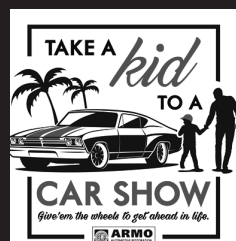


RACV AUSSIE CLASSIC CAR SHOW

Saturday 2nd November 2019

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Aussie Car Show 2019

President's Welcome

Aussie Aussie Aussie

Welcome to the Association of Motoring Clubs Aussie Car Show – proudly sponsored by the RACV

Australia, a sunburnt country, the largest island, a wide brown land. There have been many such phrases to describe our home and given this size of this great nation, the importance of the motor vehicle is apparent. Whether exploring the outback or cruising the coast, wheels are a large part of our history and culture

The Australian vehicle manufacturing industry and the vast support component and support services that complement 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 so many household names, the Commodore, Falcon, Magna and Corolla were so much a part of my growing up years. We should also remember vehicles 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 factor of a ute or panel van. 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 our committee and volunteers, the participating clubs and display cars, our judges and of course the public. We also gratefully acknowledge the support of event sponsor the RACV and all of our traders and supporters 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 sectreary@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
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 station will be available 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

RACV Aussie Car Show 2019

The Summit

The Summit built in Sydney from imported components between 1923 and 1925, it was one of Australia's lost causes of motoring.

Today the word Summit is synonymous with peace talks between warring nations, but in 1923 Kelly Motors Ltd of Alexandra Sydney built Summit Cars. Claiming that their car would function satisfactorily under Australia's climatic and harsh road conditions. In 1921 Mr. RWT Kelly visited the best component factories throughout America and arranged with them to supply parts in accordance with his design being those that he considered ideal for Australian conditions.

Amongst these components was the Acme Spring system. As one heard many complaints about the quality of the ride and springing of imported vehicles it was hoped that this system would be suitable for the poor standard of roads particularly found in the country. The system consisted of a cantilever leaf spring at the front and rear of the car, with the inner ends of the two cantilevers shackled to a third and centrally placed cantilever spring, the middle of which is rigidly attached to the chassis!

Rising and falling of the axles at the end of the cantilever springs is counterbalanced by the resisting action of the central spring!! The front axle is held in alignment by A frame radius rods and the rear axle is fitted with centrally located torsion/traction rods.

Wind deflectors, tool rack in the front door, windscreen wiper, nickel plated throughout. The maple dash also boasted a speedo, oil gauge, amp meter light, ignition switch and choke control. Also available was a wireless set with matching headphones, also made in Sydney. Whilst the Summit was very well equipped it must have been very heavy with its unique suspension system, it had two-wheel brakes. But it would be the pricing that saw its popularity wane. It was priced at 460 pounds, when the Model T cost 205 pounds and the Chevrolet 275 pounds.\

By the time the components arrived in Australia for assembly newer designs were on the market, so production of the Summit ceased in 1925. Production is believed to have been around 500.

You could purchase one in Victoria from Victorian Summit Motors at 197 La Trobe Street, Melbourne





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RACV Aussie Car Show 2019

Chrysler Restorers' Club

50 years ago Chrysler Australia released a fast 4-door named the Valiant Pacer.

A low-cost, high-power version of the bread-and-butter Valiant sedan, the Pacer featured a high-performance six-cylinder engine and three-speed manual gearbox with floor shifter. Despite a lack of exterior chrome, the VF Pacer stood out with its red and black grille, simulated-mag wheel hub caps, special body striping, 'Pacer 225' decals, and choice of "Wild Blue", "Wild Red", or "Wild Yellow" exterior colours. The sparsely trimmed interior featured high back bucket seats, and distinctive black on white instrument dials with a dash-top-mounted tachometer. Although lacking the V8 of its rivals, the Pacer could reach almost 180 km/h (112 mph) and, at \$2798, was \$400 cheaper than the base GTS Monaro. The Pacer was powered by a special version of the trusty 225 Slant-6. With two-barrel carburettor, high-flow exhaust system, and 9.3:1 compression ratio, it produced 175 bhp (130 kW). Standard brakes were finned, servo-assisted drum brakes all round, although most buyers opted for the optional front discs. Underneath was Valiant's basic torsion bar suspension, lowered to improve handling and with a front anti-sway bar fitted. A 'Sure-Grip' limited-slip differential with either 3.23:1 or 2.92:1 ratios was optional.

This year the Chrysler Restorers' Club of Australia Victoria Inc is celebrating 50 years since the release of that iconic model. The Club encourages the restoration, preservation and the use of Chrysler built products of genuine American origin, maintains



records of members and their vehicles, and provides technical data and literature. And an annual Chrysler display day is held at Caribbean Gardens, which this year is on Sunday 20th October 2019

Our monthly meetings are held on the third Friday of each month at the VDC Clubrooms , 8/41-49 Norcal Rd, Nunawading, Vic 3131 and meetings start at 8 o'clock, and social club runs are held each month to places of interest around Melbourne or within a day's easy driving of Melbourne. These are usually family orientated runs. An Annual Tour is held on the long weekend in March. These tours are too far for a day's drive and are varied each year to all places around Victoria. They provide an opportunity for members to expand their friendships and to meet some of our many country members

www.chryslerclubvic.org.au





Aussie Car Show 2019

60-80 Holden Enthusiasts' Club Inc.

Neil from the 60-80 Holden Enthusiasts' Club purchased an FX ute in 2010 and then set about fixing all the problems, half the ute was FJ and the other half FX. Windscreens were cut from a Big Mack truck as new ones were hard to find.

He eventually removed the front guards which were welded on instead of screwed and did a total respray inside and out. It was rewired, rust was removed.

A lot of mods had been done many years ago when the ute was in a large number of car shows. The mods had apparently been done in Bendigo in the 70s along with two other cars an FJ sedan and a panel van all by the same panel beater.

The ute was registered in Sept.2013 for the 60th Anniversary of the FJ which was held at Williamstown Docks. It had a disc brake front end m21 gearbox and a 186 motor, XU1 specs interior and was trimmed in red Italian leather.

The 60-80 Holden Enthusiasts' Club Inc is a family friendly Club which aims to promote awareness and appreciation of Holden vehicles manufactured between 1st January 1948 and 31st December 1984. The club aims to encourage family participation, promote friendship and to assist fellow Clubs and organisations by attending their functions, supporting the local communities and charities.

If you are interested in becoming a member, you are welcome to attend one of the club meetings which are held at Club Kilsyth on the first Monday of the month.

The club can be contact via their website
www.holdencarclubs.com



RACV Aussie Car Show 2019

The unique Leyland P76's models

Spoken of, but not often seen, is the spectacular Leyland Force 7 coupe, which is uniquely Australian designed and made.

A causality of the demise of Leyland Australia, development started in the early 70's with Leyland announcing the release of the coupe in 1974. A total of 56 or more Force 7 coupes were produced with the majority being crushed at the factory. Of the 10 remaining coupes eight were auctioned off in 1975 to the public. All these coupes still exist and are highly prized. Another coupe was sent to British Leyland in the UK and is displayed at the British Motor Museum at Gaydon, Warwickshire. Another coupe, together with P76 production line components, was donated to Australia's National Motor Museum at Birdwood, Adelaide Hills.

The ten coupes were fitted with the Leyland 4.4 litre V8. A planned base model six-cylinder and a performance Tour de Force model never reached production. At the time of launching the P76 sedan, Leyland Australia announced the intention of introducing a station wagon later in 1973. At least three prototype station wagons were built. One was broken up by Leyland Australia for examination of the body strength. A second station wagon was crash tested by Ford Australia. The only surviving example was used as a factory hack until being auctioned off as part of a pair of vehicles which included the last car made. The station wagon and the last Leyland car produced are in private collections.

The Leyland P76 Owners club of Victoria & Tasmania will be holding their Club Concours at the RACV Aussie Classic Car Show on August 25th 2019. For more information on the club and the P76 vehicle visit the club website www.p76.com.au



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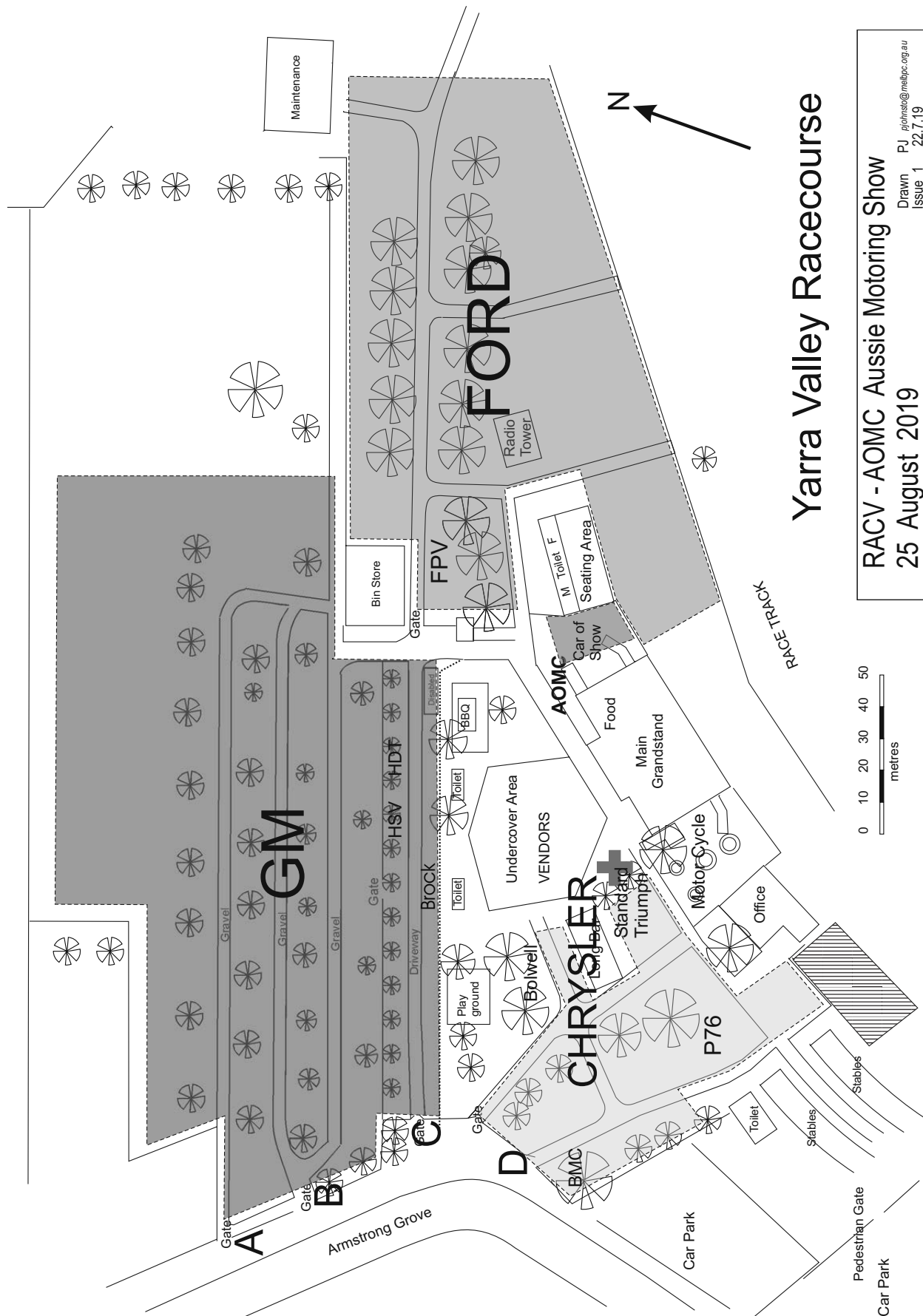
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[^]Applies to total loss vehicles over 35 years of age.

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Event Map



RACV - AOMC Aussie Motoring Show
25 August 2019
 Drawn PJ joirns@malbpc.org.au
 Issue 1 22.7.19

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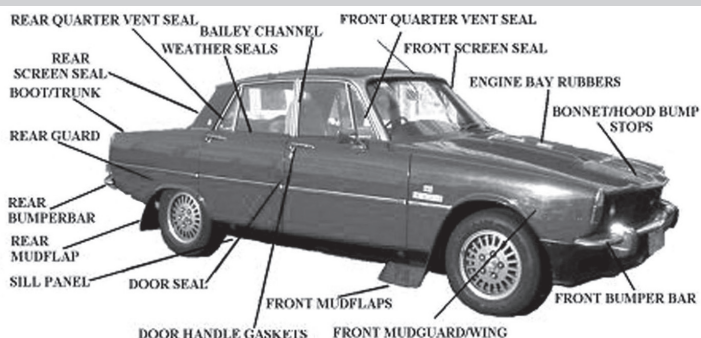


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RACV Aussie Car Show 2019

50 years of the Holden HT & Holden V8 engine

Produced from May 1969 to June 1970 the HT replaced the HK range which had been launched in January 1968. The changes the HT introduced were more than superficial with far more than a hand full of improvements. The most obvious was the change from an imported 307ci V8 to the Holden designed and produced 308ci V8 and the addition of the 253ci V8.

In January 1965 Holden's engineering division initiated a forward engine program review as both Ford and Chrysler had in 1964 released V8 variant of the Falcon and Valiant models in the US and it was most likely that both manufacturers would follow suit in Australia. Holden concluded that they had to be competitive and have a new V8 for mid-1969.

Holden predicted that by 1970 35% of Holden's would be V8's rising to 50% by 1975. Two Holden engineers Fred James and Ed Silins were given the task to design the V8. Fred James a one-time racer from WA who served time at Vauxhall before joining Holden headed the team. Ed Silins was born in Latvia and after graduating from university he served time as a Luftwaffe pilot. In 1949 he immigrated to Australia as a displaced person and joined Holden as draftsman in 1951 and later promoted to engine project engineer.

The first public appearance of the 253 V8 was in the Holden Hurricane concept car, one the most advanced vehicles for its time. Restored over five years the fully restored the Hurricane was exhibited at Motorclassica, Melbourne in October 2011.

In 1969 the first Holden V8's emerged from Fishermens Bend plant, powering the new HT. Over the next thirty years more than 541,000 V8 engine were made until replaced by the LS1 in July 1999



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RACV Aussie Car Show 2019

Victorian Torana Club

The Victorian Torana Club has been a non-profit enthusiasts' car club for over 20 years, previously known as the Torana Street Machine Club of Victoria.

The club's basic goal is to be a strong enthusiast organization that encompasses all models of the great Holden Torana. Currently the club has approximately 60 members and membership continue to grow.

The Victorian Torana Club is for anyone who has an interest in Toranas of any kind. Club members' cars include daily drivers, show cars, drag cars, original and modified. The club also caters for people who just have an interest in Toranas but don't own one.

The Victorian Torana Club is a VicRoads authorised car club to operate the CH/Club Permit scheme for vehicles that meet all the Club Permit requirements.

The club offers involvement in car shows such as the Annual Maroondah Dam Run, Toranafest in Newcastle, Picnic at Hanging Rock Car Show, Geelong All Holden Day, Dandenong Holden Day, Geelong Revival, Sandown Historics, Phillip Island Historics, Noojee Pub Run, Tech Days, Show'n Shines and other static car shows, the buying & selling of Torana parts and a quarterly newsletter.

The club also has a diverse range of merchandise such as shirts, caps, hats and jackets.

Visitors are welcome at our monthly club meetings. Please feel free to attend a meeting or any of our events.



RACV Aussie Car Show 2019

FPV & XR Owners Club of Victoria

The history of the FPV & XR Owners Club of Victoria goes back to 1996, when a group of 5 friends/enthusiasts got together to form the XR8 & XR6 Owners club of Victoria. From there word soon got around and membership started to grow at a rapid rate. The club was established for the primary purpose of promoting the ownership, preservation and operation of high performance Fords produced by the manufacturer, specifically for the owners of XR6 & XR8 Fords. Then in line with Ford changing the branding of these performance vehicles, in 2002 the club changed its name to FPV & XR Owners Club of Victoria so that it covered all the generations of the XR, and its derivatives, that have since been produced. The passion of the members has certainly not changed from the beginnings of the club as can be seen by the variety of vehicles owned and kept by the members.

The FPV & XR Owners Club of Victoria consists of members who share a common interest in Ford, Tickford and FPV vehicles, from the humble EB XR series, AU T Series, through later model cars produced by FPV such as GTP, F6 and Super Pursuit, and finally the Ford built FGXR's.

It offers many different types of activities to attend, including the annual Concourse, which is held toward the end of each year, where you can present your vehicle, and even win prizes in various categories. More than anything, there is a great social spirit in the club, with plenty of other events such as social drives, social nights, technical and trivia nights amongst other offerings.

The club is very active in both competition and social events with members competing at sprint days at various race tracks around Victoria. They are also affiliated the Confederation of Australian Motor Sport (CAMS), therefore members are eligible to obtain a CAMS licence for competition motor sport events.

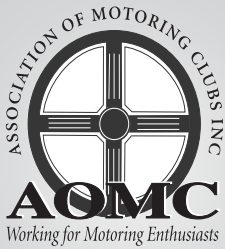
It is, also, an approved VicRoads vehicle club, offering club vehicle registration to eligible club members.

The FPV & XR Owners Club of Victoria holds its general meetings on the first Tuesday of the month (except for

November – held on the 2nd Tuesday and no meeting in January) at the Tower hotel, 686 Burwood Road, Hawthorn. The general meetings are chaired by the committee and often include guest speakers. The general meetings are a great way to meet other club members on a regular basis to find out information and 'tell' a few stories to others. Meals are available at the Venue from around 6.00pm and prices are very reasonable for drinks and meals.

For further information, visit their website at www.fpvxrclub.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)

Phone: 03 9558 4829

Address: 21 Rosalie Street, SPRINGVALE, VIC 3171

Email: secretary@aomc.asn.au

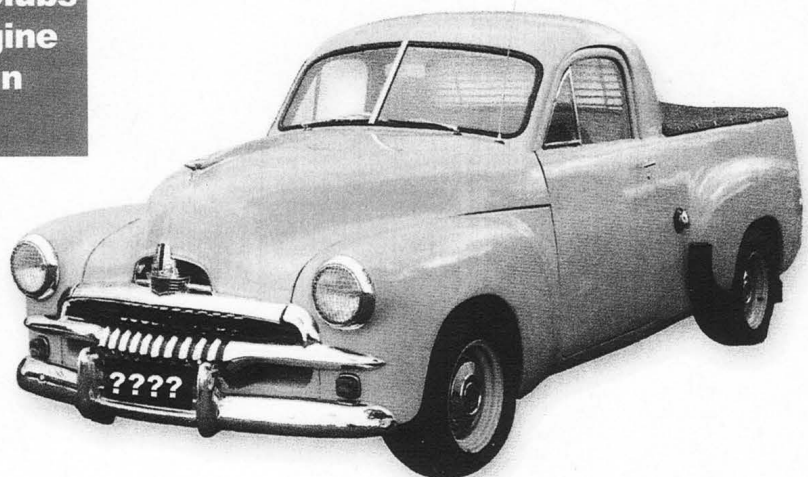
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