potential names:

- GEM (with the initials of General Motors included in the name)
- Canberra
- Holden (after the founder of the local company)
- Melwood (incorporating the names of the 2 cities that factory's based in, Melbourne and Woodville)
- Emu
- Melba

It was officially called 48/215. On September 30<sup>th</sup>, 1948 the first car rolled off the production line.

To maintain the secrecy of the intended production dates, a code system was developed to signify the year of production with the letters A – K replacing numbers 1 - 9. Hence the 1952 model was FJ,

1956 was FE and 1958 was FC. This system continued until the HD Holden, which was based on the initials of the American Managing Director Dave Hegland in reverse.

In 1964, Roger graduated from his engineering course and joined Holden. In 1967 vehicle safety was becoming much more important, with lap belts and windscreen washers being introduced in the HR Holden.

Roger then went to Luton in the UK to work for Vauxhall, and then in 1967 went to work on the US space program. In 1972 he was back in Australia and became the drive line engineer at Holden. The GTR XU1 Torana was developed, and in order to race at Bathurst 200 production models had to be made and sold to racing specifications with racing strength axles.

In 1984 Roger became head of Product and Strategic Planning. The company had just moved from the 6 seat Kingswood to the 5 seat Commodore based on the German Opel design. In 1993, only 35,000 commodores were sold and the company was losing money.

Roger's last job before retiring was the development of the Generation 3 Monaro, which was purely designed as a show car for the upcoming Sydney Motor Show. The overwhelming positive reaction from the public and press caused them to look at the production process to see if it was viable. The figures came in that it would cost \$30 million to develop and a further 430 million to retool. It was realised that this was unviable and the project would not go ahead. However, enthusiastic dealers had already taken deposits on forward orders, so a way had to be found to make production financially viable. This was done by fully designing the vehicle on computer, which kept costs down by \$12 million.

Roger then talked about the design of the Holden badge, how it was Sir Edward Holden's idea in 1924 to use the Egyptian imagery of a lion rolling a stone.

**David Stamp** : gave a very informative talk on his business of installing seatbelts into older vehicles. David had a background as a rigger linesman with the SEC which had a strong emphasis on safety. He also had a passion for older cars, but when he slammed on the brakes of his 30s Ford and his wife slammed into the dashboard, he realised that he needed to somehow fit seatbelts to his vehicle.

In wooden framed cars, it is hard to establish an anchor point. He does this by using a barrel bolt, which is a hollow bolt with another bolt inside it that ensures that the wood remains attached to the metal. Having a good knowledge of vehicle frames he has been able to adapt his knowledge to fitting seatbelts safely to many older vehicles.

Chairman Keith Mortimer thanked both speakers for their wonderful talks and a generous round of applause was given by the delegates.

**The minutes of the May delegates meeting held on Monday May 27<sup>th</sup> 2019 were accepted on a motion moved Gerry Howell (Rolls Royce**



**Owners) seconded Robert Humphreys (Austin 7) and carried.**

**Correspondence:** Keith Mortimer reported that there was no correspondence that was relevant to this meeting.

**Presidents Report:** Hearing unofficially of people doing interesting things with club plates. Stickers being made up in the correct colours but do not reflect any vehicle whatsoever, and numerous tales of abuse. This is best system in the country, implores all clubs to call out those who abuse system and may have consequences for everyone using the system. One area is with vehicles being used for weddings, not family or friend use, but in contravention of the rules to be doing it for fee or reward.

**Treasurers Report:** Current balance of AOMC accounts is \$154,000.

**VicRoads/CPS:** Iain Ross reported that there have been queries about slim line plates. VicRoads have advised that they are not official and they will never introduce them for CPS vehicles. There are some around that are being custom made, but they are not official VicRoads plates.

AOMC have a meeting pending with motorcycle clubs and VicRoads. Has been a perception amongst motorcycle clubs that CPS does not cater well for them. For instance, there is no M plate for motorcycles.

Will also be a special meeting with Commercial vehicle clubs to find out what their particular interests are and what the association can do for them.

**Aussie Classic Car Show.** Was due to take place next Sunday at Yarra Glen, but due to grounds issues at the venue after recent heavy rains, the event has been postponed after consultation with the venue management. It is intended to hold this event instead on Saturday November 2<sup>nd</sup>. Clubs will be advised of full details by email and look for information on the AOMC website.

**RACV:** Daryl Meek reported on several events.

**Australian Automotive Historians** conference being held in October and theme is the "Joy of Motoring". A flyer available which lists lectures and presentations.

**Australia Day in Domain:** 2 years ago were knocked down to just 50 vehicles allowed, and now they are allowing about 100 vehicles to take part. Due to limitations special themes are being used. Last year was Vintage vehicles, 2020 will be Australian built vehicles.

**Florence Thomson Tour:** An event for women drivers to be held on Saturday May 16<sup>th</sup> 2020. It will be based at RACV Torquay and tour the Great Ocean Road, Barwon Park and Lorne. This is the day before National Motoring Heritage day. Limited to 200 entrants.

**2021 - 100<sup>th</sup> anniversary of RACV Alpine Trials:** Will take place as close as possible to the original dates, 100 years on. It will be similar in length to Fly the Flag tour over 8 days and over same route as much as possible. Entries limited to types of vehicles. First priority will be for original vehicles that actually took part in the 1921 event. Second

priority will be for vehicles similar to those that took part. Third priority will be vehicles manufactured during the period.

**2020 Bay To Birdwood:** This year the event will be run entirely by the Birdwood Museum and History Trust of South Australia. South Australian Federation will not be involved in running.

Graham Keys (Wolseley CC) asked Daryl what the similar body to the RACV is in South Australia. Daryl responded that it is the RAA, which has some involvement in the Bay to Birdwood but has no other involvement with the historic movement. Victoria is the only state that has a motoring interests department.

Maureen Ross (Vintage Drivers Club) asked if multiple entries on the same email will have the same problem as last year with Australia Day entries. Daryl responded that that issue has been sorted out.

**Asbestos & Luxury Car Tax:** Not much movement on these issues, hopefully more to report at the next meeting.

**Engine Number Records:** A request for a Riley details. Left UK in 1929, but not registered until mid 1932. Checked engine numbers adjacent to this vehicle, there was a series of companion vehicles that were all registered at about the same time. Philip asked delegates how many S4 Holden's do they think were made. Philip found through the records that 45 to 50 S4 engines went into a Victorian built body.

**General Business: Michael Barber (Cobra CC)** raised the issue of a member unable to get registration on his replica due to VicRoads changing their business rules. Keith Mortimer advised that AOMC will follow up this issue for them.

**Martin Ball (Ballan & District Vintage Machinery & Vehicle Club)** announced that his club are holding a Rally on Sunday February 16<sup>th</sup>, consisting of tractors, machinery and cars. All welcome.

**John King (Packard CC)** reported that he has heard second hand that at the last VicFed meeting it was announced that the NRMA are against left hand drive vehicles in NSW. He asked if AOMC had any updates on that. Keith Mortimer replied that it will be checked out and reported back to clubs.

**Robert Greene (Macedon Ranges)** announced that the Gisborne Steam Club will hold an event on Fathers Day, Sunday September 1<sup>st</sup>.

**John Lambert (Escape Motoring)** reported on an upcoming Billy Cart Marathon in Bayswater that he is involved in. There are 15 teams of 20 kids each, and each team is working with large corporations like Kenworth to develop their vehicles.

**Meeting closed at 3.10pm. Next AOMC meeting is the AGM on Monday November 25<sup>th</sup> in Springvale.**

Daryl Meek noted that delegates and clubs need to try and fill vacant positions on AOMC committee. Secretary role has been vacant for several years, and President Keith Mortimer not standing at AGM due to work commitments.

# ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the  
Association of Motoring Clubs Incorporated

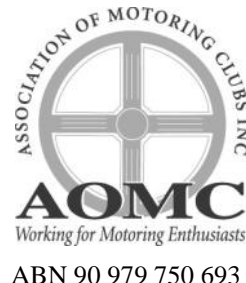
## APPLICATION FOR A SEARCH

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

### Search Fee (inc GST)

Possible information available:

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



**21 Rosalie Street  
Springvale Vic 3171**

**Tel: 03 9558 4829  
Email: [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)**

Name		
Address		
		Postcode
Phone	Fax	Email

### Vehicle Details

**PLEASE PRINT ALL DETAILS NEATLY !!!!!!!**

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

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

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

Is this the original registration number?      Yes  No  Unsure

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

### Any other relevant information

Please find enclosed a	<input type="checkbox"/> Cheque	<input type="checkbox"/> Money Order	(Payable to Association of Motoring Clubs)	
Please debit this card	<input type="checkbox"/> Visa	<input type="checkbox"/> Mastercard	For the Amount of \$ <input style="width: 50px;" type="text"/>	
Card Number	<input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>	<input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>	<input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>	<input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>
Name on Card	<input style="width: 100%; height: 20px;" type="text"/>			Expiry Date <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/> <input style="width: 20px;" type="text"/>
Signature	<input style="width: 100%; height: 20px;" type="text"/>			
Direct Deposit to AOMC Bank Account    BSB <b>033-039</b> Account <b>480962</b>				
<b>Please include your surname in the deposit message AND enter the deposit date here</b> <input style="width: 100px;" type="text"/>				
Office Use Only				
Date Recd/Entered into Register	Cheque Received	Sent to Treasurer	Sent to Search Officer	Reply Date

# Archived Engine Number Records

## Charges for Information

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