

RACV British & European **Motoring Show 2019**



Open to all vehicles manufactured in England and Europe

Featuring the annual MG Club Concours

Celebrating 70 years of the Rover P4 75
60 years of the Daimler SP250 Dart,
Austin/Morris Mini, Jaguar MK2,
50 years of the Ford Capri MK1, Triumph TR6
Mercedes Benz 280SE 3.5,
40 years of the SAAB 900Turbo



Display cars \$15.00
(inc. all occupants)

Motorbikes \$10.00
(inc. passenger)

Display vehicles or
motorbikes driven by
L or P drivers
may enter free.

Spectators \$8.00

RACV Members \$5.00

Children free

Sunday 24th February 2019

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

Childrens Entertainment, Music, Trophies, Club Displays & Vendors

Gates Open for Display Cars at 9.00am & Spectators at 10.00am

For more info contact 03 9558 4829 www.aomc.asn.au/britishandeuropean2019 fb.com/infoaomc

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RACV British & European Motoring Show 2019

President's Welcome

Welcome to the Association of Motoring Club's RACV British and European Motoring Show for 2019

On behalf of the Executive Committee and member clubs we welcome you to our 2019 show.

Despite Brexit and any conflict in the E U we have attempted to bring you the best examples from the United Kingdom and Europe, from current models to those from early last century. Today's display features the MG Club of Victoria Concour and the Bentley Drivers Club display celebrating the centenary of Bentley, so make sure you go and visit these displays through the day. Today's show has something for everyone from original cars and bikes, daily drivers and concours examples.

Today is a wonderful opportunity to talk to likeminded people or maybe the owner of a vehicle that you aspire to owning. All of the clubs represented are enthusiasts and will be no doubt keen to showcase their clubs and the benefits they offer. This is a great place to start if you aspire to owning a classic vehicle and hear from the horses mouth the pitfalls and benefits of various models. What will stand out to you is the spirit of camaraderie that existed through this body of enthusiasts. No one really cares about your vocation or who you are, nor does it matter what your car is worth. We all value the passion 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 partnered closely with Vic Roads as the Club permit scheme has evolved as well as providing resources for clubs and owners through its popular restoration and club management seminars.

Member clubs are represented by their appointed delegates and the Association conducts quarterly delegates meetings as a forum to share ideas and information. 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 a large state level representative body of hobby motorists 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 British and European Motoring show and the Shannon's American Motoring Show.

The Shannon's American Motoring Show will be held on Saturday 23rd March at a new venue Akoonah Park in Berwick. 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 and if you have a minute like us on Facebook.

We would like to thank you for your attendance today and acknowledge our traders, sponsors and in particular our 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 Mothers)
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

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

- **Original registration & date**
- **Engine swaps**
- **Registration changes**
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Triumph TR6 – celebrating 50 years

Siegfried Bettmann founded his bicycle importing company in 1885. The trade name "Triumph" was used from 1886. The company moved from London to Coventry in 1889 when they started producing their own bicycles. In 1897 the company was renamed the Triumph Cycle Co Ltd. Triumph motorbike production started in 1902 and by 1918 Triumph had become Britain's largest manufacturer of motorbikes. In 1921 Triumph purchased the assets of the Dawson Car Company and started producing the first Triumph cars.

The last of the classic Triumph sports cars started with the TR2 in 1953 and concluded with the TR6 in 1976. The TR6 was a high performance sports car released in 1968 by Triumph Motor Company. This was the same year Leyland Motors became part of British Leyland Motor Corporation. The TR6 bodywork is similar to the TR4/TR5 but with Karmann reshaping the front and rear of the body. It was built in Triumph's Coventry factory using the traditional body-on-chassis construction method rather than the unibody technology.

A four speed manual transmission with optional overdrive was fitted to the proven 2.498cc straight six cylinder fuel injected engine except for cars exported to American which were fitted with twin carburetors. Fuel injected cars achieved 150bhp at model introduction and were later detuned to 125bhp, and could accelerate from 0 to 60mph in 8.2 seconds with a top speed of 190 km/h (120mph). This was a fast and fun car to drive.

Triumph car clubs:
TR Register Australia (Victoria) TR2 to TR3B
www.tr-register.com.au

Triumph Car Club of Victoria www.tccv.net
Triumph Sports Owners Association (Victoria)
www.tsoavic.com.au
Triumph Enthusiasts Guild



RACV British & European Motoring Show 2019

Saab 900 Turbo Classic

Saab Automotive AB was founded in 1945 when its parent company Saab AB began to design a small automobile. Saab AB is an aerospace and defence company founded in 1937 to produce aircraft for the Swedish Government when war was pending in Europe. The first production model the Saab 92, a two-stroke 2-cylinder started in 1950.

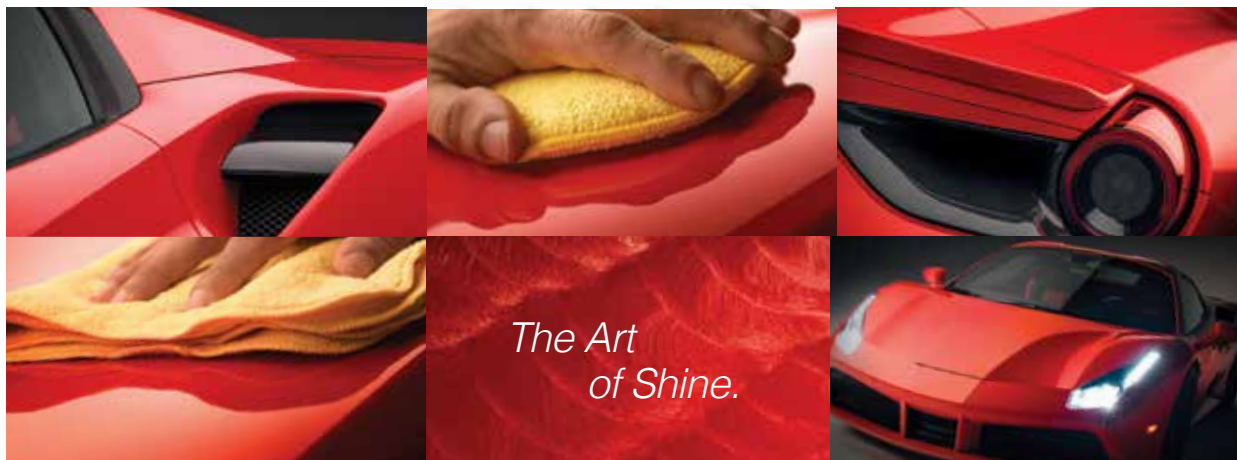
From 1968 Saab AB merged with Scania Vabis AB, a commercial vehicle manufacturer, to form Saab-Scania AB. In 1989 the Saab car division was restricted into an independent company with General Motors owning 50% of the company. GM acquired the remaining shares in 2000, turning the company into a wholly owned subsidiary. With GM's global business under pressure in 2010 the business was sold to Spyker NV. Saab as a manufacturer of innovative vehicles ceased production in 2012.

The Saab 900 Turbo Classic was a four-star luxury car with a sporting performance and aerodynamic styling. The car had a top speed of 193km/h (120mph) with foot to floor 0-100km in 8.9 seconds - all from a 1985cc turbocharged slant four engine. The car's aviation heritage was evident in its shape and had ergonomically laid out dashboard instrumentation. It had the world's first side-impact bars and energy-absorbent bumpers. Approximately one million Saab 900 Classics were manufactured between 1979 to 1993.

The Saab Car Club of Australia Victoria started in 1987 with membership open to all owners and lovers of the Saab marque.

Check the clubs website out. www.vic.saabclub.org.au





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64th Kalorama Rally

Sunday 24th March

For Further Information:
Iain Ross: 0409 027 392
Paul Edgar: 0419 369 542

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The 70Th Anniversary Of The Rover P4 "75"

KNOWN AFFECTIONATELY AS THE CYCLOPS.

The "Cyclops", designed by Rover's Gordon Bashford, was introduced to the World at the Earls Court Motor Show in London in September 1949.

It was the first totally redesigned Rover produced after World War 2, previous post war models, the P2 and P3, were basically pre-war in design, although the P3 - a transition car produced for 18 months in 1948 and 1949 - did feature some of new features that were subsequently adopted in the "Cyclops".

Initially the "Cyclops" featured a 15 bar grill which was very soon changed to an 8 bar due to overheating problems encountered, even in the UK! Hydro-Mechanical brakes; as on the P3; were changed to all Hydraulic and the square instruments were changed to round ones, whilst the column mounted gear change remained until a revised model reverted back to the apparently preferred floor mounted gear lever. The engine was a 2.1litre "F" Head - overhead inlet and side exhaust valves - and was fitted with 2 SU carburettors replacing the Solex carburettors used on P2's and P3's.

The "Cyclops" featured more modern streamlined styling, said to have been inspired by the American Studebaker of similar vintage. It was very popular with professional people such as doctors and accountants and was the start of a long line of P4 models - "60", "75", "80", "90", "95", "100", "105", "105R", "105S" and "110". A total of 130,312 P4,s were produced; the final one being a "95" produced in 1964.

The P4 range of Rovers was a very successful brand for the Rover Company started 70 years ago by the "75" Cyclops.

Bill Allen,
Secretary,
Rover P4 Drivers's Guild of Australia Inc.



RACV British & European

Motoring Show 2019

Mercedes Benz 280SE

Released in 1961, the w111 220SEb coupe and cabriolet were the first Mercedes Benz models designed by the legendary Paul Bracq.

The shape was based on the Friederich Geiger designed w111 saloon and shares much of the same mechanical package. The coupe/ cabriolet were the first to be equipped with front disc brakes.

Apart from the stylish coupe roofline, the most obvious visible change was the omission of tail fins and the introduction of a rear design that was similar to the W108 (still 5 years away).

The elegant design of the coupe and cabriolet remained a stand-alone model but evolved and developed mechanically together with the saloons until the end of production in mid 1971.

By 1969 the coupe and cabriolet had grown into the 160hp 280se with 4 wheel disc brakes, 14 inch wheels, and a long list of options including 4 speed automatic, individual seats and power steering.

1969 also delivered a significant update. The radiator grill was lowered and widened and bonnet slope lower to the front. Bumper bars had rubber strips added, the 4 speed auto was improved for smoother shifting and the 3.5 V8 from the recently released 300sel 3.5 (w109) saloon was made optional.



The 3.5 offered 200hp of smooth power. Although it didn't offer the refined ride of the earlier 300se (w112) with air suspension. The weight savings and extra 30hp made for a sportier drive.

In mid 1970 the 3.5 V8 was also made optional in the w108 280se and 280sel saloons.



This model was lighter than the air suspended 300sel w109 saloon. The w108 was also lighter than the w111 coupe and cabriolet as it did not require the same level of chassis strengthening. This provided the w108 280se 3.5 sedan with the best performance of these cars..... until it was compared to the w109 300sel 6.3 V8!

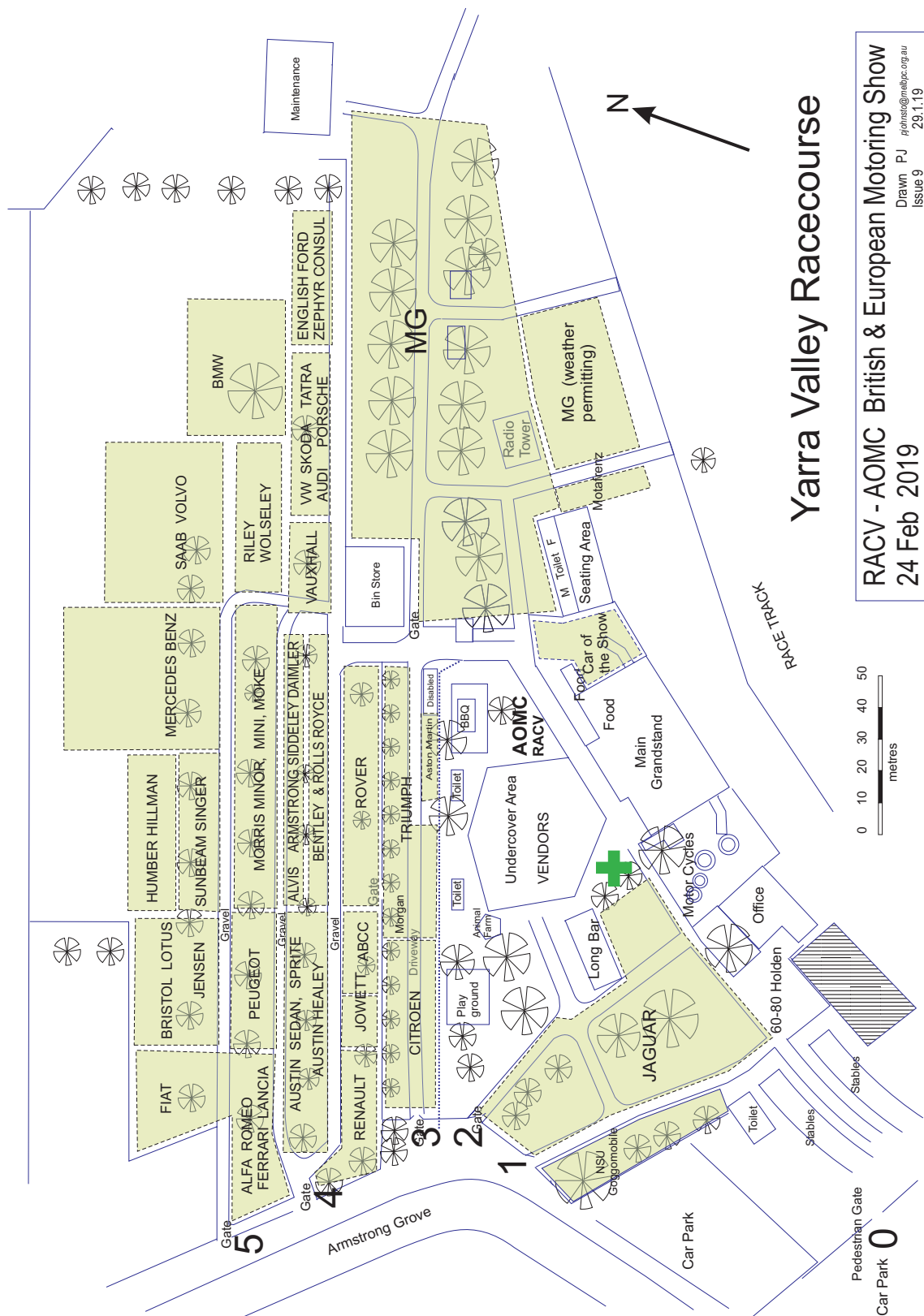


The 280se 3.5 has always been an exclusive and rare car that has now become very collectable.

To put this into perspective, the median house price in Melbourne was \$11400 in 1969.

Model	\$ new (approx)	Amount Produced	RHD	Australian delivered
Saloon	\$13114 (1972)	11,309		
Saloon LWB	\$16000 (1972)	951		
Coupe	\$16968 (1969)	3,270	245	88
Cabrio	\$18000 - \$19000 (1969)	1,232	68	5-7
220 saloon	\$6620 (1969)	345,376		

Event Map



RACV - AOMC British & European Motoring Show
24 Feb 2019
 Drawn PJ
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Saturday 23rd March 2019

Akoonah Park, Princess Highway, Berwick (Melway 111 H10)

Gates Open: Display cars from 8.00am - 11am Spectators from 9.00am Show closes at 2pm

Details & site plans www.aomc.asn.au/shannons-american-motoring-show/ Enquires 03 9558 4829

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MGB Mark 2 – 50th Anniversary

Released in 1962 the MGB was to become the most popular British sports car, surviving for nearly 20 years with countless improvements and modifications. Well over half a million were made.

The car featured a four cylinder 1.8 litre engine, generally referred to as a Series "B" engine matched to a four speed manual gearbox with synchromesh on 2nd, 3rd and 4th. Unlike the MDA it replaced, the MGB had monocoque body construction, which reduced weight giving the car good acceleration and excellent road holding.

Among the options offered in 1964 was an overdrive, central-locking wire wheel. A five bearing crankshaft derived from the BMC 1800 was also offered. The most significant update was the release of the MGB MKII in 1967 in the UK and in 1969 in Australia. The MKII was fitted with a new transmission with synchromesh on all four gears, and a better set of ratios.

The MGB was built in Australia between 1963 to 1972 from CKD (complete Knock-down) kits in Sydney, firstly at Zetland and Enfield. Just over 9000 MGB's were assembled in the eleven years of Australian assembly. BMC (Australia) released the MKII in 1969 with the full synchromesh gearbox/overdrive units and reversed indicator/side light units. Australian assembly of the MGB was discontinued in late 1972.

I would recommend a visit to the MG Concours d'elegance at the RACV British & European Motoring Show, where there is a new preservation class for

unrestored, original cars plus MG's undergoing restoration. On display will be many racing MG's including the latest MG6.

For formation on MG's contact:

M.G. Car Club Victoria

www.mgcc.com.au

Geelong MG Car Club

www.mgccgeelong.com.au



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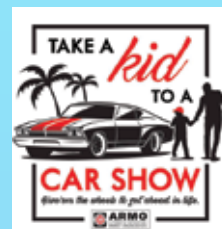
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Bentley Motors – 100 years

Early in 1919 the Bentley brothers, always referred to by their initials W.O. and H.M., founded Bentley Motors Ltd to build a good, fast car to be the best in its class. This was to utilize knowledge and experience gained in building aero engines with aluminum pistons and in consultation with Rolls-Royce and Sunbeam during World War 1. The Royal Naval air Service supported W.O. in designing and making aero engines at the Humber factory in Coventry. In recognition W.O. was awarded the MBE.

The 3-litre engine ran for the first time in New Street Mews, Baker Street, London. A plaque marks the building in what is now Chagford Street, Central London. The first prototype was complete enough to be shown at the November 1919 Olympia Motor Show where it attracted great attention and not a few hopeful orders. The Bentley brothers turned away orders until they had something better to offer. Located on Stand 107 at Olympia, the car is described as a 4 seater with 80 x 149mm engine with a Rotax starter, helical back axle, 4 cylinder valves per cylinder. Missing from the newspaper article was the price..

W.O.'s first complete Bentley 3 Litre car began road tests in January 1920 and the first production version, made

in Cricklewood, was delivered in September 1921 to the wealthy young socialite Noel van Raalte. Even though Bentley was always under-capitalised, coming close to bankruptcy three times before the final collapse in 1931, he continued to refine and develop new engines..

From the start the company pursued an active racing policy, competing over the years at Le Mans and winning the Vingt-quatre Heures du Mans four times. The cars also raced with distinction in the British Tourist Trophy race and the Indianapolis 500. So confident of his engineering skills was W.O. that he offered a five-year warranty on the chassis assembly.

Bentley Motors went into voluntary liquidation with a receiver being appointed on July 10th 1931. In 1931 Rolls-Royce acquired the company, ending the marques lustrous racing days. Over the ten years of production Bentley Motors made 3,061 cars of which 1639 were 3 litre models. These are now highly desirable and very expensive to buy.

The Bentley Drivers Club of Australia was founded in 1956 with 100 members. Check out their website on www.vintagebentley.org



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