



AOMC News

September 2022 - Issue 157

www.aomc.asn.au

Association of Motoring Clubs Inc



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CONTACTING THE AOMC:

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

AOMC OFFICE & Postal Address:

21 Rosalie Street,

Springvale, VICTORIA 3171

Tel.: (03) 9558 4829

Website: www.aomc.asn.au

Email: secretary@aomc.asn.au

And visit our facebook site:
www.facebook.com/infoAOMC

Front Cover Photo:

A selection of Fiats at the club's annual Autobella display day at Deaf Children Australia. A club profile on the Fiat CC is on page 13 of this issue.

ASSOCIATION OF MOTORING CLUBS ISSUES & ACTIONS

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

AOMC Annual General Meeting. This will take place on Monday November 28th at the Jaguar/Healey clubrooms in Springvale, commencing at 7.30pm.

Clubs are asked to consider nominating somebody from your ranks who is willing to contribute to AOMC actions and activities by joining the committee of the AOMC. Nomination form is on page 6 of this issue, underneath the AGM notice.

Carbon Offset Scheme. AOMC are currently negotiating with a not for profit organisation called Greenfleet who operate a scheme whereby individuals can purchase carbon offsets for the amount of carbon their classic and historic vehicles produce. Greenfleet offsets this carbon by planting trees.

The AOMC see this as an opportunity for the movement to show we care for the environment as well as our vehicles. If this scheme is taken up widely within the movement, it would allow us to show politicians and the general public that we are doing our bit for overall carbon reduction without taking our vehicles off the road.

More details on the scheme will be announced shortly, such as how to apply and how much it will cost. From the initial discussions, though, we are pleasantly surprised with how little the cost will be per vehicle.

Fast Track the AOMC Newsletter. Individual club members can now subscribe to receive the AOMC newsletter directly to their email. Details of how to do this are in a notice on page 8. There is no cost for this service.

American Motoring Show at Caribbean Park. Sunday October 23rd: Mark this date in your club diary, the return of the popular American Show brought to you with Shannons support. Caribbean Park (formerly Caribbean Gardens) is a new venue for AOMC events and preparations are well under way to make the day a success.

To assist with access, we have published a map of the venue and the allocated areas for various marques. This map is also available to be downloaded from the AOMC website and can be published in your club communications and newsletters.

Being a new venue for our Association, extra marshalls are required for the parking of display vehicles and the general public. We are calling for volunteers to assist with marshalling on the day. Free entry to the show and a lunch will be provided for all volunteers. If you have any interested members, they can contact Iain Ross on: **0473 832 277**

Festival Of Motoring: A new event to be held at Cruden Farm on Sunday January 29th, 2023. This event is being sponsored by the RACV and will be open to any vehicle over 25 years of age.

British & European Show 2023: Note new date. Sunday February 26th is the new date you can mark in your club diary for this popular show. Open to all vehicles of British or European heritage. This show is now also going to appear at a different venue, Caribbean Park.

Florence Thomson Tour: This annual event is again scheduled for 2023 and will run from Friday 28th to Sunday 30th April. The 2023 tour will be based around Wangaratta. A flyer with more information appears further into this issue.



Shannons American Motoring Show



AOMC
THE ASSOCIATION OF
MOTORING CLUBS



The show for all Classic & Historic
vehicles manufactured in North America.

Featuring the Annual Mustang Roundup

Display vehicles
\$15.00 includes all
occupants
Spectators \$8.00
Children free

Sunday 23rd October 2022

Event Central at Caribbean Park

Entry from Ferntree Gully Road 100 metres North of Eastlink

Gates open for display vehicles from 9.00am spectators 10.00 am

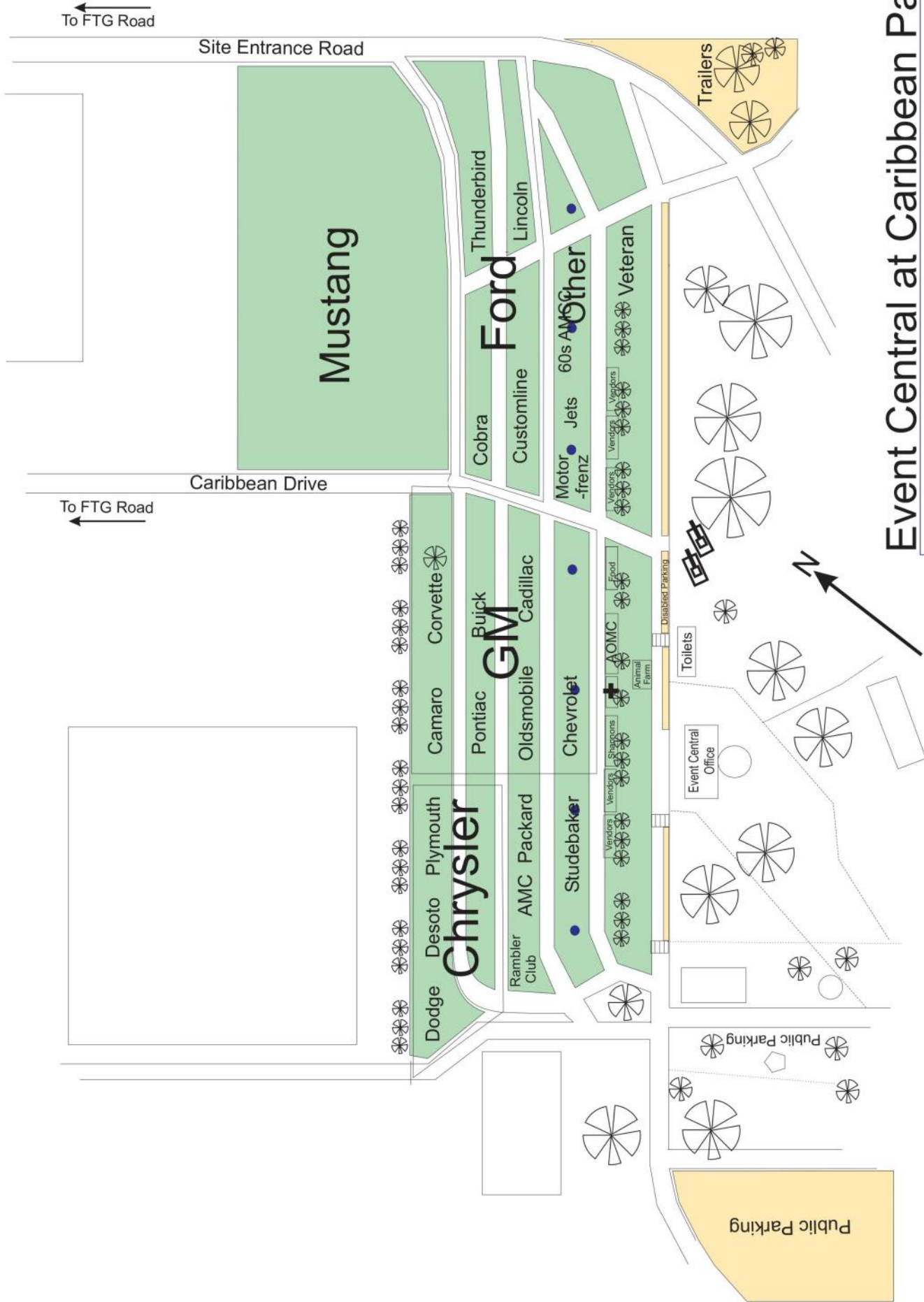
See fifties fabulous fins, sixties muscle, classic convertibles, independents milestone
models and much much more!

Children's entertainment, Trophies, Vendors, Club displays

Event Enquiries 0473 832 277. For site plan and more information
<https://www.aomc.asn.au/shannons-american-motoring-show>

Proudly promoted and organised by the Association of Motoring Clubs representing the
interests of the classic and historic motoring movement in Victoria since 1976.





Event Central at Caribbean Park

Shannons - AOMC American Motoring Show

Drawn pjohnsto@melbpc.org.au
Issue 6 8.9.22

23 October 2022

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

Monday 28th November 2022 at 7.30pm

Venue: Jaguar/Healey Clubrooms

21 Rosalie Street, Springvale

RSVP's to Howard on:03 9558 4829

or e mail to secretary@aomc.asn.au

ASSOCIATION OF MOTORING CLUBS INC.

ELECTION NOMINATION FORM



I, of
(full name) (full address)

being an authorised delegate of:

.....
which is a member of the Association of Motoring Clubs.

hereby nominate for the position of
(full name)

Nomination seconded
by
(full name)

being an authorised delegate of:

.....

.....
which is a member of the Association of Motoring Clubs.

I, being the person nominated above
(full name)

accept the nomination Date:/...../2022
(signature)

Committee Positions
President
Vice President
Secretary
Treasurer
Committee



RACV ALPINE TRIAL C E N T E N A R Y

20-27 NOVEMBER 2021

HISTORY

RACV held a series of reliability trials between 1921-1926. The route of the inaugural 1921 trial ran from Melbourne to Lakes Entrance, Tallangatta, Mount Buffalo, Wangaratta and Healesville before returning to Melbourne via a final loop through Ballarat and Geelong.

The trial focused on Victoria's Alpine region, advocating for both tourism and the construction of better roads and services to expand the touring potential of north-east Victoria. They were both reliability and efficiency contests. Hill climbing contests and fuel consumption tests were also included with automobile companies using the associated publicity to promote their vehicles.

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

RACV Alpine Trial Centenary

We are pleased to advise that the RACV Alpine Trial Centenary event has been rescheduled to Saturday 15 October - Sunday 23 October 2022. This event will follow the same route as was planned in 2021.

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

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

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

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

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

Registrations are now open for the 2022 event. Please contact
racvalpinecentenary@vdc.org.au to register.

We look forward to celebrating the RACV Alpine Trial Centenary in October 2022.

RACV Alpine Trial Centenary Committee

NICOLE BALLINA

Community Engagement Manager
Partnerships and Events Team

Royal Automobile Club of Victoria (RACV) Limited

Fast Track the AOMC Magazine to your inbox

If you would like to receive a copy of the AOMC magazine and other important AOMC communications as soon as they are available then you can now subscribe yourself.

Don't wait for the magazine to be passed on from your own Club, but get it as soon as it is available.

This is your best chance to stay up to date and informed about the potential changes affecting the motoring movement and AOMC efforts to protect our mobile heritage for future generations.

[CLICK HERE TO SUBSCRIBE NOW](#)



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.

DONATE YOUR CAR®

To Prevent Youth Homelessness
It's **FREE & Tax Deductible**



Donate Your Car® terms and conditions apply. Please visit our website for details.

100% of the sale proceeds go to preventing youth homelessness.

Make a difference now at donateyourcar.org.au



FLORENCE THOMSON *Tour*

**FRIDAY 28th - SUNDAY 30th
APRIL 2023**

Based around Wangaratta

Is proudly brought to you by the
Association of Motoring Clubs (AOMC) on behalf of the RACV

To celebrate the pioneering spirit and
contribution of Women to Australian motoring

So, Ladies, please put the date in your diary so you don't miss out

Enquiries to
florencethomson@racv.com.au



Insure with Victoria's first car enthusiasts.



Since 1903 RACV has been taking care of car enthusiasts and their cars. So when you're looking to insure your vintage, veteran or classic vehicle, you can relax knowing RACV's policy takes care of your car almost as well as you do.

With a list of features including agreed value, retention of salvage[^] and a choice of repairer, you can be sure that RACV has got you covered, and with our Years of Membership Benefits program the longer you've been a member the more you'll save.

RACV Vintage, Veteran & Classic Vehicle Insurance:
For a quote call 1800 646 605 or visit www.racv.com.au



RACV Veteran, Vintage and Classic Vehicle Insurance is issued by Insurance Manufacturers of Australia Pty Ltd ABN 93 004 208 084 AFS Licence No. 227678. Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228). [^]Applies to total loss vehicles manufactured before 31/12/1980.

Do you enjoy driving and have some time to help others

One thing all car club members like is driving. Whether in your new sports car, historic vehicle or a special truck, it doesn't matter, it's fun.

Helping others can also be fun and rewarding. Even better, how about driving and helping others at the same time.

Right around Victoria there are people who volunteer to help others by driving. It might be

- picking up or delivering donated food or other items
- taking people to appointments
- taking people on an excursion.

It could be in a vehicle provided by a charity or welfare agency or, in some cases, you could use your own vehicle. Either way you will be able to enjoy driving, meet people and help others.

This all sounds good, but let's have some examples.

John (me)

Firstly there is me, a member of the All British Classic Car Club. I have an XF Jaguar as my daily driver (its 10 years old but is still great to drive). On weekends I drive my Nissan 300Zx and sometimes my Triumph 2500TC. On other days I enjoy driving an Isuzu truck for Eastern Emergency Relief Network (EERN).



In this truck my fellow volunteers and I drive to people's homes and pick up donated furniture. We then bring this to the EERN warehouse where Welfare agencies bring people in need to select items. These are provided free of charge. Currently there are 103 welfare agencies that bring clients into the warehouse.

The EERN truck only needs a car licence and is great fun and easy to drive. Picking up furniture etc. also keeps me keep fit and allows me to meet and chat with many wonderful people, including the fellow volunteers. I also know that I am helping many families. And by the way, they are currently urgently seeking drivers and assistants due to two recently retiring.

Patrick

Patrick is the President of the Escape Motoring Car Club. His daily driver is a very quiet and comfortable hybrid Nissan Leaf and his weekend car, a beautiful red Corvette. Then on Fridays he drives a 1 tonne Hyundai I Load refrigerated van. This van is operated by Outer East Food share (OEF) to pick up donated food from several places, including Foodbank in Yarraville.

Patrick and the other OEF volunteers deliver that food to agencies in the outer east of Melbourne where it is provided to families and individuals in need.

Food may be produce for people to prepare meals or it may be dinners ready to heat and serve.

Patrick enjoys driving the OEF van and meeting the people who provide the food, as well as the fellow volunteers. As a result of this work food is provided to nearly 1000 people each week.



Rob



Another example of a volunteer driver is Rob who volunteers at Bridges Connecting Communities.

Rob currently drives a Mazda CX5 although he would really like to a new Mustang. He uses his Mazda for a few hours, one day each week to transport people, particularly seniors and takes them to their medical, allied



health and social group appointments.

This means that Rob gets to meet and support some wonderful people in his community, many who couldn't continue to live independently at home without Bridges Connecting Communities. He also loves a chat with interesting people knowing that he is making their lives so much more enjoyable. He has even found that some who like talking about cars.

Bridges Connecting Communities also have some small buses used to transport small groups on outings. This is a great way for the elderly living at home to get out and socialise and keep connected.



Like many volunteer and support agencies Bridges Connecting Communities is always looking for new volunteer drivers, whether in their own car (and petrol is paid for) or in one of Bridges Connecting Communities vehicles.

Finding an organisation

These are just three examples of people who have found a great way to enjoy driving and helping others at the same time. So would you like to join an organisation and enjoy driving and meeting people?

Many organisations like to have volunteers drive ½ or one day per week (or fortnight). Others are happy to have volunteers on call, who can come when they are needed and available. So if you like driving, would like to meet a wide range of people and have some spare time why not look at volunteering with a support or welfare agencies in your area.

You may be able to find an organisation through your own personal network. Friends, family, Doctors, health providers etc. may have connections to a welfare agency that you could contact. Alternatively you can find them on the internet, Facebook or through a local service clubs such as Rotary and Lions. Local Councils also may have links to agencies. And there are bodies such as Eastern Volunteers who list current vacancies. Volunteer roles can also be found on www.volunteer.com.au. This will direct you to the relevant part of Seek, an employment website.

To help you find an organisation, particularly one know to Club members, the AOMC will publish a list in each newsletter of any volunteer organisations that use drivers that it becomes aware of. So if you know of one please let us know.

If you want to find out more about or volunteer with one of the three organisations mentioned above the details are as follows. (Note, all three are based in the eastern suburbs but there will be similar organisations in other suburbs. For example Western Emergency Relief Network operates in the outer western suburbs.)



Outer East FoodShare

Facebook: @oefinc

Email: outereastfoodshare@mail.com

Phone: Dianne on 0428 722 636



Eastern Emergency Relief Network

Eastern Emergency Relief Network

Website: www.easternemergency.org.au

Email: eersecretary@tpg.com.au



Bridges Connecting Communities

Website: www.bridgsc.com.au

Email: reception@bridgesc.com.au

Phone: 9753 4577

Club Profile: Fiat Car Club of Victoria



www.fiatclub.org.au



The Fiat Owners Club began in 1957 when around 40 people responded to an invitation from Fiat dealers, Devon motors, to meet to discuss the formation of a club with the aim..." to help and advance Fiat owners and ownership in Victoria" and .. "to foster better acquaintance and social spirit between owners of Fiats in Victoria"

More than sixty years on, the Fiat Car Club of Victoria, as it became known, has achieved that and more. Our club is the oldest Italian marque club in Victoria and the second oldest Fiat Club in Australia and is the biggest Fiat Club in Australia at present.

With a current membership of around 600 the club provides opportunities for Fiat owners to meet, eat, compete and display our wide range of Fiats dating from 1910 to the current models with a strong vintage section since the merge of the Vintage and Veteran Fiat Club. Our club provides plenty of opportunities to seek and share advice and the means to keep up to date with what is happening in the Fiat "family".

Our bi-monthly FIATmonth magazine and regular FIATpronto emails inform members of coming events, cars and parts for sale and wanted and other news.

Our annual display day Autobella has grown over the past 25 years to become a highlight on the Italian car display circuit. Moving the event to Deaf Children Australia a few years ago has seen it grow even further and a few pictures will highlight that point..



Electric cars....will they really cut our CO2 emissions or is there an alternative?

By Mark Hayward



Along with a number of people I have been looking to replace my ageing RS6 which was 17 years old, had done 230,000 miles and was still going strong, but unfortunately my garage could no longer get the spares from Audi. I have continually rationalised that spending £5000 a year on parts and servicing was better than buying a new car and losing £20,000+ in depreciation in the first year.

I do short journeys locally or long journeys on holiday but do need a car to tow a trailer to VSCC events and abroad. One gets used to having 500bhp and lots of grunt so I bit the bullet and bought a new RS6, which is actually homologated for towing but it is just like driving a fast computer. Everything is touch screen or push button. The only vintage homage is having 22-inch wheels which are an inch bigger than my 1928 FWD Alvis, although the width of one wheel is about the same as four Alvis wheels.

Electric did not meet my towing requirements but the search led me to investigate the pros and cons of Electric Vehicles [EV] more thoroughly. Using the internet and 'The Rare Metals War' by G Pitron, I discovered some astonishing facts about where we are headed.

With the Government pledge to ban the sale of new petrol and diesel cars by 2030 and JLR and Ford announcing they will only produce electric from 2025, and even Bentley now going electric, it is obvious the whole motor industry is also going down this road.

So, let's look at the pros and cons of not only manufacturing EVs for mainstream use, but also on running them.

According to Strathclyde University, to power these vehicles, heat our homes and supply industry by 2040, we will need to increase power generation capacity in the UK by 26%. Currently, less than 25% of our electricity is generated by renewables, we are decommissioning fossil fuel stations (42%) and no one is investing in nuclear (14%). It has taken us 20 years to generate less than 25% of our current needs from wind and solar, despite the Chancellor pledging £20m to off shore wind. How are we going to generate 66% or more of our needs from renewables in the next 20 years, assuming fossil fuels are zero? This requirement is the equivalent of building 6-8 Sizewell Nuclear stations.

To manufacture the world demand for wind turbines, up to 2050, will require 3200m tonnes of steel (70% of

the current world steel production) plus 310m tonnes of aluminium and 40m tonnes of copper. In addition, erecting them takes 15 x the concrete, 90 x the aluminium and 50 x the copper that would be used in the equivalent fossil or nuclear plants. Either there will not be enough steel to make high rise buildings, or bridges or cars or ships for that matter or the lights will go out, our electric car batteries will be flat or our home heating won't come on!

Electric Vehicles

Some interesting facts based on the UK model:

- The production of an EV requires more energy than a conventional car, its industrialisation is 3-4 times more energy intensive than a conventional car
- In its manufacture, assuming the same power generation split as above, an EV will generate 32 tonnes of CO2 versus 60 tonnes for a conventional car. For EVs with longer range (500 miles) they will generate 100 tonnes because the batteries are built in China which uses mainly coal power generation.
- The energy consumption of an EV over its lifetime is equivalent to an efficient internal combustion (IC) car. True they do not produce exhaust CO2 but unless the power is generated 100% renewably then on total CO2 emissions, they balance out IC v EV.
- 40% of the cost of an EV is its batteries and account for 25% of its weight
- The effective life of an EV is 1/2 that of a conventional car because the batteries degrade. Replacements will be over £10,000.
- Currently there is no recycling facility for these batteries, nor is there yet a mass production facility outside China, where 80-90% of demand is produced.
- So, if an EV still generates around 30 tonnes of CO2 but lasts 1/2 of the life of a conventional car, we would have had to buy 2 EVs for every conventional car. No wonder the car manufacturers are all going electric!
- Importantly EVs contain 10Kg of rare earth metals which is twice the amount used in conventional cars

Rare Earth Metals

Our modern digital age demands enormous amounts of data to be processed on smaller and smaller devices at greater speed. Whether it be mobile phones, iPads, lap tops, watches, cars, electric car batteries, energy efficient light bulbs, networks, TVs, solar panels or wind generators they all rely on minute quantities of rare earth metals to make them work. In fact, without them we could not have wind turbines as the motor weight would be too great.

VARIOUS RARE EARTH ELEMENTS AND THEIR APPLICATION IN ELECTRIC VEHICLES



ensia

Source: Metal Recycling, United Nations Environment Programme, 2013

Credit—Ensia

The irony is that extracting these metals is anything but green and their extraction is highly polluting. Once used in products their amounts are so small that recycling is difficult and uneconomic. In consequence we are on a path of continual rare metals extraction with its associated pollution.

The worst thing is they are called rare because they appear in very small quantities. The best analogy is in baking a large loaf, the pinch of salt used is the equivalent to all the rare earth metals found in a loaf of ore. In general, it takes 50 tonnes of rock to release 1 kilo of rare earths. So, 500 tonnes for each EV. Then this ore has to be processed, all taking energy to extract these quantities.

Often these metals are found closely related to Uranium and radio-active metals, so their extraction can be hazardous. In addition, copious amounts of water (purifying one tonne of rare earths ore requires 200cu m water) along with sulphuric, nitric and hydrochloric acids are required to separate the metals from the ore. This makes the industry one of the most toxic in the world. These acids are either poured into the ground or held in large lakes. Most of this takes place in China where there is little regard for human working conditions, pollution control or dumped waste.

The western world has taken the decision not to be involved in this 'dirty' rare earth extraction but export the problem to China who has positioned itself as the major world supplier. It sits on 40% of the World's rare earth metals; the rest are mainly in Vietnam, India, Brazil and Russia.

The legacy for China is obvious; it is the biggest world emitter of green-house gases, 10% of its arable land is contaminated by heavy metals and 80% of its ground water is unfit for consumption.

Other less developed countries in Asia, Africa and South America want to get on the rare earth gravy train, and are vying to exploit the associated economic boom.

With the world going 'green' rare earth production needs to double every 15 years, meaning that over the next 30 years we will extract more minerals from the earth than the human race has done in 70,000 years



Above: Open cast rare earth mine

Below: Waste slurry discharging into Weikuang Lake in China Credit- BBC.com



Green Energy

Not only do wind turbines require rare earths (an off shore wind turbine uses 2 tonnes of Neodymium in its generator) but solar panels do as well; each panel generates 70Kg of CO₂ in manufacture. World demand will require an increase in production of 23% over the next few years so that 10Gw of panel-power can be produced each year. This will generate 2.7bn tonnes of CO₂, the equivalent of 600,000 conventional vehicles.

Li-Ion Batteries

The battery is the heart of any EV, but its Achilles heel; 80% Nickel, 15% cobalt plus a small amount of lithium. In a Tesla S the battery accounts for 25% of the weight of the car and 40% of the cost. They degrade over time, and more so if fast charging is employed. Currently 70% of cobalt comes from the Congo, mined by hand using 19th century techniques and there is no effective Li-Ion battery recycling available. Just meeting the UK's projected demand for EVs by 2050 will use 1.5% of global lithium reserves.

Second-Hand Car Markets

If one assumes that the life of a modern car is up to 20 years then by 2050 all 40 million cars in Britain should have been replaced by electric, apart from a few classic and historic vehicles. On average 2 million new cars are sold every year in the UK, but about 8 million second hand cars are sold, so the second-hand market is 4 times that of the new. The majority of these traded cars are 9+ years old which means the average price paid is around £6700. This is in line with the depreciation estimate of a car being worth only 20% of its new value after 10 years.

The reason is probably obvious; not everyone can afford a new car. EVs are more expensive when new but the batteries may only last about 8-10 years so, by the time they would come within the reach of a second-hand buyer they could be poor value. Depending on what you read, motor manufacturers think batteries could last 20 years but others think 8-12 as their capacity degrades. The longest warranty EV manufacturers offer is 8 years and 70% capacity.

Buying a second-hand EV could be difficult as buyers may be misled regarding useable battery capacity and left with a hefty bill of £000's to replace them; effectively such an EV would be a write off.

According to the British Independent Motor Traders Association, around 20% of used cars are exported from the UK to developing countries which will give the UK the opportunity to export the battery recycling problem, as it has the battery production problem.

The chances of replacing all conventional cars with electric is therefore a political pipe-dream as it is most likely the public will struggle on with their conventional cars, unless electric cars become cheaper, last longer or can be easily recycled.

Strathclyde University predict that HMG will have to recover the loss in Fuel Duty with the EV revolution by surcharging domestic charging points by at least 30p/Kwh; legislation comes into effect in June 2022 to enable this. Charging a Tesla S at home may cost £130+, depending on what we will have to pay for electricity in the future. No longer cheap motoring as currently advertised!

An alternative

We don't really need driverless cars, or ever more complicated cars which tell us we have drifted over the white line, are WIFI enabled, have cameras in every corner and sensors in every orifice. My wife's 1952 Morris Minor is on its 3rd engine, has recycled seats from a Metro, disc brakes and steers where you want it to go. It is a recycled car with little rust because it has been looked after (it was Viscount Lindley's first car). It gets us from A-B maybe a little longer than a modern vehicle, but it is easy to fix, and has not a computer or any electronics in sight. Her DB6 does the same job but quicker.

We should stop building all these electronically controlled, unsustainable modern boxes on wheels and concentrate on making spares for cars 20 years + old so we can keep them on the road. Cuba managed! These vehicles generated their CO₂ in production 20+years ago. Let's find some technology to capture their exhaust emissions, or use hydrogen powering existing IC engines rather than raping and polluting the earth still more in the name of 'Going Green'.

In the words of David Attenborough 'we should not waste a thing', but the so-called green policies of our government are flying in the face of this advice.

This article first appeared in the Aston Martin UK club newsletter number 234 and has been reproduced here with the kind permission of Mark Hayward and the Aston Martin Owners Club. (UK).

If you wish to reproduce this article in your club newsletter, please advise Howard at the AOMC office, as the AMOC in the UK would like to know how much interest there is in this article.



“NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”



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News from The U.S.A



FIGHT UNFAIR AUTOMOTIVE LAWS

The SEMA Action Network (SAN) is a nationwide partnership between vehicle clubs, enthusiasts and members of the specialty auto parts industry who want to protect their hobby. Founded in 1997, the SAN was designed to help stamp out legislative threats to the automotive hobby and pass favourable laws



U.S. Rep. Markwayne Mullin (R-OK) Wins Republican Nomination for U.S. Senate

U.S. Representative Markwayne Mullin (R-OK), an automotive enthusiast and longtime ally of the automotive community, defeated T.W. Shannon, Former Speaker of the Oklahoma House of Representatives, by a margin of 65% to 35% in the runoff election to be the Republican nominee for U.S. Senate in Oklahoma. SEMA congratulates Rep. Mullin on a commanding win in the runoff election and is proud to support his campaign for US Senate. Rep. Mullin is strongly favoured to win the seat in November.

Rep. Mullin is anything but a traditional politician, which is one of the many reasons why SEMA has worked so well with him. He first decided to run for office in 2012 as a result of government overreach that threatened his business. During his time in Washington, Rep. Mullin has been a top advocate for passing the Recognizing the Protection of Motorsports Act (RPM Act), serving as an original cosponsor of the bill. He was also the lead sponsor of a 2015 law, the "Low Volume Motor Vehicle Manufacturers Act," which created a simplified regulatory system for small automotive businesses looking to manufacture classically styled replica vehicles (***pictured above in driver's seat***).

When Rep. Mullin is not meeting with his constituents in eastern Oklahoma or advocating for their interests in our nation's capital, chances are he is either spending time with his wife and six children, coaching wrestling (he's a member of the Oklahoma Wrestling Hall of Fame), working cattle on his ranch, or engaged in one of his many hobbies, including snake hunting, working out, or hitting the backroads for a drive. His vehicle collection includes a '67 Shelby Cobra, '72 Chevy C-10, and a 2021 Mustang.

Secret Airforce bases and my family and caravans

When the Imperial Japanese attacked Darwin and Broome in 1942 it resulted in the loss of 16 flying boats, so the establishment of a safe landing point for flying boats was required inland and as a remote facility outside the sphere of Japanese airplanes. Lake Boga was finally picked as it allowed almost unlimited choice of landing/take off directions and was free of obstructions. It was also close to nearby infrastructure. Strange as it was at the other end of Australia, surely they in charge could have found a lake closer to the action? Apparently not.

Required for Australian, Royal Netherlands East Indies and United States Army Air Force's for flying boat servicing and repairs, Lake Boga was commissioned in June 1942. It was named *No. 1 Flying Boat Repair and Service Depot* was set up to provide the repair and servicing requirements. There was also a flying boat base in NSW called No. 2 but information is limited on this. Lake Boga was recommended by Squadron Leader Gareth O'Brien since he was familiar with the area having grown up in Kerang, which was nearby. Of note, Myles O'Brien (Father to Gareth) was the local solicitor and owned the first automobile in Kerang. SQN leader Gareth O'Brien saw service with the Royal Naval Air Service in Yorkshire UK in the late 1920s and Cairo, Egypt in the early 1930s.

Facilities constructed at the base included workshops and hangars on the foreshore, a stores area, living quarters, sick quarters at Castle Donnington which was nearby, a first-aid and dental post, a radio transmitting station and a VHF transmitting station. Flying boats that were serviced, repaired, restored, rebuilt or overhauled during the operation of the base were PBY Catalina, Dornier Do 24, OS2U Kingfisher, Short Sunderland, Supermarine Walrus and Martin Mariner. My father Ian as a lad remembers servicemen on the train traveling back and forth on leave, these were particularly Australian and US airmen. He also remembers seeing Afro - American airmen – the first black people he had seen. Our indigenous people were put away at places like Cummeragunja and hidden from the rest of Australia. These airmen also brought with them Baseball. So, Bendigo was one of the very first places in rural Australia to adopt this sport. My father Ian was one of first people to play Baseball in Australia. Another story for another time. Baseball was played before the VFL games pre-war however it was not a major sport.

Pictured is a Martin Mariner resting at Lake Boga at the time and also the recreated Catalina which has been rebuilt from parts collected from the surrounding area. The Catalina is now inside a building as a part of a very comprehensive display.



The *No. 1 Flying Boat Repair and Service Depot* at Lake Boga was finally closed in November 1947 and everything was up for sale.

The RAAF received 12 Martin PBM-3R Mariner heavy flying boats under Lend Lease. With serials A70-1 to A70-12, all were delivered across the Pacific in late 1943 by RAAF Catalina aircrews. The Mariners were issued to Nos. 40 and 41 Squadrons, replacing Catalinas and Dornier Do 24s in the transport role, carrying personnel and supplies to Australian forces in New Guinea and Borneo.

No RAAF Mariners were lost in service, and all 12 were ferried to Lake Boga for retirement during 1945-46. Under the US Lend Lease terms they could not be sold to civil operators, so once RAAF agreed it had no further use for them, the Mariners were handed to Department of Aircraft Production for disposal as "aircraft remnants".

Strange as to why we could not get any money back on the money we paid for them? They were sold at Lake Boga for token prices to local farmers and scrap metal dealers. Complete Mariner, Catalina etc fuselages, running on their beaching gear wheels, were towed away behind tractors and trucks to farms, where their large size provided big sections of metal skinning for fencing and sheds and generous lengths of electrical wiring. In contrast many Catalinas were converted to civilian use which included flying out to barrier reef islands, fire tankers and aerial mapping. Various flying boats were converted to house boats and some were/ are still to be seen along the length of the Murray River.

THE IDEAL HOME ON LAND OR WATER !

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FLYING BOAT HULLS give you a
mobile home of five rooms for £100.

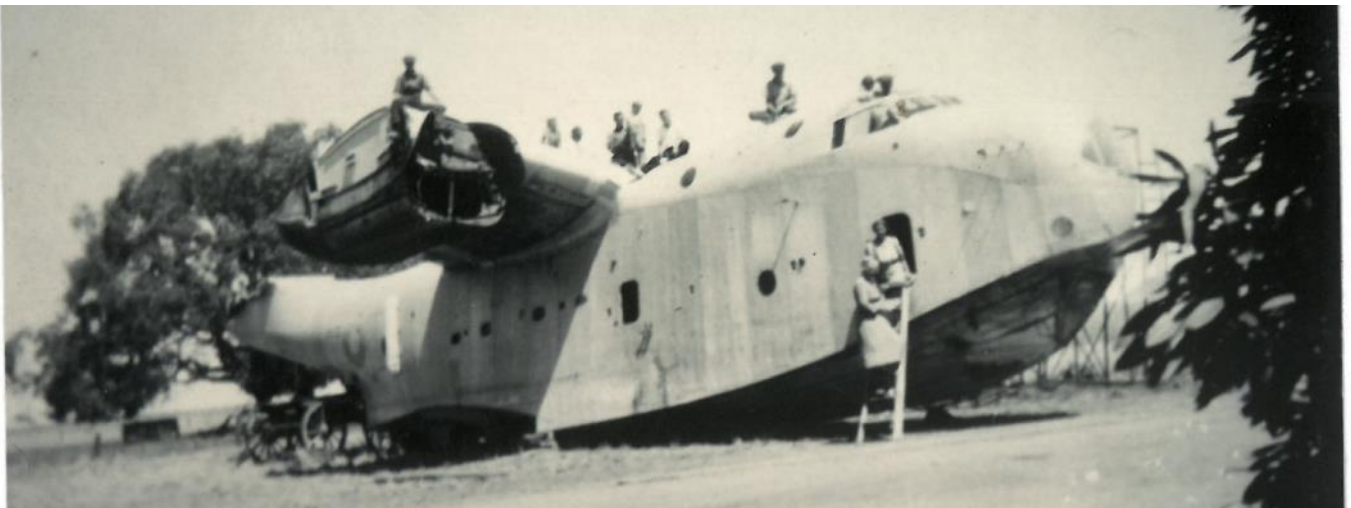
Apply to Mr. C. CARLTON,
Commercial Hotel, Lake Boga,
Victoria

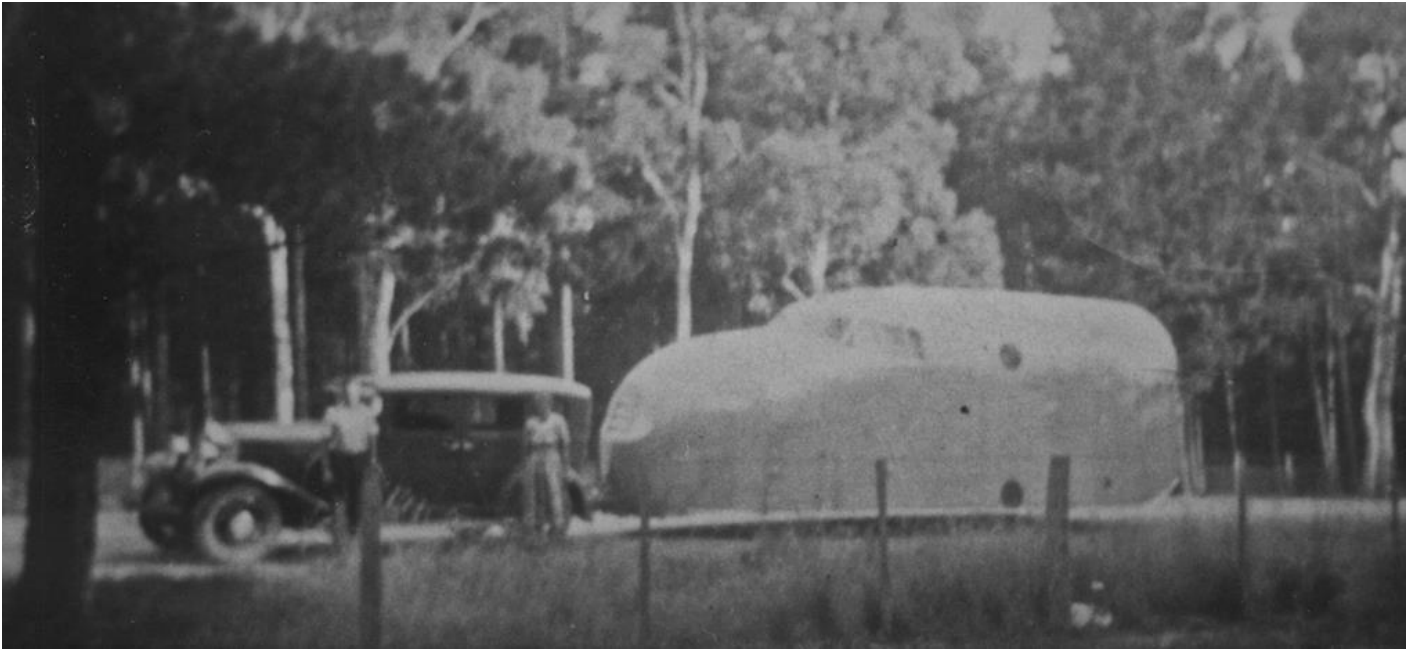
My Uncle Jack Leed (well, really dad's Uncle – but he was everyone's uncle, also Shire President etc) purchased two aircraft from Lake Boga and towed them home to the farm at Yarrowalla (near Pyramid Hill) in central Victoria, one was a Catalina and the other a Martin Mariner. He sold the rotary engines onsite so he had already made a profit. The wings were unbolted – my dad's cousin Ray Leed remembers crawling inside the wings to unbolt the wings – he was young and skinny at the

time! The Catalina was stripped and the duralium siding was used for seed bins etc and the frame sold for scrap. The huge side nacelles were used for 40 years as tomato propagating frames. The Mariner was cut up, however the front section was converted to a caravan. The story continues from the Martin Mariner website with additions from me....

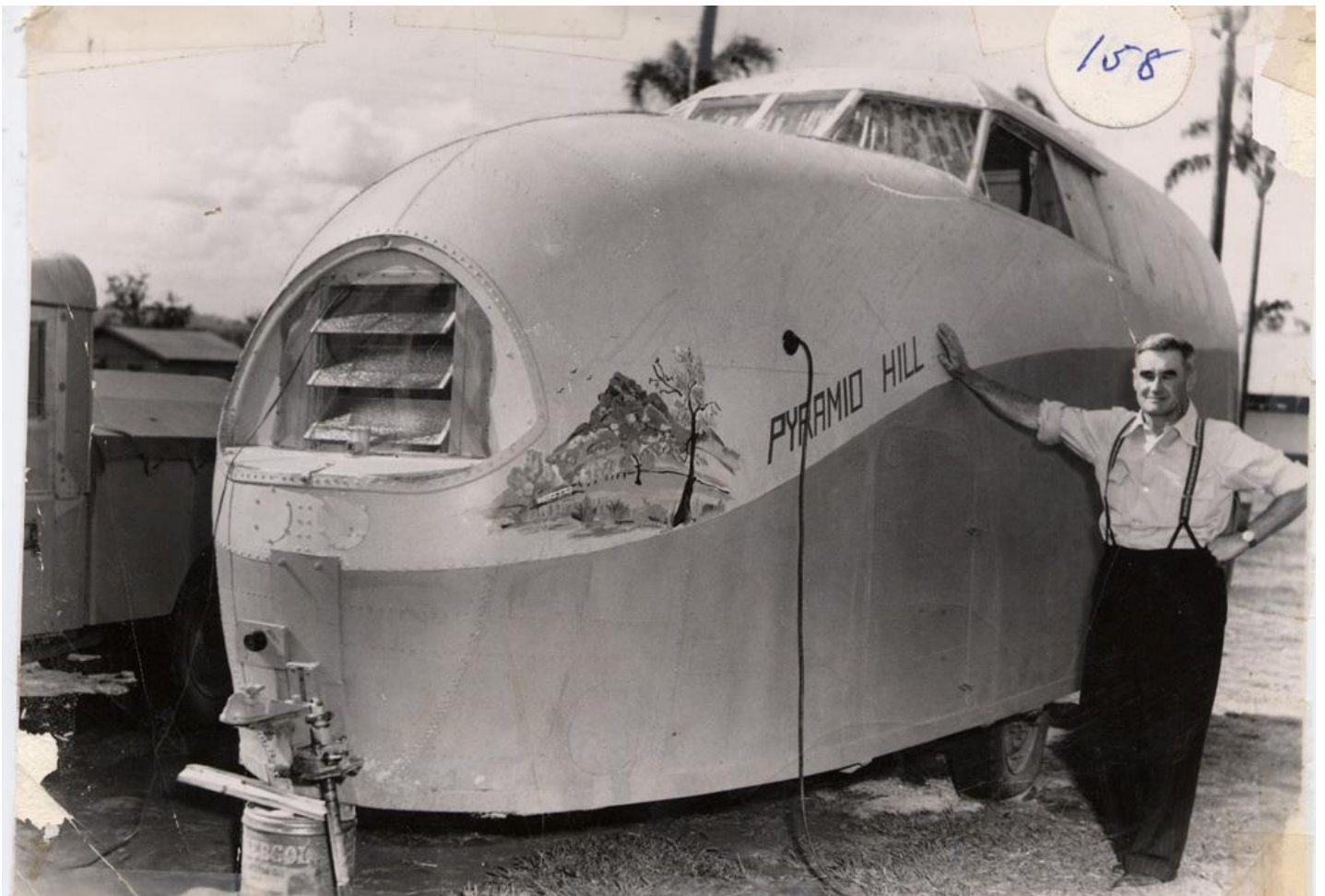
At least two Mariner forward fuselage sections were used to make holiday caravans. The nose from the bow back to a fuselage break about 10 feet behind the cockpit windows was made into a two-level cabin for bunks, kitchen etc, and the hull cut away to fit wheels so that the **Marivan** could be towed behind the family car.

One was A70-3 whose fuselage was hauled away from Lake Boga by Mr. J. Leed of Pyramid Hill, Victoria. When he completed making the nose into a Marivan, he later painted it with the name "Pyramid Hill". (No-one knew where Yarrowalla was but Pyramid Hill was a landmark and was on Major Mitchell's surveying trip). *Pictured is the Mariner when it arrived at Uncle Jacks farm about 1950 with the whole family gathered to inspect. Somewhere is my father Ian, his siblings and his cousins.*



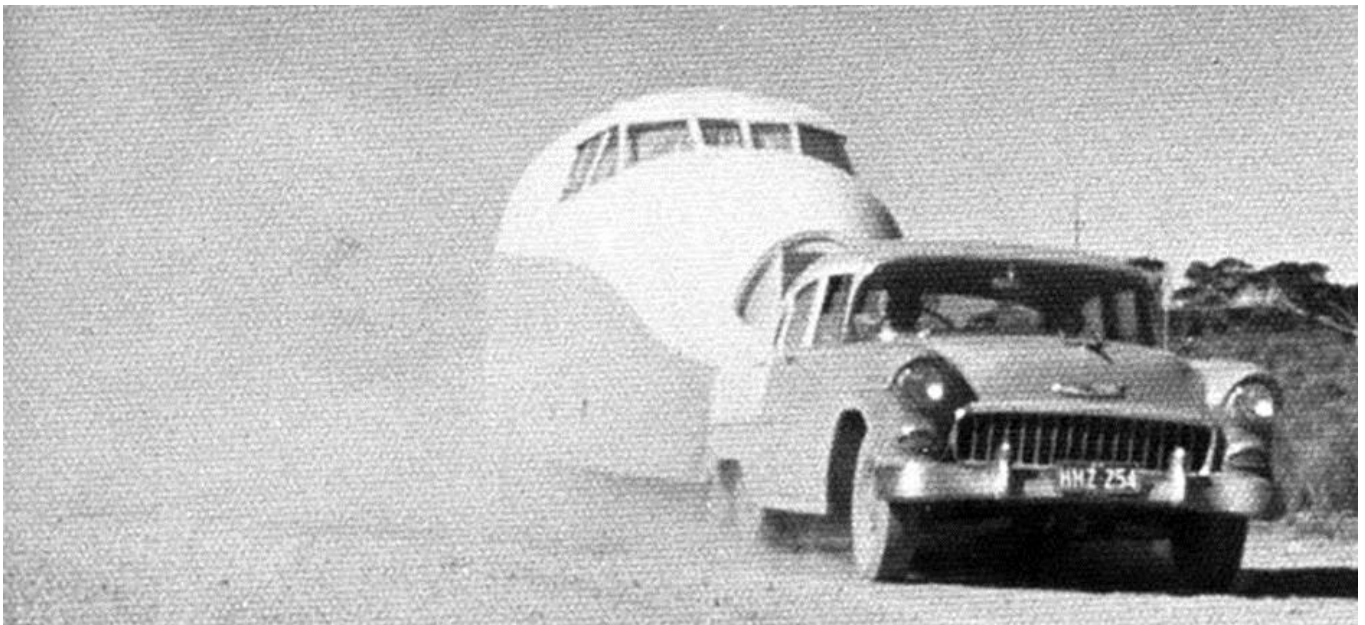


After suitable cutting and modifications Uncle Jack towed his completed Maravan to various distant locations around Australia on family holidays. It was firstly towed by a Willys Knight sedan with the whole family, then a Series 1 LWB Landrover, then finally a 1955 Chevrolet sedan.





On 24 January 1963 it was spotted being towed through Adelaide before setting off across the Nullarbor Plain to Perth (pictured below). The chassis of the Marivan failed near Southern Cross WA where Mr. Leed was forced to abandon it.



After repair it was acquired by Mr. M. Innocent of Pingelly WA, then Harry Bingham of Corrigin WA and by 1970 was with Ken Stephens at Doodlakine WA. In 1975 it was donated to the RAAF Association in Perth to add to their aircraft and relics collection for their proposed museum, which was established as the Aviation Heritage Museum of WA. The *Marivan* was towed from Doodlakine to Perth behind a museum group member's car (Leyland P76) in December 1975 and stored for a few years before a mutually-agreeable loan was negotiated with the Sport Aircraft Association of WA, who were developing their own airfield in scrub land at Serpentine, 60 Km south of Perth. It was used by President Charlie Urwin so he and his family could comfortably stay the night at the remote airfield site.

Now painted with the name "The Ancient Mariner", it was a regular sight at Serpentine, parked in the shade of trees, until returned to the museum, its last trip being towed from Serpentine to the Aviation Heritage Museum, Perth in October 2002. It remains to this day in the back yard not being used. My cousin Allan Leed tried to buy back his Uncle's caravan a few years ago but as is common with volunteer and close interest groups no one could make a decision so it remains many thousands of kilometres away from its home.

Footnote – the nacelles from the Catalina we had on the farm are now on the reassembled Catalina at Lake Boga. They have finally come home.

Ken Aitken – great nephew of Uncle Jack Leed, my dad's uncle, my Nan's brother. (more stories to come)



We are very pleased to announce Henry's is now under new ownership.

Henry's Model T, A & Rod Parts has been serving early Ford enthusiasts for over 40 years supplying parts and accessories for your restoration and hot rod projects.

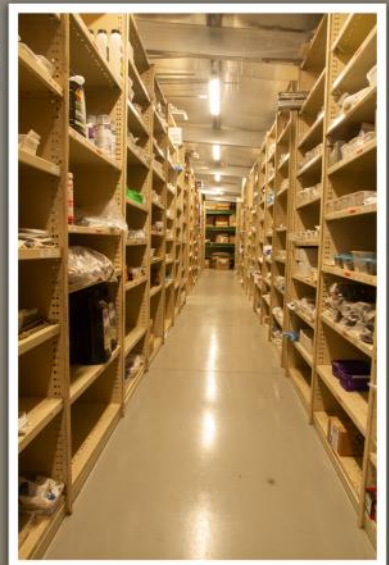
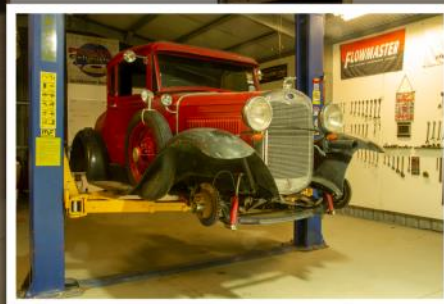
We are also offering servicing, tuning, upholstery, electrical, general maintenance, light fabrication and exhausts for your Model T & A.

Our aim is to provide you with the best possible customer experience and supply an extensive range of quality parts at competitive prices.

Orders are shipped daily.

You can contact the team at Henry's- Shaun, Joe, Neil or Angie on 03 5368 1088 or email us at sales@henryspares.com.au or drop in to see us at our new location in Bacchus Marsh, Victoria.

www.henryspares.com.au



FIVA Preservation Award goes to 1934 Bugatti Type 59 Sports

Among the many awards given at this year's Concorso d'Eleganza of Villa d'Este is one that recognises the historical and cultural importance of the motor car.

FIVA (the *Fédération Internationale des Véhicules Anciens* or international federation of historic vehicles) established its Best Preserved Vehicle Awards in 2016 to reward the custodians of truly authentic and perfectly maintained historic vehicles. The idea is that awards are given to vehicles that retain such a high proportion of original components, materials and finishes that they can be seen as important cultural artefacts.

It's no small achievement, therefore, for Swiss collector Fritz Burkard to scoop a FIVA Best Preserved Vehicle Award at this year's Villa d'Este for his astoundingly well-preserved Bugatti Type 59 Sports, from 1934.

In the words of Malcolm Grubb, FIVA vice president and chairman of the FIVA Events Commission, "At Villa d'Este, FIVA presents its award in the pre-War category, and despite hot competition, the Bugatti scooped top place because the judges considered its historical importance and extreme originality quite outstanding.

"Originally a Grand Prix racing car in Bugatti Blue but repainted early in its life, this Type 59 was later modified by the factory for sports car racing and sold to King Leopold III of Belgium. It remains an extraordinarily original and well-preserved pre-War car, as well as being one of the few road cars that was initially a Grand Prix racer."



Coming Club Events

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

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

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

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

The Gippsland Vehicle Collection presents



MOSTLY MOTORCYCLES & MAFFRA CARS



Open JULY 17 to end OCT

MAFFRA - SALE RD MAFFRA

OPEN FRIDAY – MONDAY and all SCHOOL HOLIDAYS
10am – 4pm GROUPS by appointment



MOTOR CLASSICA
2022

Celebrating
the very best of
motoring

7-9 October
2022

motorclassica.com.au

Australian National
EUROA
SHOW & SHINE

This year's event theme is **the 1920s FASHION PARADE** Prizes for the best period costume for both men and women

Show Vehicles \$10 including driver
Show Bikes \$5 including rider
General Public \$5
Kids Free

Pre-purchased on-line tickets only
See Website for details and link

SUNDAY OCTOBER 2ND, 2022 8am to 3.30pm
MUCH MORE THAN JUST ANOTHER CAR AND BIKE SHOW!
Supported by Strathbogie Shire Council

Over 70 trophies • Unique and exceptional cars from all eras
• Bikes • Trucks • Tractors • Motors

Live Music | Food Stalls | Craft Market
Children's Entertainment

Trophy Presentation at 1.30pm


SPONSORS: gmco, SHEPPARTON JAGUAR, LAND ROVER, TRIPLE 95.3 GOLDEN VALLEY, Strathbogie SHIRE COUNCIL, BURTON'S SUPA IGR LIQUOR, Darby's, Nutrien Ag Solutions, autObarn, BQ, K&B, ardhman, ON RIVERS RAMP SERVICES.

THE ADVISER, AERODROME AUTOMOTIVE, AOMC, AUTOMOTIVE SUPERBALANCE, BODIE PHYSIO, CENTRAL TYRE SERVICE, ELUROA CARAVAN PARK, ELUROA HOTEL, ELUROA GAZETTE, ELUROA PRINTERS, GRAHAM THOMSON MOTORS, JUST CUTS SHEPPARTON, MASKELL'S CUSTOMS AND CLASSICS, MAXAM PRINTING, MIEPOL, NIKKO BLUE PHOTOGRAPHY, RBA FINANCIAL GROUP, SAW'S HIRE, SODA'S ICE CREAM, LIQUID CAR'S MAGAZINE.


Contact: Ross Holt 0417 562 059 • euroashowandshine@outlook.com | www.australiannationalshowandshine.com.au

2022 French Car Festival


Cruden Farm, Langwarrin
SUNDAY 16TH OCTOBER



- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9.00. Judging commences at 12.00
- \$10 entry for display cars
- General admission and car park off Cranhaven Rd.




Presented by the Peugeot Car Club of Victoria in association with
Renault Car Club of Victoria, Citroën Car Club of Victoria, Citroën Classic Owners Club of Australia



www.pccv.org
For further details contact PCCV 0427 203 206 or Andrew Drum 0418 441 555 aaorum@gmail.com

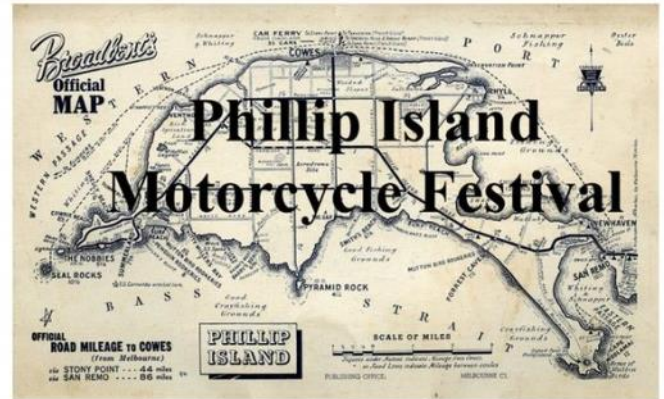
PHILLIP ISLAND MOTORCYCLE FESTIVAL

INAUGURAL EVENT

FRIDAY 8th SATURDAY 9th SUNDAY 10th
OCTOBER 2022

Come be part of this event that leads into the
2022 Australian MotoGP held on 14th to 16th Oct.

MORE DETAILS RE TICKETS AND PROGRAM TO COME
BANDS - SHOW & SHINE - DISPLAYS



Supporting



Sponsorships and marque holders please call Allan Turner 0412985211

*Ballarat Engine & Machinery
Preservation Society Inc.*

PRESENTS

THE BEST OF Ballarat Rally



SHOWCASING ALL THINGS BALLARAT

(But includes anything old & interesting)

16TH OCTOBER 2022
from 10am - 4pm
SETUP DAY 15TH OCTOBER
BALLARAT AIRPORT
40 Airport Road, Mitchell Park

ENTRY FEE
Adults \$5, Children & Exhibitors FREE

FOR FURTHER INFORMATION
BEN 0411 189 520 PETER 0400 154 972 ROO 03 5342 4521

Proudly supported by Scobies Service Centre and Westag Ballarat by transporting the large items to our Rally.

OUR INDOOR DISPLAYS INCLUDE:
A large collection of memorabilia of particular interest to Ladies and Children in addition to machines of a bygone era including an operating 1880's printing press

OUR OUTDOOR DISPLAYS INCLUDE:
A diverse range of steam and oil powered engines and flat belt driven machines. Numerous demonstrations etc. Cars, trucks and tractors, trade displays and joy rides drawn by Steam Traction Engines

EXHIBITORS OVER NIGHT CAMPING
Locate us under a large overhead water tank and follow signs for basic unpowdered camping sites only and sorry NO camp fires.

OTHER ATTRACTIONS WHIST AT THE AIRPORT

- Anson Museum
- Aviation Museum & Air Force Association

NHILL HERITAGE WEEKEND

October 15th-16th
Following the Nhill Show



Participating Organisations Include

Nhill A&P Society | Nhill Aviation Heritage Centre
Nhill Silo Heritage Project | Nhill Vintage Club | Vintage Fashion Collection
Nhill & District Historical Society | Gallery Central | C.A. Merrett Museum
Australian Pin Ball Museum | Local Traders | Service Clubs

Activities will run from 9am-5pm

 NhillHeritageWeekend
  nhillheritageweekend@gmail.com

TALLANGATTA SHOW'N'SHINE & SWAP MEET

LIVE MUSIC - MARKET STALLS

SUNDAY THE 30TH
OCTOBER 2022

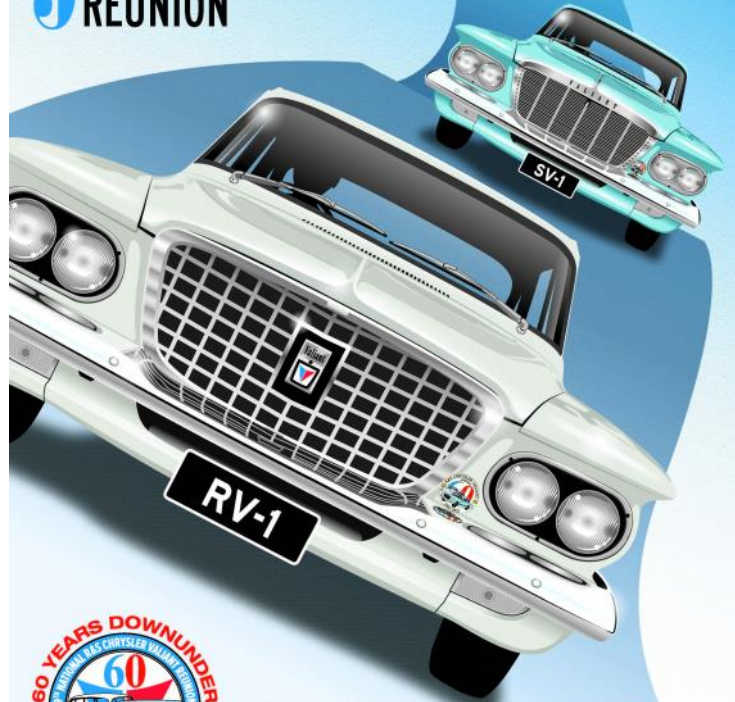


FB: TALLANGATTA CLASSICS INC
EMAIL:

TALLANGATTACLASSICS@GMAIL.COM
PH: TRISH CROCKETT 0407181950

THE 9th NATIONAL R&S CHRYSLER VALIANT REUNION

Sun 13 to Sun 20
November
2022



Proudly sponsored by:



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BROUGHT TO YOU BY THE R&S CHRYSLER VALIANT CAR CLUB OF VICTORIA

Rotary  Presents:
Club of Sorrento

Point Nepean Heritage

MOTOR SHOW



Entries Now Open Heritage Cars & Motorcycles

LOCATION

This inaugural community event is at the historic Point Nepean Quarantine Station.

DATE

Sunday 30 October, 2022

MOTOR CAR & MOTORCYCLE CLASSES

Veteran (Up to 1919) - Vintage (1920 - 1930)
- Post Vintage (1931 - 1949) - Heritage
(1950 - 1970) - Classics Post 1970

HOW TO ENTER

Register now to exhibit your car or motorcycle via our website at:
PointNepeanMotorShow.com.au

PointNepeanMotorShow.com.au



East Gippsland Historical Automobile Club Inc

CLAIMING THE DATE

MELBOURNE CUP WEEKEND

28th October to 1st November 2022

Please join us again and enjoy the Triennial
East Gippsland 50th Anniversary Rally

Bring your Veteran/Vintage or Classic/Post
Classic vehicle and join in the fun

Register your interest with us now by-

Please note information below is for the Rally Contact ONLY

By Post - Rally Director Graham Young
PO Box 120 Orbost
Victoria, 3888

Email - triannualrally@gmail.com

Grahams Personal mobile: - 0428 541 925

Entry forms will be available in April 2022

Entries will close on 9th September 2022

PLEASE MARK THESE DATES ON YOUR CLUB'S CALENDAR NOW

ROB ROY

Venue of the first Victorian and Australian Hillclimb Championship 1938
Clintons Road, Christmas Hills Melway ref 265 A9



Instigated in 1996 to promote friendly rivalry, at a club level, between the local sporting car clubs.

Over the years, many clubs have supported this event, with several including the series as rounds of their own club championship.

Classes cater for all types of vehicles from road registered to hill climb specials.

DATES MAY BE SUBJECT TO CHANGE, PLEASE CHECK ROBROYHILLCLIMB.COM.AU

ROUND 1 20 MARCH
ROUND 2 22 MAY
ROUND 3 31 OCTOBER

PLACINGS - 1st 10 points • 2nd 8 points • 3rd 6 points • 4th 5 points
ATTENDANCE - 1 point per competitor

promoted by the

M.G. CAR CLUB VICTORIA

Entry Forms robroyhillclimb.com.au

Event Enquiries Wayne Rushton 0412 339 934

Entry Enquiries John Kelso 0417 398 606

ADMISSION: SINGLE ENTRY \$10 OR \$20 PER CAR
OFFICIAL TIMED RUNS COMMENCE 9AM

SUBJECT TO COVID RESTRICTIONS,
FULL CATERING MAY BE AVAILABLE AT EVENTS
Please check robroyhillclimb.com.au

THE 60'S AMERICAN MUSCLE CAR CLUB INC
PROUDLY PRESENTS :

AMERICAN BREED 2022

MUSCLE CARS AND YOU IN 2022

THE MANHATTAN

Cnr Heatherdale & Canterbury Rds, Ringwood (Melway 63 D1)

Sunday November 20th

\$10 DISPLAY CAR (Includes all occupants)

\$10 PUBLIC (KIDS U 15 FREE)

ALL AMERICAN 2 & 4 DOOR CARS & RODS WELCOME

GATES OPEN: 8am - DISPLAY CARS. 9am - GENERAL PUBLIC.
Trophies awarded for Best Ford GM Mopar & Hot Rod at 1.00pm

More details: enquiries@60samcc.com www.60samcc.com

Please note: Consumption of alcohol in the car park is not permitted.

TONGALA CAR & BIKE SHOW



22nd October 2022

11am to 5pm

Various Prizes for Car and Bike show participants

Cars \$10 Bikes \$5

Live Music

Licensed Bar *NO BYO* Food Stalls Raffles and Prizes and More

All Money Raised to Go to Local Organisations

Follow us on Facebook: Tongala Cruisers Club Inc and for more details contact

Deb on 0410342879 or debby.mcgregor@bigpond.com



Proudly Sponsored By
Community Bank
Tongala

Bendigo Bank



Campaspe
Shire Council

GIPPSLAND VEHICLE COLLECTION - MAFFRA

RARITIES AND REPLICAS


OPENING NOVEMBER 13th

OPEN 10am-4pm FRIDAY – MONDAY, all SCHOOL
and PUBLIC HOLIDAYS
GROUPS by appointment



Bendigo Area Map


Event Central
Coffee and Cars
BHRG Harness Racing Club



**FIAT 123
Anniversary
Rally**

A Social Gathering of FIAT Enthusiasts

Featuring
Dinner and "Parade Under Lights"



Bendigo Victoria
10-13 November 2022



Tour Overview



Contact
Event Co-ordinator - Roger Beattie
fiatcentral.victoria@gmail.com
Ph 0400 177278 (if urgent)

Yarra Glen 2023 Swap Meet



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

Sunday 12 March 2023

Yarra Glen Racecourse – Armstrong Grove, Yarra Glen Vic

Gates Open

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

Site Fees – from \$25

Entry – \$10 (children u12 free)

Find us on



Facebook

The Vintage Drivers Club
www.vintagedriversclub.com.au

Site Booking & Enquiries – yarraglenswap@vdc.org.au or lain 0473 832 277



Wandin Draught Horse & YesterYear Festival

26 & 27 November 2022
Mont De Lancy Homestead
71 Wellington Road - Wandin



10 AM to 4:30 PM
Adults \$15
Children Under 15 Free



Something for all the family

- Historic Homestead and Museum
- Working Draught Horses
- Stationary Engines
- Chainsaw Carving
- Blacksmiths
- Wood Turners
- Sheep Shearing
- Children's Activities
- Food & Market Stalls
- Vintage Cars

Cash & EFTPOS available at gate
Further details contact 5964 2088
Prepaid tickets and museum details
<https://www.montdelancey.org.au/>

Getting there - Melways map 121 B2

Proud supporters
of the Draught Horse Festival

Community Bank
Wandin-Seville

Bendigo Bank

Exhibitors and visitors will be required to conform
with the current Victorian CovidSafe Requirements
at the time of the event.

NHMA and related safety guidelines will be in place.

Kindly printed by

Bridget VALLENCE MP

143 Main Street, Lilydale VIC 3140.



Seymour's Annual



SHOW & SHINE

Labour Day, 13 March 2023

King's Park, Seymour

8am Start (Stall Holders 6am)

Display Cars : \$10/car incl. all occupants

Spectators : Gold Coin Entry

- * ALL MAKES OF CARS
- * SWAP MEET * MARKET
- * KIDS' ENTERTAINMENT

For all enquiries contact:
secretary@seymouranddistrictcarclub.com.au
or Judy on 0407 562 003

PATRON JOHN BOWE AM

AN EVENT NOT TO BE MISSED!

NEW DATE

ROB ROY REVIVAL

25 & 26 MARCH 2023

A tribute to Garric Cooper's Elfin cars with 10 Elfin cars competing.

FESTIVAL OF HISTORIC MOTOR SPORT
Australia's most authentic historic motor race meeting, staged entirely to a 1950s & 60s theme.
General Enquiries Event Director - Rod Cooper P: 0409138899 E: rodcooper@westnet.com.au

For more information visit robroyrevival.mgcc.com.au
PROUDLY PRESENTED BY THE MG CAR CLUB VICTORIA

Cruden Farm Festival of Motoring RACV
Sunday 29th January 2023

Organised by the Association of Motoring Clubs and proudly supported by the RACV
The charity for this event will be Beyond Blue.

Open to all classic and historic vehicles 25 years and older
Get your motoring year off to a great start by coming along to this new event at this historic property.
More details will be available soon so please save the date.

FLORENCE THOMSON Tour

FRIDAY 28th - SUNDAY 30th APRIL 2023
Based around Wangaratta

Is proudly brought to you by the Association of Motoring Clubs (AOMC) on behalf of the RACV

To celebrate the pioneering spirit and contribution of Women to Australian motoring.

So, Ladies, please put the date in your diary so you don't miss out

Enquiries to florencethomson@gmail.com

Minutes of the AOMC Delegates Meeting Saturday 27th August 2022 at 12:30pm

The meeting was held at the Seymour Club, Seymour

There were 83 delegates in attendance representing approx. 59 clubs

Chairman Iain Ross welcomed all those coming to Seymour for the 3rd delegates meeting of 2022

Apologies: Allan Fabry (MG Car Club of Victoria), Andrew McDougall (Alvis Car Club of Victoria), Arthur Byron (Grampians Vintage Vehicle Club), Bill Metcalf (Austin Healey Owners Club), Bruce Wilkinson (Lotus Club of Victoria), Carl Jones (Mercedes-Benz Club & Aust Type 901 Registry), Damian O'Doherty (Vintage & Classic Car Club Ballarat), David Mills (Seymour & District Car Club), David Williamson (Rover Car Club of Australia), Dennis Brooks (Historic Commercial Vehicle Club of Aust), Dirk Versluys (Nissan Datsun Sports Owners Club), Geoff Hergt (Jaguar Car Club of Victoria), Geoff O'Neil (Colac Collectable Car Club), Howard Coleman (MG Car Club of Victoria), Jim Stephens (Maserati Club of Australia), Kathy Beimers (US Cruisers Club), Lawrence Glynn (BMW Drivers Club Melbourne), Martin Ball (Ballan Vintage Machinery & Vehicle Club), Patrick Sawyer (Escape Motoring), Ray Beagley (Southern Peninsular Classic & Historic Car Club), Richard Brown (Rover Car Club of Australia), Robert Mihelcic (Victorian Torana), Ruth Wood (Vintage & Classic Car Club Ballarat), Yvonne Barker (Western Vehicle Restorers Club).

New Delegates were introduced and welcomed: Michael Carter (49-59 Ford Customline Car Club), Joe Borg (Mustang Owners Club of Aust (Vic)), Peter Carpenter (Early Ford V8 Club), Geoff Murdoch (ASRF), Christine Anglin (VVCCC of Wangaratta), Roger Beattie (Fiat Car Club)

Minutes of the last Meeting on 23rd May 2022 were accepted with a motion moved by Bill Reid (FB-EK Holden Car Club) seconded by Bill Ballard (Ford Owners, Restorers and Drivers Club) and carried.

Correspondence: Nothing to report pertaining to this meeting

President's Report: It is good to be getting back together and not meeting on Zoom, and he hoped that other Clubs were starting to see improvement in the numbers returning to meetings after the Covid disruptions

Treasurer's Report: Mark Fenton reported that the AOMC finances are currently in a strong position and as of the end of July 2022 the AOMC Cash at Bank is a healthy \$320,231 with additional revenue from the Shannon's American Motoring Show likely in October to ensure we remain on a good footing for the year.

With the new financial year, we have commenced the membership renewal period and have already had almost 70% of Clubs renewed which is good progress, so thank you.

This time of year is also when the annual reporting is finalised in time for the AGM in November, and this is also underway with no significant issues to report.

AOMC Events: Shannon's American Motoring Show on 23rd October 2022 at Caribbean Park Events Central. The 2023 British and European Motoring Show will also be held at Caribbean Park, on 26th February 2023. National Motoring Heritage Day will be promoted more heavily next year to help raise the public profile of our movement, and all Clubs will be asked to participate to show off our cars to the public

Current Issues: Some delegates requested at the last meeting that the movement be represented by a single voice in Victoria, and the AOMC has initiated discussions with the Victorian Federation to see what can be achieved. Keith Mortimer is leading those discussions which are due to commence in early September.

Group Insurance Scheme: AOMC has been looking at a group insurance scheme through a broker. Iain would like to collect more detailed information about what Clubs are actually paying for different types of insurance, and Howard will be contacting a selection of Clubs to collect this information in order to help identify a competitive offering that would be available to AOMC member clubs, especially for the smaller clubs that may currently be under insured.

VicRoads Consultation: The formalities of the changeover to privatisation have now been completed, and our past contacts are now no longer available to us. AOMC is working to maintain close contact with those responsible for the CPS and issues relating to our movement.

Motoring Shows: we are changing the location for AOMC shows from Yarra Glen Racecourse to Caribbean Park which is more central and the area available is much bigger. Other parts of the old Caribbean Gardens previously used for swap meets is now part of the Caribbean Market and they will no longer be running car shows in that area.

Engine Number Records: Philip Johnstone reported strong interest in the past few months with searches on Pontiac, Packard, Buick, Porsche, Daimler, MG, Austin Healey, Vauxhall, Austin 7s, Mini Cooper S, International trucks and motorcycles, in addition to the usual Holden Monaros and Toranas and Ford GTs.

Graham Keys (Wolseley Car Club) thanked Philip for the significant help he offered one of their members recently and was thanked warmly with applause from the floor.

Bereavements and illnesses: Iain noted the recent passing of Reg Hunt (of car sales and racing driver fame), and Alan Fairweather (AOMC Delegate from Western Restorers). Iain also welcomed back Rick Cove from recent illness.

Delegates' Reports:

Chris Henry (GVC Maffra) reported on what is happening in the museum recently, including their Mostly Motorcycles and Maffra Cars display, and noted the AOMCs report that their Facebook page promoting this event had received the most hits this month which is encouraging. With 230 motorcycle and 30 cars this display will continue until November and after that it will be Rarities and Replicas. There is also a new signature event next year (19th March 2023) to be known as Songs and Cars, which will relate the musical industry to specific cars, and they are currently looking for a Big Yellow Taxi and a Pink Cadillac to add to their display. They are trying very hard to attract a new demographic to the museum by looking to cross over with other interests and community groups. They also have a booth at

Motorclassica.

Rick Cove (GHAC) reported that an upcoming rally on the Melb Cup weekend is well under way in the planning and entries close on the 9th September 2022. The Swap Meet for Latrobe Valley Gippsland Historic Automobile Club is on 16th October 2022.

Maureen Ross reported that the Florence Thomson rally is on again next year and a permanent date has been set for all future events, which will now be held on the last weekend in April, so please note the new date in your calendars. Next year event will be in Wangaratta and applications will be open in November. The event is owned by the RACV and AOMC has been contracted to run it each year, to celebrate women's contribution to motoring, and is limited to a maximum of 75 entries. This year's event with 60 cars was very well supported. The theme this year will be "get your granddaughters driving your cars" to encourage them to get involved.

Terry Roche (Triumph Car Club) reported that for the past 17 years they have met with the TCC of ACT and they are doing it again in October with 40 cars plus another 40 cars from the TR Register.

Graeme Moody highlighted the impact of aging members on the ability to run swap meets and suggestions have been made that the swap meets of the VDC and DVCC should be joined because they cannot get enough people to man the gates and the car parks. He is concerned that many of the younger car owners are not engaged in our movements. He asked delegates to think about how we can recruit younger people into the classic car movement.

Ian Clarke (DVCC) supported Graeme's comments and spoke of the efforts to involve local scout groups in their car club activities and they are hopeful that it will enable them to involve a couple of scout groups in manning the swap meet as well, which has a benefit of putting the money into community groups as well as getting younger people involved in the movement.

Tony Hall (Escape Motoring) spoke of the Highball Cars and Coffee events held every few months in Melbourne that attract 1000-2000 cars, with many of them already on CPS, but some are just involved in Facebook sites. They are just as passionate as we are, and it is important that we get them all involved and attract them to be affiliated with the AOMC.

Daryl Meek (Goldfields Car Club and VCCA Vic) reported that Motorclassica is fully subscribed for 7-9th Oct 2022, except that there is space for involvement in the Marque Park event (replaces Club Sandwich) on Friday and Clubs are welcome to attend the outside event. Contact Daryl for more information if interested. There is also a possibility of a 2nd Motorclassica in Sydney starting in 2 years' time. He also spoke of his activities in the western districts and invited people going to Bay to Birdwood to stop in Nhill for a coffee with Daryl to see some of the cars he is now storing in his new workshop (old Holden Dealers) and also see a Vintage Fashion Show.

Paul Vellacott noted 2 major achievements of the AOMC related to LH drive vehicles and the CPS and gave a brief history of LHD vehicles in Australia, which ultimately allowed LHD vehicles to be approved for use on the CPS together with the use of logbooks for the CPS.

John Phoenix (Seymour & District Car Club) spoke of their 3rd Show and Shine on 13th March 2023, which incorporates a market and a swap meet. It is being held in collaboration with the Lions Club. He also spoke of one of the most historical war memorials in Australia, being the Vietnam Veterans War Memorial, which is one of the biggest tourist attractions in Victoria, and car clubs are welcome to come to Seymour to see it.

John Blackwell (Seymour & District Car Club) reported that the Army Tank Museum at Puckapunyal is closing on the 16th December 2022, until it is reopened as a new museum outside of the Army base in 2024. There is an open day in late October/early November and visitors are welcome (with appropriate security checks required for its current location).

Roger Beattie (Fiat Car Club of Vic) reported that the club has had no historic events since 1991 but they have a new event coming in early November (flyers available) and for those attending the swap meet in Bendigo, there will be a display night under lights at the Harness Racing Club on the Friday night.

Guest Speaker: Iain introduced Geoff Gwilym, CEO of VACC and invited him to tell us about what the VACC is doing to represent and advocate for the automotive industry.

Geoff noted that this conversation must include talking about electric vehicles (EV) and the impact on the industry but would also note that the privatisation of VicRoads is topical and is in progress partly to bring about the modernisation of the registration system, which is a good thing.

The conversation about EV's cannot be avoided, no matter how right or flawed it may be for some. The entire conversation globally is about electric cars – it is like it is the only conversation. It does not matter where the electricity comes from, there is an ideology that says it is right. Geoff spoke about proposed legislations regarding CO2 emissions and the programs around the world to incentivise the change to electric (and/or penalise the internal combustion engine technology) and this is having a big influence on the automotive industry and car users generally.

One of the big issues for the VACC is the need for labour to service the changes being made to the automotive industry, noting that the current trades do not recognise the change to digital technologies where problems may not be electrical, but due to software coding issues. This will require new skills and it is a challenge to get young people into the industry when wages are low. Wages, and therefore costs, will need to lift due to the rarity of skills available to the automobile service industry. The VACC needs to be involved in these discussions.

For ongoing information about the automotive industry Geoff referred delegates to his regular podcast (with Greg Rust and Shane Jacobson) called The Grill, accessible on the VACC website.

With questions from the floor, Geoff addressed other issues of interest including the VACC role in pushing for an annual roadworthy for cars over 8 years old. He agreed that this is a VACC position consistent with their need to support their own members commercial interests but it is not a high priority, however he also encouraged the AOMC to join the conversation and advocate for exemptions for club cars, or low mileage vehicles to ensure the best outcome is achieved without unintended consequences.

VACC is also asking for national schemes that address the changes in vehicle recycling caused by the change in materials of manufacture. He suggested that older cars have "more value" in recycling discussions because they can be fixed instead of being

disposed of, and this is part of the debate around whether old cars should be banned (eg cash for clunkers). He suggested that banning old cars probably won't happen, but future controls might involve additional charges based on mileage or use, and this would be a way to minimise the impact on the low mileage old car movement.

Daryl Meek spoke of his involvement in FIVA and the need to get all affected Australian parties on the same page and overcome an unwillingness to adopt European positions when advocating for the historic movement. He spoke of European efforts to have a consistent definition about using these vehicles that involve trade-offs to ensure they are historical, not just old, and that we need to get on the front foot to advocate for the required changes, before we are made to change to something not wanted. He also noted that annual check-ups in European schemes are not necessarily roadworthy checks but are a measure to ensure the vehicle still meets the historic definition for which their exemptions/allowances/permits were designed.

Geoff noted the importance of policy preparation and that when advocating to government it is important to launch your policy positions before the Government announce theirs, and to make sure your policy position aligns with what the Govt want to achieve. You are then in the best position to influence what the changes are. It is also important to provide the numbers/dollars that will support the politicians' arguments. Geoff also suggested that the influence of independent politicians should not be underestimated when planning an advocacy strategy. It is also best to ensure that you have your policy positions already in their hands as they develop their policy position, so the earlier you start the better off you will be, and there are advantages in doing things such as proposing the use of existing European standards as it means there is less work to be done to prepare for change.

When asked about the implementation of e-roadworthies by VicRoads he believed that despite issues in its initial implementation it is actually now going OK, and the new consortium will probably continue to improve the process.

Geoff concluded by sharing his excitement for the automotive industry and was happy to receive the invite to address the AOMC today and enjoyed the discussion.

Iain thanked Geoff for a most interesting presentation and hoped that the AOMC and VACC could work together in the future to help secure the future of the historic movement and the automotive industry in Victoria.

Iain thanked the delegates for coming today and referred them to the AOMC website to stay up to date with the latest developments.

The meeting closed at 2:22pm



Above: a line up of Customlines at Seymour for the Delegates meeting



Association of Motoring Clubs Inc.
 21 Rosalie Street Springvale 3171
 Phone (03) 9558 4829
 Email secretary@aomc.asn.au

CLUB CONTACT DETAILS - UPDATE FOR 2021 - 2022

Please note, both sides of the sheet must be completed AND please

- (i) Print clearly in CAPITAL letters, completing all sections.
- (ii) Return completed form to address above or email to secretary@aomc.asn.au
- (iii) Private addresses are preferred as this helps prompt delivery where snail mail is used.
- (iv) We understand that email addresses are lower case BUT using capitals makes the address less vulnerable to mistakes thus causing bounces.
- (v) In "CLUB" – Abbreviation - please show the abbreviation the Club is normally known by – e.g. Model A Ford Club of Victoria is MAFCV.

We appreciate your time in assisting us to keep our database up to date.

CLUB

Name		Abbreviation:		
Number of Victorian Members		AGM Month		
We cover the following vehicles <small>Please ✓ one or more as applicable e.g. British ✓ One Make ✓ Motorcycles ✓</small>		Number of vehicles on CPS		
British	European	Japanese	Oz	U.S.
All Makes	One Make	Motorcycles	Cars	Trucks

CLUB POSTAL ADDRESS & CONTACT DETAILS

Name		
Street/PO Box	Town	Postcode
Phone	Mobile	
Email	Website	

PRESIDENT

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

SECRETARY

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

MORE OVER THE PAGE

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CLUB CONTACT DETAILS - UPDATE AT 1st AUGUST 2021

Page 2

TREASURER

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

EDITOR

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

DELEGATE # 1

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

DELEGATE # 2

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

DELEGATE #3

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

CLUB PERMIT OFFICER

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the

Association Of Motoring Clubs Incorporated

ENGINE RECORDS SEARCH SERVICE

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

The advantages are both to the user and the AOMC.

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

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

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

For more information go to the Engine Records pages at

<https://www.aomc.asn.au/engine-registration-records>

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.

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

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

Contact Details

Name *

First

Last

Email

Phone #

Mobile#

Street Address

Suburb

Postcode

Search Fee (Incl. GST)

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

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

Vehicle Details

Year/Make/Model *

Engine Number *

Chassis Number

Registration Number

Any other relevant information

- **Is the engine stated consistent with the make and model?**

Yes No Unsure

- **Has the vehicle been registered in Victoria prior to 1984? ***

Yes No Unsure

- **Is this the original registration number? ***

Yes No Unsure

Archived Engine Number Records

Charges for Information

Search for a single engine number whether it is on card or computer file	\$90
Follow-up for the same or related vehicle or engine number	N/C
Search for a single registration owner details (1910 to 1932 only)	\$115
Maximum Fee for search 1910 to 1984	\$160
Sale of all computerised records for a marque to a club that has an interest in the marque. For each 100 records (or part thereof)	\$220 [#]
Sale of all computerised records for a marque to a person or commercial group that has an interest in the marque. For each 100 records (or part thereof)	\$440 [#]

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

- a deposit of \$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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- 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, Australia's leading insurance group
- To find out more visit us online: www.lsvcarinsurance.com.au

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