

RACV BRITISH & EUROPEAN MOTORING SHOW 2022

Open to all Vehicles manufactured in England & Europe

Incorporating
The MG Car Club (Vic)
Annual Concours

Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS

21 Rosalie Street Springvale Vic 3171



Gates Open from 10.00am

Event details 0473 832 277

For site plan and more info:

www.aomc.asn.au/

[britishandeuropean2022](https://www.facebook.com/infoaomc)

[fb.com/infoaomc](https://www.facebook.com/infoaomc)

See over page for entry times,
costs etc.

Sunday 20th February 2022

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

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British & European Motoring Show 2022

President's Welcome

Welcome to the 2022 RACV British and European Motoring Show, it is great to be able to present our show after the disruption caused by COVID last year.

On behalf of the executive committee and our member clubs I welcome you to our show for 2022. Firstly, thanks to the RACV and Nicole Ballina Community Engagement Manager for their continuing support of this event.

The Association was established in 1976 and is the peak body representing motoring clubs and motoring enthusiasts in Victoria. It is run by enthusiasts for enthusiasts for enthusiasts.

This event is the major fund raiser for the Association, and all funds raised are returned to the movement via the work of the organisation representing the movement.

A quarterly magazine is provided to members. It always has lots of information of interest to enthusiasts. Ask your club to forward you a copy, it is available electronically.

The British and European Motoring Show was established many years ago and has become a fixture on the Victorian motoring calendar.

This show provides a great opportunity to talk to like-minded people perhaps the owner of a vehicle that you may inspire to own. As well many of our clubs that specialise in British and European vehicles will be present, so do not hesitate to make contact with them. Conviviality is an important part of the classic and historic motoring movement, and this show gives our club members an opportunity to mingle and swap information.

Our charity for the event is the Wheelers Hill Lions Club, they do our gatekeeping and are of great assistance with the event. In return the Association will make a contribution to the club's fund-raising efforts. We are always looking for ways to improve our events so feedback from our member clubs, individual enthusiasts or other interested parties is always welcomed.

Watch out for our other annual events We have great events notice service on our website aomc.asn.au and Facebook page [fb.com/infoaomc](https://www.facebook.com/infoaomc)

Enjoy your day.
Iain Ross
President.

Timetable

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

Trophy Presentation

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

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



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

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

Daimler V8-250

The Daimler V8 came into being following the purchase of Daimler by Jaguar in 1960.

A brief history of Daimler: Prior to the sale, Daimler was the oldest British manufacturer, founded in 1893. Early Daimlers were imported from Germany and during the Edwardian era the cars became luxury carriages. In 1910 Daimler was acquired by BSA (Birmingham Small Arms Company) and after WW1 the Daimler was adopted as the car for the Royal Family.

Jaguar's purchase of Daimler from BSA yielded several assets, one of which was the powerful and compact 2.5-litre V8 engine used in the low production Daimler SP 250 sports car.

This engine was designed by the talented Edward Turner, and was lighter, more powerful and refined than Jaguar's own 2.4-litre XK engine.

Jaguar realized the potential of the V8 and in 1962 installed it in the compact Jaguar Mark 2 saloon, along with a few subtle changes to the trim, to create the Daimler 2.5 V8. Jaguars were seen as a "bank robber's" chariot whereas the new Daimler V8 was more dignified and appealed to the more sophisticated customer. Thus, Jaguar was able to tap into a previously unavailable market segment with little impact on sales of the host model.

At the time, the 3.8 litre 220hp Jaguar Mark 2 was the fastest production saloon in the world, and with sophisticated suspension and four-wheel disc brakes it was more than able to accommodate the smaller, lighter, and less powerful 140hp V8 engine.



Most Daimler V8 250s were fitted with Borg-Warner's excellent T35 automatic transmission, which well suited the engine's characteristics for relaxed, effortless performance. Top speed at the time was nearly 110mph. A manual gearbox was an option in 1967. Power steering was an option throughout the production cycle.

The Daimler 2.5 V8 underwent a very minor facelift in 1967, at which time it was renamed the Daimler V8 250. The main styling change was the adoption of slimline bumpers front and rear. It remained mechanically unchanged.

Total production 1962 – 1969: 2.5Lt V8 - 13,018 / V8 - 250 - 4,897 Total = 17,910 Units.



Photos below are a 1964 Daimler 2.5 V8 (fully restored in 1993.) Owner Denis Carruthers Daimler & Lanchester Club of Victoria



Triumph Spitfire 60 years young

Triumph produced the fun and affordable Spitfire for 18 years, during which time over 314,000 were built. Launched in October 1962, the Spitfire featured sleek styling by famed Italian designer Giovanni Michelotti. The car was an instant hit.

A 1970 design "facelift" by Michelotti freshened the car's look for the new decade, and accompanying chassis and suspension tweaks improved handling. A larger 1500cc engine followed shortly thereafter.



Spitfire production ended in August 1980, as the car fell victim to short-sighted management at British Leyland, and U.S. safety and emissions issues.

From 1963 Spitfires were assembled from 'CKD kits' here in Port Melbourne, by Australian Motor Industries (AMI). If you have just purchased a new Spitfire, check the Commission number to see if it is an 'Australian made Spitfire' - Commission numbers beginning with a '2' are AMI built. The Mk1 and 2 Spitfires had an 1147cc engine, Mk3 and Mk4 a 1296cc capacity and the final 1500 model had a torquey 1493cc motor. Australian built Spitfires were painted in unique local colour shades and contain numerous locally sourced components. The later Mk4 and 1500 models were assembled in England, and more recently several local enthusiasts have imported them from overseas.

Production

Model	Year	Number Built
Triumph Spitfire 4 (Mark 1)	Oct 1962 – Dec 1964	45,753
Triumph Spitfire 4 (Mark 2)	Dec 1964 – Jan 1967	37,409
Triumph Spitfire (Mark 3)	Jan 1967 – Dec 1970	65,320
Triumph Spitfire (Mark 4)	Nov 1970 – Dec 1974	70,021
Triumph Spitfire 1500	Dec 1974 – Aug 1980	95,829

TSOA Victoria has had a long and distinguished association with Triumph Spitfires. Many famous local racing cars and Concours winners have been part of the Club, as well as many daily drivers and much loved classics over the years. Club members have restored and modified their Spitfires and are keen to assist new owners in offering advice and experience to keep these classic cars on the road. In recent years there have been many Spitfire based activities organized by TSOA Vic – including Concours



events, Historic Film Nights, Garage Workshop sessions, MSCA Race events, Sunday Drives and Photo Days as well as many feature articles and 'Spitty Tips' in the regular TRaction Club Magazine. So, if you own a Triumph Spitfire and wish to participate in regular events and meet fellow enthusiasts, or just need some restoration advice, join TSOA Vic Inc and become part of the action.

Two clubs in Victoria cater for the Spitfire model and offer a range of activities ranging from Sunday Drives, Photo Days, Concours, Workshop Sessions, MSCA Race events. Each Club operates under the Victorian Club Permit Scheme (CPS) with monthly meetings and offers a club magazine with reports and tips for owners.

Triumph Sports Owners Association
<https://www.tsoavic.com.au/>

Triumph Car Club Victoria
<https://tccv.net/>



We are excited
And you are invited!

National Rally
Saturday 9th April - Thursday 14th April

Celebrate 100 years of Austin Sevens
whilst exploring this beautiful part of Victoria
Come have a whale of a time in Warrnambool!

Enquiries: 2022rallyinfo@gmail.com



Austin 7 National Rally

Saturday April 9th – Thursday 14th April 2022

Celebrating 100 years Austin 7

The Austin Seven was introduced to a sceptical public in 1922, the first proper large car 'in miniature' as opposed to the crude and unreliable cyclecars then available. It was not only a real car it was made out of the first class materials and steels used in large Austins. By 1939, some 290,000 Sevens were in service throughout the world, together with 20,000 Big Sevens. The design was licensed to other manufacturers and was produced in France as the Rosengart, in Germany as the Dixi, which became B.M.W's first car, and in the USA as the American Austin later the Bantam. In all of its forms, the immortal Seven provided tramfare motoring for the new generation of car owning public the world over, often operating in the most arduous of conditions imaginable.

The 100 year anniversary coincides with the Austin 7 National Rally which will be held in Warrnambool.

A whale of a time is planned for all.

Day 1: Saturday 9th April – Registration Day

Day 2: Sunday 10th April – Activities in Warrnambool

Day 3: Monday 11th April – Port Campbell

Day 4: Tuesday 12th April – Warrnambool and surrounds

Day 5: Wednesday 13th April – Camperdown

Day 6: Thursday 14th April – Port Fairy

Farewell Dinner: Thursday 14th April

For copies of the newsletters refer to Austin 7 website –

Or access the registration form using the QR code

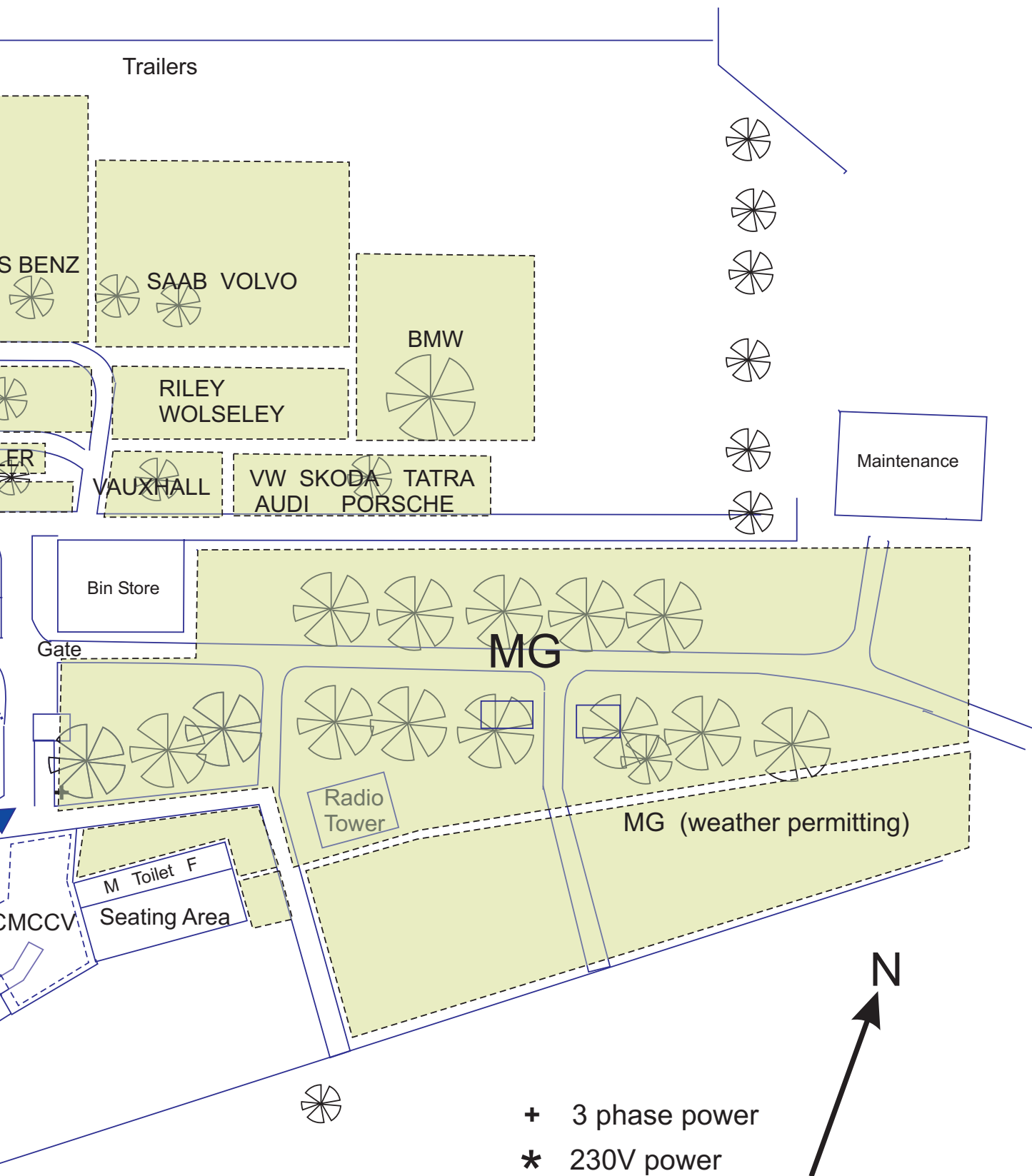
For further details email: 2022Rallyinfo@gmail.com



www.austin7club.org







Yarra Valley Racecourse

RACV - AOMC British & European Motoring Show
20 Feb 2022

Drawn PJ pjohnsto@melbpc.org.au
Issue 5 20.1.22



What is the AOMC?

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

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

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

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

information affecting motoring enthusiasts.

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

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

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

HISTORY FOUND

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

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

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



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



Celebrating the 70th Anniversary of the Wolseley 4/44

The early 50's saw war-torn Britain still battling with petrol and food rationing, and with many car manufacturers still only producing face-lifted pre 1939 models, one of the first really new cars to enter the market from the recent Austin-Nuffield merger was the Wolseley 4/44.

Unveiled at the 1952 Earls Court Motor Show, this sleek and beautifully proportioned motor car amply reflected the brilliance of its designer, Gerald Palmer, whose brief before the merger had been to rationalise the next generation of Nuffield vehicles, starting on a four seat platform with

the Wolseley 4/44 and MG ZA Magnette, and later to include a larger six seat platform for the Wolseley 6/90 and Riley Pathfinder saloons that would carry these marques into the late 50's.

Heavily influenced by the Italian styling of the Lancia Aurelia, the Wolseley's sleek unitary steel full width body and luxurious interior appointments made the 4/44 the 'Star of the Show', taking out a Gold Medal for styling.

Powered by the 1,250cc Nuffield designed engine derived from the MG 'Y' Type, and with independent rubber bushed coil spring suspension with telescopic shock absorbers front and rear, rack and pinion steering and full hydraulic braking, the 4/44 handled beautifully and was a delight to drive at any speed.

Although underpowered for its 22cwt body, the 5.125:1 rear axle ratio and diligent use of the column shift four speed gearbox saw the 4/44 compete on equal grounds with the majority of British cars of the period, and the pleasantly furnished interior with leather upholstery, burr walnut faced gloveboxes and door capping rails made this a popular, slightly up-market family car suitable for both male and female drivers.

Like its previous models ranging back to the 30's, all Wolseleys utilised the traditionally shaped radiator grille incorporating the iconic illuminated badge light atop the central vertical grille bar, with the sweeping curves of the 4/44 blending beautifully with its appealing frontal shape, further enhanced by the standard fitment of twin Lucas 7" foglamps. A large commodious boot with an upward hinged lid and concealed hinges provided ample easily reached luggage space, un-hindered by the spare wheel sitting vertically in the left hand wing crevice, and easily accessed with the boot fully packed. Mounted over the rear axle between the back seat and boot, the position of the petrol tank pre-dates by



over half a century the safety standards of today.

With full 4/44 production commencing in earnest in early 1953, and with total production of 30,000 units ending in 1956, the Wolseley 4/44 had proved to be an exceptionally popular car and sold well in Australia with Victoria's main BMC Dealership, Kellow-Falkiner Pty. Ltd. delivering almost 1,500 cars, with most happy customers echoing the advertising slogan, 'Buy Wisely, Buy Wolseley'.

With over 300 members, the Wolseley Car Club maintain a comprehensive technical and parts service for all post-war Wolseley models, and we currently have over 22 Wolseley 4/44's listed on our vehicle register.

Graham Keys. President. gkeys@optusnet.com.au



2022 Anniversary Year

J2
1932
90 YEARS

MGA MK 11
1962
60 YEARS
Last MGA

MGB MK 1
1962
60 YEARS
First MGB



MG ZS SUV
Current top
selling SUV

SEE a huge display of MGs while the MG Car Club
Club Concours d'Elegance is being judged.
SEE MG Specials, Custom Class, Preservation Class,
Restorations, Race Cars of all periods.
Over 200 cars, including Pre 1939
MGs FOR SALE

AUSTIN-HEALEY DEVELOPMENT

In early 1952 the design and construction of a new Healey sports car commenced.

It was completed in time for the London Motor Show at Earls Court in October 1952

Donald Healey was not happy with the appearance of the front of the car, so it was displayed in a corner with the front facing a wall.

Leonard Lord saw the car and was impressed, so a new badge was produced overnight, and the car became the Austin-Healey.

Austin took over all the production drawings and it was expected to commence production in March 1953.

In the meantime, Donald Healey produced 19 Pre-production cars in his factory at Warwick. These cars were used as Test cars, Show cars, Press cars and the Le Mans entry. For taxation reasons these cars were supposed to be scrapped, but approximately half still exist.

At Le Mans in June 1953, their first major event, the two Austin-Healeys finished.

By July 1953 Austin was producing 120 Austin-Healeys per week.

The first two Austin Healeys arrived in Australia in October 1953 in time for the 1953 Australian Grand Prix at Albert Park in November, with a third car arriving later in October

One of these cars was driven at Rob Roy in October 1953 by Bib Stillwell - the first Austin-Healey to be raced in Australia

The three Austin-Healeys finished the Grand Prix

with Jim Leech finishing sixth.

Austin-Healeys arrived in the other States in small numbers in January/February 1954.

The Victoria distributor Austin Distributors sold approximately 200 cars, most of them the 100. They had trouble selling the 100/6 because of an increase in Sales Tax and then only imported two 3000's.

The first 100S arrived in Sydney in July 1955

In September 1953 Donald Healey set over 100 Class D Stock Car records at Bonneville Salt Flats making the new Austin-Healey the world's fastest production car under 3 litres. All the newspapers in Australia were excited about the pending introduction of the new car.

For more information on Austin Healey sports cars contact the Austin Healey Owners Club of Victoria on www.healeyvic.com.au



Vena Davey at Fisherman's Bend in October 1955



The first appearance of an Austin-Healey in competition in Australia - Bib Stillwell at Rob Roy in November 1953

Celebrating 120 Years of **Norton** Motorcycles

Norton has been on the motorcycle scene since 1898 when it was founded by James Lansdowne Norton. In the early days the company specialised in fittings and parts for bicycles.



By **1902**, from the factory in Birmingham, England, Norton had begun to manufacture



motorcycles. The very first Norton Motorcycle, the **Energette**, was produced – powered by a 143cc, single-cylinder Clement engine.

By 1907, Norton had begun its most enviable dominance in motorcycle racing, winning multiple Grand Prix & TT titles throughout the 1920s, 30s and 50s.

After WW2, Norton produced the iconic Manx which had the 1st engine to pull 100 bhp/litre and was followed by the Dominator in 1949.



The most successful period of Norton

Motorcycles came from the 1960s to 1980s with the production

of the Atlas, 650ss and the world’s first superbike the “Norton Commando”.



Now after almost 40 years of turbulent history, the iconic Norton brand is back following the purchase by Indian motor company TVS. Watch out for the

new V4 and new model Commandos in the future.



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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.

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

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

COVID Information

Admittance to the venue will be within strict compliance with the Government's COVID legislation effective at the time of the show.

It is anticipated that this will include QR code to enter, confirmation of vaccine status and any other protocols required by law. Watch our website for updates on Government COVID requirements.



Yarra Valley Racing
2 Armstrong Gr YARRA GLEN
Yarra Valley Racing



Location code QQS 92C

- 

Use your phone to scan the code
- 

Enter your first name and phone number
- 

Look for the tick
You're now checked-in

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