

AOMC News

July 2023 - Issue 161

www.aomc.asn.au



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FEATURED IN THIS ISSUE

Presidents Report	3
AOMC News	4
Code of Conduct	5
2023 Delegates' Meeting Notice & dates	6
AOMC submission to Fuel Efficiency Standard consultation	7
AOMC Carbon Offset scheme	9
Not For Profit taxation Update	11
AOMC Club Management Seminar Report	14
Are You Not Receiving Emails from AOMC	15
NMHD 2023 Reports	17
AOMC Restoration Seminar Report	22
FIVA News	25
News from the UK	26
News from the U.S.A.	27
Land Rovers 75th Anniversary	28
Who Are The Young Enthusiasts	29
TAC L2P Program	30
Coming Club Events	31
Minutes of the February Delegates Meeting	35
Club Contacts Update Form	37
Engine Number Records	40

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 (Tony Hall)
office@aomc.asn.au (Howard Billing)

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

Front Cover Photo: National Motoring Heritage Day saw a good turnout of vehicles around the state, including this hardy group from the Ford Owners and Restorers Club who braved the elements at the AOMC event at the Steam Centre in Scoresby.

More details on events and photos later in this issue.

ASSOCIATION OF MOTORING CLUBS ISSUES & ACTIONS

The AOMC Executive Committee is currently undertaking a complete review of our strategy, processes and delivery of services, this will culminate in the formulation of our priorities for 2023.

We will update our website with these priorities as soon as possible and publish them in a forthcoming newsletter.

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.

To register, go to the AOMC website: www.aomc.asn.au then click on 'Publications' then 'AOMC Newsletters' to find a link to subscribing.

There is no cost for this subscription.

President's Report

Greetings all

I'm hoping the Victorian Winter has not been too savage for you all and that you are either driving or finding the time to maintain your vehicles.

Since our last delegates meeting, we have enjoyed two significant workshops and information sharing sessions, our Club Management Seminar in June featured the topics of Governance, Financial Management, Insurance, Promotions and Records Management. I'm sure all who attended took away some helpful tips that can be put to good use. All speakers donated their time and expertise and we express our thanks and appreciation.

Given the focus on taxation for clubs we intend to run a further seminar dedicated to this topic, date to be advised as soon as we have confirmed our speakers

The restoration seminar also provided a wealth of information for attendees, covering everything from carburetors, suspension, radiators and cooling, lubricants, tyres, and polishes/cleaning materials. We are fortunate to still have many Australian owned and Australian made products available to our movement. As with the Club Management Seminar, the presenters at this seminar donated their time freely, all we ask is that you consider supporting them with your forthcoming purchases.

The next delegates meeting will be held in Ballarat and our guest speaker will be a young enthusiast currently completing his masters on historic vehicle advertising, specifically Jaguar. Please come along and bring your clubs topics for discussion.

The organization continues to beaver away with plans for everything from the Florence Thomson Tour to creating a group insurance scheme that can be available to our clubs. Our committee members are all volunteers and work tirelessly to support the organization. Please be supportive of their efforts and as we approach our AGM in November consider what you or your club members could contribute to the running of the association. As always, we welcome respectful and constructive feedback and input.

I will miss the August delegates meeting as I will be overseas celebrating 30 years of marriage with Catherine, yes she has been long suffering in putting up with me and my motoring passions for many years so she deserves a holiday.

Stay well and Drive Safe

Keith

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: registration.services@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.

Small Club access to RACV Sponsorship.

AOMC have recognised that clubs that do not have an ABN or Incorporation have been disadvantaged by the RACV requirement for a club to have these when applying for sponsorship.

To facilitate access to sponsorship for these clubs, AOMC has negotiated with RACV for those applications to be channelled through the AOMC.

How This Will Work: Clubs will still make their applications directly to the RACV (forms are available on the AOMC website by clicking on 'Members' then "RACV Motoring Interests").

If the application is successful, the RACV will notify AOMC to provide the sponsorship amount to the club from a pool that they have already given the AOMC. This pool of sponsorship money is totally separate from general AOMC funds and is only to be used for club sponsorship applications.

American Motoring Show - Sunday November 19th 2023: After a few failed attempts to stage an All American Motor Show due to covid and bad weather, the AOMC has booked Caribbean Park to stage our celebration of USA motoring. Shannons are supporting the show, and clubs are asked to mark this date in your diaries and promote it to your members.

Code of Conduct: A draft Code of Conduct for AOMC Committee, Delegates & Volunteers was published in the May newsletter and feedback from clubs was asked for. After evaluating the feedback and making some minor adjustments, the finalised Code is published here on page 4 of this issue.

Tax Office Update: At the recent Club Management seminar, ATO reporting by not for profit organisations, such as our car clubs, was one of the topics. The latest information is reproduced on pages 10 and 11 of this issue. Further updates will be sent to clubs as AOMC receives them from the ATO.

AOMC submission to Fuel Efficiency Standard consultation: The AOMC made a formal submission to the Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts as part of their consultation process on the fuel efficiency standard—cleaner and cheaper to run cars for Australia. The submission is reproduced here on page 7 of this newsletter.

Restoration Seminar: The AOMC Restoration Seminar was held on Saturday July 15th at the Jaguar/Healey rooms in Springvale. 62 attendees representing 35 clubs came along to listen to the series of presenters. Information on the presenters is on page 21 of this issue.

Club Management Seminar: Was well attended, and well received. A summary of the seminar and notes on the presentations are published in this issue on page 13

Important Dates 2023

Mark these in your Diary

Delegates' Meetings

Delegates' meetings are to be held in February, May, August and November. The dates for 2023 are as below. Meetings will be held at the Jaguar/Austin Healey rooms at 21 Rosalie Street, Springvale, except for the August meeting which is intended to be held at a regional venue on a Saturday.

August Delegates' Meeting: Saturday Aug 26th (Ballarat)

November Delegates' Meeting: Monday Nov. 20th including AGM

AOMC Committee, Delegate & Volunteer Code of Conduct

The Code of Conduct (“the Code”) can be described as a set of statements that set out what the Association of Motoring Clubs (“AOMC”) considers to be an acceptable standard of behaviour and conduct.

The Code explains how:

- The AOMC expects its Committee, Delegates & Volunteers, and their guests to behave. The Code provides a guide and basis of expectations while attending AOMC meetings and events.
- The Code encourages commitment to ethical and professional behaviour and outlines the principles and values on which the AOMC is based.
- The Code is an integral part of the AOMC. It sets a standard of behaviour that helps build the AOMC’s culture and provides guidance when dealing with conduct and behavioural issues when they arise.
- This Code sets expectations for everyone involved.
- All Committee, Delegates & Volunteers of the AOMC shall be bound by the Code

The AOMC is a non-profit Association with the following objectives:

- To be a peak body representing Member clubs and the wider Victorian motoring community
- To conduct and promote motoring-oriented events for members and others who support the organisations objectives.
- To promote, and offer to the members, a wide range of events and activities such as, but not limited to, targeted Motoring Shows, Technical Information sessions and liaison with stakeholders.
- To promote the AOMC to the wider community as an inclusive Association for all those eligible for membership and encouraging them to join the AOMC.
- To provide a safe environment for the conduct of any activity.
- To be an inclusive a non-discriminatory organisation
- To raise, collect, hold, and expend monies for the furtherance of any of the AOMC’s objectives.

As a Committee we want to model expected behaviour and to address any issues that breach the Code. What we say and do has an impact and we value feedback.

Committee, Delegates & Volunteers have a right to:

- Be treated fairly, equally and with respect by the AOMC, its Committee, other members, volunteers, and guests.
- Participate in an environment free from all forms of harassment, discrimination, bullying and intimidation.
- Privacy and confidentiality with regards to records, documentation and any other communication containing a Member’s personal information, unless consent is otherwise provided.
- Be informed and actively involved in all AOMC events and offerings.
- Voice their opinions or concerns and suggestions to the Committee and these will be treated confidentially and investigated appropriately.

Committee, Delegates & Volunteers must:

- Treat other Committee members, Delegates, Volunteers and visitors fairly, equally, and with respect and courtesy.
 - o Behave responsibly and ensure they conduct themselves in a manner which will not :
 - injure the reputation of the AOMC, its events, organisers, participants or sponsors.
 - Physically or verbally harass others.
- Report any inappropriate behaviour of a member, volunteer, or guest to the Committee of the AOMC for action and follow up.
- Notify the Committee of any changes to their address or the details of their emergency contact, if provided.
- Pay any fees in relation to an event, or offering (e.g. tickets or memberships) which that Member has committed to, regardless of whether the Member attends the event or not.
- Abide by and uphold the Code.

Breaches of this Code of Conduct:

- Any Committee member, Delegate, Volunteer or guest not behaving in accordance with the terms of the Code at an event of the AOMC may be asked to leave an event, meeting or function and will not be entitled to a refund of any monies paid.
- The inappropriate behaviour will be investigated, discussed and an appropriate course of action will be taken by the Committee. This may include a reprimand, suspension or revocation of membership following the disciplinary processes defined in the Association Rules.

**To Club Delegates from your
President**

**You are invited to
The Annual Country Delegates Meeting
Saturday 26th August at Ballarat**

**Venue: Ballarat North Community Centre
702 Walker Street Ballarat North
Adjacent to Doveton Street**

Arrive: from 11.30 am

Plenty of off-street parking available.

Bring your club vehicle.

Light lunch will be available for all attendees at 12 pm.

After lunch we will have a meeting of delegates, where our Guest Speaker will be **Nick Scarff**, a young enthusiast who is currently undertaking a Master of Design and is researching with a thesis on the marketing of Jaguar cars in Australia through Bryson Industries.

I am sure his address will be of interest to our members.

We invite **country delegates** to come along to our annual delegates meeting in the regions and offer a warm welcome to our **Melbourne** club representatives advising that Ballarat is approximately 120 kms from Melbourne.

Please support our Country Delegates Meeting and advise us if you will be attending as soon as possible.

**Please advise of your attendance no later than Thursday 17th August
by using the online registration:**

www.aomc.asn.au/forms-meeting-registration

or phone Howard on 03 9558 4829

RSVP required for catering purposes.

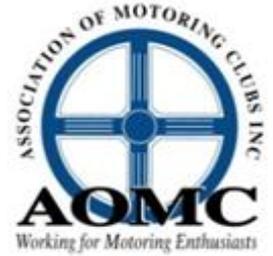
Please treat this matter as urgent

**Keith Mortimer
President**

May 2023

The Director

Fuel Efficiency Standards—Surface Transport Emissions and Policy Division
Department of Infrastructure, Transport, Regional Development, Communications and
the Arts
GPO Box 2154
Canberra ACT 2601



Dear Director

Re Fuel Efficiency Standard—Cleaner and Cheaper-to-run Cars for Australia

Thank you for the opportunity to be a part of the consultation process for the Fuel Efficiency Standard.

The Association of Motoring Clubs is one of the peak bodies for heritage motoring and vehicle clubs in Victoria representing some 250 clubs and 30,000 individual members.

We recognise the importance of clean fuels and the need for a fuel efficiency standard for daily drives and commuter vehicles however we ask you to please consider the importance Australia's Heritage fleet in the formation of any such standards.

Australia's heritage fleet is wide and varied and consists of vehicles from the late 1800's right through to more modern classic cars and motorcycles. It is also important to note that many stationary engines and steam vehicles also comprise part of this fleet.

The heritage fleet are vital pieces of Australia's moveable cultural heritage and need to be preserved as does their usage.

Each year owners spend thousands of dollars maintaining as well as restoring their vehicles. Money is spent on items such as upholstery, tyres, paint and body works, mechanical repairs much of this being spent with small to medium businesses. This is in addition to the fuel, registration and insurance costs. The economic impact of the heritage vehicle movement is of considerable worth.

Many heritage fleet owners belong to clubs. These clubs are a vital source of community connections as well as social care and support for many of their members. This sense of community and camaraderie also extends to the many rallies and runs undertaken by clubs right across Victoria, often bringing much appreciated financial investment into regional communities in the form of meals accommodation and activities as well as often the engagement of many local regional community groups such as service clubs and historical societies. All of this is in addition to the enjoyment experienced by many members of the public as they see historic vehicles on the road or at displays and shows.

The special vehicles that make up our heritage fleet are often driven/ridden on club permits allowing for 45/90 days use in Victoria, this use is generally in line with club activities or rallies as mentioned. The milage undertaken by heritage vehicles and therefore the impact on the environment is minimal in comparison to the commuter fleet and therefore any legislative impact will result in little environmental benefit. It should also be noted that many enthusiasts are also aware of their impact and a respondent to initiatives such as the AOMC carbon offset program. <https://www.aomc.asn.au/carbon-offset>

In conclusion we note that under Point 4 of the FES consultation principles, "*Equitable so all Australians can access the vehicles they need for work and leisure. The cars that we drive are a critical part of how Australians live and work and need to be practical. The Australian FES will need to be equitable and not unduly negatively impact any particular group of people or part of Australia.*" Under this principle we wish to ensure that heritage vehicles that are not generally driven as commuter vehicles do not suffer and undue negative impact. On behalf of the movement, we wish to ensure that the enjoyment of Australia's moveable cultural heritage is not an unintended consequence of any legislative changes.

We would be delighted to provide input into any legislation that may affect the historic fleet and trust you will consider our submission.

Yours in Motoring

Keith Mortimer

President

Association of Motoring Clubs

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Springvale Vic 3171

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0428 596 975



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MOTORING CLUBS
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AMERICAN MOTORING SHOW

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

Childrens entertainment,
Trophies,
Club displays & Vendors.



Gates Open:
Display cars from 9.00am
Spectators from 10.00am

Entry Display cars from Ferntree
Gully Road - 100 metres north of
Eastlink
Spectators entry via
Stud Road.

Display vehicles \$15
includes all occupants.
Spectators \$8.00
Children free



Enquires 0473 832 277
More details and site plans
aomc.asn.au/shannons-american-motoring-show

Sunday 19th November 2023

Event Central at Caribbean Park Scoresby

AOMC Carbon Offset Program

The AOMC is offering 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 government 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 scheme developed by the AOMC with Greenfleet enables us to show to government and the general community that we are committed to both the environment and the preservation of our motoring heritage.

Greenfleet

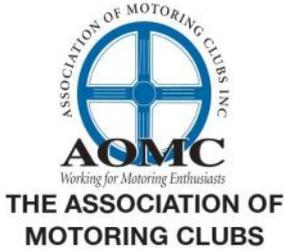
Why buy offsets from Greenfleet? This is a widely recognised not for profit organisation that, since 1997, has planted over 10 million trees and created and is maintaining over 500 biodiverse forests. It is also recognised by the Government with accreditation to provide tax deductible receipts.

For more information, including how to purchase carbon offsets, go to the AOMC website:

www.aomc.asn.au/carbon-offset



AOMC Carbon Offset Program



The Association Of Motoring Clubs (AOMC) through Greenfleet, is proud to announce a new initiative where motoring enthusiasts can support green programs in Australia through a carbon offset scheme.



Your support of this program demonstrates the enthusiast movements commitment to both the environment and the preservation of moveable cultural heritage and allows the AOMC to advocate that the environment and our heritage fleet can exist in harmony.

To play your part

- Nominate how many kilometres you will travel each year in your historic vehicle(s).
- Pay a small annual fee to offset the carbon generated.
- It's that simple.

GreenFleet invests funds by planting and maintaining legally protected, biodiverse forests and since 1997 GreenFleet has planted over 10 million trees creating 500 native forests and your support enables this fabulous work to continue and thrive.

All donations to Greenfleet are tax deductible and you will also receive a certificate in recognition of your support.

To be part of this exciting new program today

www.aomc.asn.au/carbon-offset



fb.com/GreenfleetAustralia



fbcom/infoaomc



Thank you for helping to grow climate hope by offsetting your historic vehicle's carbon emissions today.



10
million trees
planted



500+
native forests
created



3.9
million tonnes of
carbon offsets

Not For Profit Taxation News

An Update from the ATO

The ATO is continuing down the path of implementing a modified reporting system for Not-For-Profit organisations to report the outcome of their Self Assessed Income Tax Exemption. It will be applied to reporting of the 2023/24 financial year and is relevant to all car clubs as part of the process to determine whether they should be submitting an Income Tax Return.

The following information was recently received by the AOMC from the ATO to help explain the progress on this matter, and the AOMC will continue to seek updated information about this important change so that member Clubs are kept informed prior to seeking their own financial advice.

NEW REPORTING REQUIREMENT SELF-ASSESSED INCOME TAX EXEMPT NOT-FOR-PROFITS

How the new reporting requirement will work

ANNUAL SELF-REVIEW RETURN

- From 1 July 2023, non-charitable not-for-profits with active ABN will be required to lodge an annual self-review return to access an income tax exemption.
- The self-review return will be a form comprised of similar questions to the existing self-assessment worksheet.
- This means not-for-profits will submit information ordinarily used to self-assess eligibility with the ATO.
- After the first annual self-review return is submitted, it is intended not-for-profits will confirm or amend information provided to them on a pre-populated self-review return each year.

HOW WILL IT WORK?

- The self-review return is **not an income tax return** and is being developed.
- Focus is on making it **simple, quick and automated** using existing online and secure platforms.
- We expect the self-review return will have **about 10-15 questions** on average:
 - primarily yes-no style questions
 - with linked information to assist completion.

USER-CENTRED APPROACH TO DESIGNING AND IMPLEMENTING THE RETURN

- The measure is listed as an active consultation matter on ato.gov.au
- Ongoing consultation and user testing includes not-for-profits, tax professionals, legal advisors and peak representative bodies.
- NFP Stewardship Group is our key consultative forum, in addition to maintaining a healthy not-for-profit network.
- Public advice and guidance will be tailored through easy to understand web content, fact sheets and frequently asked questions.
- Encourage early adopters - update contact details and review entitlement

EXISTING INCOME TAX EXEMPTION CRITERIA

Division 50 of ITAA 1997 sets out criteria – it includes:

- Operating for public benefit (not-for-profit basis)
- A non-charitable purpose
- Physical presence in Australia
- Meeting specific criteria for **one of eight** categories eligible to self-assess as income tax exempt
- The organisation complies with all the substantive requirements in its governing rules **and** applies its income and assets solely for the purpose or purposes for which it is established.

! NFPs with a charitable purpose are not eligible to self assess and may be eligible for charity registration with the ACNC

NEW REPORTING REQUIREMENT KEY MESSAGES FOR SUPPORTING TRANSITION



WHY IS THE NEW REPORT IMPORTANT?

Entities inaccurately self-assess income tax exemption for a range of reasons, which can be due to common misunderstanding or assumptions such as:

- Exemption is automatic for entities operating on a not-for-profit basis.
- Not aware of the existing need to self-assess income tax exemption, or that their purposes and activities must align to the requirements.
- Never formally self-reviewing eligibility to income tax exemption, or not regularly reviewing this status.

WHAT YOU CAN DO TO GET READY



ESTABLISHES VISIBILITY ACROSS THE SECTOR

- Only eligible not-for-profits access income tax exemption.
- Enables delineation of clients eligible to self-assess, and those who are not.

MAINTAINS SYSTEM INTEGRITY

- Reliable data, acquired through regular reporting enables assurance.
- The community expects the ATO to assure that not-for-profits correctly access income tax concessions.

SUPPORT A LEVEL PLAYING FIELD

- Clients are supported to meet their annual reporting requirements under the correct framework, as set out in law.

SEEK SUPPORT AND STAY INFORMED

Visit the ATO website  Go to: ▪ ato.gov.au/non-profit and search for <i>Types of income tax exempt organisations</i>	NFP advice service Our dedicated advice service for not-for-profits operates from 8.00am to 6.00pm, Monday to Friday Phone 1300 130 248 Email atoendorsements@ato.gov.au	Subscribe to NFP News Visit ato.gov.au/nfpnews and receive a monthly update on the latest tax and superannuation news for not-for-profits
ATO's self-review worksheet  Visit the website to use a self-review worksheet, available at ato.gov.au/nfpselfreview	Government Government Phone 13 28 66 from 8.00am to 6.00pm, Monday to Friday Email PWGovernment@ato.gov.au	 Not-for-profit news Issue No. 8 7 September 2023 Straight from the source News highlights Directors of clubs and NFP organisations need a director ID Accepting donations in crypto
Visit the ACNC website  Go to: ▪ acnc.gov.au/for-charities/start-charity	Assistant Commissioner Jennifer Moltisanti P: (03) 9285 1711 M: 0423 022 278 E: Jennifer.Moltisanti@ato.gov.au LinkedIn	

Tax Update for Not-For-Profits

The topic of what changes are in progress for income tax reporting by Not-For-Profits (NFPs) was a hot topic at the recent AOMC Management Seminar.

Further to the advice that was provided at the seminar was the assurance that where possible the AOMC will continue to assist in the sharing of knowledge about what the changes mean for car clubs like yours. The Australian Tax Office has given assurances that these changes will be explained to those affected, including through their peak bodies, as soon as the new reporting processes and education sessions have been finalised. Those explanations are still being prepared by the ATO as they work through the remaining time until July 2024 when the reporting of the 2023/24 year falls due, and the AOMC will facilitate the sharing of this information wherever possible.

However if you want to be informed as soon as the information is publicly available then you are encouraged to subscribe to the relevant ATO news bulletins. This will assist greatly in informing you of your obligations and the recommended preparatory steps you can start doing now. Your club's executive officers, and that probably means your Treasurer in particular, should in due course review their current and future reporting obligations, with the assistance of a Tax Accountant if necessary, to ensure that your club is well prepared for any changes that may be needed.

One such information bulletin you can subscribe to is from the Assistant Tax Commissioner responsible for NFPs - Jennifer Moltisanti

It is a monthly update called **Straight From The Source**, and the latest issue can be found at

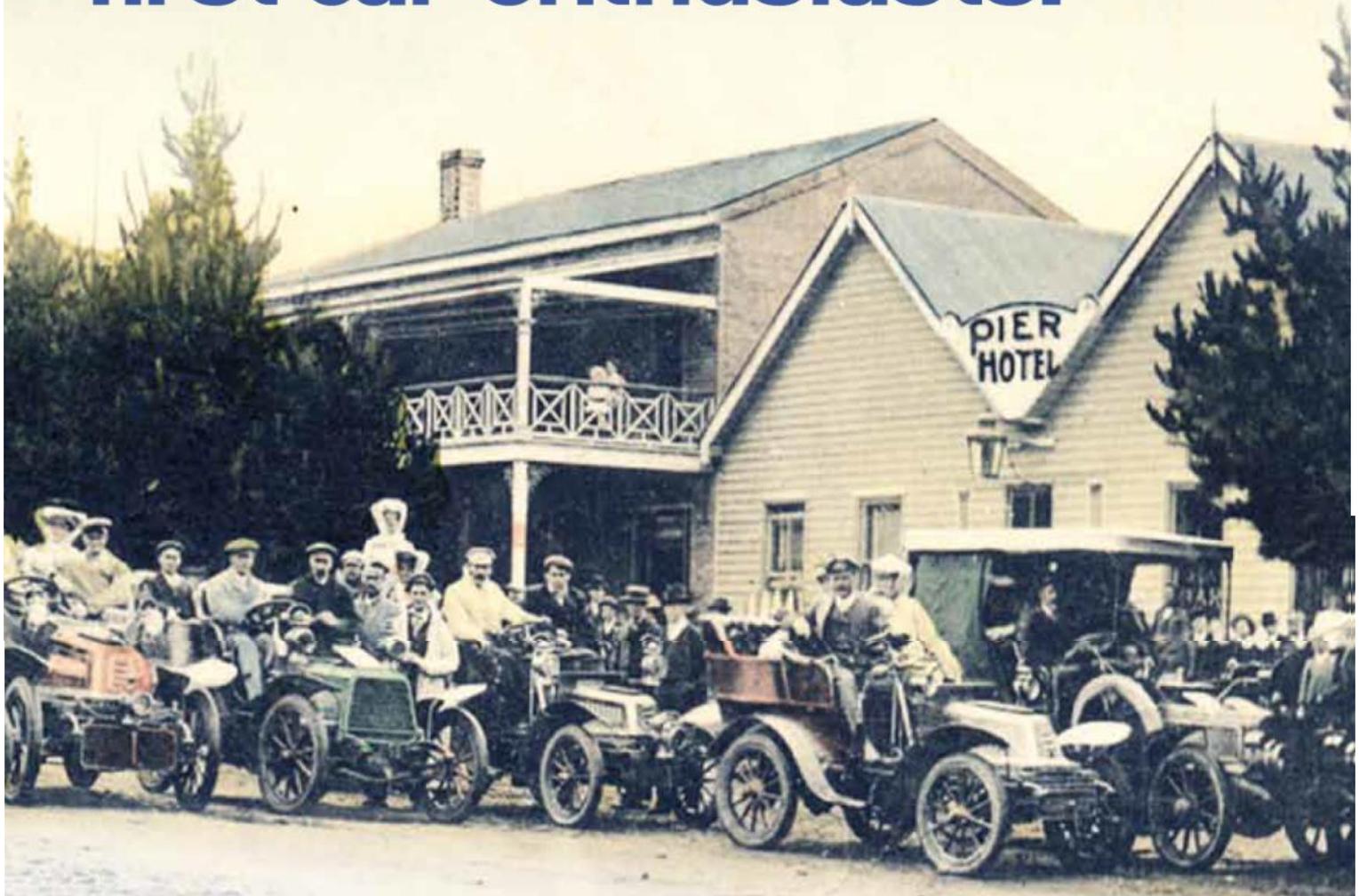
<https://www.ato.gov.au/Non-profit/Newsroom/General/Straight-from-the-source---July-2023/>

while past issues can be found in the ATO NFP newsroom page <https://www.ato.gov.au/non-profit/newsroom/>

These updates are easy to read, and provide an easy way to understand the approach that is being taken by the ATO. The latest issue provides good advice on how an authorised contact for your club can prepare for the changes that are coming, especially if you are in scope for the proposed reporting changes.

Mark Fenton
Treasurer - Association of Motoring Clubs Inc
treasurer@aomc.asn.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.

AOMC Club Management Seminar

On Saturday 17th June 2023 the AOMC held its Club Management Seminar for the benefit of member clubs, and was specifically aimed at office holders on the Executive Committee of member clubs. The event was held in the Springvale clubrooms of the Healey/Jag clubs with more than 80 eager participants in attendance representing almost 50 clubs, with more members joining on ZOOM to watch and listen to the presentations.

The topics covered included Governance, Finance, Insurance, Communications and Record Keeping, with additional panel discussions to highlight the main messages coming out of these topics of interest. Each topic was very well presented by experienced industry advisors, and provided not only a basic understanding of the subject matter but also more detailed discussion of the responsibilities of car clubs and their committees of management to ensure their compliance with various legal and other requirements.

The agenda included the following presentations

- **Club Governance and Issues for consideration** - Keith Mortimer (AOMC President)
This presentation introduced the need for good governance and the responsibilities of elected Club Committees
- **Accounting and Taxation for Clubs** - Darren Williams (Principal, Benjamin King Money)
This presentation covered the basics of car club responsibilities for tax reporting (GST and income tax), including the principles of mutuality as it affects income reporting, and included an update on recent ATO announcements on tax reporting requirements of Not For Profit organisations such as car clubs
- **Insurance – Impact and Implications for Clubs** - Rob Nolan (Senior Client Manager, Atlantic Insurance)
This presentation discussed commercial insurances with a focus on Management Liability Insurance in the context of club risk management
- **Communication** - Julie Foster (Media and Communications Consultant)
This Q&A session with Julie Foster and Keith Mortimer talked about how clubs could improve their external communications, including how their events could be better promoted
- **Club Record Keeping** - Mark Fenton (AOMC Treasurer)
This presentation highlighted the obligations of Clubs to keep good records of members and their cars, especially for the VicRoads CPS. Available options for clubs to manage memberships, CPS, Club finances and sending of bulk email were discussed, including the free membership & CPS management software available for download from the AOMC website

The presentation slideshows and other relevant resources have been distributed by email to all executive office holders of the AOMC member clubs, and are also available for download from the AOMC website. Look out for future AOMC workshops as we explore some of these topics in more detail, in order to assist clubs implement the systems and processes needed to meet the requirements we learnt about in this seminar.

Mark Fenton

Treasurer -
Association of Motoring Clubs Inc
treasurer@aomc.asn.au

Right: Julie Foster and Keith Mortimer during their Q & A session at the Club Management seminar.



Are You Not Receiving Emails From The AOMC?

The modern world relies more and more on emails for communication but it is not always easy, as successful communication via email requires preparation and effort at both ends for the message to arrive at its intended destination.

Like many organisations, including some of our own member car clubs, the AOMC uses dedicated email marketing systems to manage the task of communicating via email. In our case, **MailChimp** is used to record the large number of email addresses provided by the people we need to contact, and then manages the task of sending our messages using state of the art systems that maximise the chances of the emails being delivered and read. It also monitors the success of these email campaigns as it strives to learn how to do that successfully and minimise the chances of being blocked by SPAM filters, or by ISPs trying to protect their own users from bad actors.

Despite using a market leading bulk email marketing system to send our bulk email campaigns it sometimes does not matter what we do at our end. Our reports tell us that typically more than 99% of emails actually make it to their destination ie to the relevant contacts email inbox, which is a testament to the high quality of the email list that we maintain, and is a reflection of the systems used within MailChimp to maximise the reputation we have as being a responsible bulk email sender.

Did you know that "email sending reputation" is an important quantifiable thing that affects how likely our emails are to be rejected as spam elsewhere on the internet, before they even get to your inbox? without a good "email sending reputation" the chances of making it into the intended email inbox is very much diminished, and it should be noted that a major cause of a poor reputation is a high bounce rate due to email addresses that don't work, which would be very typical of an email list of poor quality or dubious origins. This is why if an email address provided to the AOMC does not work reliably then it is quickly removed to protect our email reputation, automatically, by MailChimp.

In the AOMC's case we rely on MailChimp to send emails to our more than 1100 contacts on a regular basis. These emails are targeted to the relevant contacts in the clubs that the message is intended for, but we know that getting them there is a difficult task when there are issues reported from clubs or individuals who have not been receiving their emails successfully. If this occurs, who is responsible and what can be done about it? This is where you can help (every little bit helps).

- Many email inboxes are naturally suspicious and are sometimes inclined to inadvertently send good emails to SPAM, and one way to minimise this occurring for AOMC emails is to put the AOMC's email address in your contacts list. So please put the following email addresses into your contacts, even if you don't send emails to them it will help your email inbox to know that they are from someone who is known to you and is therefore probably not spam

office@aomc.asn.au
aomcpostbox@aomc.asn.au

- If you changed email addresses and forgot to tell us then there is not much we can do at our end. So try to remember that we do need to be kept up to date
- If you just had your Clubs AGM and now have a new committee or a new committee member, do we need an updated list of email addresses from you to update our records?
- If your inbox regularly fills up and the emails bounce on multiple occasions then that email address may be permanently removed from our list, automatically by MailChimp.
- Harsh, you say? but we know that successful emailing to the other 1100 contacts relies on maintaining a good reputation so your email address will be an unfortunate but necessary casualty
- Does your club have a dedicated or redirected club email address but sometimes it is forgotten to be monitored? maybe the person who used to monitor it is on holidays, or no longer on committee, in the club, or on this earth. Remember: too many bounces and the ball goes flat!
- Did you, or someone else sharing your PC unsubscribe from one of our email campaigns, accidentally or otherwise? If that occurs then only you can resubscribe to our list (we can't do that for you) so if you unsubscribed last year, but are back on committee now, or you accidentally unsubscribed then you might need to call/email the AOMC office and ask for an invitation to resubscribe (although you can also respond to the email sent to you when you unsubscribed as it includes an option to resubscribe if it was accidental).

Some email clients learn about how to process inbound emails based on how you manage emails in your inbox - do you use filters or rules to help manage your emails? Are they correctly set?

Finally, if you are a member of an AOMC affiliated club and are reading this newsletter but are not one of the committee email addresses nominated by your club, then did you know that you can self subscribe to our newsletters so that you too can receive the latest AOMC newsletters by email, as soon as they are available?

To do this go to aomc.asn.au/forms-self-subscribe or go to the AOMC website and follow the links from the newsletter download page

Mark Fenton, Treasurer - Association of Motoring Clubs Inc
treasurer@aomc.asn.au

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Time for new tyres? Choose a tyre retailer that helps turn your old tyres into something good for everyone.

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Most of us never know what happens to our used tyres once they are replaced and unfortunately some are illegally dumped or stockpiled which is harmful to our environment.

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By choosing an accredited tyre retailer, your old tyres are collected by legitimate recyclers and processed into new value-added products.

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National Motoring Heritage Day 2023

NMHD was celebrated around the nation on Sunday May 21st. There were many events staged around Victoria, despite the inclement weather, including several auspiced by the AOMC. On the following pages are some reports and images from some of these events.

Scoresby - Melbourne Steam Centre.

BMW Drivers Club NMHD

National Motoring Heritage Day on Sunday did not enjoy the best of weather but our small group of BMW's entered into the spirit of the day and proudly promenaded our part of movable heritage down the bayside road from Brighton to Seaford before turning inland and back North to attend the AOMC organised display at the National Steam Museum. Despite our attempts to be as visible to as many as possible, the inclement weather meant there were far fewer roadside persons than Google's StreetView indicated there might be. But we had a nice day and a good chat looking at some cars I have not seen before, including two (separated) Bristols which were made with designs and tooling confiscated from BMW after WW2.

Lawrence Glynn

Secretary

BMW Drivers Club Melbourne Inc



Trentham

Those travelling north to Trentham would have experienced rain but although it was cold even in the station precinct it remained dry with a few glimpses of sunshine. The heritage vehicles on display totalled about 100, with a pleasing range of makes including: Austin Sedans, Healeys, Bristols, Citroen, Dellow, Fiat, Fords, Holdens, Jaguar, Lanchester, Lancia, Mazda, MG, Plymouth, Porsche, Renaults, Rovers, Studebakers, Toyota, Vauxhall and Zephyrs.

A pleasant worthwhile trip indeed

Philip Johnstone



Maffra - Gippsland Vehicle Collection.

Despite the horrid weather, we were pleased to see that a reasonable number of car enthusiasts decided to brave the cold and help us to celebrate the diverse array of vehicles that have been central to the development of Australia over the last 120 years.

Nothing highlighted this better than the lovely Ford Model T's which were on display whilst elsewhere there were examples of the most modern of cars and everything in between.



We were happy to invite our local Lions Club to put on a BBQ and collect Gold Coin Donations at the gates. The members of this club have done and continue to do an amazing job supporting our small regional town, so it was great to give them the opportunity to raise some much-needed funds. Thanks to the generosity of AOMC the Gippsland Vehicle Collection was also able to make a donation to the club which they really appreciated.

As an added bonus one of our members provided steaming hot coffee which was much appreciated given how cold it was.

Many visitors also took the time to visit our latest display "Cars and Songs" resulting on lots of great comments and promises to come back for our next display (Living in the 70's) which launches in mid-July.



GVMVDC NMHD Shepparton

The National Motoring Heritage Day that our club held at the Shepparton lake on Sunday, 21 May was a great success with over 80 vehicles present. There was an excellent variety of vehicles on display including quite a few vintage cars. It was a particularly good turn up considering the less-than-ideal weather conditions, being quite cool and windy with the odd little bit of rain.

There were quite a few members of the public having a look at the vehicles but obviously it would've been more had the weather been more pleasant. I think everybody had an enjoyable time though, mingling with fellow club members and members of the public alike.

A collection taken on the day will be donated to the Peter MacCallum Cancer Centre.



Ballarat - The Ballarat Vintage and Classic Car Club

The Ballarat V&CCC in association with the City of Ballarat celebrated National Motoring Heritage Day on Sunday May 21st as part of the Ballarat Heritage Festival this year.

The Festival ran from May 20 to 28 and the VCCC were co organisers with the Events Team from Council. The very Heritage facades of Lydiard Street towered over a broad display of approximately 120 vehicles. The council arranged to have a whole length of a block closed to normal traffic.

The oldest vehicle was a 1904 Peugeot motorbike and ranged up to some 70's classics with some trucks and a couple of farm implements thrown in on the back of the trucks. There was also plenty of entertainment from brass band on the upper level of the George Hotel, some period dressed actors and dancers and indoor variety displays in the surrounding buildings. Despite the cold day the crowds filled the street from before 10am through to 4pm. We hope the success of this year's event will encourage the City to do similar gathering next year and the VCCC is certainly willing to assist.



Heyfield

Following on from our involvement across the state with ANZAC day The Victorian Military Vehicle Corps had a run to the Heyfield Vintage Machinery Rally on National Motoring Heritage day with nine vehicles in attendance ranging in size from a 1942 Harley Davidson WLA to a 1939 Federal Tank Transporter (complete with tank!) and everything in between, one vehicle failing to proceed along the way, this turned out to only be a faulty distributor cap. The weather proved to be unkind however a good time was had by all and plenty of interest was shown by the paying public.



National Motoring Heritage Weekend Bendigo – 19th -21st May 2023

In place of a single day event on Sunday 19th May, three clubs combined to organize an inaugural weekend event, based in Bendigo at the Veteran Vintage Classic Car Club Bendigo Clubrooms. All told there was in excess of 80 vehicles entered. There was plenty of room for parking and wandering around the array of cars, which included – Delages, Bentleys, Vauxhalls, Jaguars, Rolls Royces, Fords, Chevrolets, Overlands, Dodges, Alvis, Amilcar, Hupmobiles and some single makes like a Ballot and MG.

The three organizing clubs were: Veteran Car Club, Vintage Drivers Club and the Vintage Sports Car Club, with the theme being for vehicles made prior to the Second World War. As a consequence, there was an eclectic array of vehicles, ranging from an 1899 De Dion Bouton Vis A Vis through Veteran, Edwardian, Vintage and 30s cars. This provided a great opportunity for the many enthusiasts from the different clubs to admire a great variety of vehicles and to enjoy the company of people who would not normally come together. There was a great sense of camaraderie.

We registered for the event on the Friday afternoon, which was followed by an excellent barbecue put on by the welcoming Bendigo Club volunteers.

There was a choice of three runs for our vehicles on the Saturday and Sunday: a shorter run for the small- low powered vehicles, a longer run for the larger vehicles and a competition event, involving significant navigation skills, for the Vintage Sports Car Club members. The rest of us were invited to join in the VSCC competition event if we wished. Consequently, as a result of the three possible routes, there were vehicles going off in a variety of directions, with the warning to follow the instructions and not necessarily the vehicle in front! This meant that the public would be viewing cars on a wide area and on many roads – which is what Motoring Heritage Runs are all about.

Prior to the day runs on the Saturday and Sunday, the Bendigo Club volunteers, provided all the participants with a full breakfast of cereal, juice and cooked. It was a great effort by the Bendigo Club Members, who despite the work were very friendly and keen to have us all back again in the future. We couldn't thank them enough for their hospitality.

On behalf of all the entrants we wish to thank the members of the three clubs who proposed and organized this excellent weekend and we hope it will be held again next year and subsequent years.

Andrew McDougall

Alvis Car Club Victoria and Veteran Car Club Australia (Vic.)





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AOMC Restoration Seminar 2023

The following were the presenters at the seminar.

Brendan Hughes - Penrite Oils

Brendan gave an overview of the Penrite company, and the oils they supply. He also fielded technical questions from the floor.

John Benson - Davies Craig.

John used a transparent engine block model to demonstrate how various water pumps and fans affect the flow of water through the cooling system. He had a range of fans and pumps that they supply on display at his trade table.

Norm Hardinge - Aussie Desert Coolers.

Norm outlined his long history in the radiator industry, and how he is now concentrating on mainly restoration work after selling his business.

David Jenkins - Wilson Carburettors.

David highlighted how old industries are disappearing and the importance of imparting knowledge to a new generation.

Phil Nicholson - Suspension and Steering.

Phil gave a good overview of problems with suspension and steering, and how to easily diagnose and fix these problems.

Russell Stuckey - Stuckey Tyre Service

Russell gave a brief history of tyre evolution, from the 1800s to the present, and fielded questions from the floor, particularly on tyre age and 'use by date'.

Stephan Rauch - Sonax Australia

Sonax are a 3rd generation family run company that make cleaning and polishing products for maintain vehicles.

Alex Hunter - Bond Batteries

Bond are a family run company that began in 1926. Alex explained how to best ensure a longer life for your battery, using trickle chargers on hobby cars that are not started up very often.

Phil Buggee - BOI Performance

BOI offer advice and servicing, conversions, evaluations and restoration work. They are agents for Weber carburettors.



Above: The audience at the seminar



*Above: John Benson with his demonstration.
Below: The sumptuous spread for morning tea.*



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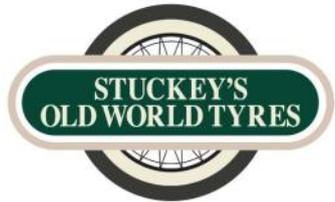
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Aussie Desert Cooler has been a well known part of the modified car scene for over 20 years sponsoring events and appearing at major car events across Australia.



Above: Matt Weekes with his Dodge Victory Six restoration.



FIVA News



One of the more contentious subjects in the historic vehicle world, conservation versus restoration, has been debated at the latest International Symposium on Restoration. The global event was hosted by Retromobil Club Romania with the support of FIVA (the Fédération Internationale des Véhicules Anciens, or international federation of historic vehicles).

A series of international experts and influential speakers on the subject, including historians, restorers, engineers and collectors, gathered in Romania to give presentations to delegates as part of the one-day event in Sinaia. Under the topic heading 'Quest for Authenticity: Conservation versus Restoration', each shared their personal views and experience, then invited questions and debate.

What was agreed on at the symposium is that a vehicle is "original only once". However, there is ongoing debate about the point at which preservation and repair tips over from conservation to restoration.

First to share his views was Adolfo Orsi Jr., part of the Italian family that owned Maserati from the late 1930s to the late 1950s. Orsi is now a leading historian of Italian motorsport, a collector and car expert, and a top international judge at classic car shows. His view is that as much of the original vehicle as possible, including the paint, should always be retained in every historic vehicle.

Prithvi Nath Tagore from India is a writer and restoration advisor whose passion is restoring historic vehicles to be used on the road. His talk on his quest for authenticity in a homegrown restoration project spoke of putting a dilapidated Mercedes-Benz 180 Ponton back on the road using a combination of original parts and period-correct parts where possible.

Mexican restorer Enrique Villasenor gave a similar presentation, via Zoom, on his preservation of a Mercedes-Benz 230SL.

American automotive historian and award-winning restorer David Cooper is well known for his commitment to authenticity and research into the provenance and historical context of European pre-War cars. He spoke of the importance of preserving original parts where possible, but combined with the innovative use of period materials and techniques where necessary.

Difficult decisions about compromise and provenance were illustrated in talks by Romanian restorer Andrei Ciocarlan and English professional racing driver and classic car dealer Sam Hancock. Andrei spoke of a Citroën SM he worked on that had once belonged to Romanian tennis star Ilie Nastase. Nastase had changed the car's colour during his ownership, so decisions in restoration had to be made about what was 'original'. Sam spoke of how many historic racing machines had engine changes during their working life, so the definition of 'original' could be unclear.

All speakers agreed on the importance of recording the amount of restoration, replacement and rebuilding that has been carried out on any vehicle. German automotive engineer Laura Kukuk is a classic car evaluator who uses modern technology to analyse the extent of a vehicle's originality. She spoke of using CAT scanners, x-rays, 3D mapping and other means to detect and accurately log all changes made to chassis parts, body sections and even interiors.

Delegates were also pleased to hear how both conservation and restoration were being used in The Netherlands and Iran to help young people and women facing challenges in their personal and professional lives. Dutch restorer Mike Kastrop helps a team of around 20 young boys and girls develop their skills and personal pride through the award-winning meticulous restoration of classic cars. Ramin Salehkhon and Maryam Talaie work together on a training course in historic vehicle detailing for young Iranian women.

President of Retromobil Club Romania, Gabriela Magureanu, says: "It has been a delight to meet and hear the views of so many passionate experts in the restoration and conservation of historic vehicles. It has also been good to hear how the work is attracting the interest of younger people and marginalised groups around the world."

President of FIVA, Tiddo Bresters, says: "In this the European Year of Skills it is good to see that historic vehicle restoration is a universal passion, lived both by individual enthusiasts and professionals. In spite of the different interpretations of authenticity, all are driven by FIVA's mission to keep yesterday's cars and motorcycles running."



Federation of Historic Vehicle Clubs

The following article was published in a recent FBHVC newsletter

The Road to Net-Zero for Aviation

A recent Royal Society report into the options for aviation reaching net-zero by 2040 makes for interesting reading and will have knock on effects on ground fuels and the availability of petrol and diesel in the future.

According to the report “Global aviation CO2 emissions were approximately 1,000 million tonnes per year in 2018/19, representing 2.4% of global emissions, dropping in 2020 to 600 million tonnes and increasing in 2021 to 720 million tonnes. UK aviation (international and domestic) accounted for 8% of UK greenhouse gas emissions in 2019”.

The report examines resource availability, as well as likely costs, lifecycle impacts, infrastructure requirements and outstanding research questions across four fuel types: green hydrogen, biofuels (energy crops and waste), ammonia and synthetic fuels (e-fuels).

The report highlights the advantages and disadvantages for each fuel type and the technical and resource challenges. Batteries were not considered, as aircraft powered solely by batteries are not expected to reach the energy density requirements of long distance commercial flight by 2050.

Reading the report, it is difficult to see how the UK’s commitment to netzero in aviation by 2040 can be achieved. Currently Sustainable Aviation Fuel (SAF) is using bio-derived material but the availability of feedstock and competition from other sectors and environmental concerns limits this to around 5 to 10% of current aviation fuel demand and this is set to increase in the future as air travel increases. The resource implications are huge, particularly the availability of feedstock and renewable electricity generation and storage.

Recent assessments of global energy demand by major oil companies such as BP, ExxonMobil and Chevron highlight that in 2050 oil and gas will account for over 50% of the world’s energy mix with renewables mostly displacing coal. It is therefore important that we don’t pick winners and have a mixed approach to reducing CO2 emissions driven by sound science, which should include renewables, nuclear power, low carbon fuels, carbon capture and storage. Commercial transportation, such as trucks, ships, and airplanes, will use more oil as people become more prosperous and buy more goods. Light-duty passenger vehicles will use less oil as they become more efficient, and electric vehicles gain market share.

So, in terms of classic and historic vehicles, conventional petrol and diesel will be around for a long time yet, but we should expect an increasing amount of renewable content as the pressure for decarbonisation accelerates. E-fuel availability is set to increase from specialist suppliers; however, it will be costly and relies on the availability of large amounts of renewable electricity.

Royal Society assessment of different fuel types

Fuel Type	Advantages & disadvantages	Resource implications
Biofuels (energy crops and waste)	CO ₂ produced but is mitigated by CO ₂ capture in the biomass, but little modification of infrastructure or aircraft required. Land availability, for energy crops, and resource availability for wastes, is challenging.	Energy crops considered – rapeseed, miscanthus, and poplar wood – would require more than 50% of the UK’s available agricultural land to replace aviation fuels. ‘Waste’ feedstocks including sewage, solid municipal waste, or forestry residues, could contribute towards net zero fuel demand, but there is competition from established markets for these feedstocks and significant investment in fuel production and collection infrastructure is required.
Hydrogen	No CO ₂ produced from the aircraft, significant renewable electricity needed for ‘green’ hydrogen. Substantial modification of aircraft and infrastructure, and assurance of safety and non-CO ₂ effects, needed.	Producing enough green hydrogen to replace current fossil aviation fuel would require around 2.4 to 3.4 times the UK’s annual renewable electricity generation (2020).
Ammonia	No CO ₂ produced from the aircraft, but greater renewable electricity requirement than hydrogen. Substantial modification of aircraft infrastructure, and assurance of safety and non-CO ₂ effects, needed.	Producing ‘green’ ammonia as a jet fuel would require 2.5 to 3.9 times the UK’s annual renewable electricity generation (2020).
Synthetic fuels	Would produce CO ₂ from the engine but, like biofuels, would require minimal modification of existing aircraft. Efuel production is energy intensive and to be considered ‘net zero’ would require green hydrogen as a feedstock and capture of CO ₂ .	When done sustainably using renewable electricity, this would require 5 to 8 times the UK’s 2020 renewable electricity capacity (excluding biofuels).



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

New EPA Emissions Proposal Puts Supply Chains, Small Business at Risk.

By Mike Spagnola, SEMA President & CEO

The US Environmental Protection Agency released a proposal for strict new federal multipollutant emissions standards for light- and medium-duty vehicles. The proposal would decisively tilt the US car and truck market toward electric vehicles over the next decade. The new standards would initiate for the 2027 model year and gradually increase through the 2032 model year. If the EPA draft standards are implemented by 2032 as proposed, the agency anticipates that two-thirds of all new-car sales in the US would be electric vehicles. This large-scale shift would significantly disrupt automotive industry supply chains and potentially eliminate large numbers of jobs in vehicle manufacturing, parts production, and repair shops. Ford alone estimates a 30% labor reduction in its transition to electric vehicles.

Likewise, much of the specialty automotive aftermarket--the parts and modifications you make to your vehicle once it leaves the car lot--is built around the internal combustion engine. The \$51 billion aftermarket industry supports more than one million jobs in US automotive manufacturing. The specialty automotive aftermarket has also led the way in alternative fuel innovations such as hydrogen, replacing older engine technologies with newer, cleaner versions and even conversions of older internal combustion engine-based cars to new electric, hydrogen, and other alternative fuels. Yet none of that is considered part of the broader plan to reduce greenhouse gases and criteria pollutants from automobiles.

Small businesses would be the most vulnerable to the disruptions caused by a seismic shift to battery-electric vehicles. According to the most recent Census Bureau tally of the almost 1,200 auto engine and transmission parts suppliers in the US, more than 60% had 20 or fewer employees. These companies often make specialized components, operate on tight margins, and rely on long-term contracts. They employ American workers with technical skills and create the often politically celebrated blue-collar jobs. Large automakers are losing billions a year in their electric-vehicle programs, despite the massive financial infusion of taxpayer dollars they are receiving from the government and subsidies to purchase EVs. If they are struggling, how are small businesses expected to survive?

Clean air and the reduction of greenhouse gases are goals everyone can acknowledge. That said, when governments arbitrarily pick technology winners and losers, the marketplace is deprived of choices, and the public suffers. Instead of forcing this transition, the EPA should put in place incentives to support a diversified zero-emissions approach that takes advantage of breakthrough technologies across the spectrum. Hydrogen, for example, is already being used as a power source in buildings, cars, trucks, forklifts, ships, and trains. Hydrogen-powered cars have greater range and faster refueling times compared to electric vehicles and reduce the need for limited-supply materials used in EV battery packs. And clean hydrogen generation is already feasible: The National Renewable Energy Laboratory website identifies five different methods to produce hydrogen economically from sustainable resources.

Other renewable fuels--including synthetic eFuels that allow legacy vehicles to operate in a carbon-neutral manner--should also be part of the equation. Where are the government-backed financial incentives for these alternate technologies? The market is rightly skeptical of new EV technology, and right now, it simply does not have the infrastructure ready to support EVs. Yet by using multipollutant emissions regulations to force-feed EVs to the market, the government is effectively putting all its eggs into one technology basket.

The Biden administration should realize that the market's hesitation to adopt EV technology in the first place proves that putting the government's thumb on the scale is not an effective means of persuasion. But instead of adjusting course to let the market forge the transition, the administration is effectively doubling down on a flailing policy. Meanwhile, a dozen states have recently introduced or passed legislation or resolutions affirming support for the internal combustion engine and for the government to remain technology-neutral in the debate to reduce automotive emissions. In Virginia, for example, it was only the state's slim Democratic Senate majority that stymied Gov. Glenn Youngkin's campaign platform issue to repeal Virginia's internal combustion engine ban.

The EPA's emissions proposal is misguided and counterproductive. Instead of trying to force a clean energy transition, the Biden administration should support the work of innovators and protect the small-business owners and those they employ by letting the market and innovation drive solutions to the environmental challenges we all seek to solve.

For more information, visit sema.org/EPA-Proposed-Greenhouse-Gas-Rules.

LAND ROVERS 75TH ANNIVERSARY

Whenever the subject of the Owners of old Land Rovers congregating, or indeed Old Owners of Land Rovers which interestingly is pretty much the same thing, the Word that best describes such a gathering that springs to my mind is 'Resilient'. The Macquarie Dictionary defines this to mean 'readily recovering from illness' and also 'returning to an original form or position'. Having driven these iconic vehicles now for over 50 years, this definition certainly seems to fit the in with the responses one experiences when the old Wig Wam is replaced and the new 'Made In ??????' (anywhere but the UK) is installed and functioning. The resultant 'thrill' keeps us all going despite the cold, the drafts, the wind noise, the heavy steering or indeed the indifferent brakes; the thrill is to be back on the road, the Hi-Milers thundering and the needle roller transfer mounted gears howling. Ahhhh Bliss.

And so it came to pass that the 75th anniversary of the emergence of the LR in post war UK, 1948 believe it or not, has become an event that for the last 40 years has been celebrated for the 40th, 50th, 60th and 70th and always held at the mid point between Sydney and Melbourne (Cooma). The town doubles as a Spiritual Home thanks to the adoption by the Snowy Mountains Authority of LR's very early on. It matters little to those attending that the SMA usage also lead to Thiess (a lead contractor to the SMA) taking up the Toyota distributorship for Australia and did very well out of it, as we all know.

Having now attended 3 of these previous 4 gatherings, what is most notable is the enormous growth in the number of Series 1's (1948 – 1958 approx) attending. Somewhere north of 50 on my calc. Certainly some of these were trailered in (including the recently publicised Singapore to London 86" traveller) but many arrived under their own power. Restoration is an interesting word that is often misapplied where the resultant vehicle is mechanically and cosmetically so superior to their 1940/1950's products that they are barely recognisable. Leather upholstery, two-pack paint jobs, bright and shiny galvanising and (probably brand new) straight panels abounded but the onlookers were often drawn to the battered, bent and 'down at heel' that had spent a lifetime hard at work but were still go-ers and their owners did not mind driving through the muddy puddles that abounded around the Showgrounds. Somehow I doubt if you would find that many 1950 Japanese models at a similar gathering, if indeed they even have one.

So what is it about LR's that sets them apart from other 4WD's and gets the male of the specie very excited and often spending sums of money that would be eye watering to most of us. Certainly the recent rise in values have justified a long term investment, but mostly that is not why funds are expended and hours allocated to Swap Meets, Forums and Magazine articles as well as an abundance of the greasy finger nails. In 2018 I drove a restored Series 1 from the Isle of Wight in UK to Anglesey off the north coast of Wales and though it was not done at high speed (which was never a part of Rovers plan) it certainly drove well, did not wander and braked satisfactorily.

I understand that over 1,100 attendees registered and that the number of vehicles attending was around 650. The City of Cooma closed the main street on Easter Sunday and allowed the Grand Parade to take over which saw a continuous stream passing through and watched by a curious and often excited crowd. The organisation of such a collection was done brilliantly, we went through in chronological order – well sort of – and on my observation was not obstructed by dead and/or dying models, although a little blue and black smoke was in evidence. There was much greeting of old friends, wining and dining at the event Dinners and of course the local pub and cafes and a locals collection of Toy Land Rovers was available for sale. Probably the Star of the Show was a hand made model of roughly 1/3rd size of a series 1 by a retired trades man from Tasmania. Everything was hand made by him, including the engine which ran and he was driving it around the Showgrounds. It even sounded like a Series 1. A remarkable effort.

The organisers are to be commended for their work in arranging trips to local attractions, a off-road gymkhana for those of competitive spirit and a feature film of outback adventures on the famed Canning Stock Route (not exactly complimentary to LR's). In practice though all most people wanted to do was talk and there was plenty of that. No doubt the same group will be there again in 2028 if the Dedicated put in the effort to do the planning required. The local car club have indicated they will do their share and their museum is well worth visiting. Lets hope that the enthusiasm is sufficiently infectious to see it through.

David Boyd.

Rover Car Club of Australia.

WHO ARE THE YOUNG ENTHUSIASTS ?

By Kevin Churchill

Often, we hear the comment “we need younger people in the movement.” My question is – what does the word “younger” mean? The average age of the members in four clubs I am in is probably around 70 so younger members would be those in, say, the 40 to 60 age group. The problem is that those “younger” members will be in the average 70 group at some stage. Are the younger members we need in the under 40 group? Invariably, members of the historic vehicle movement gravitate to the vehicles they grew up with. Several examples of this can be cited. Think about it – is your favourite vehicle like one your parents or grandparents had or perhaps you often saw advertised when you were growing up.

Let’s start at the other end with our grandchildren, If they are, for example, pre-teen they enjoy riding in our “old cars. As they get older, they become involved in other activities and maybe it’s “not cool” to be seen in our vehicles. Has the interest been sparked? Perhaps, but it will be a long time before they purchase an historic vehicle and when they do, it won’t be a pre 50 or even pre 60 vehicle. In the U.S. some schools have automotive sections and in some cases these groups have restored a Model A Ford. Some years ago, a group at an agricultural college in southern W.A. also restored a Model A. What happens after these vehicles are completed, we don’t know.

In Victoria it seems, the “younger” enthusiasts in general do not attend club meetings or what we know as club runs. Instead, they have “pop-up” car shows and instant, via social media, coffee runs. There are also some clubs/groups which have regular shows, gathering with their vehicles in streets or car parks. These regular shows are notified via social media. Therefore, the movement has “younger” enthusiasts, but they have changed the way clubs work and we, the older enthusiasts need to change.

My opinion is that, the clubs who are looking for younger members should be recruiting those in the 40 to 60 age group as these are the potential members who will continue our clubs, but probably not as we know them. Should we consider less meetings and more runs including some spontaneous shows and runs. Unfortunately, our vehicles, probably those from the pre 60 era might become museum pieces.

About the author – Kevin is a member of four clubs in Australia and two overseas. He has been in the historic vehicle movement since the mid 1970’s and has a 1928 Model A Ford sedan, 1955 Dodge Kingsway and 1972 MGB - red because they go faster.

He has served on club committees in executive positions and as President & Secretary of State and National umbrella organisations. Kevin is passionate about the movement in general and would like everyone to stop calling our vehicles “old cars” and instead, call them “historic vehicles”. This article was written as an opinion which is not necessarily the opinion of any of the clubs he is a member of.



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.



Motoring enthusiasts will have noted the presence of members of the Lions Club of Wheelers Hill who have been assisting with gate-keeping, car parking and marshalling at recent events. This is a means of fund raising for the Club, thus supporting Lions with their charitable and disaster relief work and generally assisting those less fortunate and in need in the community.

Lions also assist a number of community services, including the Victorian TAC L2P program.

L2P groups operate in all municipalities in Victoria, and make it possible for young people who do not have access to a car or supervisor to gain the 120 hours of driving practice in order to obtain their licence.

While the TAC (Transport Accident Commission) funds the L2P scheme to cover the cost of vehicles, fuel, repairs & maintenance and insurance, L2P relies heavily on volunteers to supervise and mentor the learner drivers.

For some 12 years, the Lions Club members have as a community service volunteered as L2P learner driver mentors. They have gained great satisfaction in assisting young people, many with challenging backgrounds or as refugees and immigrants, in gaining their licences and opening up many life-changing opportunities in education, employment & social mobility.

Volunteers from the Wheelers Hill Lions Club have been directly involved in helping over 100 learners obtain their Victorian Drivers Licences.

Several of these learners, after obtaining their licences, have been willingly involved in assisting the Wheelers Hill Lions Club in many of their community projects.

Many of these learners have also kept in touch with their mentors, keeping them informed of their personal developments, both in work and studies, and how they are now assisting others.

The success of L2P hinges on the dedication of its volunteer mentors.

Keen motorists who would like to help young people & make a significant difference by giving up an hour or so per week are invited to contact their local L2P group. For more information about volunteer mentoring, please Google "L2P program near me".



Right: One of the many successful L2P graduates, proudly displaying his P plates.

Coming Club Events

The following few pages promote events that are being staged by car clubs around Victoria. 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.

NOTE: These are all club events. All enquiries and feedback should be directed to club contacts, not the AOMC office.

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.

To get your event posted on the AOMC website, and subsequently the newsletter and facebook site, just go the the AOMC website then:

- click on "Shows & Events"
- click on "Club Event Calendar"
- click on "Submit Your Event"

Then follow the prompts on the online form.



BMW MOTORRAD 100TH ANNIVERSARY BMW Motorcycle Club of Victoria



PRESENTS

A Celebration of 100 Years of Motorcycles
Featuring a display of the BMW boxer motorcycle evolution.

To be held at the
German Auto Show
Sunday 27th August 2023
Calder Park Thunderdome
377 Calder Fwy, Calder Park
Gates open at 10am



Come on your bike. Come in the car, or trailer your bike/s and display them at the club stand.

Vehicle entry: Pre paid \$10 per vehicle (bike or car load)
Pre paid registration link: <https://bmwdcm.wildapricot.org/event-5159446>

\$20 entry fee on the day.

Public entry: Gold coin donation, children under 12 free

Food vendors on site or byo picnic

Strictly no dogs & no alcohol

ALL PROCEEDS ARE TO BE DONATED TO BEYOND BLUE



Living in the 70s



New Display Opening July 9th 2023

Display for the day from 9:00am

- Bring your vehicle to create our display for the day
- 'All makes & Eras welcome'
- Display vehicles from 09:00am (Free entry pass for display vehicle drivers)
- Gold Coin Charity donation for admittance to grounds
- Trophy for Best Presented Vehicles
- Refreshments available

Museum Opening Times:

Fri; Sat; Sun; Mon 10am - 4pm

Daily over school holidays

Anytime by appointment (for groups)

1A Sale Road Maffra 3860 Victoria

VOLKSWAGEN CLUB OF VICTORIA & BMW DRIVERS CLUB MELBOURNE PRESENTS

GERMAN AUTO SHOW

SUNDAY 27TH AUGUST 2023
CALDER PARK THUNDERDOME
377 CALDER FWY CALDER PARK - GATES OPEN 10AM

BUMP IN TIME FOR DISPLAY CARS WILL BE AS ADVISED BY INDIVIDUAL CLUBS. CLUBS TO ENTER IN CONVOY

ALL GERMAN VEHICLES WELCOME
GERMANAUTOSHOW.COM.AU

VEHICLE ENTRY PRE-PAID \$10 (per car load)
PRE PAID/REGISTRATION LINK <https://bmwdcm.wildapricot.org/event-5159446>
ON THE DAY \$20 (per car load)

PUBLIC ENTRY GOLD COIN DONATION Children under 12 FREE

ACCOMMODATION Bookings: ACCOR <https://businesstravel.accor.com>

Company name: BMW DRIVERS CLUB MELBOURNE Company code: SCP4195092

Access code: BM615AU923

To make your reservation, enter your customer code and your access code in block capitals.



BEYOND BLUE DONATION LINK <https://fundraise.beyondblue.org.au/german-auto-show-2023>

Gippsland Vehicle Collection

For enquiries, maps and information visit our website:
www.gippslandvehiclecollection.org.au

ROB ROY

The second oldest purpose built hillclimb in the world!

SPEED HILLCLIMB 2023 EVENTS



MARCH 18-19

Rob Roy Revival

Promoted by the MG Car Club Vic
Celebrating a golden era of motorsport

APRIL 16

Interclub Challenge Round 1

Promoted by the MG Car Club Vic
To encourage friendly rivalry between local sporting clubs

MAY 7

VHRR Historic Rob Roy

Promoted by the Victorian Historic Racing Register
Incorporating Round 1 of the Triple Cup Challenge

JUNE 25

Interclub Challenge Round 2

To encourage friendly rivalry between local sporting clubs

JULY 9

Victorian Hillclimb Championship Round 1

Promoted by the MG Car Club Vic
Please refer to robroyhillclimb.com.au for alterations

AUGUST 13

Vintage Rob Roy

Promoted by the Vintage Sports Car Club Vic

OCTOBER 1

Interclub Challenge Round 3

To encourage friendly rivalry between local sporting clubs

November 19

31st Historic & Classic Rob Roy

Promoted by the MG Car Club Vic
Incorporating Round 3 of the Triple Cup Challenge
& supporting the local Pantom Hill CFA

**RE-SURFACED
TRACK &
UPGRADED
SPECTATOR
FACILITIES**



SCAN FOR
MORE INFO

FULL CATERING PROVIDED ON SITE FOR ALL EVENTS

ENQUIRIES -

COMPETITION - JOHN KELSO 0417 398 606

EVENT - WAYNE RUSHTON 0412 339 934

MOTAFRENZ

YOU'RE INVITED TO

Motafrenz Show & Shine 2023

Sunday 10th September

10am to 3pm

Como Park, South Yarra Williams
Rd N & Alexandra Avenue, South
Yarra, Victoria

RSVP VIA
MOTAFRENZ.ONLINE/PUBLIC/SCHEDULE/EVENTS



Veteran, Vintage &
Classic Vehicle Club
of WANGARATTA Inc.

proudly presents the 52nd ANNUAL SPRING RALLY

15th to 17th SEPTEMBER 2023

Lake William Hovell



Highlights will include:

- Sumptuous Meals at the Historic Vine Hotel.
- Touring through the picturesque King Valley.
- Novelty games pre lunch and the opportunity to sample the finest wines of the region.



SHEPPARTON SWAP MEET

Sunday Sept 10, 2023

SHEPPARTON SHOWGROUNDS,
HIGH ST, SHEPPARTON
(MIDLAND HWY A300)

6m x 6m OUTDOOR SITES \$20

ENTRY \$5 (Children under 14 free)

Gates open at 6.30am for stall holders.

General public 7.30am.

No alcohol. No camping. No dogs allowed.

Lunch and refreshments available.

Parts Pick-up service available.

DIRECT DEPOSIT: to BSB 633-000, Acct 1366-25076, Acct name: GVMVDC

Reference to be "swap" and your name. Please advise Kris by phone.

MAIL: Send stamped self-addressed envelope and booking fee to:

Shepparton Swap Meet, P.O. Box 1206, Shepparton. 3632.

CHEQUE: Please make cheques payable to G.V.M.V.D.C.Inc.

www.gvmvdc.com.au/GVMswp.html

For further information contact:

Lloyd or Kristine Healey on 0438-294 351

Member of the Association of Motoring Clubs Inc and
The Federation of Veteran, Vintage & Classic Clubs, Vic



With some 150 vehicles on display last year, the 2023 festival is set to be something really special with even more cars expected to participate.

When: Sunday 22nd October 2023
from 10:00a.m. to 3:00p.m.

Where: National Steam Centre
- 1200 Ferntree Gully Rd. Scoresby -

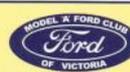
Admission: \$5:00 per exhibit or show car.
Gold coin donation for Spectators



The show is open to all Ford Flathead powered vehicles originally built from 1903 to the end of the Flathead era, including Ford Flathead powered Hot Rods & Race Cars.

On site parking for non Ford Flathead and OHV powered chrome bumper classic vehicles

A large range of food and drinks available on site or BYO



Model T Ford Club - Dave Weatherhead 0407 339 601
Model A Ford Club - Rob Turner 0428 686 816.

Early Ford V8 Club - Ian Lightowers 0408 356 456
F.O.R.D. Club Aust - Bill Ballard 03 9762 9974

AUSTRALIAN NATIONAL Show & Shine EUROA

Proudly supported by **Strathbogie SHIRE COUNCIL**

Show Vehicles \$10 including Driver
Show Bikes \$5 including Rider
General Public \$5 Kids Free

This year's event theme is **The 1960s FASHION PARADE**
Prizes for the best period costume for both men and women

SUNDAY OCTOBER 1st. 2023 8am to 3.30pm
MUCH MORE THAN JUST ANOTHER CAR AND BIKE SHOW!

Over 40 trophies • Unique and exceptional cars from all eras • Bikes • Tractors
Live Music | Food Stalls | Craft Market
Children's Entertainment
Special Screening "Wide Open Road"

Trophy Presentation at 1.30pm
PLASTIC BOTTLE FREE EVENT
Water Refill Stations On-site

Pre Purchase Tickets

BD NORTH EAST ELECTRICS, MOTHERS, AUTOBARN SHEPPARTON, DONLEN & CO, EUROA GAZETTE, EUROA PRINTERS
Just Cuts Shepparton, Aerodrome Automotive, Automotive Super Balance, Maskell's Customs & Classics, Central Tyre Service, Euroa H Hardware, Strathbogie Physio, RBA Financial Services, Euroa Hotel, Soda's Ice Cream
Ian Langlands 0415 763 978 | euroashowandshine@outlook.com | www.australiannationalshowandshine.com.au



70th Anniversary

An event celebrating the 70th Anniversary of the **Riley Pathfinder**

will be held at 10am-3pm, on the

8th of October, 2023

Venue: The Pétanque Club Pavilion at Hanging Rock.

For further information contact:

chromed_off@hotmail.com

BENDIGO NATIONAL SWAP MEET

Bendigo National Swap Meet

Featuring:

- 4 Wheel Drive Display
- Barn Finds & Survivor Car Display
- Die-cast Models & Toys
- Over 1700 Sites

11th & 12th November 2023

Entry Prices
Saturday Only \$15
Sunday Only \$5
Children 15 and under Free
(if accompanied by an adult)

Gates Open to the Public
Saturday 6am
Sunday 7am
Sheds Open 7am

www.bendigowap.com.au
Site Bookings 0427 446 660
General Enquiries 0434 730 822
info@bendigowap.com.au

Federation Victoria
VICTORIA VINTAGE & CLASSIC CLUB
BENDIGO

ALEXANDRA MUSEUM

HERITAGE MACHINERY FESTIVAL

SATURDAY 7 OCTOBER 2023
SUNDAY 8 OCTOBER 2023

STEAM TRAIN RIDES | WORKING STATIONARY ENGINES
VINTAGE CARS | BLACKSMITH | HISTORIC DISPLAYS
MUSEUM | KIDS ACTIVITIES | BBQ | FOOD TRUCKS

9:00AM - 3:30PM

ADULTS \$10
KIDS \$5
FAMILIES \$25

7 STATION STREET, ALEXANDRA VIC 3714
(1HR 45MINS NORTH EAST OF MELBOURNE)

EXHIBITOR DINNER ON SATURDAY NIGHT
EXHIBITOR CAMPING SITES AVAILABLE (BOOKING REQUIRED)

FOR MORE INFORMATION CONTACT PETER ON 0479 056 221 OR AT ALEXANDRA.RABBY@YAHOO.COM
ATTM SAFETY GUIDELINES APPLY

Minutes of the May AOMC Delegates Meeting

Monday May 22nd, 2023 at 7.30pm

There were 72 delegates in attendance representing 65 clubs.

The minutes of the March 2023 delegates meeting were accepted on a motion moved Rick Cove, seconded Bill Ballard and carried.

Correspondence: AOMC secretary Tony Hall reported that there was no correspondence of significance relating to this meeting.

Presidents Report: Keith Mortimer reported that the committee have been working on a strategic plan for the next 5 years, covering areas such as member services, communications, external engagement and research & data. More details will be released when the document is finalised.

A submission has been made to the Federal Dept of Infrastructure regarding their fuel efficiency standards consultation.

The Australian Motoring Heritage Foundation will be conducting a survey of enthusiasts and clubs in relation to the economic value of the movement. This will be released soon and will be sent to clubs.

Keith thanked the Wheelers Hill lions Club for providing the meals before tonights meeting.

Treasurers Report: Mark Fenton, AOMC Treasurer, reported that the AOMC finances are currently in a healthy position, and as of the end of April 2023 the AOMC Cash at Bank is \$290,838.00. Events in progress such as the Florence Thomson Rally influence these accounts significantly as revenue and donations are received but are not immediately expensed.

However, the British & European Motoring Show completed earlier in the year has been finalised and has contributed lower than normal revenues of under \$7,000 due to the high costs of running the event at the new Caribbean Park venue. But with the support of RACV we have been able to fund multiple events throughout the metropolitan and country areas to recognise the importance of Motoring Heritage Day as we continue to promote the movement that we represent, while the Florence Thomson Rally, which is organised and run by the AOMC with the financial support of RACV, also provides a forum to promote the heritage vehicle movement to the general community, in this case also recognising the contribution women have made to the motoring world.

It is heartening to see the emergence from the COVID-19 doldrums with funding being used to support current AOMC initiatives such as the upcoming Management and Restoration Seminars as well as other member services and advocacy programs the AOMC committee is actively working on. The time will soon be upon us when we ask all Clubs to renew their membership with the AOMC and we look forward to your ongoing support as we embark on these programs to ensure the ongoing health of the movement that we all believe in.

As we approach the end of the financial year it is also comforting to be able to report that with the professional support of a newly appointed accountant (Terry Stramotas from Benjamin King Money) the AOMC will be able to continue to finalise and satisfy all financial reporting obligations.

The AOMC has satisfied all statutory/compliance requirements and there are no areas of concern with respect to our ability to meet existing financial obligations while funding our strategic initiatives

VicRoads/CPS Report: AOMC and Vic Fed have formed a working group that has been meeting for the last 6 months, and have been looking at arranging a meeting with VicRoads. Keith Mortimer and Neil Athorn finally met with VicRoads and presented several issues to them and stressed the need for ongoing meetings. The issues raised were: abuse of CPS; display rights; retention of log books; confusion around H & M plates; how many vehicles and clubs are on the CPS, and what is an appropriate club..

Code of Conduct: Tony Hall spoke to the draft Code that was published in the May newsletter. The committee are happy with the wording, but are seeking feedback from clubs. All responses should be emailed to Tony.

No incidents have led to this, but most organisations have a code of conduct, so AOMC are implementing one.

AOMC Events:

Florence Thomson Tour. Maureen Ross reported on this event which was based in Wangaratta and attracted 170 people and 81 vehicles. An event for women only drivers, this was the fifth time it has been held.

Good local press coverage was given at Corowa and Wangaratta.

Maureen noted the work of the organising committee, and there was a round of applause for Maureen and the organising committee.

National Motoring Heritage Day: Several events were held around the state yesterday, and reports were given on them by participants. Clubs are encouraged to send a few photo's and a short paragraph on what they did on NMHD.

Shannons American Motoring Show: Will take place on Sunday November 19th at Caribbean Park. Support from the American clubs is required, and a flyer will be available soon.

Festival of Motoring: Will be held again at Cruden farm on Sunday January 20th. Proceeds will go to a nominated charity.

Club Management Seminar: Will be held on Saturday June 17th and will cover the business and mechanics of operating clubs. Will have several specialist guest speakers on relevant topics. Aimed at club officials.

Restoration Seminar: Saturday July 15th. Series of presenters, speakers and trade tables on the day. Bookings essential and limited to 2 participants per club.

Engine Number Records: Philip Johnstone reported that there have been varied requests

Keith Mortimer acknowledges Philip's work as the unsung hero of the AOMC with the work he does. We are looking for someone to take over Philip's role as he cannot go on forever.

Delegates Reports / General Business:

Andrew McDougall (Veteran CC): Reported that he participated in the 3 club event held at Bendigo to co-incide with NMHD. It was attended by 80 people and was hosted by the Veteran, Vintage and Classic club of Bendigo. Vehicles ranged from 1899 to 1940.

Rick Cove (EGHAC): Asked if tax will be discussed at the Management Seminar. Keith Mortimer responded that yes, it will. Rick also added that the EGHAC went to Heyfield on NMHD for their 40th rally.

Robert Greene (Macedon Ranges CC): Steam Rally was held at Gisborne and was well attended.

Roger Beattie (Fiat CC): Mailing Road Autoclassica had about 150 vehicles in attendance.

Guest Speakers

John Lambert gave a talk on club members that volunteer in the community, and suggested that delegates take back to their clubs that charitable organisations are looking for volunteer drivers to assist with their programs.

Daryl Meek gave a very informative talk on his project of digitising the early Victorian registration details. He showed how these records can be used to trace ownership of vehicles, and to assist in genealogical research.

As part of his talk, Daryl outlined the history of the early records, from there being only 50-60 vehicles in Victoria in 1903; the introduction of the Motor car Act in 1909 that provided the framework for registration and licensing. Many of the early records were published in Police gazettes and in Auto Trade manuals and had details of registration number, owner and location.

Daryl's intention is to publish these records online for free access, and he is looking at linking photographs of vehicles with the record. He asked if anyone has a photo of an old vehicle with its number plate visible could they please send it to him to be added to the database. The vehicle needs to be Victorian, have its registration number and vehicle type and any known history.

Chairman Keith Mortimer declared the meeting closed at 9.20pm



CLUB CONTACT DETAILS - ANNUAL UPDATE

Please provide us with information about your club, as of your previous financial year. This information will help us define the size and importance of the movement we represent and help us in our advocacy role.

1. Print clearly in CAPITAL letters, completing all sections.
2. Return completed form to address above or email to office@aomc.asn.au
3. Private addresses are preferred as this helps prompt delivery where snail mail is used.
4. We understand that email addresses are lower case BUT using capitals makes the address less vulnerable to mistakes thus causing bounces.

*We appreciate your time in assisting us to keep our database up to date.
 Please include data relating to the past 12 months
 so that we can better understand, and advocate for, the movement we represent*

UPDATE BY

Your Name:	Date:
-------------------	--------------

CLUB

Name:		Abbreviation:	
AGM Month:		Marque(s):	
Number of Victorian Members:		Number of Vehicles:	
Manage CPS for Members:	YES / NO	Number of Vehicles on CPS:	
Is the Club Incorporated?	YES / NO	Incorporation No:	

We cover the following vehicles Please ✓ one or more as applicable e.g. British & European ✓ Motorcycles ✓				
British & European	Asian	Australian	American	
Cars	Motorcycles	Commercials	Military	Hotrod

MAGAZINES

Name of Publication:	Frequency:
-----------------------------	-------------------

INSURANCE

We have the following insurance cover Please ✓ one or more as applicable ✓

Public & Product Liability	Personal/Volunteer Accident	Professional Indemnity	Management Liability
Insurance Provider:			

FINANCIAL SIZE

Describe the financial size of the Club in the last 12 months
 eg as reported in the Annual Report to Consumer Affairs for Incorporated Clubs/Associations

Annual Revenue/Turnover (\$):

COMMUNITY BENEFITS

List any charitable donations made by the Club in the last 12 months

Description:	\$ Value:

CLUB CONTACT DETAILS - UPDATE

NB: If required use the following pages to add or change contacts,
or make corrections by overwriting on the AOMC Organisations & Contacts Report sent to your Club.

Page 2

CLUB POSTAL ADDRESS & CONTACT DETAILS

Name		
Street/PO Box		
Town	State	Postcode
Phone	Mobile	
Email	Website	

PRESIDENT

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

VICE PRESIDENT

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

SECRETARY

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

TREASURER

Name		
Street	Town	Postcode
Phone	Mobile	
Email		

MORE OVER THE PAGE

Page 3 

CLUB CONTACT DETAILS - UPDATE

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		

OTHER (please describe).....

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 www.aomc.asn.au

TALES FROM THE AOMC ENGINE RECORDS

Fordson

We're still plodding through the Ford cards. I didn't appreciate how many vehicles Mr Ford was responsible for until I started sorting engine number cards. It does get a bit boring at times but every tray seems to turn up its own little story.

The current tray contained a Fordson tractor. Not just any old Fordson, but one stamped with a replacement engine number. Not a Ford factory number but one of those V****P numbers of Victoria Police origin. Plus the card had been annotated "Engine number unreadable due to RUST". How old does a tractor have to be to get that rusty?

I know farmers have a bit of a reputation for leaving stuff lying about but how long would it take for rust to eat that deep? And why was the farmer putting it on full road registration? Early Fordsons were tough old beasts but full rego implies someone resurrected an ancient beast to work it fairly seriously.

This is how the engine number cards suck me in. There are all these stories but the cards never tell you it all. Just enough to get you interested to then leave you hanging in mid air.

Anyone out there know of a really weather beaten Fordson with a Victoria Police engine number?

Bob McGrath, Research Team

If you want to know the details of your vehicle - perhaps to establish originality, explore family history or just to settle a bet then the AOMC Engine & Registration Record Search Service may be useful.

See the application form on the AOMC Web pages at www.aomc.asn.au

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)	\$250 [#]
Sale of all computerised records for a marque to a person or commercial group that has an interest in the marque. For each 100 records (or part thereof)	\$460 [#]

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

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

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

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

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

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

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

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

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



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