



Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS



Classic Showcase

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

Sunday 25th February 2018



AC
Allard
Alvis
Armstrong Siddeley
Aston Martin
Austin
Austin Healey
Austin Healey Sprite
Austin 7
Audi
Bentley
Bristol
Cortina
Daimler
Ford
Humber
Invicta
Jaguar
Jensen
Jowett
Land Rover
Lanchester
Lamborghini
Lotus
MG
Mini
Morris
Morris Minor
Riley
Rolls Royce
Rover
Singer
Standard
Standard Vanguard
Sunbeam Talbot
Talbot
Triumph
Vauxhall
Wolseley
Zephyr, Zodiac



**Featuring the annual
MG Club Concours**

**Celebrating Seventy years of the Land Rover
Seventy years of the Morris Minor
Seventy years the Jaguar XK 120
Sixty years of the Austin Healey Sprite
Fifty years of the Renault 16**

**Display cars \$15.00 all occupants included
Spectators \$8.00 RACV card holders \$6
Children free**

Gates open:
Display cars at 9.00am
Spectators 10.00am
Club displays encouraged.

**For more info contact 03 9890 0524
www.aomc.asn.au/classicshowcase2018
fb.com/infoaomc**

Alfa Romeo
Auto Union
BMW
Borgward
Citroën
Delage
Delahaye
Excelsior
Ferrari
Fiat
Karmann Ghia
Goggomobil
Porsche
Lancia
Maserati
Mercedes Benz
Opel
Peugeot
Renault
SAAB
Skoda
Tatra
Volvo
Unic
Volkswagen

•
**Childrens'
entertainment**

•
Music

•
Trophies

•
Vendors

GET THE ROADSIDE COVER THAT COVERS THE MOST



RACV

**TOTAL
CARE**

PREMIUM ROADSIDE COVER

To find out more visit racv.com.au, an RACV shop or call 13 RACV

RACV Classic Showcase 2018

President's Welcome

Welcome to the Association of Motoring Club's RACV Classic Showcase

On behalf of the Executive Committee and member clubs we welcome you to our 2018 show. On display today you will see the best from the United Kingdom and Europe, from current models to those from early last century. Combined with the Concours displays from the MG Club of Victoria, today's show has something for everyone. You will find original cars and bikes, daily drivers and concours examples displayed.

Most people will identify with memories of vehicles from their past or aspiration of future ownership. It is a great opportunity to talk to owners and clubs and share the pleasure of classic car ownership. This show is the reason I am a car enthusiast. – As a kid, going with mum and dad to the "British and European Car Show" (as it was then called), held almost the same joy as attending the AFL Grand final. The thing that stood out to me was the spirit of camaraderie that existed through this body of enthusiasts. No one really cared what your vocation was or who you were. No one cared what your car was worth. The fact that you were there meant that you were on of the team and valued for the passion you showed for our motoring heritage.

The AOMC was established in 1976 and is one of the peak bodies representing motoring enthusiasts and hobby motorists in Victoria. Representing more than 220 vehicle clubs, our members come from all corners of the state and have interests as diverse as the vehicles that are their passion.

Its primary purpose on establishment was to expand the Club permit schemes from pre 1930 built vehicles to recognise the relevance and importance of post 1930 classic vehicles generally. In 1984 the Association achieved the introduction of the rolling 25 year accessibility for the Club permit scheme. Since that time the Association has taken partnered closely with Vic Roads as the Club permit scheme and recently the logbook has evolved.

Member clubs are represented by their appointed delegates and the Association conducts quarterly delegates meetings, seminars on restoration technique and information sessions on the club permit scheme as well as many issues around club management etc. These sessions are very popular and enjoyed by the membership. The Association, also operates an informative website, provides a quarterly newsletter and regularly communicates updates for all member clubs via email.

Run largely by volunteers The AOMC is recognised by federal, state and local governments as the largest state level representative body of hobby motorists in Australia and has close relationships with other state motoring bodies, RACV and major industry players. The AOMC is known for two premium shows each year, today's RACV Classic Showcase for British and European vehicles and the Shannon's American Motoring Show.

The Shannon's American Motoring Show will be held on Sunday 15th April also at Yarra Glen Racecourse. We hope you will come along and see the best that the USA has to offer.

We hope that you enjoy your day at the show. Most likely your club is a member of the Association however if not, we welcome applications from new clubs. You can contact us on 9558 4829 or e-mail to: secretary@aomc.asn.au or check out our website www.aomc.asn.au

As always we welcome your constructive feedback on how to continue to improve our shows and offerings.

We would like to thank you for your attendance today and acknowledge our traders, sponsors and volunteers. We especially thank the RACV for their ongoing support.

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
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 (presented by Meguiars)

The Robert Shannon Memorial Award – for a young enthusiast

(All awards presented by the Association of Motoring Clubs)

Best Club Display (presented by RACV)

Presidents (AOMC) Award

RACV Car of the Show (presented by RACV)

**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

The mini Experience

The world's best Mini magazine is back - better than ever and at a fraction of the cost of the printed version.

The Mini Experience magazine: updated, improved and reloaded to digital format.



Some paper back issues are still available from: www.bmcexperience.com.au or phone 03 5250 4842



Digital magazine and subscriptions from: <http://pocketmags.com>

 **pocketmags.com**

Diecast Model Cars

Model Marque - New and recent releases at recommended retail prices (forward orders taken)
Model Cars of the World - 50% off all stock in shop

Model Marque & Model Cars of the World

Ph: 03 9887 9929 Mob. 0408 365 675

39 Benwerrin Drive

Burwood East Vic 3151

Shop Hours:

Thurs & Fri 11am to 4pm

Sat 9am to 12 noon



logo design
business cards
brochures / flyers
advertisements
newsletters / magazines
packaging
vehicle decal design
social media banners
ebooks

caliba
recharge your brand

Creative design solutions for small business

Liz Thompson
graphic designer

facebook.com/calibadesign
www.caliba.com.au

This years

Souvenir Badge

Available from the AOMC tent for

\$18.00

Limited numbers produced



Previous years badges also available at bargain prices

RACV Classic Showcase 2018

Riley Motor Club of Victoria

2018 Marks the 60th anniversary of the Riley Motor Club of Victoria. However, there is evidence to suggest that a Riley Motor Club of Australia was alive and well in Melbourne in 1937.

The Riley Motor Club was originally founded in England in 1925 and is one of the oldest one-make car clubs in the world.

In 1958 two Riley owners Harry Salter and Jack Hennessey, then strangers, met and agreed that a club should be formed in Victoria to cater for the interests of Riley owners and enthusiasts. It was significant that at the first meeting of the Club nine people attended. The significance being the name of the famous Riley Nine model. One of those persons forming the new club was Mr Dick O'Dwyer who remains a member to this day. Such is the enthusiasm of many Riley owners.

The Riley Motor Club of Victoria is very active having over 250 members recorded and owning over 500 Riley models. There are still many more Rileys out there waiting to be recorded.

Riley's first car was built between 1896 and 1898 by the brilliant Percy Riley, then just a teenager. The car didn't go into production and was sold in Bettast. The Riley family business produced many sporting models and had a successful international racing career developing the famous White Riley, the forerunner of the successful E.R.A. racing cars.



The Riley Motor Company was taken over by Morris Motors in 1938 and the last Riley was produced in 1969 as a badged engineered Morris. BMW took over the ailing Rover Group and still own the Riley name. This is ironic as there were merger discussions between Riley and BMW before the outbreak of the Second World war.



RACV Classic Showcase 2018

JAGUAR XK120 – SPEED AND STYLE

The Jaguar XK120 roadster was unveiled to public applause at the 1948 Earls Court Motor Show. It was a show stopper with beautiful flowing lines, a strong chassis and an all new twin overhead camshaft engine. At first the XK120 had a hand-built aluminium body on an ash frame as William Lyons did not envisage making many of these roadsters. Growing public demand for this affordable and fast roadster justified the tooling up for a metal pressed body with production commencing in 1950.

Designed by four Jaguar engineers during the war-time fire watching, the twin overhead camshaft 6-cylinder 3442cc engine was the first production engine of its type and had only been seen before in racing cars. The XK engine's 160bhp power was enough to propel the car to 120mph in road trim, with mildly modified versions topping 132mph. The engine was continually upgraded and modified continuing in production for over thirty years.

Over three-quarters of the XK120's made were LHD and designed for the USA where the car was attracting a strong following for personal use and for competition. Eventually it was produced in three different body shapes: open-top roadster (the original), fixed head coupe (1951) and the convertible coupe in 1953. Over its six years of production from 1948 to 1954 the number built was 12,055.

Being a high performer the XK120 was a natural racer, enjoying many track successes and setting numerous

speed records. From their first track appearance, at Silverstone Production Car Race in June 1949 with an XK120 winning the race, the Jaguars proved to be a winner on both sides of the Atlantic and at Le Mans. A quick look at CarSales website shows that it lists a project car at \$64,995 and top condition cars starting at \$185,000.

Check out the Jaguar Car Club of Victoria on www.jagvic.org.au



RENAULT 16 50TH YEAR IN AUSTRALIA

....“There is no doubt the Renault 16 is the most intelligently engineered automobile I’ve ever encountered, and I think that every British motorcar manufacturer would do well to purchase one just to see how it is put together”.....STIRLING MOSS 1970.

The RENAULT 16 was voted the best new car in 1965 after its release in January that year, with its fresh design being produced from the new Sandouville engine and assembly factories. Promoted as Renault’s first big car since the Fregate, it really was a luxury tourer, with comfort, safety and a flexible roomy interior to enhance driving pleasure. It was packed with innovation for 1965.

The layout wasn’t new, the earlier R4 took the tried power plant and transaxle set up from the rear engined Dauphine, and squeezed it in front of the dashboard so the motor was behind the transmission, an effective mid engined front drive design, producing a favourable front/rear weight balance. This predicted a column shift, which seems so 1950’s, but an efficient linkage produced a very sporty shift.

Citroen started this trend with the Traction in 1934, then the DS in 1955. A lower bonnet profile was one advantage when most other makes had fronts like barges.

Although within the dimensions of most European 1.5l cars, the R16 was big and versatile inside. The rear seats could be positioned seven different ways, or removed altogether. Flat floors, thanks to torsion bar suspension, hatch back door and high roof line, gave an air of roominess. The lack of quarter vents along the three window body style also added to its modern lines, which were dramatically different

Other advanced features included sealed cooling system with an electric thermostatic fan, alternator instead of a generator, a large air turnover heater and split/removable rear shelf, sealing the boot when the hatch was lowered.

The RENAULT 16 excelled on the road with its big car feel, you could achieve great distances without tiring. 1968 saw the release of the R16TS, (Tourisme

Speciale), upgrading the excellent base 16TL with a 1565cc engine and that wonderful alloy cross flow head, bigger power assisted disc brakes, sporty round dials including a tachometer, upgraded interior, soft grip steering wheel, driving lights. This transformed a great design into the First Hot Hatch, and still returned 8litres/100km. And it did the Ton, top speed 106mph.



Peugeot celebrates two important anniversaries

Peugeot is one of the oldest motor car manufacturers, having made the world's first petrol-powered vehicle in 1890. The company has a proud history in motor sport, including Grand Prix victories in the early part of the 20th century, record times at Pike's Peak and many rally victories, including Paris-Dakar and World Rally Championship titles (think 205 and 307).

Peugeots were available in Australia from the 1920s, when the notorious Squizzy Taylor's preferred getaway car is said to have been a three-litre Type 174S. But the brand gained national acclaim in 1953 when Ken Tubman and John Marshall won the first Redex Round Australia Trial, astounding the so-called experts.

The rear-wheel-drive 203 was Peugeot's first post-World War II design and was introduced in 1948. It combined strong construction with light weight and a peppery 1290cc engine with hemispherical combustion chambers. Like most French cars of that era the 203's long suspension travel also offered a comfortable ride, making it popular for touring.

The Redex victory boosted sales of the 203 and in 1953 assembly of the 203 began in Melbourne and Sydney.

From then on the 203 was the preferred option for club rally enthusiasts.

Racing drivers such as Bob Holden and Bill Cooke found ways to make the little 203 engine sing and soon 203s were appearing at race tracks all over Australia. In fact, Bob once drove across the Nullarbor in his race car to compete on tracks in Western Australia, then turned around and drove home again.

The car's success prompted the formation in 1954 of the Peugeot Car Club of Victoria, which is the oldest Peugeot club in the world: www.pccv.org, 0427 203 206. There are now more than 75 203s in the PCCV.

The 203 was joined by the 403 in 1955 but in France production continued until 1960. In all, 700,000 203s were built in a range that included sedans, coupes, two-door and four-door convertibles, family and commercial wagons, panel vans and utes (including the Styleside, available only in Australia).

The 203 was followed by the 403 and then the 404, which both had loyal followings in Australia and Africa, upholding the marque's reputation for being reliable and unbreakable.



RACV Classic Showcase 2018

In 1968 Peugeot introduced the 504, which rewrote the book on sports sedans. With an 1800cc engine available in carburettor and injection forms, four-wheel discs, MacPherson front struts, independent rear suspension and fantastic handling the 504 was recognised as one of the best point-to-point cars in the world and it was named Car of the Year in 1969.

Australian production began in Melbourne in 1970 and the 504 sold like hot cakes. In time a two-litre engine was offered, and then a 2.3-litre diesel. To increase local content, the trapezoidal headlights were replaced with conventional round units and the remarkable French front seats also had to go.

The sedan's body panels remained virtually unchanged from beginning to end and the 504 is still regarded as one of the world's best cars.

Like its predecessors, the 504 proved ideal for rallying and was soon winning events all over the world, including World Rally Championship rounds such as the Safari Rally (three times), the Rallye du Maroc (twice) and the Bandama Rally. Australian drivers such as Bob Watson competed in many round-Australia and state rally

championships and the car became a staple of the club rally scene.

The 504 was available in sedan, wagon (five-seat and seven-seat), ute, cabriolet and coupe versions, some powered by diesel and some by V6 petrol engines. The French Dangel company offered four-wheel drive versions for the ute and wagon.

Australian Peugeot enthusiasts loved the 504 and it became the vehicle by which other cars were judged. "Is it as good as a 504," people would ask. And the answer was usually "No".

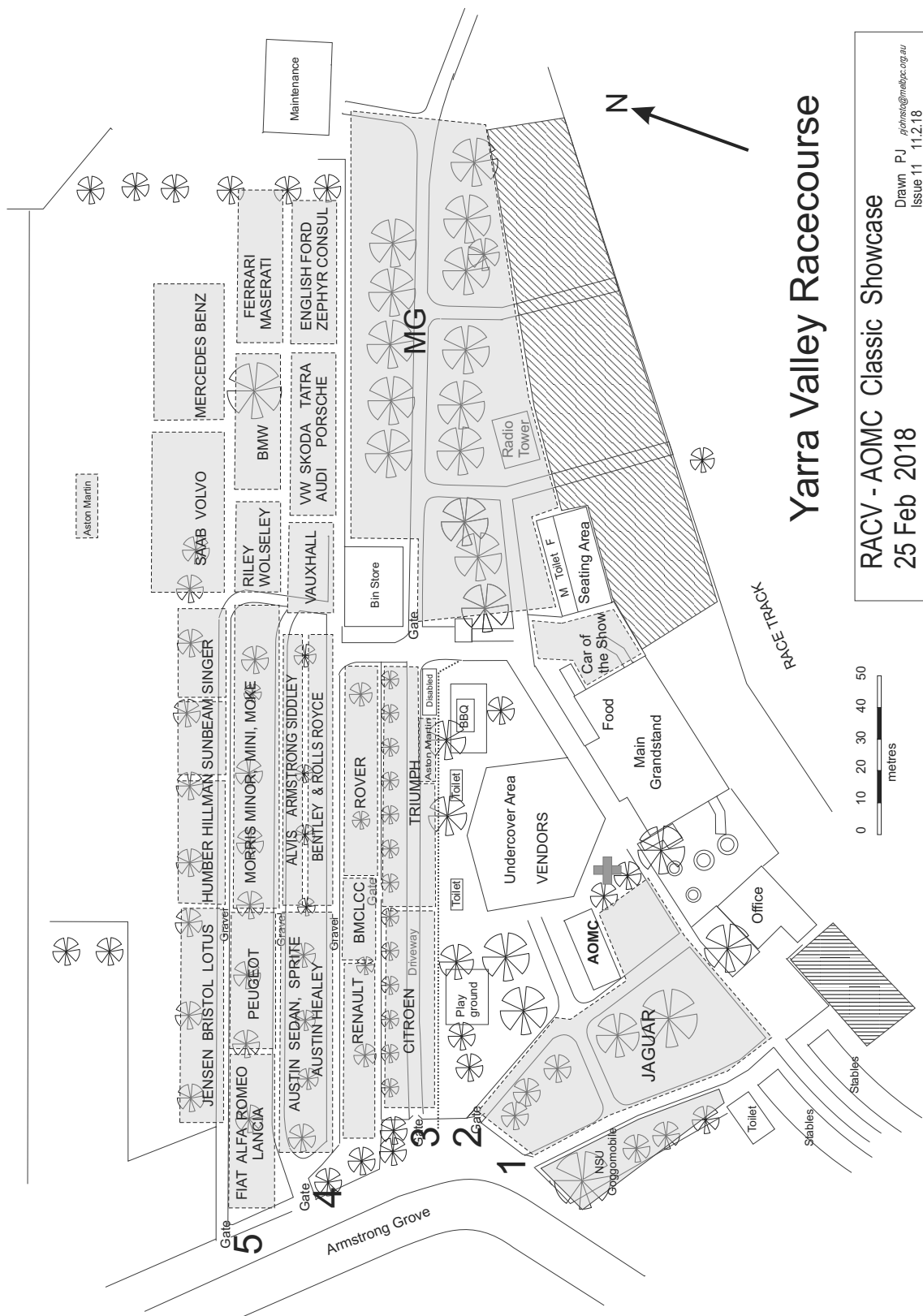
The 504 was manufactured or assembled in more than 20 countries and total production was almost four million vehicles. In Australia production stopped in 1982, when the newer 505 had been on sale for two years, but elsewhere 504s were still being built as late as 2007. There are now more than 100 504s in the Peugeot Car Club of Victoria.

Happy anniversaries to the 203 and 504, cars that captured the hearts of Australian motorists.



RACV Classic Showcase 2018

Event Map





Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS



AMERICAN MOTORING SHOW

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

Childrens entertainment,
Music, Trophies,
Club displays &
Automobilia Vendors.



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

Entry from Armstrong Avenue
Free parking for spectators!



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

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



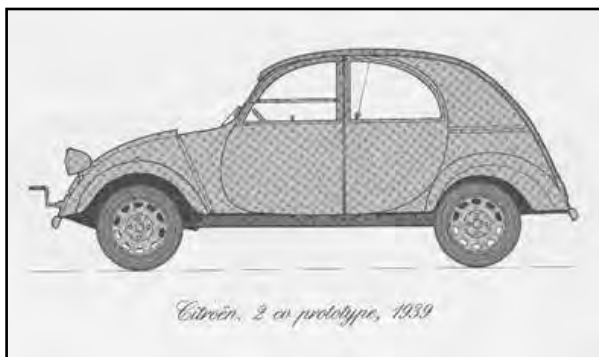
SUNDAY 15th APRIL 2018

Yarra Glen Racecourse Armstrong Avenue, Yarra Glen

Citroën 2 CV (Deux Chevaux) 70th Anniversary

1936

The history of the 2 CV began. It was then put on the drawing board ---a popular car to be. Its basic specifications were simple: "four wheels under an umbrella". An inexpensive vehicle capable of carrying four persons and 50Kg of luggage as comfortably as possible at just over 50 KPH. By May 1939, 250 prototypes were ready for the Paris Motor Show that never came off: war had broken out. All prototypes but one were intentionally destroyed.



1949

At the opening of the 1948 Motor Show in Paris, Mr Pierre Boulanger unveiled the 2 CV before the eyes of Vincent Auriol, then President of the Republic. Its air-cooled flat-twin engine (375cc) was of a novel design and expressed a fresh approach to individual transport. Transmission was 4 speeds + reverse. The Press was hesitant. So was the public. But not for long: by 1950, the influx of orders drove delivery time on to six years.

1954

The 425 cc-engined 2 CV, in AZ saloon and AZU light-van versions fitted with a centrifugal clutch, came out at the Paris Motor Show.

1961

The Ami 6 came to complete the Citroën range 3 CV (French Treasury rating) (20HP – 105 km/h) 4 doors, 4 seats, 602 cc air-cooled flat twin engine, which was also fitted to the Deux Chevaux.

1963

Further increases to 29 DIN HP were introduced, together with variations being the Ami 8, Dyanne 4 Saloon and Hatchback, (1967), Mehari and Dyane 6 in 1968.

1969

Saw the introduction of inboard disk brakes on the front, replacing drum brakes and many variations of models to suit the younger generation of buyers.

Manufactured in France between 1948 and 1988 (and in Portugal from 1988 to 1990) In total, Citroën manufactured almost 9 million 2 CV's and variants.

1986 2 CV Dolly

Citroen Car Club of Vic.
www.citcarclubvic.org.au





Legendary Shine



Meguiars.com.au

70 Years Jowett Javelin

Jowett was a manufacturer of light cars and light commercial vehicles in Bradford, West Riding of Yorkshire, England, from 1906 to 1954.

Gerald Palmer was born in Rhodesia and came to Bradford as Chief Designer on 19 September 1942 with a simple brief—to design a car that would appeal to both home and overseas markets alike, with a cost ceiling of £500. Palmer's design focused on a flat four push rod engine placed well forward, above the front axle. His design was of unitary construction. It comprised a vertically split crankcase in die cast aluminium, held together by substantial tie bolts, using twin Zenith carburettors and having a volume of 1486cc. The car also used front independent suspension while the rear had the more conventional beam axle and transverse torsion bars. The floor was flat, as the transmission ran below it, giving passengers maximum leg room.

The first prototype DKY396 was completed and registered on 25 August, 1944. This car and two later prototypes, DKY463 and EAK771 were constantly tested through 1945 and into 1946. EAK771 was displayed to the public for the first time at the London Cavalcade of Motoring on 27 July 1946, and at a similar event in Edinburgh on 7 October. It was the first all new car after the War, rather than just a pre-War model, with a top speed of 80mph, with 30mpg and acceleration to 60mph in 23 seconds. It was roomy and with good handling, a real sports saloon. Owing to shortages of raw material the cars were not available until 1948 : 70 years ago!



Javelins were entered in the January 1949 Monte Carlo Rally, winning the 1.5 litre class and being 14th overall. Following this success, the company entered a Javelin in the Spa 24-hour race in Belgium in June 1949. It was entered in the 2 litre class which it won with ease. Javelins came first, second and fourth in the 1951 Monte and won the 1953 Tulip Rally.

Production reached 5,551 in 1950 and 5,769 in 1951, falling to 4,060 in 1952. Production then ceased, 22,799 Javelins had been put on the road over a period of five years. The Jowett Company went into voluntary liquidation in 1954.

The Jowett Car Club of Australia, which was founded in Victoria in 1957, now has branches in all states. Some 150 Javelins are on the Club Register. New Zealand and of course England are the other major safe havens for the car.



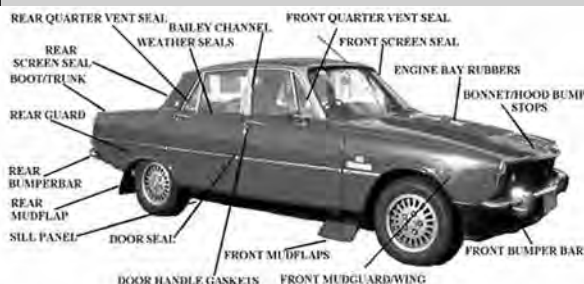
RACV Classic Showcase 2018

The Healey Factory
CLASSIC SPORTSCAR SPECIALISTS
 646 Whitehorse Road, Mitcham, Victoria 3132 (03) 9872 3900



**CAR SALES RESTORATION/ ACCIDENT DAMAGE
 SERVICE SPARE PARTS**
www.healeyfactory.com.au

SCOTT'S OLD AUTO RUBBER & SCOTT'S OLD ROVER PARTS



Contact Scott for all your rubber needs on:
Web: www.scottsoldautorubber.com.au
Email: scottsoldautorubber@bigpond.com.au

Ph & Fax National: (03) 9545 3222
 Delivery by post or courier

**PLEASE EMAIL US FOR AN
 OBLIGATION FREE QUOTATION**

Badge's
 PTY. LTD.

**SUPPLIERS OF QUALITY PRODUCTS TO
 AUSTRALIA'S MOST RESPECTED CAR CLUBS**

WE OFFER A COMPREHENSIVE RANGE OF REGALIA

* Lapel Badges & Pins	* Car Club Badges
* Medals	* Key Rings
* Rally Plaques & Badges	* Embroidered Patches
* Name Plates	* Body I.D. Plates
* Layer Cut Name Scripts	* Radiator/Grille/Bumper Badges
* Reproduction Enamel Car Badges	* Corporate Clothing
* Button Badge Making Machines & Badge Parts	

**PROUD SUPPLIERS TO MORE THAN 600 MOTORING CLUBS, CAR
 COMPANIES, CORPORATIONS & GOVERNMENT ORGANISATIONS, BOTH
 IN AUSTRALIA & OVERSEAS**

**TRADITIONAL QUALITY
 MODERN CONCEPT
 PERSONAL, FRIENDLY SERVICE
 30 YEARS OF DESIGN EXPERIENCE**

VINTAGE WHAMMEL BADGES ARE OUR SPECIALTY

Kurt & Eve Schulz - Badge's Pty. Ltd.
 Phone: 61 2 9752 5300 Fax: 61 2 1252 2555
 Mobile: 61 412 776899
 Email: info@badges.com.au
 13 Merryn Road, Belgrave South, Victoria 3160 Australia

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 can save.

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

RACV

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 over 35 years of age.