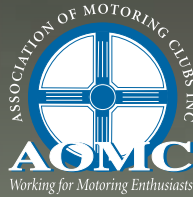


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**Celebrating 60 years of the Mercedes Benz Pagoda
Featuring the Annual Autobella Concours organised
by the Fiat Car Club of Victoria**

Display cars from 9.00 am

Spectators from 10.00 am

Event details 0473 832 277

For site plan and more info:

www.aomc.asn.au/britishandeuropean

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British & European Motoring Show 2024

President's Welcome

Welcome to the 2024 RACV British and European Motoring Show, presented by the Association of Motoring Clubs AOMC.

The British and European Motoring Show was established many years ago and has become a fixture on the Victorian motoring calendar. So whether your passion is for Morris or Mercedes, Jensen or Jaguar, BMW or Bentley, Rover or Rolls Royce there will be something here to capture your attention. This year we also have a significant display from the Italian marques so please make sure you go and have a look at some of these exotic beauties.

This show provides a great opportunity to talk to like-minded people perhaps even the owner of a vehicle that you may inspire to own. Many of our clubs that specialise in British and European vehicles will be present, and they would welcome your interest in their marque vehicles and clubs. We also have some fabulous traders on site with us today with motoring memorabilia, badges, parts and services on display. Please show them your support.

Our show today supports our long term partnership with the Wheelers Hill Lions Club, who today you will see gatekeeping and

guiding traffic and are a fabulous assistance with the event. In return the Association contributes to the club's fund-raising efforts.

The AOMC was established in 1976 and is a 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 support our work and mission. Please follow the AOMC on Facebook, visit our website and sign up for our newsletter - We have great events notification service promoting many enjoyable motoring events and clubs across Victoria.

We extend our heartfelt thanks to all the volunteers that have contributed to today's event and in particular we acknowledge our event sponsor the RACV, without whom this event would not be possible.

Enjoy your day and drive safe
Keith Mortimer
President.

Timetable

9.00 am	Gates open for Display vehicles
10.00 am	Public admittance commence
11.00 am	Vehicle judging commences
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's Award

Note there will not be a combined trophy presentation, but there will be awards made individually to category winners during the day.

**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

Fast Track the AOMC Magazine to your inbox

If you would like to receive a copy of the AOMC magazine and other important AOMC communications as soon as they are available then you can now subscribe yourself. Don't wait for the magazine to be passed on from your own Club, but get it as soon as it is available.

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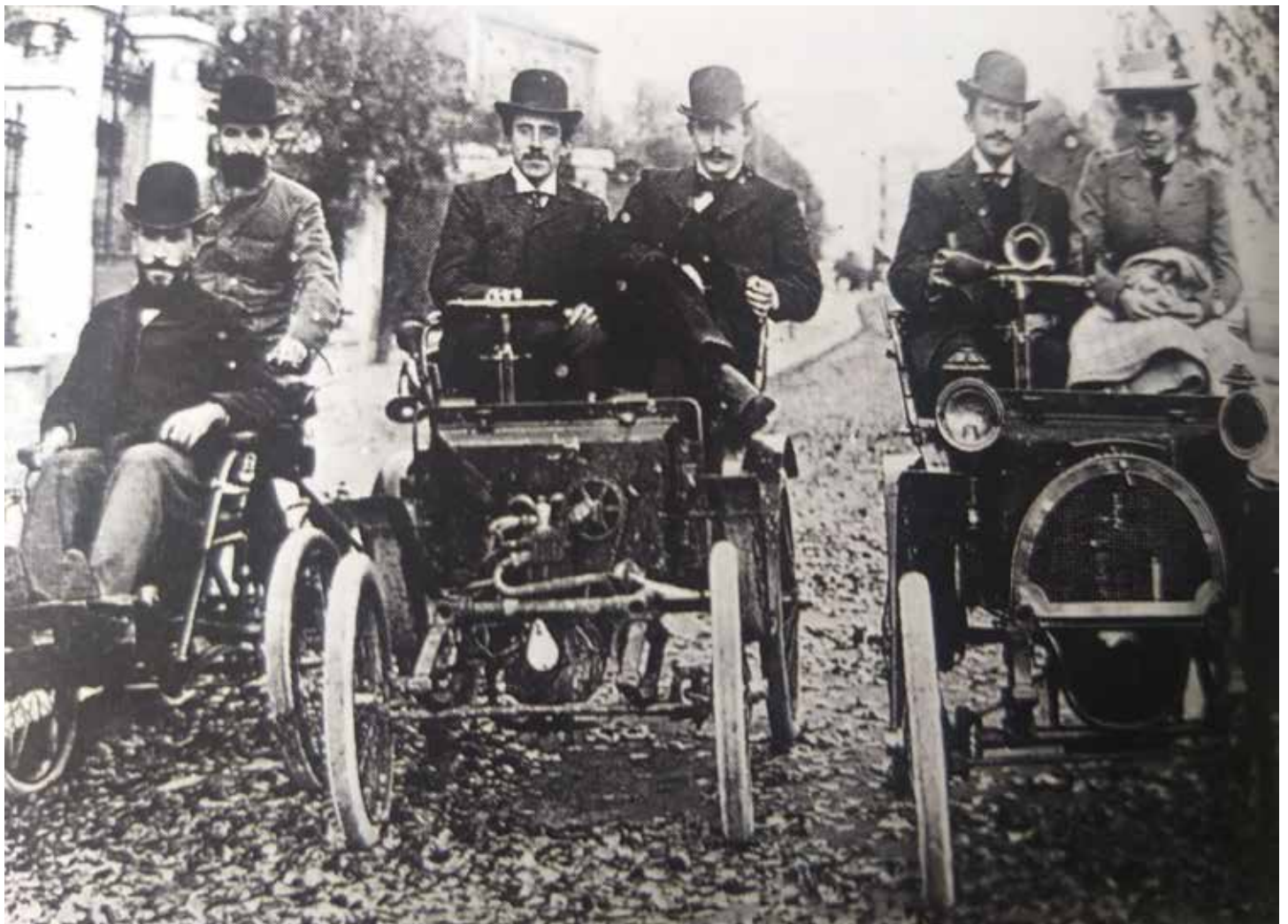
125 YEARS OF RENAULT

Celebrating his 21st Birthday on Christmas Eve 1898, Louis Renault drove his home grown car up the steep 13% incline of the Rue Lepic, Montmartre, at a time when this new thing, the motor car was so inefficient, they couldn't climb hills, and considered just a pipe dream. He was encouraged by his more urbane businessmen brothers Marcel and Fernand to prove the mettle of his quadracycle, fitted with his own three speed gearbox. They took twelve orders that night, and started a car company, Renault Freres in early 1899.

Motorsport was how car factories demonstrated their model's strength, but racing on public roads often brought disaster in those heady early years. Brother Marcel was a star driver until his early death in the 1903 Paris-Madrid race, a great loss to the family. Motor racing was banned until race circuits were built. February 2024 marks the 125th anniversary of

Renault, one of the biggest makers of affordable, economical and exciting cars.

The RENAULT CAR CLUB OF VICTORIA celebrated its 70th birthday in 2023, and has been continually active promoting the longevity of the marque, particularly in motorsport, in which Renault participated right from the start of the 1900's, when the company imported their first cars into Australia. With the post war growth in Australia of marque car clubs, the Renault 4CV or 750 was a popular choice of most RCCV members then, doubling as a family and sports car. Today, a very dedicated group, the 4CV Register, holds a huge meeting each second year. The Alpine brand is very well represented by RCCV, with an active group owners of early and current models.





British & European Motoring Show 2024

125 YEARS OF RENAULT

The RCCV is both AOMC and Motorsport Australia affiliated, and runs regular drive days and other social events, participates in the Club Permit scheme, and competes in lap dashes, hill climbs and khanacross. Many restorations are conducted in most models as well.

See www.renault-car-club-vic.org.au for further information.



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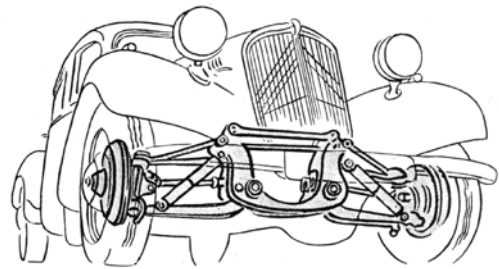
CITROEN

The perception today is that, until 1934, Citroën had a reputation for producing well-equipped, but rather run-of-the-mill cars, light trucks and buses. 1934 was the water-shed when entrepreneur and brilliant publicist André Citroën launched the ground-braking 'Traction Avant'. Of course, the Traction, while shining the light towards the future, cast a shadow over the marque's past. It should be remembered that Citroën was the first French brand to introduce the 'tout acier' [all steel] body and to adopt Chrysler's 'floating power' [Moteur Flottant] engine mounting system.

It is no understatement to describe the Traction Avant as the most advanced mass-produced car of its era. While none of its features, individually, were new what was new was the fact that this car combined them all into a single, affordable package. Features we regard as highly mainstream... monocoque construction, front-wheel drive, torsion-bar suspension [independent at the front], a wet-liner overhead valve engine, hydraulic brakes and ~ from 1936 ~ rack and pinion steering created a car that was an immense leap forward over the competition.

At its launch the advertising described the car as being 'two years ahead' of the rest. Yet at its final departure from the market, in 1957, it was still in advance of almost all the family saloons being produced by its competition across Europe. Compared it with other saloons of the pre-Mini era and it seems more modern in its roadholding and handling, although in other areas it does betray its 1930s origins.

CITROEN



FRONT WHEEL DRIVE

— the secret of Citroën's amazing performance!

And it is an amazing performance! One hundred and sixty-eight world's records and a similar number of International class records, unbroken to this day, are held by Citroën as clear and convincing proof of the superiority of this world-famous car's design and efficiency. Safety, too, is in the front wheel drive feature . . . the safety of "pulling" power which actually tows the car around corners, allowing perfect control at all speeds, eliminating rolling and sliding on loose surfaces, skidding on wet, smooth roads. Add a low Continental appearance in good taste, and you have the car for discerning motorists. See it to-day!

- **Torsion Bar Springing:** Features independent front end suspension, with complete insulation from road shocks.
- **Detachable Cylinder Barrels:** Reduce oil consumption, eliminate reboring, ensure more uniform cooling of cylinders, give longer engine life.

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But the Traction is more than merely the sum of its technical advances. It can lay claim to being one of the most beautiful cars ever made... its stance and proportions, its flow, grace and harmony. It is also integral to French history and culture. Can you seriously imagine a film set in the European theatre of World War II that does not feature a Traction Avant being driven either by the Nazis or by the Free French forces? Probably both!

For the novice looking at a Traction Avant, you will probably call it a 'Light 15'. The '15' is a reference to its UK RAC/fiscal horsepower and 'Light' to the fact that it is a small-bodied version. The English-assembled cars were, for almost the life of the model, imported to Australia. Being English they were trimmed with Conolly hide and sported wooden dashboards. We also received the same body and engine [4 cylinder, 2 litre] combination ex-Paris. The French cars, in their home market, were called 'Onze Legere' [Light 11], 11 being the French fiscal horsepower rating of the 2litre motor. These cars, trimmed in cloth and retaining their metal dashboards



were imported to Australia as a 'base' model. There was also a larger bodied model available with the 4-cylinder motor [called either a Big 15 or in French a 'Normale'] and a 6-cylinder motor [a Big 6 or a French 15/6, reflecting the 2.7-litre's French horsepower rating of 15CV]. The picture becomes more complicated with long-wheelbase Familiale, Limousine and Commerciale bodies along with cabriolet and coupé/faux cabriolet bodies in both four and six-cylinder versions.

The original plans for the Traction included a V8 version, rated at 22CV. While a number of prototypes were developed for testing and were displayed at the 1934 Paris Motor Show, along with the 4 cylinder versions, this car was never launched.

Unfortunately, the Traction was rushed into production and beset with the direst teething problems imaginable. Early cars jumped out of gear and often required an elastic strap attached to the windscreen to hold the dashboard-mounted gear lever in second, stub axles and torsion bars broke, damping was weak, the handbrake was useless. Early bodies sagged until the doors would not open and the 'Moteur Flottant' system was quickly, and quietly, dropped.

Despite Citroën's huge publicity drive sales of the Traction were disappointing and within a year of the launch of the car, André Citroën had lost control of his business empire to its largest creditor, Michelin. At the time the naysayers [and there were many of them]

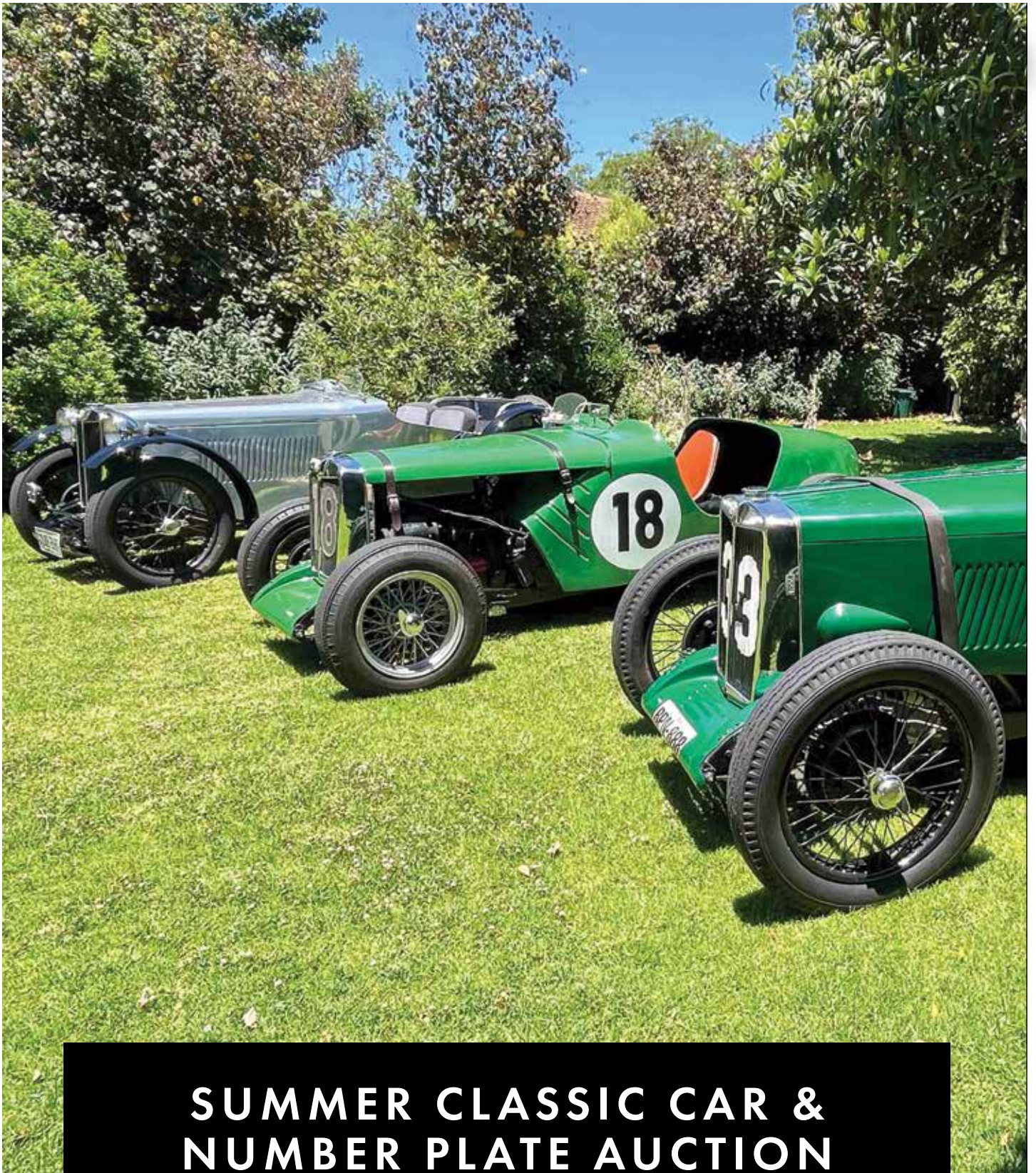
might have seen this as vindication: the Traction was too complicated for its own good and André was too flash, too clever-by-half and too Jewish. By 1935 André Citroën had died of stomach cancer.

But André's drive for innovation did not pass with him. In 1955 Citroën again stunned the world with the DS and in 1970 won the European Car of the Year award for the GS. 1974 saw the launch of the CX. While the brand has these days lost too much of its individuality in the ownership of Peugeot and Stellantis it does remain Australia's longest continuously imported marque of motor car.

Leigh F Miles

Editor ~ Citroën Classic Owners' Club of Australia
and Citroën Car Club of Victoria





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What is the AOMC?

The AOMC is a not-for-profit organisation established in 1976 that represents over 240 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
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Email: secretary@aomc.asn.au
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The Wolseley 6/90

One of the first totally new cars to appear in 1954 following the Nuffield-Austin merger, and featuring the silky smooth 2639cc BMC 'C' Series 6 Cylinder engine as shared with the Morris Isis, Austin A 90 Westminster and Austin Healey 100/6 was the Wolseley 6/90. Entering the post-war market in the British upper middle-class luxury car sector, and mostly selling against Armstrong-Siddeley, Jaguar, Daimler, Humber and Rover, the Wolseley 6/90 faced very stiff competition.

A sister car to the Riley Pathfinder, this sleek and fast twin carburettor sedan seated 6 adults in luxurious comfort. With 95MPH performance and good roadholding, the 6/90 quickly became the favourite of Police Forces throughout Britain and in several of the Commonwealth countries. 6/90's can often be seen in period crime films, usually sporting a Winkworth bell in place of the R/H foglamp and large roof speaker. The 6/90's brilliant modern lines were the brainchild of Nuffield's, and later BMC's head designer Gerald Palmer, also responsible for the similar looking but smaller Wolseley 4/44 and MG Magnette models. In the day their sleek appearance was admired, and they were awarded medals for outstanding design.

Selling in moderate numbers through to 1959 and appearing in three series, the 6/90 was initially only available with a column shift 4-speed gearbox, but was later marketed with right hand gearchange, optional Borg-Warner overdrive or Borg-Warner fully automatic transmission.

All 6/90's were built with a perimeter chassis, and early cars had their rear axle located by diagonal radius arms with telescopic shock absorbers mounted inside coil springs. Later in production more conventional semi-elliptic rear leaf springs became standard and Series II and III cars featured huge servo assisted brakes, an adjustable steering column and a fully timbered veneered dashboard to complement the matching door capping rails and windscreen surrounds.

Total production over nearly 5 years amounted to a mere 12,000 units, with about 4% of these being built to police specification and usually painted black. Period road tests were always complementary, with the Autocar commenting that the 6/90 Series II automatic

that they tested was.... *"a very good car indeed" and "it is unusually comfortable and pleasant to drive, has credible performance and a higher than average safety factor in terms of braking and roadholding"*

The Wolseley Car Club's model register lists eleven 6/90's in the hands of members, and our extensive parts operation and comprehensive technical library assists owners to keep these magnificent vehicles on the road.

Graham Keys, Wolseley Car Club Inc. President.

www.wolseleycarclub.com

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Performance
0-60 m.p.h. in 17.3 seconds ("Motor" Road Test). Smooth top-gear performance down to 5 m.p.h. and up to over 90 m.p.h. Excellent steering, roadholding and braking. Turning circle 37' 6 1/2" (R); 36' 9" (L).

Equipment
Certified speedometer, heater, de-mister, windscreen spray, twin fog lamps, twin interior lights. Rimblishers. Large unencumbered boot.

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Economical, 2.6 litre, O.H.V., six-cylinder engine with twin carburettors, available for police-users with compression ratios of 8.3 or 7.2 to 1. Four-speed gearbox. New floor gear change on driver's right. Deep box-section chassis frame. I.F.S. by adjustable torsion bars. Long semi-elliptic rear springs. Divided front seats with twin fold-away armrests. New walnut fascia. New deep-sunk safety steering wheel, with adjustable column.



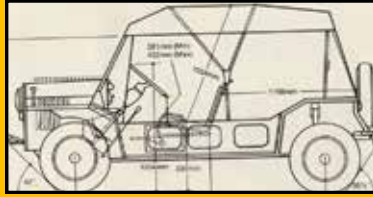
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Six-Ninety

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W.132

60 Years and still Mokin'



“The Mini Moke is a small, front-wheel drive utility and recreational convertible, conceived and manufactured as a lightweight military vehicle by British Motor Corporation (BMC) and subsequently marketed for civilian use under the Austin, Morris, Leyland and Moke brands. The name ‘Mini Moke’ combines Mini with Moke...an archaic term for ‘mule’. The Moke is known for its simple, straightforward, doorless design and for its adaptability”

- 1959 Sir Alec Issigonis and John Shepherd have some Moke prototypes made
- 1964 British-made Mokes with 848cc Engines and 10” wheels (MkI & MkII)
- 1966 The first Mokes were being built in Australia. 998cc Engine and 10” wheels
- 1968 Mini Mokes were made in Britain until 1968 . Many were exported.
- 1969 BMC 13” Big Wheel Mokes were made.....mostly with 1098cc engines
- 1971 ‘Moke Special Export’...Californian was produced with a 1275cc engine
- 1973-1977 The ‘Standard Years’ with Mokes being exported to over 60 countries
- 1977 The Californian is back. Denim Hood & Seats and many modern extras
- 1980 The ‘facelift’ series...Galvanised body, 1275cc engine, better seats etc.
- 1980-1984 British Leyland Californian Mokes are being made in Portugal
- 1981 Moke production in Australia finishes after manufacturing 27,200 units
- 1990 The Portuguese production ceased and the Rights & Tooling sold to Cagiva
- 1991 Production is restarted in Portugal as the ‘Cagiva’ Moke until 1993.

In 30 years of production in various countries, a total of 49,937 Mini Mokes were manufactured.....and, exported around the world. The building of the final Cagiva Moke ended an era of automobile history. The body remained largely the same as did the ‘A’ Series engine with the 848cc, 998cc, 1098cc and 1275cc variants.

In 2024, in different parts of the world there are still cars called ‘Mokes’ being made, including ‘electric’ ones, but the purist would call these ‘copies’ just not the same or as good as the original little car dreamed up by Alec and John.



Moke Muster 2016 in Shepparton

The Moke Owners Association was started in March 1969. The Club is still very strong with Members throughout Victoria and beyond. Sharing mechanical knowledge, heading off on all sorts of travelling adventures, assisting in the community and.....having a lot of Mokin' fun are still the hallmarks of the M.O.A.

The Club celebrated 50 years in 2019



Mokes at Uluru



1967 Little Wheel Moke



Mercedes Pagoda

The “Pagoda” made its debut in 1963 with the 230 SL of the 113 series at the Geneva Motor Show. It replaced two highly successful models in the SL range – the 300 SL and the 190 SL.

The designers deliberately set out to design a car that was to be a high performance sports two-seater with outstanding handling qualities and a high degree of comfort. Discussions about such characteristics in a sports car were silenced when the 230 SL brought successes such as the victory in the Spa – Sofia – Liège Rally.

The car exterior was characterised by bold masculine lines and that unmistakable SL face with the Mercedes star at its centre. The engine hood featured a slight hump at its mid-point to accommodate the upright 6-cylinder engine. The effect achieved by the hardtop was light and airy thanks to the high, side windows and slender columns supporting the roof – reminiscent of an oriental temple, with its lines sloping inwards. This unique feature gave the car its “Pagoda” nickname. The 230 SL was available as a roadster with a user-friendly folding soft-top and as a roadster with a hard-top. In March 1967 the 230 SL was superseded by the 250 SL and that came with a further variant, the hard-top coupé. This third version lacks the soft-top and its storage compartment, which provided extra interior space for luggage or an additional transverse seat. All three versions could be driven as convertibles.

The “Pagoda” was the first SL to combine speed and safety. The car was built in the floor assembly of the ‘tail-fin’ series sedan (usually called ‘Finnies’ in Australia) – the first cars in the world to feature a safety body – the 230 SL also offered rigid passenger compartments and a crumple zone with impact-absorbing front and rear sections. As with the sedan, the interior was ‘rounded’ – with all hard corners and edges removed – and, like its predecessor, the car offered seat belts as an optional extra.

The 6-cylinder engine was also derived from the sedan and had radical alterations. The six-pin injection pump allowed fuel to be injected directly into the combustion chamber; compared with the sedan which only had two and was injected into the induction pipe. This meant the 2.3 litre engine developed 150 hp (110 kW) at 5,500 rpm, offering 20 mkg of torque at 4,200 rpm.

The four-speed transmission had a shorter first gear compared with the sedan to provide sportier

acceleration – 9.7 seconds from 0 to 100 km/h. From January 1966, a five-speed manual and an automatic were available options. By the end of its production, the automatic had a 77 percent share and power steering was also available as an option.

19,381 230 SL Pagodas were built until February 1967. The 250 SL, with its slightly larger 2.5 litre engine, was almost identical to the prior model. Less than a year later, the 280 SL succeeded the 250 SL. At the end of its production in March 1971, a total of 48,912 units were built across all three models.

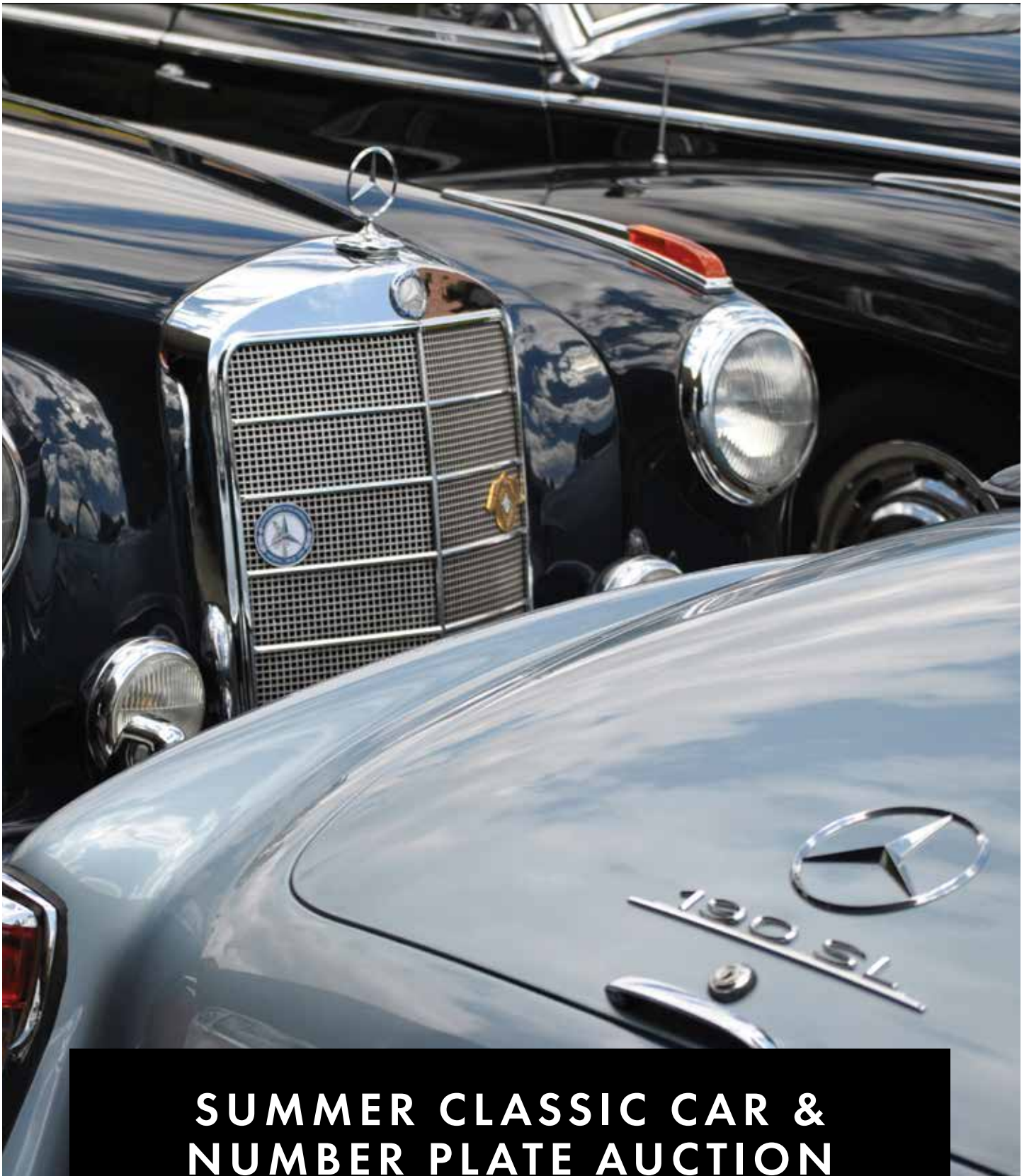
The Mercedes-Benz Club of Victoria (MBCV) held a gathering of Pagodas to commemorate its sixty year anniversary in December 2023. The Pagodas belonging to Club members are prominently displayed at the MBCV Concours d’Elegance.



Chai Teoh - Pagoda



Tony Stanyer - Pagoda



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125 years of FIAT

FIAT has been close to my heart since I got my first car from a trade instructor while completing my Vehicle Mechanic apprenticeship in the Australian Army. That car (a 1965 1500) not only allowed me to create some great memories but also led to a number of additional cars arriving in my keep. Once the word was out that I quite liked the products of the Torinese giant everyone seemed to have one in the backyard to offer me. Everyday cars with a little bit extra, a bit of 'brio', my love affair with the base model FIAT cars had begun so I had to learn something of the brand's origin story.

The history of the FIAT marque can be broken fairly neatly into 25 year segments. As one of the oldest continuing manufacturers the 1899 commencement is proudly remembered by most FIAT enthusiasts. That the brand commenced by taking over an existing manufacturer is less well known and worthy of mention. Turin in the late 19th Century was a home to great engineering capacity, primarily from arms manufacture as it had been the seat of the house of Savoy and the first capital of the united Italy. This capacity and exposure to the new autos from France prompted a group of friends to join the scene by starting Fabbrica Italiana Automobili di Torino (F.I.A.T.) or Italian Car Factory in Turin. They immediately cast around for an existing vehicle and found it at the Welleys company of the talented Ceirano brothers. In picking up their first model they also picked up a pair of great future drivers Felice Nazzaro and Vincenzo Lancia. Some



success followed but it wasn't until market studies convinced Giovanni Agnelli that the car was to be the conveyance of the people that infrastructure to produce them was commissioned at Lingotto. The First World War shifted production but also strengthened capacity and unsurprisingly F.I.A.T. emerged from the war with successful cars, racing teams, trains, trucks and tractors.

By 1924 the decision to take on the mass market and leave the bespoke cars to others had been validated. Production levels had climbed and new models were rolling out of the Lingotto factory with regularity. The numbers supplied strengthened the local suppliers and when the economic downturn of the depression hit only FIAT, by now a word rather than an acronym, were in a



position to take on the shattered remains of many other local manufacturers as their markets dried up. Small cars like the 509 and the Balilla continued to provide the growth but with well over 80% of the local market it was clear that export growth needed to be maintained. As a mass market supplier there were cars to meet all tastes and requirements without straying into the status driven Alfa Romeo and Lancia markets. Again a World War stymied plans for a whole new lightweight model line up in 1939 and production returned post war with aging models and bomb damaged factories.

As recipients of Marshall Plan Aid FIAT decided the time was right to rebuild with modern techniques and the unit bodied 1400, designed in collaboration with Budd in the US, was planned as the launch vehicle to celebrate FIAT's 50th anniversary in 1949. It was a few months late but it really began a quarter century of excitement and rapid growth. It may be that we grew up with cars from this era but the 1400/1900 and the 1100-103 carried the marque through the early Fifties then the 600 and Nuova 500 (Bambino) joined by the end of the decade. The Sixties delivered such delights as the 1500 and 2300, the 850 in all its variant and similarly the 124 which many club members still enjoy. By the end of the decade the introduction of such cars as the 125, 130 and Dino (though not locally) demonstrated the confidence and abilities of what was the third largest car maker in the world. Here in Australia in the early Seventies one in twelve new cars sold was a FIAT although the Japanese imports were beginning to erode that market position. 1974 was the end of the third quarter century of FIAT existence and a joint club tour (Victoria and New South Wales) capped off the period for us.

From 1975 to 1999 FIAT continued strongly with the 127, 132, 131 and the still much loved X1-9 however the situation here in Australia became a little more bleak by the Eighties. Our small market with its specific requirements made it harder to get the model fit right with sensible pricing. Great memories of driving near new cars in multiple

sporting and social events will be shared by many car club members of the era but the diminishing supply ended with FIAT leaving the Australian market in 1989. Enthusiasm for the brand was not lost and there are now a number of imports from that era present locally. Cars like the Barchetta and the Coupe have been brought in and help fill the void created by that temporary lack of supply.

The current quarter century began for us here in Australia with a continuing supply vacuum that did not ease until 2006 when the Punto was introduced. It was followed by the Ritmo and then the 500 which amazingly still continues. The fortunes of FIAT have waxed and waned over the period too. Taking over Chrysler brought size but a little loss of the Italian soul of the company, more recently the creation of Stellantis as a global player in which FIAT exists alongside Citroen, Peugeot, Opel, Alfa Romeo and many others means that the continued existence is assured. Trying to attribute character to a modern brand seems difficult but FIAT vehicles have always provided more than just a means of moving oneself, a little of the founders spirit of adventure seemed embodied in each car. Personally, I have cars from the last 4 quarter centuries and while very different I find some thread of connective DNA running through them. Of course that might be just my own romantic notion but the club now extends more than halfway into the FIAT history at 66 years old and something binds us all together despite our differing approaches.

Roger Beattie
President, Fiat Car Club of Victoria



AOMC Carbon Offset Program

The AOMC is working together with Greenfleet to offer motoring enthusiasts the opportunity to support the environment through a carbon offset scheme. This program enables you to demonstrate a commitment to both the environment and to the preservation of our motoring heritage. It also allows the AOMC to highlight to our stakeholders that the environment and our heritage fleet can exist in harmony. This will, amongst other benefits, help us to support the current Club Permit system.

The annual tax deductible carbon offset fee for a collectable car is very cheap (\$18 for 3000 km/year and \$36 for 6000 km/year) recognising that our historic cars produce very little greenhouse gas per year.



Why should you purchase Carbon Offsets?

As an enthusiast you probably have a favourite type of car. You also understand that other people like different cars. Some may like old army jeeps, while others like sleek sports cars. And then there are those who like old trucks or even old Triumphs (your parents or grandparents may have owned one as you were growing up). But there are other people who see old cars as just being out of date, unsafe and unnecessary users of petrol.

We understand that big SUV's produce a lot more greenhouse gas than many of our collectable cars, especially as our collectable cars are only driven occasionally. The AOMC scheme through Greenfleet enables us to show to stakeholders and the general community that we are committed to both the environment and the preservation of our motoring heritage.



Greenfleet

Why buy offsets from Greenfleet? This is a widely recognised not for profit organisation that, since 1997, has planted over 10 million trees and created and is maintaining over 500 biodiverse forests. It is also recognised by the Government as registered charity and deductible gift recipient and able to provide tax deductible receipts.



For more information, including how to purchase carbon offsets, go to the AOMC website:
www.aomc.asn.au/carbon-offset

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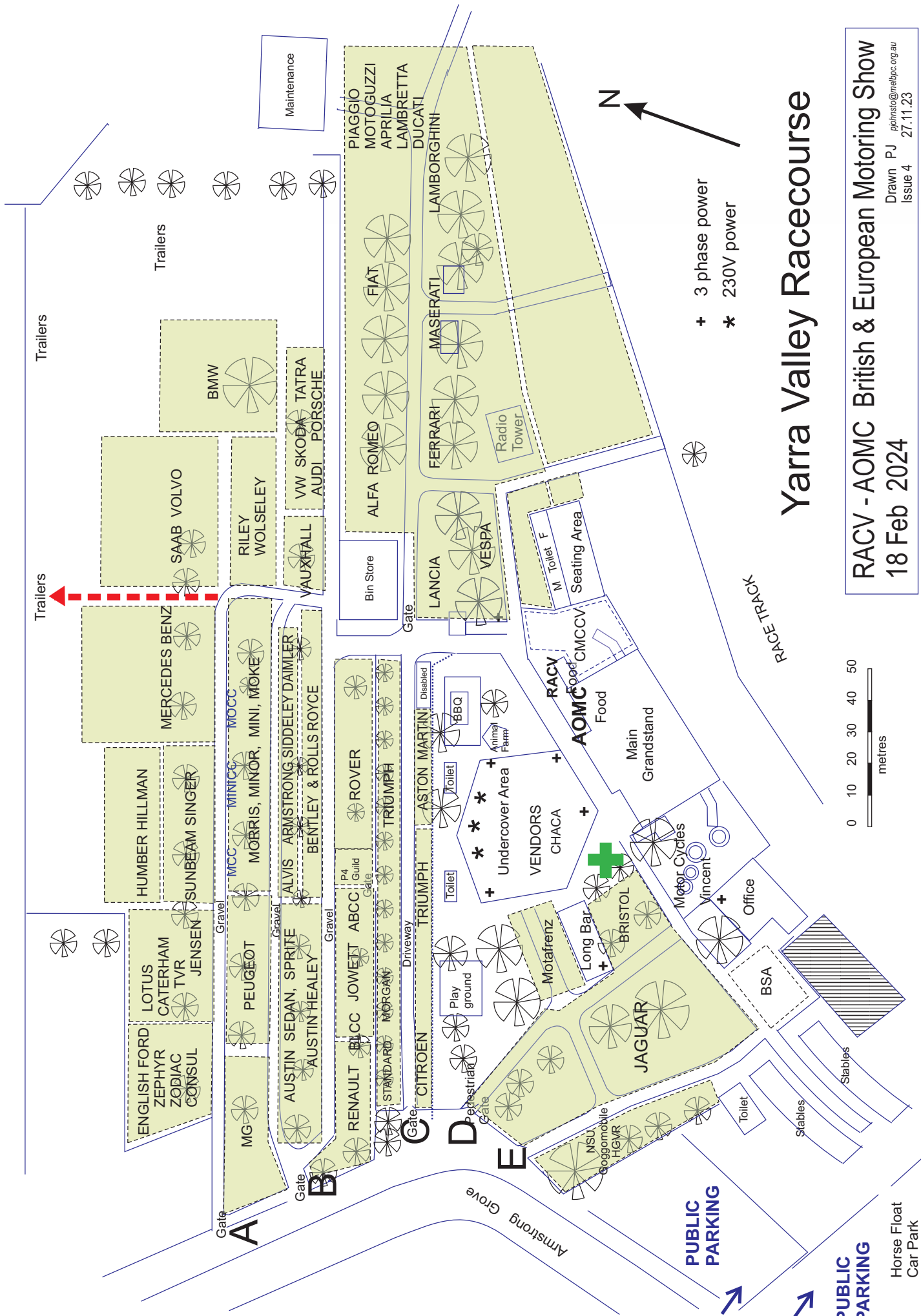
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Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228).

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



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