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Display cars from 9.00am  
Spectators from 10.00 am

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[www.aomc.asn.au/britishandeuropean2020](http://www.aomc.asn.au/britishandeuropean2020)  
[fb.com/infoaomc](https://fb.com/infoaomc)  
See over page for entry times, costs etc.



## SUNDAY 23RD FEBRUARY 2020

Yarra Glen Racecourse Armstrong Grove, Yarra Glen

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# British & European Motoring Show 2020

## President's Welcome

Welcome to the 2020 RACV British and European Motoring Show. On behalf of the executive committee and our member clubs I welcome you to our show for 2020.

Firstly, thanks to the RACV and Motoring Interest's Manager Daryl Meek 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

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 produced. 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.

Like most organisations it is necessary to review activities to ensure that they are meeting their targets. In the next months we will study our annual shows with a view to ensuring that they continue to raise funds for the Association. Watch out for our events, we have a great events notice service on our website [aomc.asn.au](http://aomc.asn.au) Enjoy your day.

Iain Ross  
President.

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## 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  
Best Pre 1930 Vehicle  
Best Club Display (AOMC Award)  
President Award  
Car of the 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 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**



# British & European Motoring Show 2020

## Victorian Morgan Owners Group (VICMOG)

A small band of enthusiasts (around 180 members) hold an interest in the Marque of Morgan cars, often referred to as “the first and last real sports car.” Under the banner of the Morgan Owners Group of Victoria, (VICMOG) like minded people gather together monthly to share their passion and interest in all things Morgan.

The Morgan Motor Car Company, is the last family owned Motor company in the world, and is still producing Morgans weekly. Harry Morgan (HFS Morgan) started the first car in 1908 and a 7 horse powered Peugeot 3 wheeler vehicle was completed in 1909. In 1910 the Morgan Sports Car Company was created due to HFS's car causing so much interest among friends and local people. Whilst the style and models have changed over the years, the basis of a hand built car with a wooden frame has continued. Morgans are much sought after and rarely seen on the market in Australia. Current restrictions for emissions restrict some models to be released in Australia but the marque and the accompanying clubs have a strong and dedicated following in Australia and abroad.

In Victoria, VICMOG was formed in the early '60's. Members have a range of vehicles from the original 3 wheelers, 4/4's +8's, the more modern Aero 8 and new 3 wheeler. It is often found that once bitten by the Morgan bug – it is a difficult ailment to be cured of.

Our meetings and gatherings are held regularly and are usually very informal. Our members come from a range of backgrounds and have a variety of interest in the cars whether it is restoration, using their vehicle daily, whilst others prefer to compete in hill climbs, on the race track or in car rallies.

We welcome any interest in our marque and generally believe that we are only custodians of our vehicles until it is time for them to be transferred to another minder. More information of the Club can be found on our VicMog website at [vicmog.com.au](http://vicmog.com.au).

Bill Emerson  
President VICMOG.

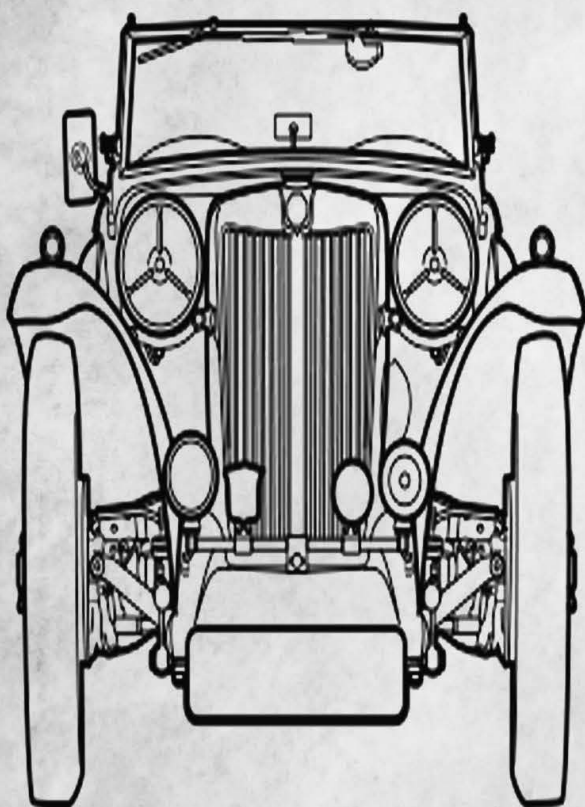






# The MG Car Club *On Show*

At Yarra Glen Racecourse  
❖ February 23rd, 2020 ❖



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*Racing  
MGs*

*MGs  
for Sale*

*Current MGs  
Sedans, SUVs*



# AUTO SURPLUS

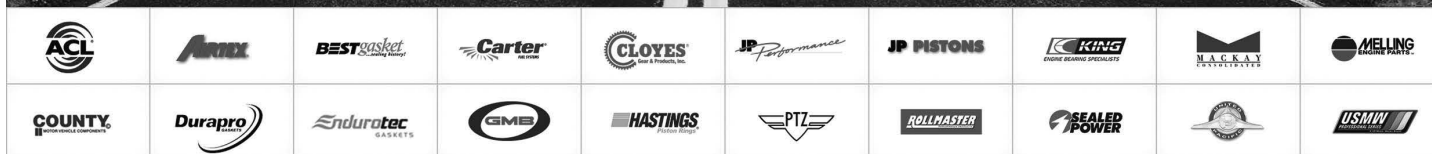
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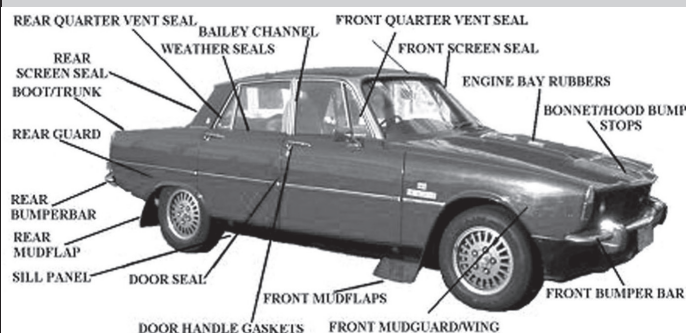


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## National Motoring Heritage Day.

Sunday May 17

### AOMC Cavalcade of Transport

#### Trentham Historic Railway Station

To celebrate National Motoring Heritage Day the AOMC is staging an event at the Trentham Historic Railway Station, Victoria Street, Trentham. Event hosted and organised by the Cool Country Classics Trentham.

Clubs are invite to organise a club cruise to Trentham to help celebrate the historic and classic vehicle movement.

**Gates open** at 10am for display vehicles & 10.30am for spectators

**Entry Fee:** Gold coin donation

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# British & European Motoring Show 2020

## Jensen Interceptor II - 50th anniversary

In 2020, the Jensen Car Club of Australia is celebrating the 50th anniversary of the Jensen Interceptor II.

The Series II was the first comprehensive model revision of the original Italian-styled Jensen Interceptor of 1966. The makeover was driven by the need to have the Jensen approved by the US authorities for sale in North America. To that end, a range of changes and upgrades were required, both for legislative and marketing reasons.

To comply with legal requirements, the bumper height was raised and the over-riders were flattened, altering the external appearance somewhat. The 15 inch steel road wheels were now an inch wider to accommodate 70-series radial ply tyres and the dashboard and switch console were redesigned to comply with US safety legislation. For the first time, the Jensen factory was obliged to crash test a car to prove its occupant protection standard. On purely marketing grounds, the Interceptor II gained air-conditioning while the option of manual transmission was deleted.

The Interceptor II was made in both RHD and LHD configuration with Chrysler's 383ci engine producing 330bhp gross and driving through a TorqueFlite 3-speed automatic transmission. Top speed was around 135mph. In total, 1128 examples were built of which 694 were in RHD.

The Interceptor II was imported officially to Australia and 28 examples were sold here new during its two-year model life which ended in 1971. Others have been imported privately since then, to the point where 100 of this model have been known to exist in the country.

When new, they cost more than most people's homes and as such were the preserve of wealthy customers or privileged corporate types.

The Jensen Car Club will mark the 50th anniversary of the Interceptor II at its annual rally in May 2020 which will be held at Katoomba in the Blue Mountains.

For further information, see [www.jcca.org.au](http://www.jcca.org.au).



# RACV British & European Motoring Show 2020

## Alvis TA21 – 70 years old in 2020

Introducing the Alvis Car Club of Victoria (Inc) the "ACCV": It is a one make car club of about 100 members, mainly resident in Victoria but also from all Australian states and a few from overseas. You do not have to own an Alvis to be a member, just have enthusiasm for the make. All models of Alvis are represented, from 1920 to 1967. The earliest car in the Club is 1924 12/40 and the youngest a 1967 TF.

The Red Triangle represents the corporate logo for the Alvis Car & Engineering Company which produced cars in Coventry, England from 1920 to 1967. The Company also produced radial aircraft engines and military fighting vehicles and although the company was sold to the Rover Car Company in 1967 and car production ceased, the Alvis Company continued to manufacture military vehicles until the 21st century. Although Alvis manufactured the running chassis, they did not manufacture their own bodies.

The number of cars in Australia, almost 200, is high when you consider that Alvis total car production was only 21,535 and that less than 2,550 have survived worldwide. Despite the low number of vehicles built, the company was recognised as being innovative and for producing quality and reliability in its products.

Amongst the innovations, in 1925, was the Front Wheel Drive (FWD) with fully independent suspension, the world's first all synchromesh 4 speed gearbox in 1933 and the Leonides aero engine that powered the world's first hovercraft made by Saunders-Roe in 1959. In 1923 an Alvis 12/50 won the 200 mile race at Brooklands at an average speed of 93.29mph and an average fuel consumption of 24mpg.

In March 1950, the Alvis TA21 was unveiled at the Geneva Motor Show. It was a distinctly up-market gentleman's motor car, with an average sale price of £1871. Autocar reported that the TA21 would appeal to 'discerning owners who appreciate quality and good handling as well as performance'.

The TA21 is a 2993cc six cylinder, front-engine, rear wheel drive car, available as a four door saloon and also as a Drophead Coupe. It has a 4-speed manual gearbox and the engine developed 90bhp at 4000rpm. Top speed was 86mph - the 7:1 compression ratio had to be kept fairly low to cope with the poor quality of the post-war petrol.



By the time the more powerful Alvis TC21 was introduced in 1953, the TA21's production run totalled 1319 cars. The TA21 is a refined classic car, drives well and has excellent suspension. The support network is very good and its simple, robust design makes the TA21 easy to work on for the amateur mechanic.

This 6 cylinder engine was progressively developed, producing increased power right through to the final model, the TF21 in 1967 (150bhp with a top speed of 120mph). From the early 60s these engines were often mated with 5 Speed ZF, all synchromesh gearboxes.

Alvis Car Club Victoria [www.alvis.org.au](http://www.alvis.org.au)







# British & European Motoring Show 2020

## Mk 1 Consul, Zephyr & Zodiac turn 70

In 1950, Ford took the wraps off a range of cars that were nothing less than revolutionary. Billed as five-star cars on account of the quintet of areas in which they pushed the boundaries, the Mk1 Consul, Zephyr and Zodiac packed the unique McPherson Strut independent front suspension, oversquare overhead-valve engines and monocoque construction. All of these were firsts for the Blue Oval and as if that wasn't enough, there were also 12-volt electrics and hydraulic brakes all round, making these family cars more usable than anything that had ever come out of Dagenham previously.

The model range also offered a 2 door convertible option with a power operated hood built by Carbodies as well as an estate version built by Abbots of Farnham. Launched on austerity Britain still recovering from the war, they reflected the brash optimistic influences of Ford America offering modern styling and performance. A Mk1 Zephyr won the 1953 Monte Carlo

Rally outright and specialist tuners quickly developed high performance options for them. They were replaced in 1956 by the Mk2 range.



### Zephyr & Zodiac Owners Club Melbourne Inc.

[www.facebook.com/ZephyrZOCM/](https://www.facebook.com/ZephyrZOCM/)  
P.O. Box 292 Epping 3076

Established back in April 1974, the Zephyr & Zodiac Owners Club Melbourne has been a passion for some, a basis for establishing some lifelong friendships for others, and an ongoing source of interest and enjoyment for all. While the cars may be the reason for joining the club initially, it is the friendships created and the camaraderie experienced by our 100 + members that keeps the club strong and vibrant.

Our social events provide for all tastes with activities tailored to include the interests of member's partners who may not necessarily share the same level of interest in classic cars. Our club caters for all types of carcar enthusiast, be they restorer, customizer or those who simply wish to enjoy the unique pleasures of motoring

in classic cars that had the sort of individual style that is sadly not generally found in modern vehicles.

We welcome new members and owning any of the Consul, Zephyr or Zodiac range is not a requirement for enjoying that membership.

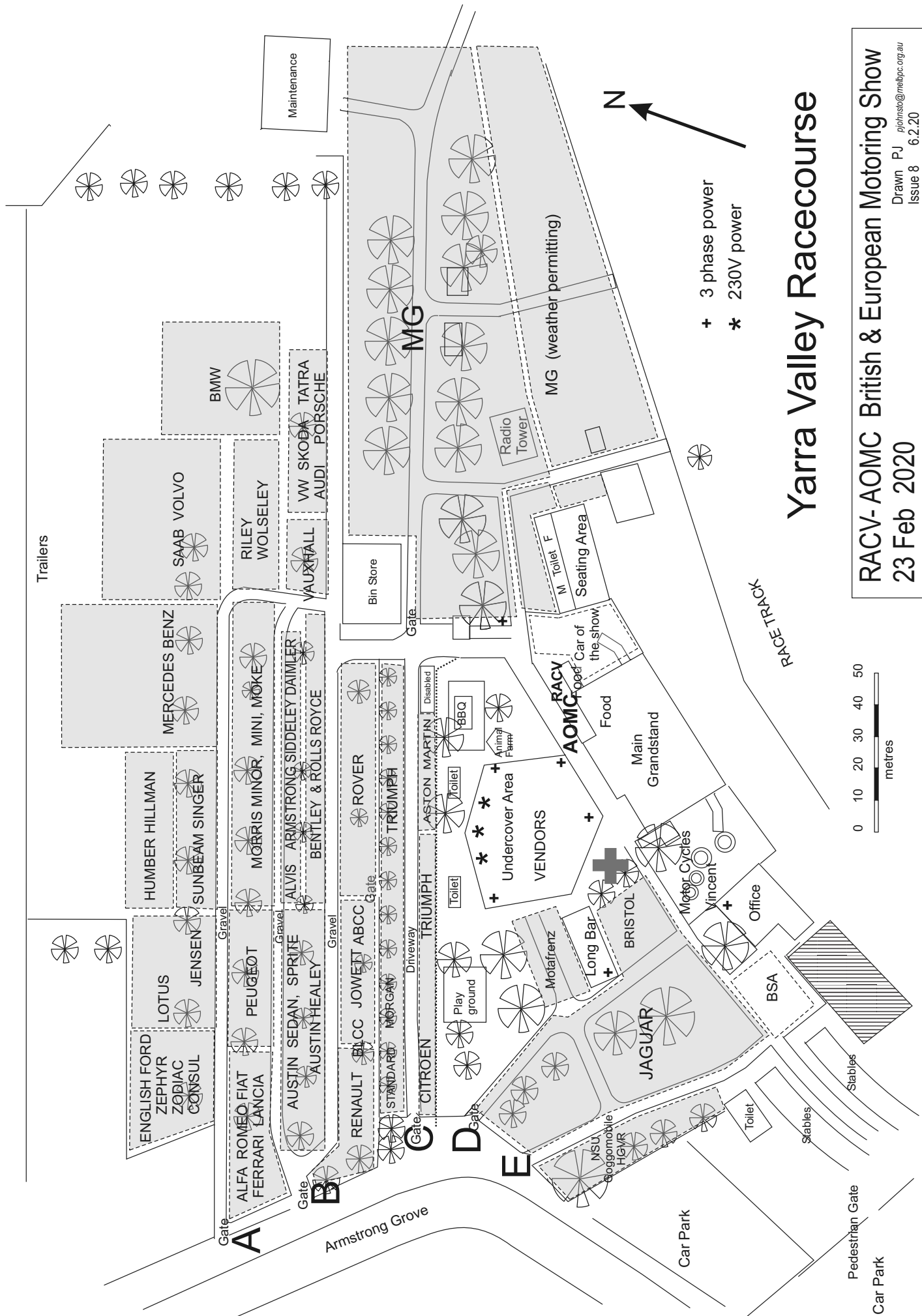


# Event Map

## Yarra Valley Racecourse

RACV-AOMC British & European Motoring Show  
23 Feb 2020

Drawn PJ  
Issue 8  
6.2.20  
johnsto@melbpc.org.au







# British & European Motoring Show 2020

## Triumph Sports Owners Association (Victoria) Inc - 60th Anniversary

The Triumph Sports Owners Association (TSOA) was founded in England by the Triumph factory in 1954 to promote the availability of accessories and provide technical information gained through the Factory Competition Department to all Triumph TR2 owners. A branch was formed in the USA in 1956 and since then branches have been progressively formed in many countries throughout the world. The Melbourne Branch of the Triumph Sports Owners Association in 1960 by a group of TR2, TR3, TR3A owners keen on motor sport and social gatherings.

The club actually started in Victoria as the Standard Triumph Car Club of Australia, No. 3 Branch (TR Owners) on February 15th, 1960. However, on August 30th of that year, a Constitution was presented and voted upon and the name was subsequently changed to the Triumph Sports Owners Association, Melbourne Branch.

The Triumph TR2 was first imported into Australia in 1954. Two roadsters competed successfully in the 1954 Australian Grand Prix which was run in November on a street circuit at Southport on Queensland's Gold Coast. They finished in fourth and fifth place respectively. In 1955, the best ever Australian result for Triumph was obtained when a TR2 driven by Doug Whiteford won the Moomba TT event at the Albert Park circuit.

T.S.O.A. is affiliated with the Confederation of Australian Motor Sport (CAMS), under whose authority our competitive events are run in a safe environment, and is a member of the Marque Sports Car Association (MSCA) and the Association of Motoring Clubs (AOMC).

Over the years, TSOA Victoria Branch has always been renowned for its activities especially for its organising abilities for such prestigious events as "THE SIX HOUR RELAY" which was run at Calder Park. It created a lot of interest and excitement for the many car club teams. TSOA Victoria celebrated "50 Years of 6 Hours" in 2014, and is still actively competing in these events each year.

The "Blue Riband" event of the Triumph Sports Owners Association would have to be the National Meeting of all the branches of T.S.O.A. in Australia. It is now held on a five-year rotational basis in each affiliated Australian state.

Whilst the most significant event of the 1980's was the end of production for the Triumph marque with the last TR8 drophead in 1981, the other major event was the incorporation of the Association in 1985 to become T.S.O.A. (Victoria) Incorporated.

For club info including membership applications, please visit the clubs website [www.tsoavic.com.au](http://www.tsoavic.com.au) or the clubs Facebook group [fb.com/tsoavic](https://fb.com/tsoavic).



## Triumph STAG

The Triumph Stag styled by Italian designer Giovanni Michelotti, is a 2+2 sports tourer sold between 1970 and 1978 by British Leyland.

The Stag was designed as a luxury tourer, a four-seater convertible coupé, fitted with a B-pillar "T bar" hoop connected to the windscreen frame. The removable hard top, full headliner and lever operated quarter windows was initially an option, but became standard fitment.

The production Stag was to use a new Triumph-designed 2.5L overhead cam (OHC) V8 however it was enlarged to 3 L (2,997 cc) to increase torque and fitted with dual Zenith-Stromberg 175 CDSE carburettors to ensure emission compliance.

The design followed the 2000 Sedan model line, unitary construction was used, fully independent suspension – MacPherson struts in front, semi-trailing arms at the rear. Braking was power front disc and rear drum brakes and steering was power-assisted rack and pinion.

The car was launched late in 1970, Sadly the early production Stags acquired a reputation for mechanical unreliability, usually overheating. A long since resolved matter.

The Stag was always a relatively rare car. When the Stag was on sale, of the nearly 26,000 made, a total of around 19,000 were sold in the UK over seven years. Approximately 2800 went to the USA and the rest to other export markets, including Australia. Most of the cars were fitted with a Borg-Warner Type 35 3-speed automatic transmission, which on the last few vehicles produced was replaced by a Type 65. The other choice was a 4 speed manual with overdrive on 3rd and 4th gear.

Electric windows, power steering and power-assisted brakes were standard. Other options included air conditioning, a luggage rack, uprated Koni shock absorbers, floor mats, and Lucas Square Eight fog lamps. Leather upholstery was also listed.

A number of experimental Stags were built with four-wheel drive using the Ferguson Formula system. Both these cars survive in the UK.

The Stag still "turns heads", despite being 50 years since released. There are around 1500 cars known to the Australian STAG Register.







# British & European Motoring Show 2020

## 60 years of the Peugeot 404

When the Peugeot 404 burst onto the European scene in 1960 it created quite a stir.

Here was the successor of the battle-hardened 203 and 403, in a new shape, with a bigger 1618cc motor and magnificent touring ability.

The French adored the 404, which also came in wagon and commercial form.

Later there was a pickup (which became the lifeblood of many French colonies in Africa) then a seven-seater Familiale.

Pininfarina's Coupe and Cabriolet versions of the 404 were particularly popular in the US, winning praise from motoring writers and car lovers alike.

Like the sedan, the Coupe and Cabriolet versions were available with Kuegelfischer fuel injection, which offered sparkling performance when compared to the carburettor version.

The 404's many successes in the East African Safari and similarly tough events ensured its reputation as one of the world's best off-road cars

The first 404s to come to Australia were private imports but production began in 1962 and the car was eagerly sought-after by local Peugeotophiles.

Australian motorists loved the 404 and it was produced here from 1962 until 1970, when the 504 was released. The local-content plan restricted manufacturers to one model in each category and so the 404 had to go.

But production continued in France until 1975 and in Kenya until the 1980s.

The Peugeot Car Club of Victoria, formed in 1954, can be contacted at 0427 203 206.





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# British & European Motoring Show 2020

## BSA Motorcycle Owners Association Inc.

The Birmingham Small Arms company made motorcycles from 1910 to 1973. The first motorcycle was a copy of a Triumph! Their fortunes increased and by the 1960s were the largest motorcycle company in the world also owning the Triumph and Ariel companies. The last total new model was the Rocket 3 750cc 3-cylinder bike launched in 1968, however poor management decisions did not allow the bikes to keep up with the advances of the Japanese industry, with BSA stopped motorcycle production in 1973, with Triumph limping on for a further 10 years.

In 1973 a few young BSA riders in Victoria hearing about the imminent factory closure, gathered at a house in St Kilda and decided to create a BSA Owners club. We have gone through ups and downs, and are now more than 400 members strong – including two of those founder members from 1973 (no longer quite as young!). We have monthly meetings in Oakleigh and in most months at least 4 organised rides for members around Melbourne.

We welcome all motorcyclists who have an interest in older motorcycles, and new members are pleased that we are friendly to all. Further afield, members in Geelong and Hamilton organise meetings and rides in their area. Most members ride BSA models from the 50s, 60s & 70s with older bikes ridden at rallies. If your dad or grandad rode a BSA, we probably have a club member with one of those models, and many members have amazing technical knowledge of the bikes.





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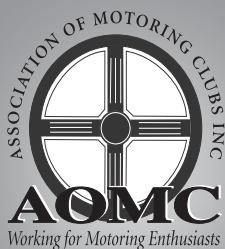
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<sup>^</sup>Applies to total loss vehicles over 35 years of age.





# 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.

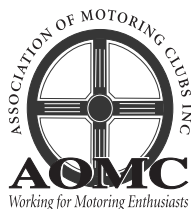
Association of Motoring Clubs (AOMC)  
Phone: 03 9558 4829  
Address: 21 Rosalie Street, SPRINGVALE, VIC 3171  
Email: [secretary@aomc.asn.au](mailto:secretary@aomc.asn.au)  
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# LOST & FOUND

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