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THE ASSOCIATION OF
MOTORING CLUBS



EUROPEAN MOTORING SHOW 2023

Open to all Vehicles manufactured in England & Europe

Incorporating

- The MG annual concours
- 100 years of Triumph cars
- 125th anniversary of Riley cars
- 40 years of the Peugeot 205
- 50 years of the Volvo Club of Victoria
- 60 years of the Rover P6 & Triumph 2000

Supported by



Gates open-
Display vehicles from 9am
Spectators from 10am

Event details 0473 832 277
For site plan and more info:
www.aomc.asn.au/
britishandeuropean2023
fb.com/infoaomc

See over page for more details.

Sunday 26th February 2023

Event Central at Caribbean Park

Entry from Ferntree Gully Road, 1km north east of the Eastlink junction

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British & European Motoring Show 2023

President's Welcome

Welcome to the 2023 RACV British and European Motoring Show, presented by the Association of Motoring clubs AOMC.

The British and European Motoring Show was established many years ago and has become a fixture on the Victorian motoring calendar, personally it is the reason that I have become an enthusiast and remember fondly attending this show as a child and young adult. For many years this event has been held at the Yarra Glen Racecourse and whilst this is a lovely country venue the AOMC also wanted to make the event more accessible to the whole of Melbourne, hence the move this year to Caribbean Park. As always, we are always looking for ways to improve our events and welcome your feedback.

This show provides a great opportunity to talk to like-minded people perhaps even the owner of a vehicle that you may inspire to own. Many of our clubs that specialise in British and European vehicles will be present, and they would welcome your interest in their marque vehicles and clubs.

This event supports the Wheelers Hill Lions Club, who today you will see gatekeeping and guiding traffic and are a fabulous assistance with the event. In return the Association makes a contribution to the club's fund-raising efforts.

The AOMC was established in 1976 and is a peak body representing motoring clubs and motoring enthusiasts in Victoria. It is run by enthusiasts for enthusiasts for enthusiasts. This event is the major fund raiser for the Association, and all funds raised are returned to the movement through the work of the organisation representing the movement. Please follow the AOMC on Facebook, visit our website or sign up for our newsletter - We have great events notice service promoting many enjoyable motoring events and clubs across Victoria.

We extend our heartfelt thanks to all the volunteers that have contributed to today's event and in particular we acknowledge our event sponsor the RACV, without whom this event would not be possible.

Enjoy your day.

Keith Mortimer
President.

Timetable

9.00 am	Gates open for Display vehicles
10.00 am	Public admittance commence
11.00 am	Vehicle judging commences
3.30 pm	Show closes

Trophy Presentation

Best Pre War European Vehicle
Best Pre War British Vehicle
Best Commercial Vehicle
Best Motorcycle
Best Post War British Vehicle
Best Post War European Vehicle
Best Pre 1930 Vehicle
Best Club Display (AOMC Award)
President's Award

Note there will not be a combined trophy presentation, but there will be awards made individually to category winners during the day.

**CAUTION:
SAFETY
NOTICE**

Do not touch any vehicles, parts of vehicles may be hot - Beware of moving vehicles.
Children must be supervised at all times. First aid station is available.
Our marshals wearing fluorescent vests are available to help regarding any matters.

Have a Safe Trip Home and Thank You for Making Our Show a Success

RILEY HISTORY

Riley Company established in 1896 as bicycle manufacturer in Coventry UK, then moved through cyclecars, tricars and produced their first motor car in 1898 with a V Twin motor. In 1913 a side valve range of cars was introduced and this range continued after the war.

In 1926 the Company released the 9 horse powered fabric bodied Monaco sedan. The 9 hp cars were produced in a wide range of body styles through until 1938. Four cylinder 1098 cc, three gear box types with several carburetor options. The motor featured twin camshafts set high in the block with short pushrods and hemi heads it was very advanced and the design was used in all Riley cars until 1957.

In 1929 a 6 cylinder engine was released, again a wide variety of body styles through until 1938. 1633cc, 1458cc, 1726cc. Manual or pre selector gear boxes. An engine and chassis from this range plus some cash was given by Riley to Raymond Mays to build the White Riley the prototype of the ERA.

In 1935 the 1 ½ litre range known as 12/4 was introduced and continued until 1938. Again a big array of body styles. 1498cc, manual or preselector gear box or the Borg Warner overdrive.

In 1935 the big four 2 ½ litre range was introduced this used a Borg Warner three speed with two overdrives gear box. This car was available in four models until 1938.

In 1935 a V8 version was introduced, powering two existing body shapes and a new luxury limousine called Autovia.

With so many models and variations Riley was in 1938 in dire financial trouble. Company was taken over by Lord Nuffield and the golden era of Riley as a family company came to an end.

It is worth noting Riley sold bare chassis as well as completed cars so there were many one offs and short run specials wearing the Riley badge.

Riley also had much competition success notable of which were wins in several classes at Le Mans in 1935 and the Australian GP in 1933.



Two Nuffield designed cars appeared in 1939, then came the war. Riley factory like so many in Coventry was converted for the war effort and suffered extensive bomb damage.

In 1946 the RM series cars were introduced firstly the 1 ½ and in 1947 2 ½ saloons. A drop head version and a single seat roadster followed with production runs of only 500 each of these cars. The last car in this Series was the Pathfinder introduced in 1953, production of which finished in 1957.

In 1948 Riley production was moved to Abingdon and built on a parallel production line to MG TC. The RM designation was not Riley naming but was introduced in the 1960s by BMC.

Then came the badge engineering era of British cars with up market Riley models being produced for the complete Morris/Austin range. Leather upholstery, timber dash and capping, twin carbs. The last Riley was produced in 1968



In the UK the Riley Motor Club was formed in 1925 and was before the end of the 1920s the largest one make Car club in the world. Today there are Riley Clubs across the world.

In Australia there are Riley Clubs in each state. The Victorian Club as we now know it traces its inception back to 1958 although there is evidence a Club existed in Victoria from the early 1930s.

Marque loyalty is evident as there are active current Club members who joined in the first five years of the Clubs existence.

The Club produces a Monthly Magazine (The Blue Diamond), has a large Library, and an excellent Spare parts service for members and at least one event each month. Monthly meetings commencing at 8.00pm are held on last Tuesday of the month at the VDC Club rooms, Unit 8, 40 Norcal Rd, Nunawading.

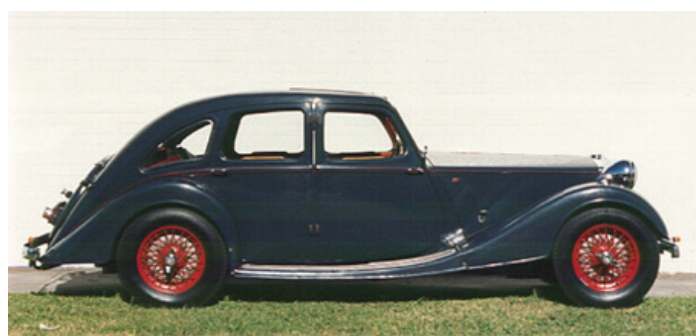
The Club web site is at <https://rileyvictoria.org/au> where membership information is available.

National Rallies are organized by States on a rostered basis, in 2023 Victoria is hosting the event with a 10 day tour of Tasmania commencing on 14th March 2023.

2023 is a big year for the Riley marque. 125 years since the first Riley car was produced, 65 years since the Riley Motor Club Victoria was established, 70 years since the release of the Pathfinder and 90 years since the first Riley Kestrel, Falcon, Lynx and Lincock models were introduced.



1928 '9' Tourer – fabric body



1938 12/4 Kestrel - six light sedan



1949 1951 RMC 2½ litre Roadster



1953/1957 RMH Pathfinder 2½ litre Saloon

Cavalcade of Transport

THE MAFFRA SHED

To celebrate National Motoring Heritage Day



SUNDAY 21st MAY 2023

1A Sale Road, Maffra

Gates open at 10am for Display vehicles & 10.30am for spectators

Veteran, Vintage, Classic, Historic and Collector Vehicles.

- Entry to venue by gold coin donation
- Lions Club BBQ
- Discounted entry of \$10.00 per person to visit the Gippsland Vehicle Collection Museum.
- Organised by the Gippsland Vehicle Collection Inc.
www.gippslandvehiclecollection.org.au

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Land Rover, the 'Go Anywhere Vehicle'

First shown to the public 75 years ago, the Land Rover was said to be 'For the Farmer, the Countryman and General Industrial Use', it was the 'Go Anywhere Vehicle'.

Originally thought of as a 'stopgap' to help the Rover Company produce vehicles that could find overseas revenue for a post war Britain. Rover, who basically only built luxury cars for the English market, faced steel rationing, as steel was being directed towards the export markets/revenue.

From an idea first thought up around Easter 1947, the engineering department were tasked with the job of designing a vehicle that could be built using many of the existing Rover cars mechanicals. To this they added a body that was basic and easy to build, and used little if any special tooling. Soon prototypes were built and tested.



The first public announcement of the Land Rover was in the Times on 20th April, but the first time the public saw the Land Rover was at the Amsterdam Motor Show on the 30th of April 1948. Two pilot-built vehicles were shown; one was fitted out as a mobile welder, the other a 'basic', which was used as a demonstrator outside.

The Land Rover was an instant success. Within a year sales had overtaken that of Rover cars, and by 1951 was outselling the cars by two to one. The idea of the Land Rover being just a 'stopgap' didn't last



long. Rover developed it further, eventually adding a long wheel base version, and even a diesel engine. The Land Rover has been sold in almost every country in the world, has been assembled from CKD kits in many countries, including Australia, and has even been built under license in some countries. More developments over the years have added 6 cyl and V8 engines, forward control models, military only models, even a six wheel drive version.



The Land Rover has been used by the military, the police, farmers, as fire appliances, as ambulances, by explorers, aid agencies, even celebrities and the royals have them. It has been said that in some developing countries, the Land Rover was the first vehicle people saw. The Snowy Mountains Authority, in NSW, had at one time over 300 Land Rovers in their fleet, and used over 700 during the construction of the hydro-electric scheme.

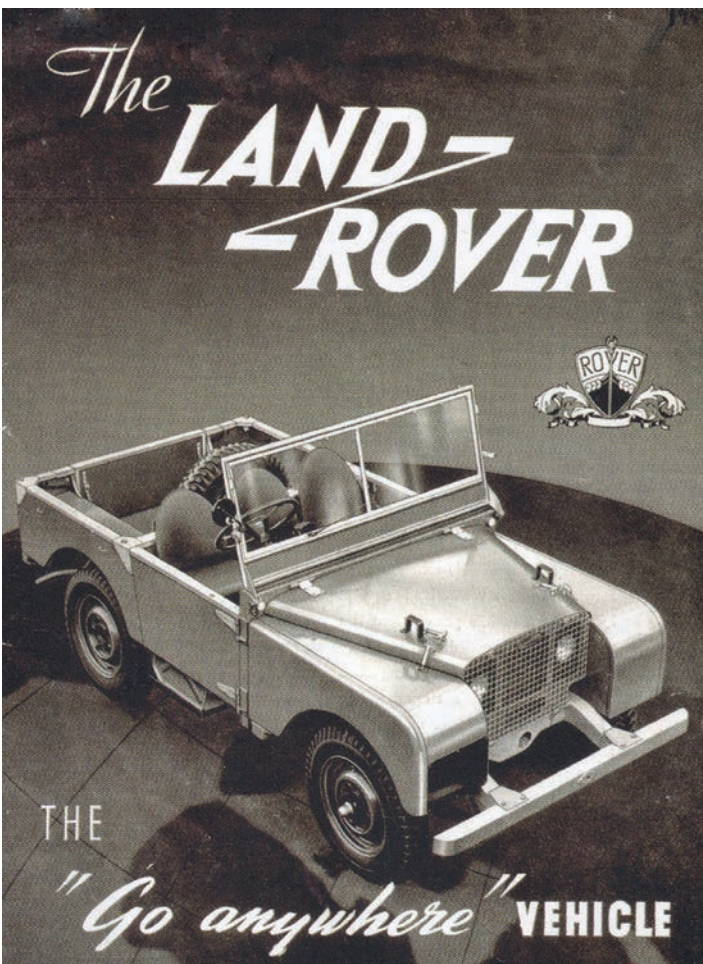
Over the years, the Land Rover has gained some siblings. In 1970 the Range Rover was born, more

recently there has been the arrival of Discovery, Freelander, Range Rover Sport, Range Rover Evoque, Discovery Sport and the Range Rover Velar. The Land Rover even became known as Defender in the 1990's, and was completely reborn in 2020. Though the current Land Rover family has more of an urban feel and style to them, and drivability unthought of in 1948, they are still incredibly capable off-road. Land Rover is still the 'Go Anywhere Vehicle'.

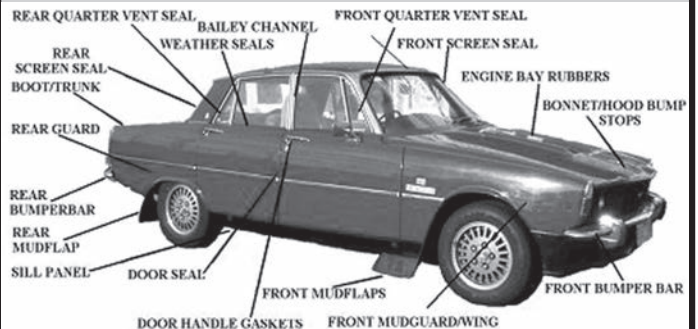


It was this off-road, recreational use of the Land Rover that inspired a group of Land Rover owners, who shared a passion for their vehicles and a love of four-wheel drive touring, to form a club of like-minded people. Sixty years ago, the Land Rover Owners Club of Victoria was founded on Friday the 13th of September, 1963. It was the first 4WD Club to be established in Australia. Currently there are over 650 members. The LROCV run the Victorian 4WD Show, which is the longest running 4WD outdoor event of its kind in Australia. The Club meets every month, except January, on the first Thursday of the month, at the Mulgrave Country Club, cnr Wellington and Jells roads Wheelers Hill. For more information about the Club, please visit our website; www.lrocv.com.au or contact our secretary; lrocvsecretary@gmail.com

By Eric Shingles
(Land Rover Owners Club of Victoria)



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What is the AOMC?

The AOMC is a not-for-profit organisation established in 1976 that represents over 220 member clubs comprising some 45,000 motoring enthusiasts in Victoria. The Association, run by volunteers, represents all Victorian hobby motorists, including vintage, veteran and classic car, motorcycle and truck enthusiasts.

The AOMC will admit as a member any bona-fide vehicle club (including motorcycles and commercial vehicles); having modified vehicles within its ranks does not preclude a club from membership.

The AOMC communicates with its member clubs by: quarterly Newsletters, delegates' meetings and special mailings.

The AOMC runs seminars to assist member clubs in their management and to disseminate relevant

information affecting motoring enthusiasts.

The AOMC's involvement in matters concerning the preservation, restoration, authentication of historic vehicles, and legislation that may affect vehicle enthusiasts is well known and respected by Government and non-Government organisations.

If your club is not a member of the AOMC and would like to join you can apply for membership now.

Association of Motoring Clubs (AOMC)
Phone: 03 9558 4829
Address: 21 Rosalie Street, SPRINGVALE, VIC 3171
Email: secretary@aomc.asn.au
Website: www.aomc.asn.au

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

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- **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@aomc.asn.au



Peugeot 205 – 40 years young

The Peugeot 205, known to enthusiasts as the hatchback of Notre Dame, made its debut at the Paris auto show in October 1983.

It was an instant success and spawned more than 40 different models over the next 16 years.

Britain's authoritative Car magazine dubbed it the Car of the Decade in 1990.

In France, the 205 was advertised "le sacré numero", (which loosely translates as 'what a number'), and the car is widely loved.

In all, more than four million examples of the car were produced at factories in France, Spain, Chile, Taiwan and Iran.

It was sold in Europe as a hatchback with three or five doors, a two-door convertible and a panel van. The range of engines offered over the years was staggering. There were petrol engines of 954cc, 1124cc, 1294cc, 1360cc, 1580cc and 1905cc, plus a diesel motor of 1789cc

In Australia there were only two versions of the three-door car: the 1580cc Si and the 1905cc GTi, the car many people think of when they hear the term "hot hatch".

But in Europe the offerings included Junior, XE, GE, Style, Look, Rallye, XR, GR, Sunset, CJ and CTi. Despite its size the versatile 205 could hold an enormous amount of baggage.

It handled beautifully and was very economical, making it ideal young people buying their first new car. Peugeot adapted the 205 GTi to make a tilt at the World Rally Championship and won the WRC in 1985 and 1986, the last years of the super-fast Group B cars.

This car, known as the T16, was also available in limited numbers for sale to the general public and is highly sought-after among collectors today.

There are still plenty of 205s on Australian roads today, and many of them belong to members of the Peugeot Car Club of Victoria, which is the oldest Peugeot club in the world and has a long history of competitive motor sport.

The club also has regular non-competitive events and caters for all Peugeot models from the oldest to the newest.

The monthly magazine, Torque, is full of articles of interest to club members. The club's website is www.pccv.org.

If you are interested in joining the club, you will be made welcome at the monthly meetings, held on the first Friday of the month at the Vintage Drivers Club, 41-49 Norcal Road, Nunawading, starting at 8pm.

If you would like more information about the club, call 0427 203 206 or meet club members at the PCCV display.



Volvo Club of Victoria Celebrates 50 Years

The Volvo Club of Victoria celebrated its 50th anniversary on 23rd October 2022 with a car and memorabilia display, spit roast lunch and of course a birthday cake. Around 80 members attended with beautifully-presented Volvos as far as the eye could see. It was a great day to get reacquainted with members old and new.

The Club was formed in 1972 with 63 members and today has grown to over 400 members, making it the largest Volvo Club in Australia. The Volvo Club of Victoria is an AOMC-affiliated Club and has supported the AOMC for many years. We hold our annual Show and Shine in conjunction with the British and European Motoring Show, with its many name and format changes and locations including Flemington, Dandenong, Mornington, Yarra Glen and now Caribbean Park. We typically have between 50 and 60 quality cars covering a large range of models and years on display, representing the diverse membership. The Club has won the coveted Best Club display two times and several Club members have won Best Car displayed. Members own many models rare not only in Australia but worldwide, and some of the best examples of specific models in Australia. The oldest Volvo in Australia is a privately-imported 1938 PV52, but most members' cars are from the 1960s and up to the latest all-electric Volvo Recharge models.

The Volvo Club of Victoria has produced regular newsletters, bulletins and magazines for its members since 1972. The bimonthly magazine Rolling Australia was introduced in 1997, initially as the magazine for the Volvo Club of Victoria. Progressively other state-based Volvo Clubs and the 1800/120 Club of Australia joined in the magazine, and in 2010 it became the national magazine for all Volvo clubs in Australia. Today Rolling Australia is a high-quality full-colour 60-plus page members' magazine providing technical, social and forthcoming event information, published and edited by the Volvo Club of Victoria.

The Club administers members' cars on the Victorian Club Permit Scheme and runs a full calendar of annual events,

including monthly Club meetings (often with guest speakers), drive days, technical and safety sessions, coffee & chat mornings, and occasional Club weekends away. We like talking about Volvos, helping members with problems, enjoying events together and driving our cars. New members welcome!

More information: volvovic.org.au



Cavalcade of Transport Trentham Historic Railway Station

To celebrate National Motoring Heritage Day



SUNDAY 21st MAY 2023

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators

Veteran, Vintage, Classic, Historic and Collector Vehicles.

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
- Short walk to cafes and eclectic gift shops in Market and High St's
- Visit Quarry St Reserve & Trentham Falls

Promoted by the
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Enquiries: 9558 4829 www.aomc.asn.au fb.com/infoaomc



AOMC Carbon Offset Program

The AOMC is working together with Greenfleet to offer motoring enthusiasts the opportunity to support the environment through a carbon offset scheme. This program enables you to demonstrate a commitment to both the environment and to the preservation of our motoring heritage. It also allows the AOMC to highlight to our stakeholders that the environment and our heritage fleet can exist in harmony. This will, amongst other benefits, help us to support the current Club Permit system.

The annual tax deductible carbon offset fee for a collectable car is very cheap (\$18 for 3000 km/year and \$36 for 6000 km/year) recognising that our historic cars produce very little greenhouse gas per year.



Why should you purchase Carbon Offsets?

As an enthusiast you probably have a favourite type of car. You also understand that other people like different cars. Some may like old army jeeps, while others like sleek sports cars. And then there are those who like old trucks or even old Triumphs (your parents or grandparents may have owned one as you were growing up). But there are other people who see old cars as just being out of date, unsafe and unnecessary users of petrol.

We understand that big SUV's produce a lot more greenhouse gas than many of our collectable cars, especially as our collectable cars are only driven occasionally. The AOMC scheme through Greenfleet enables us to show to stakeholders and the general community that we are committed to both the environment and the preservation of our motoring heritage.



Greenfleet

Why buy offsets from Greenfleet? This is a widely recognised not for profit organisation that, since 1997, has planted over 10 million trees and created and is maintaining over 500 biodiverse forests. It is also recognised by the Government as registered charity and deductible gift recipient and able to provide tax deductible receipts.



For more information, including how to purchase carbon offsets, go to the AOMC website:
www.aomc.asn.au/carbon-offset

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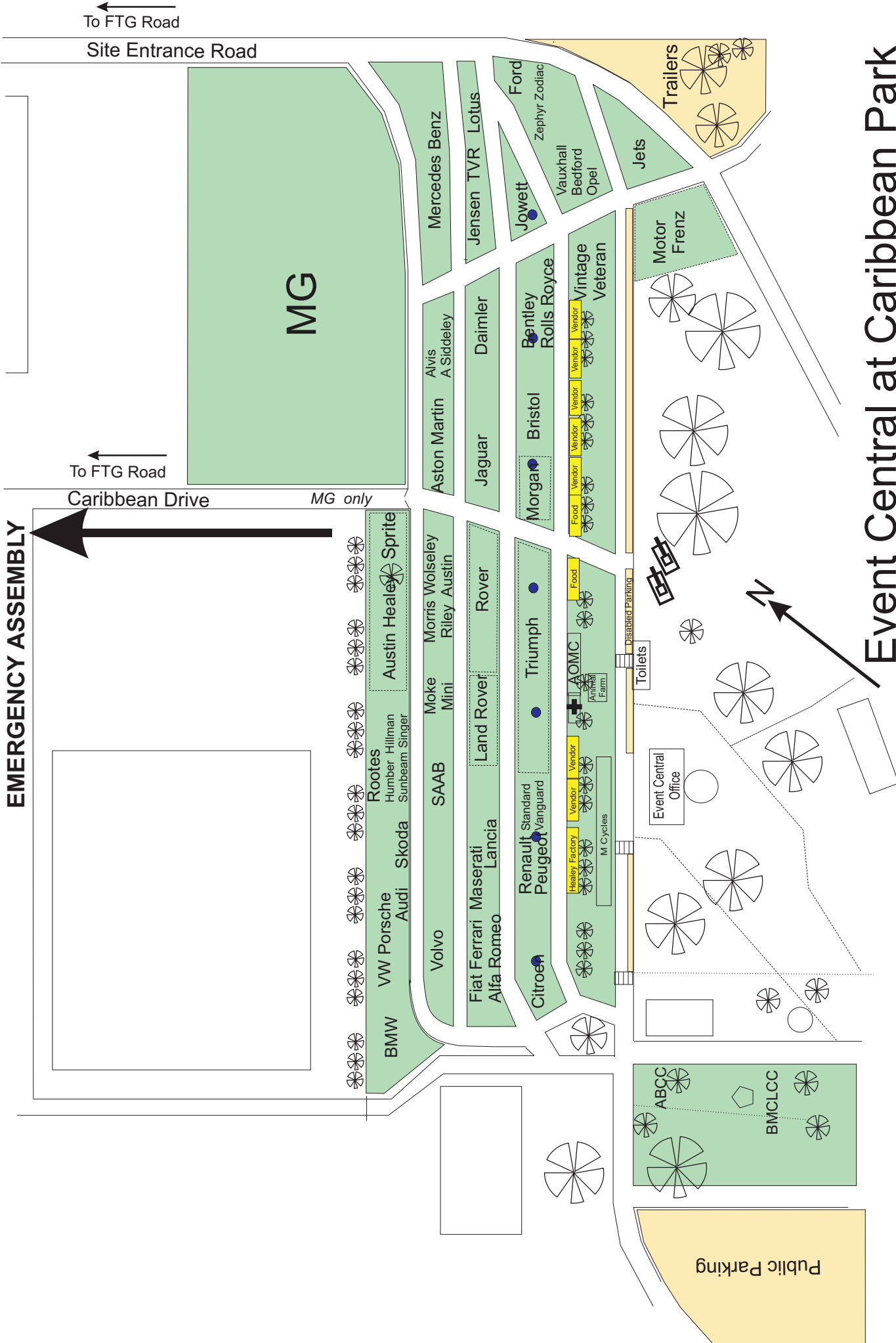
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Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228).

[^]Applies to total loss vehicles over 35 years of age.

EMERGENCY ASSEMBLY



Event Central at Caribbean Park

RACV- AOMC British & European Motoring Show

26 February 2023

Drawn
Issue 9

pjohnstc@mebpc.org.au
16.2.23

