



AOMC News

February 2020 - Issue 147

www.aomc.asn.au

Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

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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 each club. In most cases the Newsletter will be sent to the Secretary subject to the address being on the database, otherwise the publication will be sent to a nominated club committee member. In future an electronic will be emailed to club committee members if they are on the database. Plus club officials can elect to receive a hard-copy. 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 or emailed to: secretary@aomc.asn.au

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.

CONTACTING THE AOMC:

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

**AOMC OFFICE & Postal Address: 21 Rosalie Street,
Springvale, VICTORIA 3171**

Tel.: (03) 9558 4829 Website: www.aomc.asn.au

Email: secretary@aomc.asn.au

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.



AHMF 2020
National Motoring Festival
Australian Historic Motoring Federation Inc.

Albury & Wodonga
On the beautiful
Murray River

Eat Drink Play
SSA

Saturday 28th March to Friday 3rd April 2020

The poster features a photograph of a road winding through a dry, grassy landscape under a clear blue sky. In the foreground, the chrome and red bodywork of a vintage car are visible. Several other vintage cars are parked along the side of the road in the distance.

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Front Cover: *The RACV had its historic fleet proudly displayed in the Domain on Australia Day. See page 20 for some more images from the day.*

New Member Clubs

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

Moto Guzzi Club of Victoria

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.

FROM THE PRESIDENT'S DESK

Happy new year to all our readers.

What is traditionally the busiest time of the year for the movement, has been dogged by extreme weather, high temperatures and the worst bushfires seen for decades.

I am sure there are many members of the movement that have been affected by these fires and our thoughts go to them. If the organisation can assist in any way, please let us know.

It is a privilege to lead this organisation and no doubt I will see representatives of member clubs at events throughout the year.

The motoring movement is certainly entering a time of considerable change, and we will all need to be on our guard to protect our rights to enjoy our historic and classic vehicles on the roads.

Whilst many of these threats have been around for a long time, think environmental issues, fuel supply, the new elephant in the room is electrification of the fleet. As well it is very clear that local authorities are doing their best to reduce speed limits in the inner city, whilst overseas significant cities are introducing very stringent environmental controls that would prohibit use of our vehicles in these areas.

I believe one of the greatest threats to the movement is the declining skills base of the workforce involved in vehicle maintenance and restoration. The home restorer is an endangered

species, younger generations have not inherited the necessary skills, and space for garaging and storage in the metropolitan areas is now severely restricted.

Overseas, apprenticeship schemes have been established to preserve these declining skills and even graduate courses to equip younger people with the skills to successfully establish restoration and maintenance businesses.

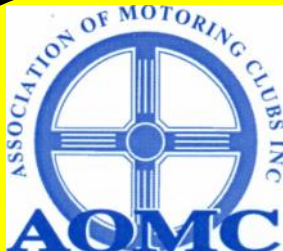
Our traditional motoring shows held annually have been the major source of funding for this organisation. The market for car shows is now very crowded and there are few weekends when there is not a choice of events that can be attended. Accordingly, we intend to review our shows to ensure that they are an effective fundraiser for the organisation.

Our RACV British and European Motoring Show is scheduled for Sunday 23rd February and if you have a suitable vehicle please bring it along.

I believe that this organisation is well placed to represent the interests of its member clubs, but it must ensure that its profile within and outside the movement is maintained.

We do appreciate feedback from our member clubs. Please do not hesitate to contact us if you have a concern or a brilliant idea that might benefit the movement.

Iain Ross
AOMC President



AOMC February Delegates' Meeting

Monday 24th February

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

Guest Speaker: Todd Owen

Assistant Director , Standards & Policy | Consumer Product Safety Branch, Australian
Competition & Consumer Commission

Todd will give a presentation on Garage/DIY safety. The focus on staying safe while carrying out DIY vehicle maintenance, especially when using products designed to raise a vehicle off the ground, such as trolley jacks, vehicle jacks, vehicle support stands and vehicle ramps.

Robinette Emonson:

Robinette will talk about her personal experience when her husband was tragically killed in a home garage accident.

Meal Arrangements:

BBQ dinner starts at 6pm - \$10.00 per person.

Email your booking to secretary@aomc.asn.au

by Friday 21st February.

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

August 2020: *date and venue to be confirmed*

November 2020: Monday 23rd November at Rosalie Street, Springvale

Motorcycling Community Engagement Panel

VicRoads and the Department of Transport are establishing a new Motorcycling Community Engagement Panel to help provide insights and advice that will inform the strategic direction of motorcycle safety and initiatives in Victoria.

The panel will include:

- 5 Victorian Government representatives
- 6 community members.

The community members chosen will have a range of different attitudes, expertise and skills. Applications to join this panel have closed, and a shortlist is being reviewed. Successful applicants will be appointed and informed in February 2020, with the first meeting taking place in March 2020..

The Motorcycling Community Engagement Panel will replace the Motorcycling Expert Advisory Panel.

What is the purpose of the Motorcycling Community Engagement Panel?

The Motorcycling Community Engagement Panel has been established to provide advice to the office of the Minister for Roads, Road Safety and the TAC on issues relating to motorcycling in Victoria.

Why is there a need for a panel? A panel is needed because there are approximately 430,000 Victorians who hold a motorcycle license and we'd like to capture a fair representation of the motorcycling community, ages, genders and riders to inform policy and decisions affecting motorcycling in Victoria.

What are the objectives of the Motorcycling Community Engagement Panel?

The objectives of the Motorcycling Community Engagement Panel are to:

- provide a forum for exchange of information between the motorcycling community, other stakeholders where appropriate, and the Minister (or delegate),
- provide a forum for the motorcycling community to table ideas and proposals to improve road safety,
- advise on trends in motorcycling in Victoria,
- provide advice on how a proposed policy may impact the motorcycling community, and
- provide advice on specific issues as requested.

What is the membership for the Motorcycling Community Engagement Panel?

The Motorcycling Community Engagement Panel will comprise:

- An Independent Chair
- An executive officer from Victoria Police
- An executive officer from Transport Accident Commission
- An executive officer from Road Safety Victoria
- An executive officer from Safe System Road Infrastructure Program (SSRIP)
- Six members who are from the Victorian motorcycling community (Victorian motorcycle licence holders) selected in accordance with the Victorian Government Guidelines on Appointment and

Remuneration (effective from 1 July 2019).

How long will members be appointed to the panel for? Members will be appointed for a term of three years (or at the discretion of the Minister).

How often will the panel meet? The Panel is expected to meet four times per year. Meetings will be held during business hours. Additional meetings may be called by the Chairperson as needed.

A quorum of at least four motorcycling community members must be present for a meeting to proceed.

How will the new panel members be recruited?

The recruitment process will be in line with the Victorian Government Guidelines on Appointment and Remuneration (effective from 1 July 2019). It is proposed that an expression of interest (EOI) process will be utilised to recruit members:

- who are active motorcycle riders;
- who have appropriate skills, knowledge and experience to contribute effectively to discussions relevant to the safety and development of motorcycling;
- who come from a range of motorcycling backgrounds to achieve a strong representation of the motorcycling community;
- who meet the character, probity and residency requirements to successfully acquit the responsibilities of the panel (no suspension or cancellation of licence in the last 10 years, no criminal record, not banned or disqualified by the Australian Securities and Investments Commission, not on the Australian Financial Security Authority personal insolvency register and is a permanent resident of Victoria).

OBTAINING YOUR CLUB'S CLUB PERMIT LIST FROM VICROADS

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

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

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

Road Safety Act 1986 and Road Safety (Driver) Regulations 2019 Overview of changes

On 29 October 2019 a number of changes to the Road Safety Act 1986 will take effect.

The Road Safety (Driver) Regulations 2009 are also due to expire and a new set of regulations will commence on 29 October. The new regulations will be the Road Safety (Driver) Regulations 2019.

Following is an overview of the changes that will occur from 29 October 2019.

Changes to Road Safety Act 1986

Deemed Service of notices

VicRoads notices will be deemed 'served' seven days after they were sent, even if the notices are returned undelivered. Limited exceptions will apply for genuine reasons (e.g. domestic violence). This is consistent with the service of traffic infringement notices.

VicRoads will have the authority to update a customer's address based on notification from an authorised third party (e.g. Victoria Police).

Demerit Point Scheme changes

A range of changes will be made impacting how demerit point suspensions and extended demerit point periods are served, including:

- Demerit point suspension will not be interrupted and will run concurrently with any other licence suspension or cancellation. An extended demerit point period will not be interrupted and will run concurrently with a licence suspension or cancellation
- Broadening of the number of offences that will breach the 12 month extended demerit point period (include non-demerit point offences e.g. speeding where there is a licence ban).
- Demerit points will be applied to the following existing offences; learner driver driving a motor vehicle without a supervising driver sitting beside the driver (3 points), failing to display "L" plates (1 point) and motorcycle learner permit holder not wearing an approved high visibility vest or jacket (1 point).

Changes to Road Safety (Driver) Regulations

Requirement to convert to a Victorian Licence

Interstate and overseas licence holders will need to convert to a Victorian Licence/learner permit after living in Victoria for six months. International drivers will need to convert their licence and those driving on learner permits will need to take a Victorian learner permit test.

There is no change to the licence requirements and assessments.

Passenger Restrictions (XPAS)

Currently a P1 driver whose licence has been suspended or cancelled for a driving offence has a restriction applied to carry no more than 1 passenger, regardless of age. This condition will no longer apply and existing XPAS conditions will end at midnight on 28/10/2019. The review of the graduated licensing scheme did not find any benefit in this additional restriction which has only ever been applied to a small number of drivers. The peer passenger restriction however will continue to apply through the Graduated Licencing System where P1 drivers can only carry 1 passenger aged 16 to under 22 years of age. Exemptions apply.

Probationary Prohibited Vehicles

Probationary prohibited vehicles will be determined based on power-to-mass ratio. Exemptions to drive a lower performance turbo/supercharged vehicle will be removed, such as Club Permit/historic vehicles.

Heavy vehicle licences

Heavy vehicle combination licence will require the applicant to have an Australian Medium Rigid or Heavy Rigid licence for at least 12 months and complete a VicRoads approved Heavy Combination training course.

The requirement to hold an Australian car licence for 24 months has been removed.



<https://www.vicroads.vic.gov.au/online-services/sign-up-for-a-vicroads-online-account>

A range of minor, mostly technical initiatives will also be implemented to improve the operation of the regulations (clean up, new or amended definitions, etc). They include interpretation of time provisions and renumbering of regulations, and general regulations updates.

For more information about these changes visit:

<https://getinvolved.transport.vic.gov.au/driverreq2019>

View the new regulations when they are remade on 29 October 2019 at <http://www.legislation.vic.gov.au/>

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
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.

February 2020

16: Victorian 4WD Show. Australia's longest running 4WD show, organized by the Land Rover Owners Club Victoria. 9am to 4pm. Venue: Lardner Park near Warragul. Exhibitors include 4WD accessories, camping, fishing, hunting and more. New vehicle OEM's, 4WD Adventure Circuit. Free kids entertainment. For more information, please go to: WWW.VIC4WDSHOW.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.

21-23: Ballarat Begonia Rally. The Vintage and Classic Car Club Ballarat is hosting the 49th Annual Begonia Rally at the Greyhound Track, Morshead Park, Corner Sutton and Rubicon Streets, Redan from Friday 21st to Sunday 23rd February. Entry forms and details of the weekend's activities are available on email begoniarallyballarat@hotmail.com The vehicles will be displayed on Saturday 22nd February 9-10am. All enquiries to the above email or contact Nerene 0427 348 060

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

22: Craigeburn Car, Truck & Bike Show. 10am to 3pm. Venue – Craigeburn Central, 340 Craigeburn Road, Craigeburn. \$20 per car and truck, \$10 per bike and general public free. Display vehicles from 8.00am. Bands, trophies, door prizes and much, much more. All welcome. Don't miss out on this great family event. We are raising funds for the Isabella and Marcus Paediatric Brainstem Tumour fund. Trade stands welcome. Inquiries: Jim 0408 305 558 or craigeburn.carshow@gmail.com

29: MG Car Club Swap Meet. To be held at the MG Car Club car park, Unit 53, 41 – 49 Norcal Rd, Nunawading. \$20 per site set up 7am, free entry for buyers from 8am. Cars for sale in a separate area. Trade displays welcome. Food & Drink available on site. Bookings required for sites. Enquiries to: Walt - 0400 508 330 or Ian – 0411 180 242

March 2020

1: Marvels of Maffra. The Gippsland Vehicle Collection will celebrate the opening of their new display with an All Makes opening day. Display vehicles from 9:00am (Free museum entry for display vehicle drivers). Trophy for Best Presented Vehicles Refreshments available. Gold Coin Charity donation for admittance to the grounds.

Museum Open Friday, Saturday, Sunday & Monday 10am - 4pm. Daily during School Holidays, Anytime by appointment (for groups)

For more details and enquiries:

Website www.gippslandvehiclecollection.org.au
Telephone 03 5147 3223 Mobile 0409 557 096
1A Sale Road (Cnr Railway Place) Maffra

1: Leongatha Show 'n' Shine, Swap Meet & Market. Venue – Leongatha Recreation Reserve, Roughhead Street, Leongatha. Vehicle display on the Velodrome. Categories for cars, motorcycles, trucks, 4x4 & tractors. Children's entertainment. Entry for vehicle & driver \$10.00, adults \$5.00 & families \$15.00. Craft and handcraft market. Enquires: Jim 0418 559 119 - Mary (market) 0408 642 256 . Organised by the Rotary Club

of Leongatha . www.leongatharotary.org.au

1: Rob Roy Interclub Challenge. 9am to 4pm.

Presented by the MG Car Club of Victoria. First round of the Interclub Hillclimb Challenge, held at the historic Rob Roy Hillclimb in Christmas Hills. This event was instigated in 1996 to promote friendly rivalry at a club level between the local sporting car clubs. Spectator entry is \$10 for one, or \$20 for more than one in each car. Full catering on site. More info at <http://robroyhillclimb.com.au>

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.

8: Yarra Glen Swap Meet and Show & Shine.

Presented by the Vintage Drivers Club. Venue – Yarra Glen racecourse, Armstrong Grove, Yarra Glen. Swap sites \$20.00 - Indoor sites \$25.00 - Entry from 6.30am Gates A,B &C. Entry fee for public \$8.00 & children free. Show & Shine Display vehicle \$8.00 (per occupant). Entry between 8am and 10am. Site bookings and enquiries: 0473 832 277. www.vintagedriversclub.com.au/yarraglen

8: All GM Day – Wangaratta. Presented by the Early Holden Car club of Wangaratta. Venue – Apex park, Clement Street, Wangaratta. 9am to 2pm. Live music, on-site catering, raffle. Sponsors Trophies, presentation at 1.00pm. All Holden/GM vehicles welcome. Contact Lester 0427 500 815 or Craig 0428 737 78

8: Picnic on the Lake. Presented by the Sun Country Historic Vehicle & machinery Club. Venue – Yarrowonga Foreshore Reserve, Lake Mulwala, Yarrowonga, Victoria. Entry via Murphy Street Gate. 10am to 3pm. Cars, trucks & motorcycles welcome. Trophies for veteran, vintage, post vintage - historic class. \$10.00 entry per vehicle, includes a free raffle ticket. Food & coffee vans onsite

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; Swap Meet – 0419 157 670; Market – 0437 645 434.

9-15: 41st Annual Corowa Swim-In & Military Vehicle Gathering. The event goes for a week and commences on Monday 9th March and finishes on Sunday 15th March. Annually a group of ex-Military Vehicle Collectors gather at Ball Park Caravan Park in Corowa on the beautiful Murray River to display their lovingly restored military vehicles participate in a parade, a swap meet, go to local schools and places of interest both in Corowa and the surrounding areas. The event attracts collectors from throughout Australia and the World. There are clubs in each state and the organising association is Khaki Vehicle Enthusiasts Incorporated.

March 2020 represents the 41st year of the gathering at Corowa. The theme is Year of the Military Motorcycle. We also encourage ex-military vehicle owners with other makes and models of vehicles to attend the event where they can exchange information and parts. We will be having another Year of the Jeep in 2021 and will celebrate 100 years of the RAAF in 2021. In 2022 it will be Year of the Heavy Metal.

On Saturday 14th March we have a parade from Bangerang Park down the main street of Corowa at 9am and out to the Corowa Showground where there is a Swap Meet.

For more details: www.corowaswim-in.org or kveinc@optusnet.com.au

Organised by the Khaki Vehicle Enthusiasts Inc.

14: Show Us Your Wheels Ararat. Organised by the Grampians Vintage Vehicle Club. Venue – Barkly Street, between Vincent and Queen Streets, Ararat. You are invited to display your vehicle at a Closed Street Presentation as part of the Aararat Jail House Rock festival weekend. Vehicle exhibitors enter from 8.00am via Queen Street end, vehicles must be in position by 9.00am. Free Show Bag for the first 50 participants who register their vehicle. No entrance fee for exhibitors - General admission free. Enquires: Darren 0428 216 218 - Geoff 0409 384 150 - Barry 0417 106 324

14: Ballan Vintage Swap Meet. Organised by Ballan District Vintage Machinery & Vehicle Club Inc. Venue – Old Ballan Racecourse, Racecourse Road, Ballan. Vintage & classic parts for sale, Vehicles for sale, Vehicles & collectables on display. Stallholders: Gates open at 6.00am, \$20 each site. Public: Hates open at 7.00am, adults \$5 & children U16 free. DOGS MUST BE ON A LEAD. NO ALCOHOL. NO GLASS. Enquiries; Greg 0447 832 594 - Jason 0409 557 541

15: Werribee & District Collectable Vehicle Club Show n Shine. Sunday March 15th 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.

21: Harold Parson Memorial Ride. Presented by the Sale-Maffra Motorcycle club. 2020 marks 100 years since Harold Parsons set the World 24 hour riding record in Gippsland. Join us for a one day riding event on sealed roads. Ride your oldest bike or just the one that you have. Entries close Friday 13th, March 2020. This centennial year there will be also a two course dinner from 7pm (optional). Information & Entry forms online: Google 'Harold Parsons Ride 2020' or Maffra-Sale MCC

21: Show 'n' Shine Warrnambool. Organised by the Western Victoria Holden Car Club Inc. Venue – Lake Pertobe, Warrnambool. Open to all historic vehicles. Raising funds for local charities, this event is gold coin donation. BBQ available on the day, raffle of classic carlectables and of course the people's choice award all proceeds to the "Leila Rose Foundation". For further details contact: Peter 0400 638 928 or Scott 0419 167 606.

21 - 22: 40th Anniversary Invitation Weekend of Ballarat Morris Minor Club. Venue – Ballarat Morris Minor Clubrooms, Hut 56, Airport Road, Mitchell Park. A weekend of social and sporting functions with other Morris Minor and BMC vehicles. Saturday consists of morning tea and registration, light lunch, Show 'N Shine,

Morris Minor Olympics, Dinner with 1980's dress theme. Sunday will be an economy run, Anniversary lunch and presentations. Cost is \$35 entry adults, \$5 entry children under 12, Sunday lunch deposit \$10 and if anyone wishes to purchase a commemorative coffee mug they will be \$8 each. Saturday lunch and dinner are provided in entry. Email our event director Glen at bmmceventdirector@gmail.com or look on the website at www.bmmc.org.au for more information.

22: Mercedes Benz Club of Victoria Annual

Concours. The MBCV is holding its Annual Concours d'Elegance on Sunday 22nd March 2020 at Deaf Children Australia, 597 St. Kilda Rd., Melbourne. This is a Charity Event with Public entry of a Gold Coin donation. In addition to the Annual Concours there will be a special display of absolute Classic Mercedes

22: 64th Kalorama Rally. Vehicle prior to 1990 eligible for Mystery tour and oval display. Vintage & post vintage motorcycle clubs display, vehicle awards. Fire pumps & agricultural machinery on display. Kalorama CFA Kiosk with a variety of food & drinks. P & L plate drivers driving an eligible car admitted to Kalorama free. Entry \$10.00 per person - children under 16 free. Programs \$2.00. All Proceeds to the Kalorama CFA. Further information: Iain Ross 0409 027 392 or Paul Edgar 0419 369 542 www.vintagedriversclub.com.au/ KaloramaRally

22: Mirboo North Motorcycle Show & Swap Meet.

Venue – Mirboo North School. 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. Food vans, trade stalls, live music, motorcycle swap meet and kids activities. Organised by the Lions International with donations going to the Mirboo North School. Inquiries: Brad on 0459 251 007

28 March to 4 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

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

April 2020

4: 36th Annual Horsham Swap Meet. Organised by the Wimmera Mallee Historical Vehicle Society Venue – Horsham Showgrounds, McPherson Strett, Horsham. 8am to 2pm. Veteran, Vintage, Classis Cars & Motorcycle parts, Garagenalia, Man Cave, Collectables or Bric-a-brac. Vehicle display. featuring "Australian Made" vehicles. Site fees are \$30.00, which includes admission for 2 people. Gates open at 6.00am for traders. Overnight camping is available only by prior arrangement with the swap director. Site booking now open. Buyer's entry price is \$5 per person over 15 years old. Details & Bookings: contact Rob Binns on 0402 459 303 or email swap@wmhvs.org.au

18: Echuca Swap Meet. Presented by the Echuca & District Historic Vehicle Club. Venue – Rotary park, Rose Street, Echuca. Automotive Parts & Collectables welcome. Show & Shine open section as well as ladies only section, prizes will be awarded. 200 Plus sites available at \$20 per site. On site catering. \$5 Per person

entry. Children under 15 free. \$500.00 Donated to a local charity. Gates Open: Sellers:5:00am Buyers:7:00am. Enquiries: 0456010665, echucaswap@outlook.com

19: Kinglake Heritage Vehicle Day. Venue – Kinglake West Oval and Heritage Centre, 1055 Whittlesea / Kinglake Road, Kinglake West. Come to Kinglake and have a day in the hills, quiet roads to get here and plenty of parking. Kinglake Heritage Centre - History of Transport display. Historic Kinglake West Mechanics Institute open. CFA and SES displays. Food and drinks available. Raffle prizes - Novelty games. Organised by Kinglake Historical Society. Enquires Ken Aitken 03 5786 1658 AH

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 24th to Monday 27th 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, 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.

26: Gippsland Vehicle Collection Swap Meet. Venue – Gippsland Vehicle Collection, 1a Sale Road, Maffra. Car & motorcycle parts, collectibles, man cave supplies and garage-enalia. Site fee \$10.00 - set up from 7am. Sellers \$5.00 entry fee. Camping available on site by appointment. Inquiries contact Mike 0402 084 302 or www.gippslandvehiclecollection.org.au

May 2020

3: VHRR Historic Hillclimb at Rob Roy. This is a hillclimb for historic cars, conducted by the Victorian Historic Racing Register. Spectator entry is \$10 for one, or \$20 for more than one in each car. Full catering on site. More info at <http://robroyhillclimb.com.au> and <https://vhrr.com>

17: National Motoring Heritage Day. AOMC Cavalcade of Transport Trentham Historic Railway Station
To Celebrate National Motoring Heritage Day Sunday 17th May 2020 Gates open at 10am for display vehicles & 10.30am for spectators Gold coin donation Organised by Cool Country Classics Trentham

24: Rob Roy Hillclimb Interclub Challenge Round 2.
Venue - 375 Clintons Road, Smiths Gully, Victoria.
Second round of the Interclub Hillclimb Challenge, held at the historic Rob Roy Hillclimb in Christmas Hills.
Spectator entry is \$10 for one, or \$20 for more than one in each car. Full catering on site. More info at <http://robroyhillclimb.com.au>

29: Benalla Historic Vehicle Tour. Be part of the Benalla Historic Vehicle Tour assembling from 8.30am on Friday 29th May at the Benalla Gliding Club, 35 Samaria Road. No gravel roads. Red plate vehicles welcome. The tour concludes with a 'Shine & Show' display. Entry essential: \$10. This tour commences the Historic Winton weekend where participants can stay on to enjoy a weekend of historic car, motorbike and sidecar racing as well as massive vehicle displays around the Winton Raceway track. More information about the Benalla Historic Vehicle Tour: Benalla Visitor Information Centre on 03 5762 1749.

30: Historic Winton. Winton Motor Raceway, Winton. More than 400 historic cars, motorbikes and sidecars will compete at Historic Winton on 30th and 31st May 2020 at Winton Motor Raceway.
The Historic Winton weekend commences on Friday 29th May with the Benalla Historic Vehicle Tour and practice at the raceway. The Saturday program starts with qualifying laps then car, motorcycle and sidecar races commencing at lunchtime. Sunday is a full day of race action.
Historic displays of about 2,000 vehicles up to the 1980s will surround the track and for the first time, spectators will have entry to the competition paddock included in their gate ticket. A rare feature of this event is that everyone can see the competing race cars, motorbikes

and sidecars up close and meet the race teams involved. Each year at Historic Winton, curated displays of anniversary and featured vehicles are on display. It's huge!

Conducted by the Austin 7 Club Inc A0003290N with the assistance of the HMRV

August 2020

16: VSCC Pre War Historic Hillclimb. A hill climb conducted by the Victorian Sports Car Club, at the historic Rob Roy Hillclimb in Christmas Hills. Spectator entry is \$10 for one, or \$20 for more than one in each car. Full catering on site. More info at <http://robroyhillclimb.com.au> and <http://vintagesportscarclub.org.au>

29: Mirboo North Motorcycle Show & Swap Meet.

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

CODE RED AND EXTREME FIRE RATING DAYS

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

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MotoCAP wins International Safety Award.

RACV partner MotoCAP, Australia's innovative motorcycling clothing test program, has received international recognition for its ground-breaking research.

MotoCAP has won a Fédération Internationale de Motocyclisme (FIM) road safety award, which was presented in Monaco on 2 December 2019.

"This is fantastic news for MotoCAP and well deserved," Michael Case, Manager Vehicle Engineering RACV said. "As one of MotoCAP's partners, RACV continues to support this important work and is pleased to see international recognition for its research."

"The work they undertake testing motorcycle clothing and equipment is essential to keep riders safe."

MotoCAP has tested and rated almost 200 motorcycle jackets, pants and gloves sold in Australia and New Zealand. Items are given a star rating, between one and five, for protection and comfort.

Dr Chris Hurren oversees Deakin University's Institute for Frontier Materials in Geelong, where MotoCAP tests are conducted.

"The testing we carry out in our Waurn Ponds laboratory is making motorcycling safer for all riders and their passengers," Dr Hurren said. "It's great to see our work recognised on the world stage, and hopefully this award will lead to MotoCAP's international acceptance and expansion."

Motorcycle and scooter riders involved in crashes are at risk of impact and abrasion injuries, well designed protective gear can help to prevent or reduce the severity of these injuries.

"Wearing protective clothing can reduce the likelihood of riders being seriously injured or hospitalised in the event of a crash," Mr Case added. "Thanks to MotoCAP, riders can now choose the most appropriate gear for their riding conditions."

The partnership with the MotoCAP program complements RACV's funding for ANCAP and UCSR that rate the crashworthiness of new and used cars

RACV saving three kids a day from locked cars.

Alarming new RACV statistics have revealed its Emergency Roadside Assistance (ERA) patrols are saving three children a day, on average, from locked cars.

Since the start of 2019, RACV ERA crews responded to 843 calls to help rescue young children locked in vehicles, the majority of which were accidental.

The statistics have been released as part of RACV's Check Keys – Check Kids campaign, designed to prevent parents and carers from accidentally locking children in hot cars.

The campaign comes as Victorians brace for warmer summer weather with temperatures expected to push past 30 degrees.

RACV General Manager Public Policy, Bryce Prosser said vehicle cabin temperatures can more than double in the hotter months. "RACV tests show that car interiors can reach more than 70 degrees in just minutes when the outside temperature is only 30 degrees. Especially around this time of year, it's easy to become distracted and forget where our car keys are. A momentary lapse in concentration combined with sophisticated vehicle locking technology and soaring summer temperatures is a recipe for disaster," Mr Prosser said.

"Research shows that younger children are more sensitive to heat than older children and adults, as their body temperatures rise five times faster. This means they are at higher risk of dehydration and heatstroke when trapped in a hot car."

RACV ERA patrolman Steven Kendall, who has rescued hundreds of kids from cars over his 30-year career with RACV, said it was important that parents remain calm if they end up accidentally locking a child in a car.

"Knowing the dangers vehicle lock-ins pose to young children, RACV prioritises these call-outs as urgent and we allocate the job to the closest RACV crew," Mr Kendall said.

"Once on scene, we attempt to unlock the door with our expertise and tools, but depending on the temperature outside and the make of the vehicle, we may end up breaking a window to get the child out."



RACV free2go

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

Available to all Victorians aged 18 to 20 years, as well as Year 12 students, free2go provides emergency roadside assistance. And to help young people on the start of their driving life, it's free if you're 18 or in Year 12 at school and half-price if you're 19 or 20.

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

Veterans In The Modern Age By Russell Holden

Published in Restored Cars #254, May-June 2019

The veteran car movement is undergoing somewhat of a revival, with interest now rivalling the 1950s and 1960s when veteran cars were really the only collector cars.

Veteran vehicles are broken up into several categories, however they have one common theme, they all have to be produced prior to January 1, 1919. Pre 1904 vehicles are, to many collectors, the 'true veterans', with these vehicles being eligible for the prestigious London to Brighton run held in England in November each year. 1904-1910 vehicles are commonly referred to as Edwardian, celebrating the reign and interest in the 'new fangled contraption' that King Edward of England had in veteran cars. Other categories include, Brass Era (pre 1916), Motorbikes, Electric, Steam, 1 and 2 cylinder, and High Wheeler.

The other categories that deserve mention are the 'Trailer Queens' and 'Drivers'. Many people worldwide have veteran cars as trophies, extremely pretty vehicles often restored to a much higher level than the vehicle ever was, even off the production line. These cars often sit alongside a cabinet full of trophies and if it were not for a recent ruling that the car must be 'driven onto the show field to be judged' these vehicles would never even be started, let alone driven. Then there are the drivers, which thankfully is by far and away the predominant focus here in Australia. It does not matter generally what it looks like or goes like, as long as it is roadworthy. Having it out and about and having both the participants and on lookers enjoy what is effectively a travelling museum of motoring history is the main focus here.

Each year on a revolving basis the Veteran Car Club of Australia, through its State branches hold a National Tour. Last year (2018) that tour was in Forbes, NSW from September 23 to 28. This year (2019) is in Queensland followed by Victoria in 2020. These events regularly attract 100 – 150 entrants from all over Australia, New Zealand, USA and the UK and run for five to seven days. Every second year there is a National 1 and 2 cylinder tour, again in a different state (last year in Tasmania in March) and these often attract over 100 vehicles. Victoria also holds each March a 1 and 2 cylinder tour with attendance often numbering in the high 80s. That is not to mention the various State and local tours that occur monthly.

These tours generally encourage all manner of vehicles and are a particularly great forum for getting your vehicle going! I remember fondly trying to get our first veteran going, a 1904 Curved Dash Oldsmobile, and whilst it would run, it really did not 'go'. I was encouraged to take it to a small 1 & 2 cylinder tour with the promise that there would be plenty of people there willing to assist in sorting it out. So with a little trepidation, we loaded the car and trailered it to the tour. As soon as we arrived, people were going over the car with us, checking the things we had done and making adjustments and explaining some of the simple things that I, back then, did not understand. Low and behold, one hour later the car was going and going pretty well, and we had been introduced to many new friends. It is generally that spirit

that binds veteran car owners together, locally and worldwide.

Like all old car movements, attracting the younger generation to clubs and growing membership is a real goal. So attracting the youth into veteran cars is something that everyone in the movement is keen on. Gone are the days when as a child you are told to stand 20 feet away and 'Never, Never' touch the cars. Today nearly every veteran tour includes a visit to local schools and 'rides for the kids'. This total change in philosophy is assisting in evoking a new generation of younger enthusiasts to the movement.

There is no doubt that the price of the average veteran can be an inhibitor to entering the movement, however there are plenty of owners who are keen to see their vehicles being used and even better if it is being used by someone who may take up the movement in earnest. Second and third generation enthusiasts also assist in 'dragging their friends along' to building a new generation of veteran drivers. There are affordable entry level veterans, the trusty Model T is a great place to start, and there is a real push to have cars available for new members to utilise until either a restoration project is complete or a veteran can be acquired.

High Wheelers. The term 'High Wheeler' is easy enough to understand, big buggy style wheels with solid rubber tyres. Often these sturdy, versatile vehicles are



Above: The 1904 Schacht Auto Runabout was a popular High Wheeler .

mistaken for the earliest Horseless carriages, in truth whilst there were a number of manufacturers as early as 1903, they really did not see popularity until 1907-08 and were all but gone by 1915. The forgotten veteran for many decades, these slow, quirky vehicles have seen a renaissance over the last five to ten years with prices skyrocketing and demand at heights that would rival the early teens of last century.

Australia has always has a steady group of High Wheeler enthusiasts and restorers, with a bi-annual tour held in a different State for the last 22 years. Whilst there were a number of High Wheelers delivered new to Australia in the early days, only a handful of original delivery cars survive today and lately High Wheelers have dominated the veteran import market, with many IHC, Holsman, Black, Kiblinger and Sears being imported in the last five years.

1 and 2 cylinder. In a parallel to the High Wheelers resurgence, 1 and 2 cylinder cars were for many years the poor cousins of the large powerful veterans. However about 25 years ago there was a major shift in interest with restoration and re-restoration happening in earnest and tours restricted to 1 and 2 cylinder vehicles held in various locations throughout first the Eastern States and quickly Australia wide. Most 1 and 2s are pre 1910-12 and generally range from 3 to 10 horsepower for a single and up to 24 horsepower for the larger 2 cylinder cars. Again the price of the cars has increased with their popularity, with many 1 and 2s nowadays in a greater price range than some of the mid powered 4 and 6 cylindered vehicles.

Veteran Motorcycles. For a long time the veteran motorcycle has been part of the veteran movement and generally speaking, you will get a good percentage of bikes on both a general veteran tour and on a 1 and 2 cylinder tour, not to mention that there is an annual veteran motorcycles tour as well. Australian bikes are a very collectable area and surprisingly Australia was an extremely fertile area for motorcycle manufacture in the teens.

Some of these motorcycles are what is often referred to as 'propriety manufacture', that is, they purchased frames, motors, forks, etc from well known manufacturers and were then placed with local components to produce an Australian product. Others were real 'Aussie inventions' totally designed and manufactured in back yards and small factories in cities and towns across the country. It is these 100% Aussie veterans that are real collectables. Other more well known bikes are Harley-Davidson, BSA and Triumph. Indian's are popular and like the car movement, it is the

restoring, riding and enjoying others seeing them, that is the real pleasure, not just the collecting.

Finding a Veteran. Luckily both here and in other locations around the world, many veterans were saved from the scrap drives of the 1940s and 50s and were often placed in storage. Many of these have undergone restorations over the last 70 years and a good number had restorations started and sometimes stalled, others just placed in garages or sheds to be eventually sold by later generations. Finding a veteran is not as hard as many would think, with a huge network of avid enthusiasts worldwide. The most logical step is to join a club, or one of the worldwide organisations, like the Horseless Carriage Club of America or veteran car Club of Great Britain.

Veterans range from the small single cylinder through to the giant 60hp to 70hp tourers and racers and on to the earliest V8s, with 2,3,4 and 6 cylinder variants in between. I am often asked, "How do you find things?" and my standard reply is, "The first thing you have to do is look." Because veterans were the very first wave of collector cars, thankfully many survive, and looking and talking to people is the best way to locate a vehicle that suits your needs and budget. They are still today in garages, sheds, and barns here and there around the world, single cars and collections of cars that become available from time to time. My challenge in looking for particular vehicles is to find 'that' someone and convince them to take me to that vehicle. I must confess I do avoid purchasing 'trailer queens', particularly the ones that received all the awards prior to the 'it must be driven onto the show field' rule, as they look great and may even start, but are never tour proven! If you intend to drive a veteran, better to have one that has been out and about that is not quite as pretty, but will likely give you hours of pleasure, not hours of grief.

In being asked to describe why we enjoy veterans so much, I relate a discussion and drive with one of my younger brothers. After admiring one of my single cylinder cars, he remarked that it was amazing that after driving cars for years 'flat out' I had focused on restoring and driving some of the slower vehicles on the road. So after taking him for a 30km return trip to a local swap one Sunday morning in that same car, he quickly learned that driving a 1902 single cylinder at 40-50kmh took the same level of skill and had all the thrills as driving a modern car at 100 plus kmh and you get to enjoy the scenery as well. He too now has a fond affection for veteran motoring.

Below: A selection of veteran motorcycles promoting the 2019 National Veteran Motorcycle rally in Tasmania.



I'm Outraged And I Want To Hitch A Bus Straight To Canberra.

My outrage is a result of the supposed unintended Australian Luxury Car Tax (LCT) inclusion of veteran, vintage and classic cars under its mantle. The Hon. Josh Frydenberg (MP), "government of the people, by the people, for the people", Treasurer of Australia and Deputy Leader of the Liberal Party is the bloke who can put it right.

An online petition is now circulating and raising steam. My experience with this tax is as follows:

In 2012 I purchased an unrestored 1935 Railton Sports Tourer in the USA for AUD \$57,725. The body was built new in Sydney and used there by its original owner until he returned to the UK in 1947, taking the car with him. In the early 1960s it was sold into the USA.

Earlier this year, I bought the car back to Australia via the Port of Melbourne and in February 2019 the Australian Government charged me the following taxes to re-import the vehicle:

GST - \$ 9,716.71

LCT - \$ 9,602.22

Total - \$19,318.93

(or 33.5% of the purchase price).

Whilst I purchased the Railton for \$57,725, the landed customs value includes freight, insurance, GST and other costs. As a result, the car now owes me almost \$90,000 before any restoration work starts on it here in Australia. (A fool and his money soon parted).

I have just now signed the on line petition to Josh Frydenberg entitled "Australia's Luxury Car Tax must be removed from Historic Cars" and want you to do the same. If you are able to help in this cause, please add your name and press the send button.

The goal is to reach at least 5,000 signatures and they now need your support. You can read more and sign the petition by opening the internet link: <http://chnq.it/WnQMyndYZk>. It is emphasised that there is no need to pay anything. Just skip over that bit if it pops up. It will take you less than a minute to complete the petition.

Many classic motoring clubs have already sent messages inviting members to sign this on-line petition to our Federal Treasurer. The case for the abolishment has previously been published in motoring magazines and club newsletters. **This is a tax on our hobby** and it came into effect largely by way of a series of unintended bureaucratic events. It raises only a negligible amount of income for the Federal Government but makes it close to impossible for anyone to economically import a higher value historic vehicle into (or even back into) Australia. **It's a classic example of Canberra RED TAPE.** Your support for its abolition will be much

appreciated and will help to ensure that the movement of historic cars in and out of Australia is not a one way process.

You can find more on the Australian Historic Vehicle Interest Group (AHVIG) facebook page.

Without remorse,

Jim Scammell

St Peters, South Australia.

The LCT petition has now reached over 11,000 signatories.

Why Australia's Luxury Car Tax must be removed from Historic Cars

- 1) Australia has no car industry – there is nothing left to protect, and in the case of historic vehicles there never was. Accordingly, LCT makes no sense on historic vehicles.
- 2) Australia's motoring heritage and historic vehicle fleet is part of our national identity and deserves to be protected. The LCT means our taxes are so high on importing a car that we only ever lose historic cars we hardly ever gain them.
- 3) LCT on the importing of historic cars raises less than ¼ of 1% of the total LCT tax collection. More tax will be raised from those interested in historic cars importing them and paying GST than the amount of LCT foregone.
- 4) Our historic vehicle repairers and restorers employ people, particularly in regional Australia, thereby maintaining and creating jobs. More jobs will be created without LCT on historic cars.
- 5) The owners of historic cars restore, maintain and use their cars. Their "recreation" means they spend money, often in regional Australia, adding economically to small towns and cities. The removal of LCT on historic cars will increase owners spending in regional Australia.



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Clear the Way: A History of Automotive Windshield Wipers

This article has been lifted from the Cadillac La Salle Club of Valley Forge USA January 2020 newsletter.

There are so many things we never think about, taking it for granted, for instance, that when it's rainy or snowy our windshield wipers will keep the windshield sufficiently clean for us to keep motoring. But windshield wipers weren't always a given. Early vehicles didn't have them. After all, if a horse-drawn carriage didn't need them, why did a horseless one? Well, because a driver needed some protection from those gnats, for one; because a driver who got up some speed needed a windbreak, and because drivers really did need to see where they were pointing their cars.

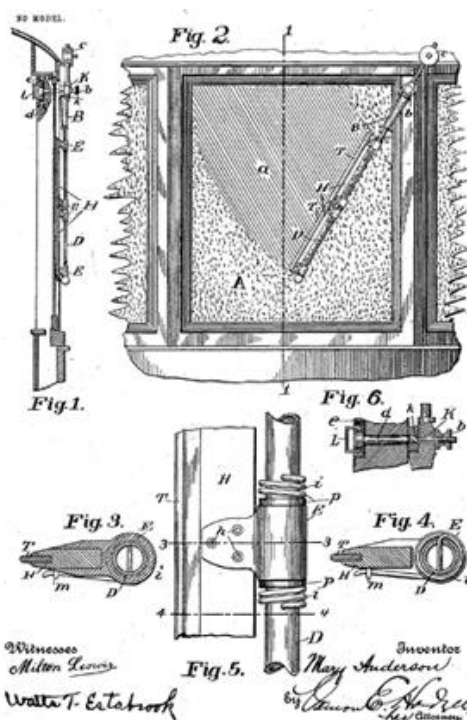
Besides, if a horse came upon an immovable object, it'd usually stop contrary to the drivers wishes. Cars didn't provide this second opinion. Early drivers were resourceful when it came to keeping their cars running. In lieu of the yet-to-be-invented windshield wiper, they are said to have used plug tobacco, a piece of potato, carrot or onion, or most anything else they could remember to bring along to keep their small piece of vertical glass wiped down during inclement weather. Some of them must have tried rags or sponges, too, before squeegees became the tool of choice.

The first known inventor of an actual windshield wiper was Irish-born inventor J. H. Apjohn, who, in 1903, developed a method of moving two brushes top to bottom to clear the windshield. As so often happens, however, another inventor was working on a solution about the same time. This inventor, Mary Anderson, is credited with the first American wipers and the first operational windshield wiper. On a visit to New York City in 1902 she watched a streetcar motorman struggle to keep his windshield clear during a sleet storm. He could leave the glass down and get cold and drenched, or stop the car to clear the glass. Either way riders weren't happy with the results. Ms. Anderson

came up with a swinging arm fitted with a rubber blade that could be operated via an inside lever. A spindle passed through a hole in the frame of the windshield, connecting the external rubber wiping blade and the interior handle. A counterweight and spring held the external blade to the glass. Her ingenious invention predated the emergence of the automobile to prominence. And in any case, few vehicles of the time had windshields, which were then optional equipment. By 1916, however, her invention was available in all U.S.-made vehicles.

In 1917 Charlotte Bridgewood invented and patented the first automatic windshield wiper, one that was rollerbased and dubbed the "Storm Windshield Cleaner". The product was not a commercial success, however. Most drivers still had to steer and shift with one hand while operating the wipers with the other. Realizing the inherent danger in this practice, other inventors came up with motorized solutions, e.g., a one-armed blade installed in the top centre of the windshield (an invention of Hawaiian dentist Dr. Ormand Wall) or double blades, the outside rubber and the inside felt-lined squeegees.

Following a collision one rainy night in 1917 between a National Roadster and bicyclist in Buffalo, New York, J.R. Oishei, the car's shaken driver, sought a way to keep windshields clear. He found a retired electrical engineer, John W. Jepson, who had invented a hand-operated squeegee known as "Rain Rubber". Put away in the car's tool box during fair weather, a driver took it out for foul weather, sticking its handle through the opening between the upper and lower sections of the two-part windshield. As the driver pushed the handle back and forth, the blade cleared the windshield. Oishei patented the device and in 1920 Tri-Continental Corporation (later known as Trico) was incorporated to manufacture it.



Left:
Mary Anderson
and her 1902
patent for the first
windscreen wiper.

It Slides in the Slot



In 1921, American inventor William Folberth patented a vacuum-powered, single blade wiper run by suction from the engine's intake manifold. Timing was a bit of a problem in that wiper speed was inversely proportional to the speed of the engine. With the throttle wide open, the vacuum available as motive power decreased sharply and wipers either slowed down or stopped altogether. Nonetheless, Trico, now a major name in wipers, bought Folberth's company in 1925 for \$1 million and his inexpensive vacuum system saw widespread and unchanged use for many years.

On cars built prior to 1920 most wipers were paired and anchored at the top of the windshield. Cadillac introduced vacuum-driven wipers in the 20s and other manufacturers soon followed suit. Henry Ford, notoriously stubborn about adding any new gadgets to cars, saw the light after a Trico salesman installed a manual wiper on Ford's own car. As electrical systems evolved, wipers were relocated to the base of the windshield. By the mid-thirties Trico had introduced the first windshield-washer system and by the late forties the first combination wiper/washer system. Eventually windshield washers were commonplace, requiring spray nozzles in front of the windshield and a reservoir for washer fluid located under the hood. Typically they were operated by an electrical pump. In the late 1950s another novelty was introduced whereby a driver could push the washer button and activate the wipers for a few swipes across the windshield. Nowadays that's

accomplished by means of an electronic timer but then a small cylinder connected to a switch provided the delay as the vacuum leaked off.

The next major improvement in wipers came with a David and Goliath-type story, at least according to the David in the story. Robert Kearns, an engineering professor, after noticing that the human eye blinked only every few seconds rather than continuously, began tinkering with the idea of intermittent power wipers. Eventually he installed a prototype of them on his '62 Ford Galaxie. In 1963 he demonstrated the system to Ford, hoping they would license his technology (patented in 1967 and utilizing a solid-state circuit) that enabled drivers to select one of several delays between two consecutive swipes. Instead, they came out with their own version of intermittent wipers in 1969, a decision that frustrated Kearns and led him to file a patent infringement suit against them and other car manufacturers who followed their lead. As the 2008 film "Flash of Genius" detailed, after many years of litigation and the hiring and firing of numerous law firms, federal juries assessed Ford damages of a little more than \$10 million for unintentional patent infringement and Chrysler roughly \$19 million in damages. Suits filed against other automakers were, however, dismissed, after Kearns, by then proceeding on his own, missed multiple filing deadlines.

1970 found Saab introducing headlight wipers and Citroen bringing out rain-sensitive intermittent wipers. The resistance the wipers met on the first swipe was measured: slight resistance meant the windshield was relatively dry while greater resistance indicated more moisture. In the 1990s, infrared optical micro sensors built into windshields could sense rain and determine wiper speed. Cadillac introduced these sensor wipers in 1996 but they're now available on many other makes and models.

With the passage of time and the further development of electronic gadgetry, wipers appeared on front and rear windshields and also on headlights. From the days when drivers had to remember to bring a squeegee along or fish in their toolkit to find their purpose-made squeegee, we now have windshields with built-in sensors that don't require us even to hit a button to have clear windshields. Now we can just take it for granted that wipers, no longer optional equipment, will be there when we need them.



RACV Classic Car Display—Australia Day in the Domain

The always popular RACV sponsored Australia Day event in the domain, featuring classic and historic vehicles, this year consisted of all Australian made vehicles.

On this page we have reproduced some images that were posted on the RACV facebook page by the RACV and attendees.





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 deductability of donations.

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

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

The Secretary
Association of Motoring Clubs

20.1.2020

Dear Sirs,

After more than 43 years of service to the Association, it is finally time for my retirement.

Myself and Mike Allfrey are the only current delegates whose involvement goes back to the very beginnings of the Association in 1976. I am proud to have served for eight years on the committee, in those challenging times, when 1942 was the cut off date for the Club Permit Scheme. It took us some years to eventually have the scheme extended to the rolling twenty five years, which is still the basis for the current log book scheme.

Ongoing serious medical conditions have limited my activities lately, curtailing my attendance at Association meetings.

There will always be new and ongoing campaigns to be tackled by the Association and I will miss having input as a Delegate. I wish the Association well in its endeavours undertaken for the benefit of all hobby motorists.

Bob Clark
Delegate
Classic and Historic Automobile Club of Australia

Western Australia

WA Government flags classic car and street rod rego discount

Saturday, 18 January 2020

- New scheme to offer 75 per cent registration discount for classic vehicles registered to an approved club
- 'Concessions for Classics' scheme to stimulate business and jobs in automotive industry
- Scheme removes red tape for classic car owners that only drive occasionally
- WA's motoring culture celebrated through classic vehicle registration concessions

The W.A. McGowan Government is introducing a new quarter-price registration scheme to bring more classic cars out of the shed and onto the road.

The new 'Concessions for Classics' licensing scheme will remove restrictions that currently prevent modified classic vehicles and street rods from accessing licence concessions.

Under the new scheme, all car and motorcycle enthusiasts with a vehicle older than 30 years that are also registered to a Department of Transport approved club, will be eligible for the 75 per cent registration concession.

Feedback from local motoring clubs and custom vehicle owners suggested the old licensing arrangement discouraged vehicles that would otherwise be used for tourism events, exhibitions and special events from being registered at all.

Under 'Concessions for Classics', the annual registration discount would vary from vehicle to vehicle depending on specification. For example:

- A 1956 Holden FJ would drop from \$748.90 to \$167.35 a year;
- A 1970 Ford GT would drop from \$839.40 to \$169.20 a year;
- A 1929 Ford Roadster would drop from \$721.20 to \$139.65 a year; and
- A 1974 Holden Torana SLR would drop from \$768.45 to \$151.50 a year.

The Department of Transport is currently drafting regulation changes and upgrading systems to support the 'Concessions for Classics' scheme.

Part of this process will involve the Department of Transport meeting with stakeholders such as motoring clubs to discuss details such as registering a club and defining what constitutes a club event.

Drafting is proceeding as quickly as possible and the McGowan Government is aiming to have the new registration scheme available to owners in the second half of 2020.

Owners will be subject to a number of conditions such as identification labels, annual vehicle inspections and vehicle use being limited to attending club shows and events.

To stay updated, visit:

www.transport.wa.gov.au/concessionsforclassics and subscribe to receive emails in relation to the scheme.

Comments attributed to Transport Minister Rita Saffioti:

"Western Australians love their classic cars and motorcycles, resulting in a strong local motoring scene."

"Many local motoring enthusiasts also attend cruises, exhibitions and events that often attract tourists or raise funds for charities."

"It's clear that a large amount of classic vehicle enthusiasts are only using their pride and joy for special events such as cruises or shows - so it's unfair they should pay full registration."

"Our current registration system also prevents classic car owners from accessing registration concessions if modifications - even safety improvements - have been made to their vehicles."

"This new scheme will remove that red tape and encourage more owners to get their classic cars and bikes out to events."

"I have been approached by many classic vehicle owners who say the annual registration cost is too high for classic cars that are only used occasionally."

"We will now work with those owners to finalise the details of the policy."

"The more classic vehicles that are brought out of the shed to qualify for the scheme, the more flow-on benefits we will see in the local automotive industry."

TALES FROM THE AOMC ENGINE RECORDS Special Registration Numbers

Special event registration numbers became common in the late 1970s and with the advent of personalised and custom plates and they are now common. But back in the mid fifties there was one significant world class event held in Victoria that warranted a special plate. This was of course the 1956 Olympic Games held in Melbourne (and elsewhere in the state). The Ford records reveal that a number of Ford Customline Sedans were used as official vehicles. Now in 2020, we can reflect on the fact that some 64 years ago a Ford Customline with engine and chassis number ATQ7456, was registered on 5/10/1956 as **Olympic 110**. Following the games, this vehicle was reregistered as GOE886 on 17/12/56. Another was ATQ7830 registered as **Olympic 131** on 24/10/1956, later registered as GOF968 on 19/12/1956. Do any of these Official Olympic vehicles still exist?

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

News From From The UK

The following article has been sourced from the December issue of the FBHVC newsletter.

Cambridge & Counties Bank have taken a further step in support for the next generation of historic vehicle engineers, by working with the Heritage Skills Academy on the restoration of a historically significant Triumph TR2.

The fifties British sports car will be rebuilt by students at the Heritage Skills Academy as part of their learning, with a view to completion in time to compete in the Rallye Monte-Carlo Historique in two years' time.

The students will not only be carrying out all the work required to finish this significant car, but will also project manage the restoration and consult with its owner on sourcing suitable period upgrades to prepare the car for historic rallying. Neil Fender, Head of Classic Car Finance at Cambridge & Counties Bank described the moment the car was handed over; *"The enthusiasm that all the apprentices showed when we delivered the TR2 to the Heritage Skills Academy was heart-warming. They are all genuinely excited to get started and it's going to be fantastic now to watch the project un-fold and to see those apprentices progress as they grow and develop with the car."*

Launched in 1953, The TR2 was hugely successful in motor sport, especially in Alpine rallies which earned it a formidable reputation as a rugged, fast, but affordable sports car. This particular TR2, registered RHP552 was used by Standard Triumph to train and educate apprentices at the Standard Triumph factory during 1955.

The chassis number marks this TR2 out as being manufactured by Standard Triumph at the point where chassis modifications were made as part of the model's development and there is evidence in this car's massively extensive history file that show it was used by the factory as an experimental car for those changes.

The development engineer for Triumph, David O'Clarey later purchased this car from the factory and successfully campaigned it in rallies around Europe, applying many of the modifications to the car that had been so successful on the factory works cars of the 1950s.

Cambridge & Counties Bank support the FBHVC backed Heritage Skills Academy based at Bicester Heritage, through the provision of business finance education modules and apprentice bursaries. The apprentices on the scheme, who are currently learning the skills they will need to safeguard the future of historic vehicles, are working on the restoration of RHP552 and also learning their craft, just as those original students did with David O'Clarey, way back in 1955.



News From The U.S.of A.

SEMA Action Network

Following are some legislative alerts that have been put out by SEMA, who keep a watch on legislators around the USA. Some of these issues may be pertinent to us in Australia as our governments look around the world to see how others operate and what they may introduce.

Washington: Legislation has been introduced in Washington to restrict eligibility of "horseless carriages." Currently, a collector vehicle must be at least 30 years old, while a horseless carriage must be at least 40 years old. Vehicles registered as "collector" or "horseless carriage" may currently display year of manufacture (YOM) plates with DMV approval. The bills currently await consideration in the House and Senate Transportation Committees.

New York: Legislation has been introduced to exempt historic vehicle owners in several cities in New York from paying the Metropolitan Commuter Transportation District supplemental registration fee. The city of New York and the counties of Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester are included in the Metropolitan Commuter Transportation District. The bill awaits consideration in the Senate Transportation Committee.

West Virginia: SEMA-model legislation has been introduced by West Virginia Delegate Gary Howell to protect the activities of automotive collectors from the implementation of unfair municipality or county ordinances. This bill permits automotive collecting activities on residential property if the vehicles are kept out of ordinary public view. The bill awaits consideration in the House Political Subdivisions Committee.

Virginia: Legislation has been introduced in Virginia that would create a historical designation for historic motor vehicle racing tracks for the purpose of promoting tourism and economic development. The bill passed the Senate General Laws and Technology Committee and currently awaits consideration in the Senate Finance and Appropriations Committee

New Jersey: A version of SEMA model legislation has been reintroduced to create vehicle registration classifications for street rods and custom vehicles. This bill defined a street rod as an altered vehicle manufactured before 1948 and a custom as an altered vehicle at least 25 years old and manufactured after 1948. This bill has been introduced in the New Jersey Legislature in several previous legislative sessions. A.B. 128 awaits consideration in the Assembly Transportation and Independent Authorities Committee.

Minutes of the November 2019 AOMC Delegates' meeting & AGM

Monday November 25th

Venue: Jaguar/Austin Healey clubrooms

There were 105 delegates in attendance representing 78 clubs.

Meeting commenced at 7.30pm

Presidents Report: Keith Mortimer noted that this was his last meeting as President as he is standing down due to work and family commitments. AOMC has done some wonderful things and will continue to do so. Recently hosted 2 motorcycle club forums, one of these with VicRoads in attendance. On December 5th will be hosting a similar forum with the Historic Commercial (truck) clubs.

Treasurers Report: Current cash balance in all accounts is \$170,371.92. Cash balance looks healthy, but is not great as there are a lot of expenses in running the association and its activities.

VicRoads/CPS Report: Iain Ross reported that the State Government are looking at privatising the registration system. AOMC has not received any information on this, and as yet do not know how it may affect the Club Permit Scheme. Staff at VicRoads are as much in the dark as we are. VicRoads say there will be no information until the state budget in May 2020.

Car Shows: Aussie Car Show was a wash out which has led to a financial loss on the day. AOMC will need to review these shows if not running at a surplus. Dates have been organised for next year, but sponsorship future is uncertain.

British & European Motoring Show – Yarra Glen on Sunday 23rd February

American Motoring Show – Yarra Glen on Sunday 29th March

National Motoring Heritage Day – Seymour on Sunday 17th May.

Guest Speaker: Maria Tilling, Fuel Technologist from BP. Maria gave a presentation on issues of fuel and cold start vehicles and Adblue. Fuels are mainly hydrocarbons from crude oil, and they all vaporise at different temperatures. Fuel must vaporise before it will burn/combust. In a petrol engine, the heat from its surrounding causes the vaporisation, in diesel fuel it is by using fuel injection. The specifications of it need to be adjusted to suit climatic conditions, such as low volatility for hot climates and high volatility for cold climates. Also State and Federal rules on specifications differ depending on components they will allow. It is the low end gases such as Butane that give this volatility.

Fuel Issues when cold starting: If the volatile components are not active when starting, the spark will not ignite the fuel. This can occur in a number of ways. Basically, fuel is made up of 120 different organic molecules. 50% of it is made up of aromatics and Butane. When these light ends escape from the fuel, this is when cold starting becomes an issue. This can be from evaporation at temperatures above 35C. This can happen when a vehicle has been driven, and is then stored for a period of time. Heat from the engine whilst still hot can cause these volatile gases to escape from the fuel still in the carburettor and not be present when you next go to start.

If you have a starting issue, you can either access the

carburettor and put fresh fuel in it; or put fresh fuel in the tank. If this situation continues, it can cause a build up of gums from the heavy part of the fuel in your carburettor which will need cleaning out with an appropriate solvent.

Adblue: This is a diesel exhaust fluid that is used to treat exhaust gases in diesel vehicles to assist in meeting the strict European emissions standards. It is not added to the fuel, but rather is injected into the exhaust system prior to reaching the catalytic converter. There is a separate tank on board the vehicle for storing the adblue, usually with a sufficient amount to not need filling up between regular services.

Questions from the floor: Did not have starting problems in the past, why now? *Due to the removal of lead from fuel due to legislation, and other components that have had to be added to the fuel.*

Q.: Older cars have low compression. Should they use 91, 95 or 98 fuel? *If they run better on one of those, keep using it. The bigger the difference between the RON (Research Octane Number) and MON (Motor Octane Number) can lead to performance issues. 91 fuel has a differential of 91 – 81, 95 has one of 95 – 85, and 98 has one of 98 – 85. Will take effect under load when engine is running at full speed or up hill. 98 fuel would be more than is required, and not recommended.*

Annual General Meeting.

Presidents Report: Keith Mortimer reported that the AOMC will be partnering financially with the RACV to conduct a survey to quantify the size and value of the hobby vehicle movement in Victoria. We will be looking to do it in partnership with a tertiary institution. You cannot have an effective voice when speaking to government bodies without effective data. This survey will determine the amount that the movement contributes to the Victorian economy.

AHVG petition on Luxury Car Tax. The change.org petition that has been circulated to delegates and clubs is vital in the movements push to remove this unnecessary tax on historic vehicle imports. There are 8,800 signatories to the petition so far, so get the word out to your members to take part.

Treasurers Report: Angelo D'Ambrosio reported a small surplus for the year of \$4,400, compared to a loss of \$18,000 last year. Motor Show income has stayed relative but costs have been increasing, which is a concern as it will have an affect on the cash flow going forward.

Membership fees for 2020/21 were recommended to remain the same as last year..

Election of Office Bearers for 2019/20. Daryl Meek (RACV) took the chair for the elections. He spoke of how significant the historic vehicle movement is to the Victorian economy.

The following were elected unopposed. President Iain Ross; **Vice President** Peter Welten; **Secretary** no nomination; **Treasurer** Angelo D'Ambrosio; **Committee** Philip Johnstone; Colin Jenkins; Geoff Meehan; Steve Young; Martyn Bishop, Bryan Langton.

Meeting Closed at 9.45pm



Stuckey Tyre Service

is pleased to announce its appointment as Sole Australian Distributor of the famous Blockley Tyres of UK.

Blockley Tyres began by first producing the original 3S pattern for Vintage Bugatti cars (pictured). Since then they have massively increased their range to include 2 beaded edge patterns, 3 bias ply patterns and more recently 3 radial ply patterns. In total a range comprising 53 different tyres!

Stuckeys now have stocks of all these exciting new (and old) tyres heading our way. Importantly these tyres are due to arrive just in time for the Phillip Island Classic in March!

The addition of the Blockley name to the Stuckey Tyres Vintage and Classic tyre range creates the largest range of quality tyres for Vintage and Classic cars in the Southern hemisphere. Stuckey Tyres now has stock available in Michelin, Pirelli, Avon, Dunlop, Vredestein, Goodyear and Goodrich brands, with Blockley soon to follow.

Regards,

Russell Stuckey

Stuckey Tyre Service 828 Sydney Rd
Brunswick 3056 (03) 93865331



LOST & FOUND

The Association Of Motoring Clubs has the original Victoria engine number records, and we can find YOUR vehicle

If your vehicle was registered in Victoria before 1984 then we can find:

- Original registration & date
 - Engine swaps
 - Registration changes
-and possibly more



For more details on what we can discover about your vehicle and the fees involved, visit www.amoc.asn.au or contact us on secretary@amoc.asn.au



ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the
Association of Motoring Clubs Incorporated

APPLICATION FOR A SEARCH

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

Search Fee (inc GST)

Possible information available:

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



**21 Rosalie Street
Springvale Vic 3171**

**Tel: 03 9558 4829
Email: secretary@aomc.asn.au**

Name		
Address		
		Postcode
Phone	Fax	Email

Vehicle Details

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

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

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

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

Is this the original registration number? Yes No Unsure

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

Any other relevant information

Please find enclosed a <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"/>
Name on Card	<input style="width: 100%; height: 20px;" type="text"/>			Expiry Date <input style="width: 20px;" type="text"/>
Signature	<input style="width: 100%; height: 20px;" type="text"/>			
Direct Deposit to AOMC Bank Account BSB 033-039 Account 480962				
Please include your surname in the deposit message AND enter the deposit date here <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 [#]
Sale of all computerised records for a marque to a person or commercial group that has an interest in the marque. For each 100 records (or part thereof)	\$460 [#]

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

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

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

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

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

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

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

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

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



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Spend less on your insurance and more on your obsession

- Speak to specialist staff who share your passion
- Select your own repairer and receive a lifetime guarantee on authorised repairs
- Flexible premium options tailored to suit your individual needs
- We offer an agreed value to protect the value of your investment
- Save with competitive premiums for your daily drive
- Backed by IAG, one of Australia's largest general insurers
- To find out more visit us online: www.lsvinsurance.com.au

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