



Aussie Classic Car Show

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"Cruise to Yarra Glen"

Friday 26th January 2018

Yarra Glen Racecourse, Armstrong Grove, Yarra Glen

The show for all the great Aussie
makes Holden, Falcon, Valiant BMC
and those lesser known Aussie
vehicles

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vehicles

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

Entry from Armstrong Avenue
Free parking for spectators!



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More details and site plans
www.aomc.asn.au/americanmotoringshow2018
Enquires 03 9890 0524



SUNDAY 15th APRIL 2018

Yarra Glen Racecourse Armstrong Avenue, Yarra Glen



Aussie Car Show 2018

President's Welcome

Aussie Aussie Aussie!

Welcome to the first of the Association of Motoring Clubs show for the 2018 year and what a way to begin - Australia Day celebrating Aussie Cars.

The motor vehicle has been a significant part of Australian life since its arrival at the turn of last century and goes hand in hand with our enjoyment and prosperity from this vast country. From the early days allowing us to explore, develop, farm and build communities across the country to a key element of society and socialisation in our current lifestyles Australia would be lost without the vehicle and more importantly the car.

The Australian vehicle manufacturing industry and the vast support component and support services that compliment the industry have been the source of employment and a life's vocation for many Australian families. This industry has also been the source of ingenuity, innovation and brilliant design that has been recognised on the world stage – 2018 marked the end of an era.

This industry has given us such icons as the Holden FJ and Monaro, the Ford Falcon GT and Luxury Fairlane models, the much loved Charger and many other models such as Toyotas and Triumphs assembled in Australia under the Australian Motor

Industries (AMI) banner. And this is only a small snippet of the models that have shaped our lives. Young or more mature, all of us would remember knowing someone who brought home their first Aussie car, the pride of having all the neighbours come and inspect and the wow when the bonnet was opened – especially if it was a V8. The Aussie car in whatever guise is a part of our culture our history and the love and admiration of these unique vehicles will only gain more and more passion.

Today wouldn't be possible without the support and cooperation of the our committee and volunteers, the participating clubs and display cars, our judges and contributors from the Yarra Glen Community and Yarra Valley Racing. We also gratefully acknowledge the support of Event sponsor Shannon's and all of our traders and supports that have come together to bring you today's Aussie Car Show

As always, we welcome your feedback and are keen to know if you want the Aussie Car show to be a feature of the AOMC shows calendar in years to come – please let us know via our facebook page or via xxx@aomc.asn.au We hope you have enjoyed the day

Keith Mortimer
President

Timetable

9.00 am	Gates open for Display vehicles
10.00 am	Public admittance commence
11.00 am	Vehicle judging commences
1.30 pm	President's welcome and Trophy presentation (subject to weather conditions)
3.30 pm	Show closes

Trophy Presentation

Best Early Holden FX - FE
Best 60's Holden EK – EH
Best 70's Holden
Best 80's Holden
Best 90's to current Holden
Best Torana (Rare Spares Award)
Best Early Falcon XM - XP
Best 70's Falcon or Fairlane
Best 80's Falcon or Fairlane
Best 90's to current Ford
Best Falcon Coupe

Best Valiant
Best Charger
Best Aussie Muscle Car (Meguiar's Award)
Shannons Award for an outstanding vehicle not manufactured by the big three
Shannons Award for the best Leyland Australia vehicle
Best Australian built Ford other than Falcons
Best Aussie Kit Car
Best Aussie Commercial
Best Club Display

Note you do not have to pre enter for awards at this show

**CAUTION:
SAFETY
NOTICE**

Do not touch any vehicles, parts of vehicles may be hot - Beware of moving vehicles.
Children must be supervised at all times. First aid is available from St John's Ambulance see site map page.
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



Aussie Car Show 2018

Falcon GT – Australia's premier muscle car

In 1967 Ford Australia released the XR Falcon model plus what was to become the legionary GT, a home grown muscle car.

The GT was powered by a 225bhp 289 cu in Windsor V8 which was sourced from the Ford Mustang. Specifically built to handle local road conditions, the GT was designed to win the Bathurst race.

Ford Australia had set their sights on the annual 500 mile race at Mount Panorama. The race was an opportunity to showcase Ford's domestic design and build quality. Ford Australia's faith in the GT was rewarded with a first and second win in the 1967 Gallaher 500 at the Mount Panorama Circuit. The Falcon GT's Bathurst win was the beginning of Australian made muscle car dominance, never again would the Mini Coopers or Alfa Romeo GTV's be competitive.

The classic Falcon GT was manufactured at Ford's Broadmeadows factory that had opened in 1959 with Falcon production was started in 1960. Classic GT's were manufactured from 1967 to 1976 with production resuming in 1992 (a joint venture with Tickford). Tickfords are a UK automotive engineering and testing company founded in 1820's as a coachbuilder.

If you dream of owning a classic Falcon GT expect to spend around \$100,000, depending on condition, rarity and mileage. The non-gold XR GT's are the rarest and most expensive.

Falcon GT clubs in Victoria are:

Falcon GT Club of Australia

www.falcongtclubaustralia.com

Falcon GT Club of Geelong

www.falcongtclubgeelong.org

Falcon GT Club of Victoria

www.falcongtclubvictoria.com.au





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Aussie Car Show 2018

Chrysler Valiant Charger – the muscle car

Made in Australia by Chrysler Australia, the Chrysler Valiant Charger was released in 1971. Based on the Valiant VH sedan the charger was a short wheelbase (105 inch) two door coupe. The car proved to be very popular during the VH series with Charger production totally 80% of all Australian Valiant production.

Almost immediately upon release the VH Charger was successful winning the Australian Wheels magazine's Car of the Year Award in 1971. It captured the imagination of Australians in the same as the Ford Mustang did in the USA and the Ford Capri did in the UK. In New Zealand the Charger was assembled by Todd Motor Industries from imported knock-down kits.

During the seven years of production in Chrysler Australia's Tonsley Park (Adelaide) plant the Charger was essentially available in two different engines, the Hemi-6 engine and a V8 engine. The Hemi-6 cylinder engine was the most powerful 6 cylinder engine produced in Australia when fitted with triple weber carburettors.

The Chrysler factory race team raced the Charger during the 1971 and 1972 seasons with most effort centred on the annual Bathurst 500 mile event at Mount Panorama. Leo Geoghegan was employed to assist in the development of the car.

The charger won the first race in which it was entered the Toby Lee 100 at Oran Park and was third in the 1972 Hardie-Ferodo 500 at Bathurst. In New Zealand the Charger was unbeaten from 1971 to 1979 in the Benson & Hedges 500 mile race held at the Pukekohe Park Raceway.

A sad chapter in Chrysler Australia's history when in 1978 production of the Charger ceased.

For more information contact:

Charger Club of Victoria Inc.

www.thechargerclub.org.au

Chrysler Restorers Club of Australia (Victoria) Inc.

www.chryslerclubvic.org.au



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Aussie Car Show 2018

Holden Monaro – Wheels “Car of Year” 1968

Before the release of the Monaro, Holden's biggest success in production motor sport had been the overall win in the Ampol Trial 1958. Nothing could match the power of the Falcon GT and the GT's success at winning the 1967 Bathurst.

Holden need a new style of car, a sports coupe with a V8 engine to challenge the Falcon GT. Ford had been Holden to the punch with the V8 four door sporting sedan. When released in July 1968 the Monaro was the first real Australian two door sports coupe. Holden had sourced a Chevrolet 327 cu in 275bhp V8 from GM America to match the Ford V8.

The fierce rivalry between Ford and Holden off the track was ramped up with both marques having V8 muscle cars. Racing success was seen as the ultimate selling tool, not only affecting muscle car sales but the family sedan market.

Bathurst 1968 was promoted as the showdown between Ford and Holden. Eight Monaros were entered for the race with Holden hoping for a win. With brakes burning up at an alarming rate the Monaro's finished the race with a resounding 1-2-3 win.

After eleven years Holden ceased production of the Monaro early 1979. The legend of the “King of the Mountain” Monaro's lives on.

Two clubs in Victoria cater for Monaros
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www.monaroclubvic.asn.au
Monaro Owners Group Inc.
www.monaroownersgroup.net.au





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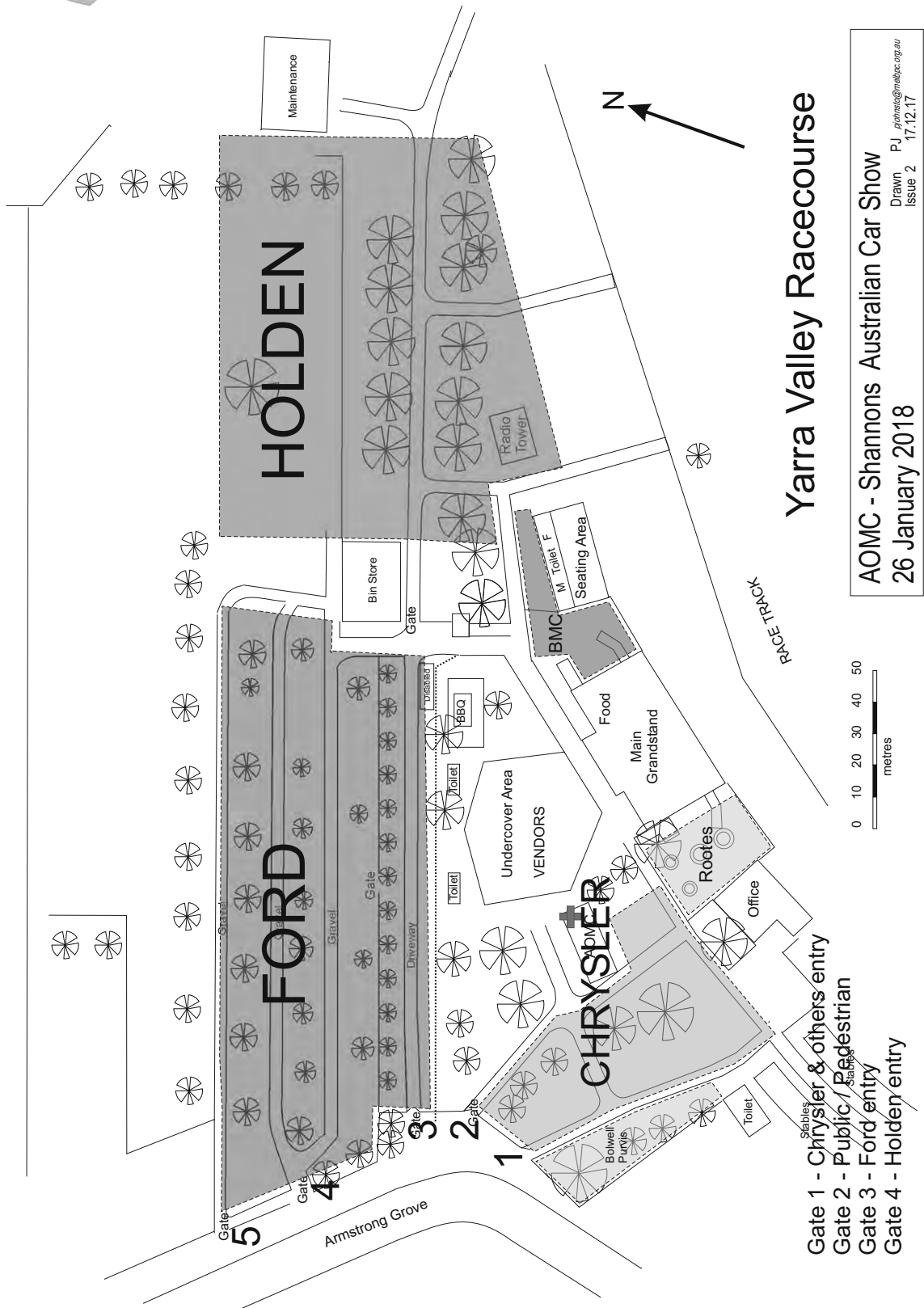
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Event Map



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— John Bowe, V8 Supercar Legend
& Rare Spares Ambassador

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Aussie Car Show 2018

The Leyland P76 – Anything but Average

The Leyland P76 is the only large family car designed and built in Australia. Just over 18,000 were built at the Leyland Zetland plant in NSW during 1973 to 1974. A further 650 were assembled in New Zealand from Completely Knocked Down kits.

The P76 was manufactured with both an alloy V8 engine (4.4 litre based on the Buick / Rover 3.5 litre engine) and an in line 6 cylinder iron engine (2.6 litre based on the Leyland engine fitted to the Kimberley).

The car was made in three different models; the base line Deluxe, the Super and the top of the line Executive. The only difference between these models was the trim levels. Each model was available with either engine; with a 4 speed manual floor shift, 3 speed manual column shift or a 3 speed automatic gearbox (Borg Warner 35) with either column or floor mounted T bar shift.

The car achieved success in the 1974 World Cup Rally- winning the Targa Florio trophy. Leyland Australia celebrated this victory by releasing a limited edition V8 Targa Florio model.

The P76 is still being rallied successfully today, with class wins in the Peking to Paris Rally in 2013, and an equal second place in the Trans-America Challenge 2012, a one month endurance event crossing the USA.

The P76 won the Wheels Car of the Year Award in 1974. Despite its treatment by Government and due to many factors outside the control of Leyland Australia, the P76 was an outstanding car for the day.

Was the P76 a bad car? No it was not. Flawed perhaps. Technically it was regarded by many critics as superior

to its competitors – Holden HQ Kingswood; XA Falcon; and VJ Valiant – and had a higher local content than any of them.

The P76 Owners Club of Victoria and Tasmania Inc was formed on the 3rd April 1983 at Jells Park in the eastern suburbs of Melbourne. Today the Club numbers over 60 members who own upwards of 100 P76's of various models. The Club is open to anyone who is interested in P76 and other Leyland vehicles.

Club website:
www.p76.com.au





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Tarrant Car – the 1st Australian

Harley Tarrant, from his mid-30s, had been interested in the development of motor vehicles from his reading about them in overseas magazines. He could see the potential of cars in a country of immense distances and harsh terrain.

In August 1897 he patented a kerosene fuelled single cylinder engine that proved to be a very successful stationary farm engine.

In 1901, with business booming, Tarrant Motor & Engineering Co., from premises in 104 Russell Street, Melbourne, using an imported German Benz engine, built one of the first Australian petrol powered cars that worked successfully.

In 1903 Harley Tarrant and his partner W. Lewis released their next car, with a 90% local content including the 2 cylinder petrol engine. The car became the prototype for at least 8 others.

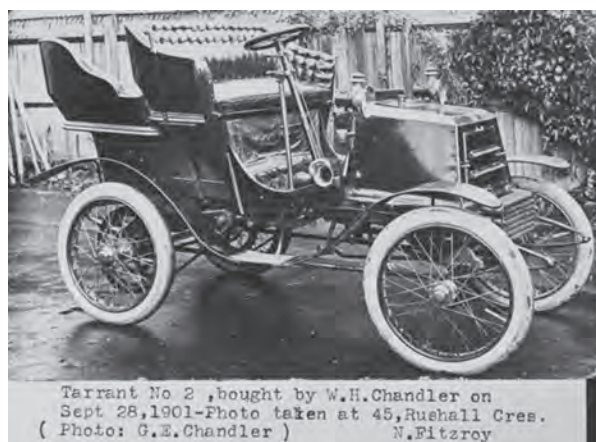
Two years later, in 1905 Tarrant Motor & Engineering Co. produced a larger tourer version, built for endurance not speed. The Tarrant cars of this period were fitted with Tarrant's own 4 cylinder 3.5 litre engine producing 14-16hp.

Victory in two Dunlop reliability trials of 1905 and 1906 helped boost confidence in the Tarrant cars. By 1907 the company had produced 20 cars but they could not compete with imported cars and so decided to cease production their own car and they acquired the Victorian franchise for Ford vehicles.

The only known surviving Tarrant car was restored by Harley Tarrant's daughter Mrs Doreen Holmes grandsons Kenneth and Peter.

The Holmes family only employed elderly tradespeople who had the skills and knowledge to restore the car to its original condition.

In 2002 the RACV acquired this important piece of Australian motoring history.





Aussie Car Show 2018

24/80 – The Australian Wolseley

For many years British manufacturers had eyed the huge potential of the Australian vehicle market, but were not fully able to comprehend our driving conditions that were so different to those in the UK. With this in mind the Australian engineers at the (then) recently completed British Motor Corporation (BMC) plant in Zetland, NSW, set to work to re-engineer their existing mid-sized sedan and station wagon designs to better suit the demands of the Australian motorist.

The four-cylinder BMC engines lacked the power and flexibility offered to six-cylinder Holden and Falcon buyers of the era, duly affecting their sales. The engineers modified the engine transfer machine at Zetland to accept both the four and six cylinder locally cast cylinder blocks and heads for both the Morris Major Elite and the new proposed six engine cylinder respectively. Based on an extended 1800cc 'B' Series four-cylinder configuration, but with an extra cylinder at each end, and now named the "Blue Streak Six", the new engine (2400cc) utilised many of the well proven existing four-cylinder engine components, but incorporated larger diameter main bearings, higher capacity oil and water pumps, plus many other minor improvements.

In 1962 BMC released the Austin Freeway fitted with a 60bhp blue streak engine as the base model plus the more luxurious Wolseley 24/80 with the blue streak engines output increased to 80bhp. Both the Austin and Wolseley are mechanically identical and use the same body pressings; trim and upholstery would differentiate the two brands.

As well as the new engine, the Australianised versions featured the Holden-Falcon style 3 speed manual column shift gearboxes. Both Austin and Wolseley versions received a mid-model option of the proven Borg-Warner 35 automatic transmission.

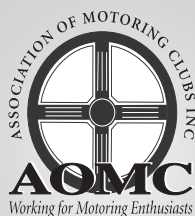
In August 1964 a MK II version featuring all new paint colours, cut down rear tail fins and new rear lamps was announced. Longer rear springs were fitted, slightly lengthening the car's wheelbase and improving the ride quality. A new cylinder head with an improved combustion chamber design and larger exhaust valves provided a small

power increase, and a V44 brake power booster was fitted. However, new seating was the MK II's hallmark, with superbly comfortable vertically pleated seats upholstered in the latest Nylex Doe hide vinyl material.

Production ended in 1965 with a total of 11,197 Australian six-cylinder Wolseleys having rolled down the Zetland production line. Austin Freeway sedans and station wagons made up the balance of a total production of 26,832 vehicles.

The Wolseley Car Club caters for all model Wolseleys and can be contacted through their excellent website www.wolseleycarclub.com





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)

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