

ASSOCIATION OF MOTORING CLUBS INC

AOMC

Newsletter

August 2015 - Issue 129

www.aomc.asn.au

Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

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Front Cover: The festive picnic atmosphere at Yarra Glen Racecourse where the National Motoring Heritage day event was held on May 17th. A large contingent of clubs and cars were in attendance.

CONTACTING THE AOMC:

The AOMC office and phone is attended 2 days per week, all other times there is an answering machine operating which is accessed remotely, so your call will be attended to within 24 hours. When leaving a message, please ensure you leave your contact number and a brief outline of your query.

AOMC OFFICE, 1/3 EDGEcombe COURT, MOORABBIN, VICTORIA 3189

ABN 90 979 750 693- INCORPORATION REG # A731A

Telephone: (03) 9555 0133

Postal Address : 1/3 Edgecombe Court,
Moorabbin, 3189

Email: secretary@aomc.asn.au

Website: www.aomc.asn.au

We are now on FACEBOOK

For information on coming events,
you are invited to join our site as a
“friend” to receive notifications.

www.facebook.com/infoAOMC

NOTICE TO CLUBS AND MEMBERS

PRIVACY POLICY

The Association of Motoring Clubs will collect information from its constituent club members. This information will be updated regularly and held in a secure manner by the Association. The information held will relate only to:

Office bearers of the member clubs,
Membership fees paid and the number of individual members,
Postal and telephone contact of member clubs,
Electronic mail addresses of member clubs.

The Association provides a referral service to the public who wish to make contact with a motoring club. Information concerning constituent member clubs will be made available to prospective members and interested parties in line with a published aim of the Association. If any constituent club does not wish the Association to disclose its contact details it should advise the Association office of this fact. Individual members known as supporters will be listed by mail address on a separate register.

Supporter details will not be provided under any circumstances. The Association assures its membership that lists of members or contact details will not be sold to commercial organisations. The Association will only provide information to organisations or groups after consultation with the Executive committee and only if the information provided promotes or enhances the activities of the member clubs.

NEWSLETTER NOTES

The AOMC sends out four Newsletters per year to club Delegates. A copy is also sent to the club address. It is important that a copy of each Newsletter be forwarded to the club's Editor, so that our news can be circulated to your membership via your Newsletter. A brief summary of proceedings of Delegates Meetings is sent to club Newsletter editors soon after each meeting by one of the delegates present.

NEWSLETTER EDITORS

Items in the AOMC Newsletter can be copied/retyped without permission, provided that the AOMC source is properly acknowledged. We send out information packages from time to time, and also ask that you establish a regular AOMC News segment in your newsletter. There is much to tell and for the survival of our hobby, good and frequent communication of our news with your membership is paramount. Please ensure the Association is on your Newsletter mailing list to enable the update of its database of club office bearers and contact information, and to publish information concerning significant club events in the Newsletter. Newsletters should be posted to the AOMC at 1/3 Edgecombe Court, Moorabbin, Vic. 3189

WEB MASTERS

Register your club's www site on the AOMC member club's web pages. See <http://aomc.asn.au/members.htm> If your club is already listed then check that the www address is correct. If incorrect, email the AOMC web master with the new details.

CLUB CONTACT INFORMATION

Have you recently changed your Executive or mailing address? If so, then please advise the AOMC office of the new details otherwise you might miss the latest AOMC news. We look forward to being able to pass on enquiries about your club by using up to date information.

DISCLAIMER

The Association of Motoring Clubs Inc. (AOMC), its Officers and the Committee cannot be held liable for any errors and/or omissions in articles, reports, notices, advertisements, comment and advice of events that are published in this Newsletter in good faith. It should be noted that the publication of an advertisement, or expression of views in articles and reports, does not necessarily imply endorsement by the AOMC of the advertised product or service, or the views expressed in any articles or reports published in the Association's Newsletter.

Membership Database Offer

Over the years the AOMC has received a number of requests from clubs seeking suitable software with which they can manage their membership database and also CPS vehicles.

In 2013 Mark Fenton of the Chrysler Restorers Club made a presentation to an AOMC Delegates Meeting on some of the computer facilities and software used by his Club. He has since enhanced some of the software to allow use by any club.

He has now made this software available to all AOMC member clubs .. gratis!

The AOMC is delighted with his gift to the movement and invites clubs to download it and give it a trial.

Some key features are:

- Handles club member details including vehicles
- Will handle over 500 members and 1000 vehicles
- Produces member mailing lists for Hardcopy and Emails
- Imports data from Excel
- Either operates as a single user database or for multiple users via the www
- Uses MS Access database runtime version (which may be downloaded free from Microsoft)

For more information see the AOMC website and look for the Club Membership Software link.

Club Permit Handbook

The AOMC Club Permit handbook is currently being updated to reflect the latest changes to the club permit scheme.

The latest Frequently Asked Questions (FAQ's) can be downloaded from the AOMC website, printed off and placed as an insert into the existing handbook (yellow cover 2011 edition).

A revised version of the handbook will be published as soon as all details are confirmed.

FEATURED IN THIS ISSUE

Committee Members Contacts	inside front cover
Notices	4
President's Reports	5
Protection of Movable Cultural Heritage	6
VicRoads News	7
Calendar of Events	8
News from overseas FBHVC	13
National Motoring Heritage Day pictorial	14—16
News from overseas USA	18
AACA MoTor Collection	19
RACV Car Theft report	21
Minutes of February 2015 Delegates meeting.	24

IMPORTANT NOTICES

August Delegates Meeting

Monday 17th August

Time: 7.30pm

Venue: Chevrolet Clubrooms
1/3 Edgecombe Court, Moorabbin.

Apologies & Enquiries: (03) 9555 0133

Guest Speaker: David Joyner

Assistant Director Regulatory Transaction
Centre , Consumer Affairs Victoria

David will outline any new changes to the regulations for incorporated Associations that may impinge on our member clubs, and the new electronic only submitting system for annual reports.

For further information check the AOMC website:
www.aomc.asn.au

Meals on the night, consisting of a BBQ meat & salad
for \$10 from 6pm

Drinks are also available at the bar.

Bookings for meals are essential for catering
purposes and can be made to:

Tel.: 9555 0133

email: secretary@aomc.asn.au

**Meal Bookings close on
Friday 14th August**

Robert Shannon Foundation

The AOMC is a member of the Australian Historic Motoring Federation (AHMF). The AHMF assists in the administration of the Robert Shannon Foundation Trust which makes annual awards to young motoring enthusiasts. Victorian youth have been past recipients. Your club can sponsor a worthy youngster. See the AOMC website for more background and an application form.

Applications for 2015 have closed. Applications for 2016 must be received by the AOMC by
30 May 2016

The AOMC Newsletter can be downloaded in pdf form from the AOMC website.

This version is in full colour.

Go to:

www.aomc.asn.au

PRESIDENT'S REPORT

Welcome to the August edition of our newsletter. Whilst the winter months are traditionally quieter for the movement the Association has a lot happening.

Our winter restoration seminar has been well accepted to the extent that the seating capacity was reached within a week from the information being sent out.

I hope as you read this it will have been a complete success.

Negotiations continue with Vic Roads concerning modifications to the Club permit scheme, currently they are looking at ways of better managing the clubs who are permitted to be part of the scheme and perhaps setting some guidelines that the plethora of new clubs will have to meet.

Towards this end the Association has provided a discussion paper for Vic Roads with a view to advising them on possible ways forward.

Part of this review of the scheme has indicated the possibility of changing the age of eligible vehicles from 25 years age currently to 30 years. We are keen to get information from each of our member clubs as to the general opinion of the movement we represent if a change is favoured.

A questionnaire will be circulated to all our member clubs seeking opinions on such a change.

Please ensure that your club takes part in this important survey to enable the executive to represent the views of our membership.

Finally the review by Vic Roads is also looking at how to handle replica vehicles on the club permit scheme and with regard to rally cars in cooperation with CAMS indicating that the existing Rally Car scheme be modified to allow the older vehicles currently on the CPS to be transferred to a new rally plate scheme. The Association is providing input into both these topics.

Just after our delegates meeting we will be having a take two on our annual Shannons American Motoring Show at Flemington. The first attempt in April was washed out, so we really need to ensure the September event is really successful. If your club caters for American cars of any sort you are most welcome and encouraged to attend.

Lets hope we can crack it for a great day weatherwise.

Finally we were pleased with the support for our National Motoring Heritage Day held at Yarra Glen. We have decided for next year the event will be conducted at Mornington racecourse where we hope to attract enthusiasts from this area. Our contact with local member clubs has been positive so please put the date in your club diary and lets

fill Mornington Peninsula roads with our historic and classic vehicles.

Finally, the movement must look at ways of encouraging the young folk to be interested in our movement. When one thinks of the exposure today's youngsters get to the motor car it is going to be a battle. The concept of home vehicle maintenance is all but dead, impossible due to the complexity of today's mechanicals. The car is now seen as an extension of day to day life, many kids greatest exposure to cars may be a people mover, and almost all today's new drivers never experience a manual gearbox.

I am constantly amused to see how people treat their vehicles, particularly how we take for granted easy starting, no warm up and huge faith in braking capacity.

I guess there will always be a small coterie really interested in motoring heritage, but the older generation including the writer may have to modify their view of what is in fact a classic. and it may just be the case that the 25 year old vehicle allowed on to the club permit scheme could be the area of growth for the movement in the future.

I encourage our membership to think about the future of the movement and today's youth and feel free to provide us with your views.

As always the Association's role is to encourage our movement and represent the interests of its affiliated clubs. If your club has issues that you think require the Association's attention do not hesitate to give our office a call.

Iain Ross

Restoration Seminar 2015

Saturday August 8th.

9am to 1pm

Morning tea supplied

The 2015 Restoration Seminar
has been fully booked.

A waiting list is being compiled
in case of cancellations.

Admission restricted to those
who have booked a place,
no walk ups on the day will
be admitted.



Protection of Movable Cultural Heritage Act

Following is a release from the Minister for the Arts Department which is reviewing the import and export of cultural heritage, and also the terms of reference for this review.

Whilst in the main it looks at cultural artefacts that should be kept in or returned to the country of origin, it could also encompass the import and export of significant vehicles.

In December 2014 the Minister for the Arts appointed Mr Shane Simpson AM to undertake a broad-ranging, independent review of the *Protection of Movable Cultural Heritage Act 1986*. Mr Simpson has now released a position paper, outlining a new model for the protection of cultural property. The position paper, along with a summary, is available at

<http://arts.gov.au/topics/public-consultations/review-protection-movable-cultural-heritage-act>

The position paper is being supported by a national, online survey, seeking public comment on the proposed model. The survey can be accessed at www.surveygizmo.com/s3/2223721/Review-of-the-PMCH-Act, and will be open until 14 August 2015.

Information provided by stakeholders will be used in developing Mr Simpson's final report, which is due to be presented to the Australian Government by 30 September.

You are encouraged to participate, and to distribute this information as widely as possible throughout your networks, to ensure that all interested stakeholders have an opportunity to participate.

The PMCH Act plays an important role in protecting Australia's cultural heritage by regulating the export of objects that are significant to our history. It also provides for the return of foreign cultural property which has been illegally exported from its country of origin. The review intends to provide improved clarity on the processes and requirements of those importing and exporting cultural objects in Australia. The position paper proposes a simpler legislative framework, objective standards to define those objects being regulated, a flexible and risk-based approach to assessment processes, and clearer guidance to decision-makers throughout the process.

Please direct questions to the review secretariat at PMCHreview@arts.gov.au

TERMS OF REFERENCE – REVIEW OF THE PROTECTION OF MOVABLE CULTURAL HERITAGE ACT

The Protection of Movable Cultural Heritage Act 1986 protects Australia's movable cultural heritage and provides for the return of foreign cultural property which has been illegally exported from its country of origin and imported into Australia. It gives effect to Australia's agreement to the UNESCO Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property 1970. The Protection of Movable Cultural Heritage Act 1986 has not been significantly amended since its enactment, and the scope of the proposed Review is therefore intentionally broad. It will consider the existing framework for the protection of movable cultural heritage material in Australia, as set out in the Protection of Movable Cultural Heritage Act 1986 and the Protection of Movable Cultural Heritage Regulations 1987. The Review will focus on the appropriate settings for protection and regulation in this area, and explore other, similar protection schemes in Australia and other international models for the protection of cultural property:

- Which objects are protected, including having regard to the following:
 - What are the categories and types of Australian cultural objects which should be protected via regulation?
 - What are the appropriate thresholds and definitions of significance?
 - What levels of protection should be extended to foreign material?
- How Australia's international obligations are fulfilled, including having regard to the following:
 - How Australia implements the UNESCO Convention on the Means of Prohibiting and Preventing the Illicit Import, Export and Transfer of Ownership of Cultural Property 1970;
 - How this scheme interacts with the obligations under the UNESCO Hague Convention for the Protection of Cultural Property in the Event of Armed Conflict 1956; and
 - Whether there are other international conventions or practices which provide useful benchmarks or guidance?
- How this protection is administered, including having regard to the following:
 - What is the most effective framework for protecting Australia's cultural heritage?
 - How are decisions regarding specific objects best made?
 - How is the scheme best enforced?

The Review may also examine and report on any other issues considered relevant or incidental, and will consult with stakeholders as is thought necessary. It will report to the Australian Government Minister for the Arts by 30 September 2015

VicRoads News

Clubs are able to get the details of those CPS vehicles that are recorded on the VicRoads database as being managed by the Club.

To obtain a listing of vehicles and member names to check against your club's records you will need to:

- Submit a formal request to VicRoads,
- It must be on Club Letterhead,
- It must be signed by a responsible officer of the club,
- It must contain the Email address of the Secretary or other a responsible officer of the club (for a return email containing an Excel file)

The formal request may be made via a Letter: through Australia Post, or attached to an email, sent to: csteam2@roads.vic.gov.au

Clubs are strongly encouraged to carefully maintain their CPS vehicle and membership records.

Queries and revisions should be submitted in the first instance, in the same manner.

Interstate Permit recognition - West Aust.

Compliance and Enforcement legislation commenced on 27 April 2015, which now provides recognition for a valid interstate vehicle permit, authorising the use of a vehicle on roads in Western Australia (WA), provided the holder is not ordinarily a resident in WA. This includes any type of permit issued by an interstate authority, such as temporary movement permits, unregistered vehicle permits, over mass/over dimension permits, club permits issued to vintage and veteran vehicles, rally permits and short term permits.

Where the person responsible for a vehicle **is a resident of WA, an interstate permit will not be recognised**. A WA 'Temporary Movement Permit' (TMP) will be required to move an unlicensed roadworthy vehicle.

TMPs can be obtained online via the Department of Transport (DoT) website, by calling 13 11 56 or by attending a DVS centre, DoT regional office or DVS agent.

Legislation

Section 4 (5) of the *Road Traffic (Vehicles) Act 2012*

Part 2 —Licensing of vehicles

4. Vehicle licences

(5) A person does not commit an offence under subsection (2) arising out of the use of a vehicle while its use on a road is authorised under the law of another jurisdiction unless a responsible person for the vehicle is ordinarily resident within this State.

CALENDAR OF EVENTS

This calendar is a platform for promoting your club.

To have your events included –

Preferred method Send information by email to: secretary@aomc.asn.au

OR Send information by mail to Events Directory AOMC Inc.

1/3 Edgecombe Court Moorabbin 3189

before the 2nd Monday of January, April, July, October to appear in the next issue of the Newsletter.

Most events listed are obtained from newsletters and magazines received by AOMC.

Important notice.

AOMC and its contributors rely on the information supplied for events to be correct.

It is advisable to confirm details of the event with the contact noted.

August 2015

8: AOMC Restoration Seminar. Venue – Chevrolet Car Club, 1/3 Edgecombe Court, Moorabbin. A panel of presenters will speak on various restoration topics. For further details, refer to AOMC website or ring the office on 9555 0133

8 – 9: Winton Festival of Speed. Victorian Historic Racing Register. Winton Raceway, Benalla, Vic. Now into its sixth year and will again feature a large array of historic machinery ranging from the 1940s to the 1990s. Admission is \$30 on Saturday and \$35 on Sunday., children under 16 free. Gates open at 7am both days.

9: Cobram Swap and All Wheel Show. Cobram Showgrounds, Cobram. Annual swap meet and show & shine organised by the Rotary Club of Cobram . Contact Adrian Bennet on 03 58734267 for details Supported by Shannons Insurance

17: AOMC Club Delegates Meeting.
7.30pm at the Chevrolet Clubrooms
1/3 Edgecombe Crt, Moorabbin.
Meal bookings to 9555 0133

29 – 30: National Auto Museum of Tasmania Open Weekend. 86 Cimitiere Street, Launceston Tas. Tasmania's premier motor museum annual open weekend. Come and see some wonderful car/motor cycles on display and peruse the many motoring items for sale in the shop, Note: Car Club displays on Sunday only Contact: Phil Costello on 63348888 for details

September 2015

3 - 6: Red Centre NATS. Alice Springs, in association with Summernats and sponsored by the Northern Territory Govt. Showcasing Australia's best street machines, hot rods, classics, muscle exotics and supercars. Cruise the streets of Alice Springs in your unregistered modified machine with our temporary rego permits. Contact: Tel.: (02) 6241

7949 Email: richard@summernats.com.au or on the web: www.redcentrenats.com.au

13: Shannons/AOMC American Motor Show, Flemington Racecourse, Nursery Car Park. Open to all Classic & Historic vehicles manufactured in North America. . Display car entry from 9am, spectators from 10am. Club displays welcome with a trophy for best display. Trophies awarded in a number of categories awarded from 2pm. Food & refreshments available, music and children's entertainment.

20: Dunlop Robinvale's 1st Blessing of the Bikes and Cars and Show and Shine. Robinvale Euston Historic Vehicle Club. The Blessing will be conducted by Pastor David Holt of the International Apostolic Ministry of Traralgon and provides an opportunity for all motorcyclists and drivers to have themselves and their vehicles blessed for safe travelling.

All riders and drivers most welcome. For more information or enquiries phone Jackie 0468 320 903 or Phyllis 0417 379 605 For a Gold Coin donation, there will be great spot prizes and give-aways plus "Peoples Choice" award of \$125 Dunlop Robinvale voucher.

Held at: ROBINVALE EUSTON AGRICULTURAL SHOW
Sunday September 20 at Robinvale Trotting Track
10am to 4pm
Plenty to do and see with horse events, art and craft display, market stalls, food and drink and much more. \$5 per person entry to Trotting Track.

27: 11th National Chevrolet Convention. Hosted by 56,57, 58 Chev Club of Victoria. Echuca Aquatic Reserve, Echuca. Annual convention for Chevrolets . Contact: Greg on 0408 454 082 or Tony on 0419506200 for entry details

27: Bay to Birdwood "Classic" will be held on Sunday 27 September 2015. The Bay to Birdwood Classic is for vehicles manufactured between 1956 and 1977. - See more at: <http://www.baytobirdwood.com.au>

October 2015

4: RACV Euroa Australian National Show and Shine. Seven Creeks park, Clifton Street, Euroa. 8am – 3.30pm. Trophies for all classes (over 90). Multiple live bands, trade and market stalls, kids activities. Show vehicle entry \$5, Public entry \$2.

10 -11: Melbourne to Maffra Rally. Gippsland Vehicle Collection. Open to all vehicles over 15 years of age. Departs Berwick on Saturday Oct 10 and passes through Lang Lang, along the railway line to Poowong and on to Trafalgar for lunch at the new Holden Museum. Then on to Yallourn Nth, Glengarry, Seaton, Glenmaggie, Newry and on to Maffra to visit the Motor Museum. Distances are around 300km per day and a back up vehicle will follow the route. For more information, see the website www.gippslandvehiclecollection.org.au, or contact Ian on 03 5147 2118 or email iankennedy.7@bigpond.com.

16 – 18: Jaguar XJC Muster. Jaguar Car Club of Vic, Jaguar Drivers Club of Sth Aust., and Jaguar Drivers Club of Australia. Echuca, Vic. An event to celebrate the 40th Anniversary of the production of the Jaguar and Daimler XJ Coupes. We're hoping to attract XJC's from all over Australia to attend our three day event. Full details at: <http://www.xjc.com.au/XJC-40th-Anniversary-Celebrations.htm>

18: Chryslers at Caribbean. Chrysler Restorers Club of Victoria is holding its Annual Display again this year on the 18th October 2015 at The Caribbean Gardens, 1280 Ferntree Gully Road, Scoresby. The Display Day caters for all Chrysler related cars past and present.

All cars to be judged must arrive before 10:30am. Trophy presentations will be held at the Club marquis around 1pm. There will be Chrysler related sponsors and a swap meet on the day. Further information available at info@chryslerclubvic.org.au

23 – 25: Motorclassica. Royal Exhibition Buildings, Carlton. Motorclassica will return for its sixth event in 2015, to be staged again at the iconic, heritage-listed Royal Exhibition Building, from 23 to 25 October. With over 500 vehicles on display inside and outside the building, Motorclassica is Australia's premier event for rare and exotic, historic, vintage veteran classic and collectible cars & motorcycles. Celebration marques for 2015 include 50 years for the Supercar, 50 years of Dino, 50 years of Shelby Mustang, 70 years of MV Agusta and 50 years of the Bugatti Club Australia

30 – 3 Nov: Tri Annual East Gippsland Gallop. East Gippsland Historic Automobile Club. Melbourne Cup weekend. For veteran, vintage and classic and post classic vehicles. Register your interest now with rally director PO Box 964 Bairnsdale or contact Rick Cove: rckv@wideband.net.au, Mike Gaffney: mikeandcathieg@gmail.com or Keith Merrilees: merrileesmoulddesign@bigpond.net.au. Entries close Friday October 2nd.

November 2015

8: Gippsland Vehicle Collection (Maffra Shed) - Japanese Vehicles Display day. Take a journey through the history of Japanese vehicle engineering at the Gippsland Vehicle Collections Japanese Vehicles Display Day on Sunday, 8 November. The event will launch the Motor Museums ongoing Japanese Vehicles exhibit, which will be on show until the end of February 2016. Rare and otherwise special Japanese vehicles from across the spectrum of veteran, vintage, classic and modern categories will be on show both inside the Museum and on the Museum grounds. Admission to the grounds on the display day is by gold coin donation, with an \$8 entry fee to the Motor Museum, under 15s free. Maffra Shed, 1A, Sale Rd, Maffra, Vic.

16: AOMC Delegates Meeting & AGM.
7.30pm at the Chevrolet Clubrooms
1/3 Edgecombe Crt, Moorabbin.
Meal bookings to 9555 0133

22: Festival of Cars - Cruden Farm, Langwarrin. This is the 8th running of this event. Incorporating cars from yesterday, today and tomorrow, in the magnificent grounds of Cruden Farm, the home of the late Dame Elisabeth Murdoch. This venue complements the theme of Classic, Historic and Special Interest vehicles with a glimpse of the future of motoring through a display of electric cars. With entertainment for all and magnificent spring gardens, this is a must attend day for the car enthusiast and the entire family. Display vehicles and all occupants are \$20 entry. General admission \$20. This event supports the Mental Health Foundation of Victoria.

27 – 29: Geelong Revival Motoring Festival. The Geelong Revival Motoring Festival Sprint is a 1/4 Mile long or 400m in modern parlance. There will be National Classic Sprint Trophies awarded in each class along with an overall event winner based on aggregated and weighted times. We intend to send vehicles down the course at intervals and collect them in groups of 50 (depending on the number of competitors in each class), then stop competition and procession the vehicles back in convoy before starting the next group

February 2016

14: Picnic at Hanging Rock. Macedon Ranges & District Motor Club Run by the Macedon Ranges and District Motor Club, The Annual Picnic at Hanging Rock is primarily a fun day out for vintage, veteran and classic cars, plus motorcycles and trucks that are 25 years and older and has been running now for 28 years. Contact: Graham 0419 393 023 Venue - Hanging Rock Reserve, Woodend www.picnicathangingrock

Calendar of Events (cont.)

March 2016

13 – 19: RACV Fly the Flag Tour. The All British Classics Car Club Inc. is pleased to announce that the next running of its popular RACV Fly The Flag Tour will be run from 13th to 19th March, 2016. The Tour will be exploring our State's western region. More details will be advised as they come to hand.

20: Morwell Swap Meet - Latrobe Valley Gippsland Historical V. C.

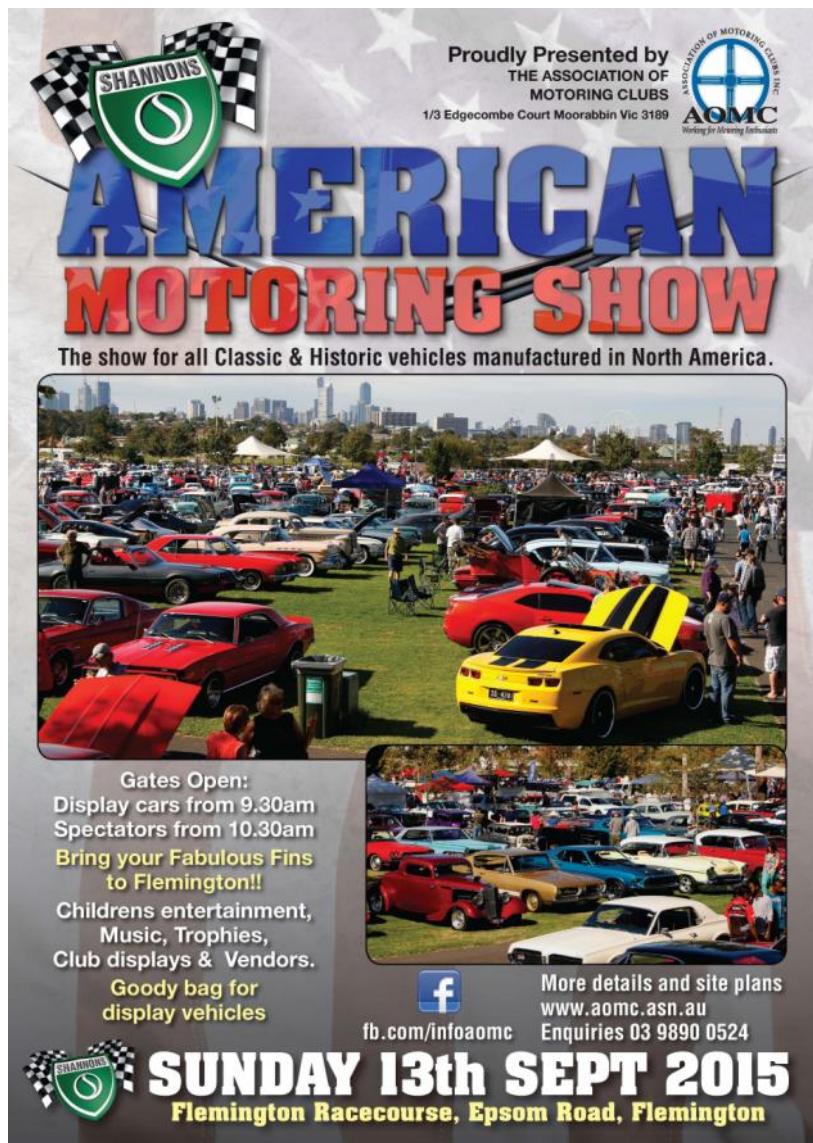
Venue - Toners Lane Morwell. Featuring Car and Bikes Parts, Collectables, Antiques, Tools and Equipment.. Gates for the event open early for site holders and the public. There will be on site catering with food and drinks available for purchase. Admission fee for entrance. Overnight Camping by Appointment only.

May 2016

15: National Motoring Heritage Day
Venue - Mornington Racecourse
(note new venue)

Details: 9555 0133 (AOMC Office)

Easter Dates: A significant number of clubs hold major events over the Easter weekend. To assist with planning future events, here are the dates for **Easter Sunday** in coming years: 27 March 2016, 16 April 2017, 1 April 2018.



Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS
1/3 Edgecombe Court Moorabbin Vic 3189

AMERICAN MOTORING SHOW

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

Gates Open:
Display cars from 9.30am
Spectators from 10.30am
Bring your Fabulous Fins to Flemington!!
Childrens entertainment,
Music, Trophies,
Club displays & Vendors.
Goody bag for display vehicles

More details and site plans
www.aomc.asn.au
Enquiries 03 9890 0524

SUNDAY 13th SEPT 2015
Flemington Racecourse, Epsom Road, Flemington

CODE RED AND EXTREME FIRE RATING DAYS

Any event which falls on a day designated as code red or extreme fire rating may be cancelled by the organisers. It is advised to check with the designated contact for confirmation.

AOMC Delegates Meeting Dates

Mark these in your Diary

Delegates meetings are generally held on the third Monday of February, May, August and November. The dates for 2014 / 15 are as below.

August 2015 Delegates:

Monday August 17th

November 2015 Delegates & AGM: **Monday November 16th**

All Delegates meetings will be held at the Chevrolet Car Club Rooms unless otherwise notified.

Meetings begin at 7.30pm, and a BBQ meal is available from 6pm for \$10

Bookings for meals essential, phone 9553 0133

Shows Venue Manager

The Motoring Shows are significant events on the motoring calendar and the major fund raiser for the Association.

We need a capable person to take over the management of the on the day Motoring Shows Logistics

The role includes:

- Arranging the overall layout of the motoring show venue including
- Display vehicle parking, vendor sites, entertainment facilities
- Ensuring that all facilities required are delivered to the venue in a timely fashion
- Gate keeping management
- Marshalling of display vehicles
- Arranging sign posting,
- Arranging and coordination of judging
- Ensuring Occupational Health & Safety requirements are met
- Liaison with the Shows coordinator
- It would be expected that the candidate would have computer skills and be prepared to base the activity at a home office
- Mentoring support available for introduction to the role.

This is a voluntary role

Interested then contact Iain Ross at email: imgross@bigpond.com tel 9890 0467



RACV australiannationalshowandshine.com.au
john@euroashowandshine.com
John Mason (03) 5795 3662 / 0418 599 183

Australian National

EUROA 2015

SHOW & SHINE

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Sunday 4th October

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UK & Europe

The following has been sourced from the Federation of British Historic Vehicle Clubs (FBHVC) newsletter

China to Discuss Importing Classics

Why the world's biggest car market wants to join the historic vehicle movement

China will discuss lifting a longstanding ban on importing historic vehicles – opening up the world's biggest car market to classic cars – this September, writes David Simister. The Classic Vehicle Union of China said it will hold meetings with representatives of the Chinese government to discuss revoking regulations preventing the imports of older vehicles.

Guian Zong, executive president, said: "The impact could be huge, because the appetite for historic vehicles in China is dramatic. There is a huge demand, so allowing cars to be imported would definitely have a global influence on prices."

As we all know, China is a very big market – there are currently 0.14 billion cars on the country's roads, and that number increases by 24 million every year. The popularity and awareness of historic vehicles has increased dramatically over the past decades, but while the interest has grown, at the moment the law still prohibits these vehicles being imported."

He added that wealthy Chinese enthusiasts currently use the few classic vehicles already in the country before the law was enacted, or keep their collections abroad, noting one collector who keeps 100 of his cars in London.

The union said that while the Chinese market had a particular appetite for US cars and well-known British brands including Rolls-Royce and Bentley, it added that the import restrictions meant the wider Chinese population is not as aware of historic vehicles as their European and American counterparts.

Mr Zong – who has just concluded a visit to the UK to investigate the British historic vehicle movement, including attending this year's Goodwood Members' Meeting – has discussed the proposals with his British counterparts at the Federation of British Historic Vehicle Clubs, and in return has offered his assistance to UK clubs keen to organise events in the People's Republic.

Classic Car Weekly were invited to join some of the discussions and Communications director, Geoff Lancaster, told CCW's David Simister,

"Given the way the system works in China, any

change of the rules isn't going to happen overnight, but now is the time for the Chinese to look at how their infrastructure will work with historic vehicles. In particular, just as we do in the UK, there will need to be a new generation of young apprentices to learn the skills needed to maintain and restore these older vehicles.

We have pledged to help the CVUC make the social and economic case for the rules in China to be relaxed, and our chairman, David Whale will be visiting later this year to explain how the classic car scene in the UK works.

In particular, we'll be showing how historic vehicles benefit the economy, as we have all the figures from previous studies for the UK. If it can add £4.2bn to the economy on a small island with 60 million people living on it, imagine what benefit it would bring to a country like China."

David Simister is news editor of Classic Car Weekly and a good friend of the Federation. His article is reproduced here by kind permission of Classic Car Weekly.

Vehicle Restoration Apprenticeship Scheme

The last two months have seen significant progress in the development of our apprenticeship scheme and we had a lot of interest in the scheme during the Practical Classics Restoration Show at the NEC at the end of March.

We were extremely pleased to have the Banbury and Bicester College on our stand during the show and they received a lot of interest from both businesses and would-be apprentices.

We also all enjoyed having the six apprentices on the stand with us and they were a credit to the college.

Dhugal Hunt, who is the main lecturer for the course, which is held at Bicester College, brought along the MG Midget that the students are currently working on and he gave them the task of rebuilding the engine during the show.

The course also has a Morris Minor and is working on a Triumph GT6.

There are a total of 11 students on the course, of which eight have already found employment with local businesses, and are therefore classified already as apprentices. In addition, there are three full-timers who are aged over 19 and therefore not able to get the normal government funding but are attending the course by paying themselves.

All three full-timers will be looking for employers to take them on and we certainly hope that their individual commitment to get the training will put them in a good place for an employer to take them on.

National Motoring Heritage Day



AOMC Yarra Glen Event Pictorial





The local CFA (above) and Kindergarten (right) manned the gate and did the catering. All proceeds went to these two groups.



Above and right show how well supported the event was.





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U.S of A

As usual, the main talking points in the USA are around taxes and ethanol.

The following has been sourced from the SEMA Action Group website

US Ethanol Debate

Long-awaited Renewable Fuel Standard program revisions that the EPA released late last month indicate that while the federal agency has no plans to reverse corn ethanol's presence in the U.S. fuel supply,

EPA officials also don't support blending as much total ethanol into fuel as it

once did. Expected in 2013, the proposed RFS volumes of renewable fuels—which include both advanced biofuels and corn-derived ethanol—stipulate 15.93 billion total gallons for 2014, 16.3 billion gallons for 2015, and 17.4 billion gallons for 2016.

The EPA derived all the 2014 volumes from actual amounts put onto the market last year. Those numbers fall short of the total volumes the EPA initially proposed five years ago by 2.22 billion gallons for 2014 (12 percent), 4.2 billion gallons for 2015 (20 percent), and 4.85 gallons for 2016 (22 percent).

Analysts point to a number of factors for the revised projections, including the effects of hitting the E10 blend wall, reduced demand for gasoline in general, and slower adoption of advanced biofuels (cellulosic biofuel, for example, comprised just 33 million gallons of the 2014 totals, versus a projected 1.75 billion gallons).

Though left unsaid in the recent announcement, the EPA's revised standards would likely hinder further expansion of E15 blended fuel. While the EPA noted that the proposed volumes "represent substantial growth over historic levels," ethanol groups immediately criticized the proposal for not adhering to the 2010 predictions and accused the EPA of siding with oil companies.

Renewable Fuels Association president Bob Dinneen called the proposals a step backward for the RFS. Of note, the original 2010 proposal called for a reduction not just in the percentage but the total amount of corn-based ethanol from 2014 to 2016—11.65 billion gallons to 9.75 billion gallons—while the recently released proposal calls for a gradual increase in the total amount of corn-based ethanol over the same time period: 11.59 billion gallons in

2014 and 2015 and 11.99 billion gallons in 2016.

Meanwhile, legislative efforts to amend or abolish the RFS have stalled in Congress. H.R.704, which would prohibit the sale of E15 and essentially gut the post-2014 ethanol requirements in the RFS, has sat in committee since the bill was introduced in February. So has S.577, a bill that would modify the RFS to promote cellulosic and other biofuels over corn-based ethanol, also introduced in February.

At the state level, two anti-ethanol bills in Pennsylvania and Oregon have also sat in committee since their introductions, and a Texas anti-ethanol bill died in the legislature earlier this year, but a Hawaii bill that would do away with an E10 requirement in that state has passed both Hawaii's senate and house of representatives and currently sits on Hawaii Governor David Ige's desk. Passage would make Hawaii the second state after Florida to repeal a law mandating ethanol in fuel.

The SEMA Action Network, which monitors legislative issues for the collector-car hobby, has backed all the state-level bills as well as H.R.704. The EPA will accept public comment on the proposed changes through July 27 and hold a public hearing on them on June 25 in Kansas City, Kansas.

Bill could launch new American classic car industry!

There could be more classic cars hitting the road soon. Cars that look like classics, that is. The Low Volume Motor Vehicle Manufacturers Act of 2015, introduced this month in the House of Representatives, would allow small companies to produce and sell ready-to-drive replicas of classic cars without subjecting them to the prohibitively expensive safety and emissions tests the major automakers' vehicles must undergo.

Hobbyists build hundreds of Shelby Cobras, Ford "Deuce Coupes" and other vintage clones each year. State-by-state laws today allow the sale of component "kits" which must be assembled by the buyer or a third-party shop. Under the new rules, registered companies would be allowed to produce and sell up to 500 finished cars in the U.S. each year that would carry a federally issued Vehicle Identification Number.

The bill, H.R. 2675, co-sponsored by Reps. Mark Mullin (R-Okla.) and Gene Green (D-Texas), is supported by the Specialty Equipment Market Association (SEMA), which represents the kit car and aftermarket parts industry. It would require these cars to use modern engines that have already been certified by their suppliers to meet current emissions standards, but it would exempt them from the most stringent federal safety regulations.

Bill could launch new American classic car industry! (cont.)

Perhaps most importantly, the cars will have to be exact visual replicas of vehicles that are at least 25 years old, and their original manufacturers must license the designs. Stuart Gosswein, SEMA's senior director of federal government affairs, said previous attempts to create this type of low volume classification were stymied in part by opposition from some major automakers. Allowing only classic, and not unique, designs should make it more palatable for the industry to accept, he said.

A spokesman for The Alliance for Automobile Manufacturers said the group was reviewing the legislation and had no comment at this time. "The current law does not take into account the unique challenges that small auto manufacturers face when it comes to recreating historic cars," Mullin said in a press release accompanying the bill's introduction. "We can't expect these companies to be able to comply with a law that was established in the 1960s for automakers that mass-produce millions of vehicles every year. We need to encourage growth in our manufacturing market, not create unnecessary barriers." Gosswein predicts the impact on the auto industry will be small; eventually accounting for only about 1,500 cars a year, but even that number could create hundreds or thousands of jobs nationwide.

Lance Stander, whose company, Superperformance, sells Shelby Cobra, Ford GT40 and Chevrolet Corvette replicas without drivetrains, expects his business will expand within a year from 20 to 100 people if the bill passes, and that it will make it easier to export its California-assembled products. He said a business like his would have to invest over \$100 million under the current regulations to become a fully-fledged manufacturer, even at the low volumes being targeted. He said he's excited by the prospect of potentially dozens of companies building new cars, likening it to the pre-World War II automotive industry before it consolidated into the Big Three.

David Smith, owner of Massachusetts-based Factory Five Racing, the largest manufacturer of kits, said he will continue to focus on that end of the business, but he added that the law would open up new avenues of innovation by allowing small companies to develop cutting-edge automotive technologies by using these replica platforms.

Smith, who sells several products that feature modern, original designs, said he thinks the restriction to classics is unfortunate, but he added that they attract people to car shows and other events, so the more of them out there, the better.

H.R. 2675 has been referred to the House Committee on Energy and Commerce, where it awaits further action. To qualify, companies would have to sell fewer than 5,000 cars worldwide each year.

Antique Auto Club of America's MoToR Collection

Following is an article of great historical interest from the AACA newsletter, based on their comprehensive collection of magazines in their library.

In this issue we thought it would be fun to highlight a recent Research Request that we recently handled. This one shows how a simple request can lead to a lot of fun!

I am researching my 1926 Stutz AA Coupe and I've been told that the January, 1926 issue of "Motor" magazine has an article about the '26 Stutz and also specifications. Do you have this issue?

Why yes, our library has that issue of *MoToR* (the capitalized "T" is not an error) and we can easily get you copies of the article and the specifications table. We can also tell you about similar articles in *Auto Topics*, *Cycle & Automobile Trade Journal* and *Motor Age*; all you had to do was ask!

1926 Stutz

The 1926 Stutz AA Coupe was a sweet ride, and for \$2,995 it should have been, especially when you consider that the price of a Model T Ford for the same year was \$260. But, of course, the Stutz was no Model T. Among other things, the Stutz featured a 95-horsepower, 8-cylinder engine on a 131" wheelbase, 4-wheel brakes, a chain to drive the

generator and fan shafts, and worm drive that allowed for a lowered body. To top it off, the Stutz was fast and could easily reach speeds of 75 mph – practically the speed of light in 1926.

The real opportunity with this research request is the chance to show off one of our favorite periodicals in our collection, *MoToR* magazine. Originally introduced to the wealthy, motoring elite in 1905, the publication focused on racing, transcontinental motoring, accessories, and the motoring life in



general. *MoToR* also did a fantastic job providing performance reports, reviews and opinions.

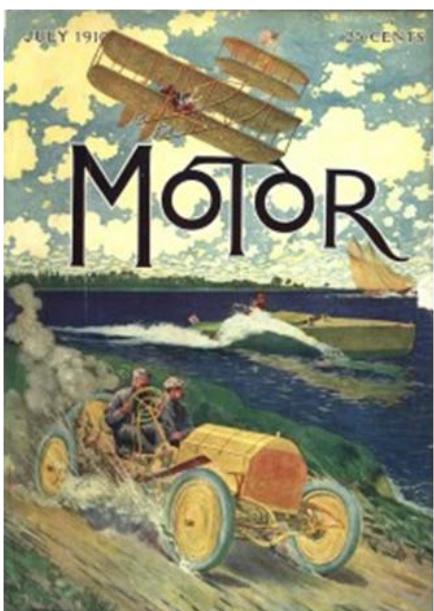
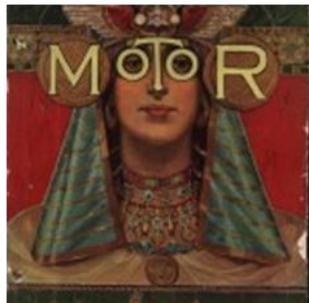
In August, 1924, *MoToR* shifted its focus away from the motoring elite and started targeting mechanics, dealers and salesmen. While articles had always been technical they would now increase in technicality and new issues were discussed including add-on sales (accessories, service, etc.), labor issues, service center layout and the new and used car markets in general. This audience shift can be attributed to the fact that by 1924 cars weren't just for the elite anymore so more money could be made by targeting the industry workers.

One of the best features of *MoToR* magazine were their "Annual Show Numbers". In these volumes that reported on the major New York and Chicago Auto Shows, *MoToR* would provide a statistics table that was second to none. In the tables we can find major specifications including price, bore & stroke, gear ratios, clutch manufacturer, frame dimensions and the list goes on. The immensely useful Handbook of Automobile Specifications: 1915-1942 by Lester/Steele is based largely on these tables. For a stats guru, these annual issues are indispensable.

While the specification charts are great, our favorite part of *MoToR* is the cover artwork found on nearly every pre-World War II issue. This cover art has some premium illustrations capturing the elegance, grace and mystique of the pre-war automobile era.

Here are some of our absolute favorites:

1905-1910 The June 1908 and February 1909 adopted an Egyptian theme. The color on the February 1909 issue is so vibrant and the author makes playful use of the *MoToR* logo.



In 1910 automobiles were still relatively new. Even newer than the automobile was the aeroplane and the July 1910 issue shows off both of these inventions. Meanwhile, in the water a speedboat does its best to stay relevant.

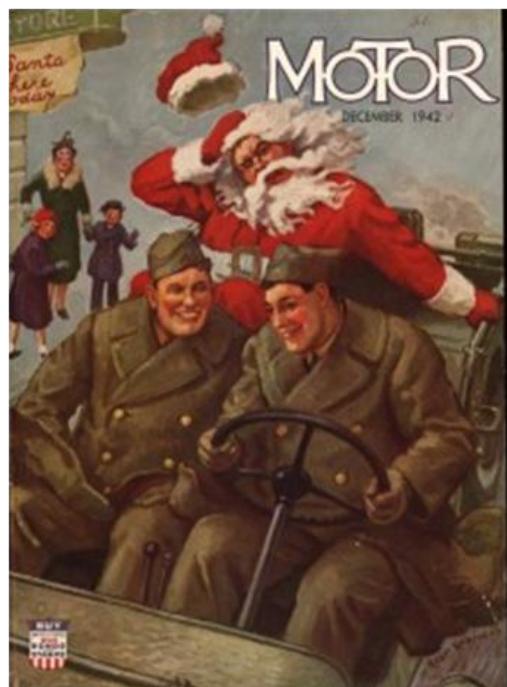
.1921-1930 Women were featured in a majority of *MoToR* covers and the September 1921 issue shows a sporty young lady in front of her car with golf clubs at the ready.

I already mentioned a shift in the publication's target audience toward the end of 1924 and this is when we start to see more characters emerge. Playful mechanics, stern bosses and unsuspecting customers grace the covers of the latter 1920s, creating some of the more humorous scenes of all.



1941-1945 The cover art on *MoToR* issues of the 1940s would be largely patriotic, displaying American muscle, flexibility and pride.

Not long after World War II, *MoToR* cover art would become pretty bland and uninspired. The publication still exists today but those early issues are a tremendous resource for researchers, historians and Car Geeks everywhere.



Car thefts up but damage down in Victoria

The following is an interesting piece on car theft statistics that has been taken from the RACV website. Accompanying is some relevant data and useful hints. VicRoads are also highlighting via their website that car thefts increase in the winter months as thieves look to steal cars to get around in the colder months.

Also we need to keep in mind that modern technology which makes newer vehicles less susceptible to theft means that our classics are an easier option for thieves.

RACV members' car theft claims increased almost 9% in 2014, following an 11.5% increase in thefts across Victoria as reported in Victoria Police statistics. The latest RACV insurance data shows that on average claims were made for 18 vehicles stolen each week; an annual claims cost of almost \$11 million.

Across Victoria, there were 16,686 vehicle thefts reported to Victoria Police. Malicious damage to cars, on the other hand, was down more than 9% in the same period.

There were 1079 member claims for malicious damage, costing \$3.5 million.

Melbourne City Council was the area with the most claims for malicious damage, and accounted for 7.6% of the damage bill.

The Holden Commodore was the most stolen car, and also had the most claims for malicious damage.

Most malicious damage claims were from vandals breaking into cars, smashing windows, keying or scratching and denting bonnets and car roofs.

RACV general manager insurance Paul Northey said deliberately damaging another person's vehicle was a criminal offence as well as costing millions per year in claims costs, causing significant inconvenience to motorists.

"We assume night is the danger time for damage to be inflicted and for cars to be stolen, but evidence shows that vandals and car thieves are most active between 6am and midday. Motorists should be vigilant and look for safe places to park at all times.

"With average claims costing just over \$3000 for malicious damage and close to \$12,000 for theft, motorists should ensure they have the right insurance cover to avoid a hefty repair bill or to recover vehicle costs," he said.



Mr Northey said that although it may be difficult to stop a determined vandal or thief, motorists could take steps to protect their vehicle.

"If you have to park on the street then do so in a well-lit, busy location and take your valuables and accessories out of the car, ensure your windows are up and lock the vehicle."

Mr Northey warned that global positioning systems and other electrical devices were attractive targets for thieves.

"Always remove the GPS from display, as well as the support bracket and suction pads if possible and put chargers out of sight. Never leave your phone or iPad in the car in full view," he said.

Hot-wiring a car to steal it, by simply reaching under the dash, twisting a couple of wires together and driving away, is now a movie fantasy and distant memory of past generations of vehicles.

Modern cars are so secure, that thieves now target the one thing that can easily bypass your car's security system - the keys. Misplacing your car keys or carelessly leaving them where someone else can get hold of them can be a costly mistake.

The modern ignition key is a hi-tech electronic device that needs to hold a complex two-way conversation of security codes with the car's computer system before the engine will run.

A transponder chip is embedded in the head of the key and sends out a signal that is picked up by an antenna, which prompts the car's computer to provide initial identification of the key.

The computer then interrogates the key and waits for the right security-coded answer, which only the correctly programmed key can give. The system uses an encrypted rolling code so there is never the same question and answer relayed.

According to the police, car keys are becoming a sought-after commodity for thieves. The National Motor Vehicle Theft Reduction Council estimates that the car's own keys are used in more than 70% of late-model (post-1997) thefts. The incidences of cars being stolen after household and commercial burglaries have jumped alarmingly.

In addition, keys are being stolen from recreational areas such as gyms, beaches and swimming pools.

If you are away from home but your vehicle is still parked there, don't leave the keys visible in the empty house. Better still, take them with you, or leave them with a friend or neighbour.

Also consider the security of your keys when you are using the vehicle.

For instance, many cars are stolen from service station forecourts, while owners are paying for fuel. With remote central locking now standard on most late-model cars, it is very easy to lock up before going in to pay for fuel.

Under the Australian Road Rules it is an offence to not remove the key/s (and secure the vehicle) when the vehicle is left unattended or only occupied by a minor.

Top five tips to protect your car

1. Avoid parking on the street where possible
2. Park your car in a busy well-lit area
3. Lock your garage after parking your car
4. Do not leave valuable items in plain sight
5. Don't leave your vehicle unattended on the street or in a public car park for a considerable length of time.

Most stolen cars

Model	No. of claims	Claims cost
Holden Commodore	117	\$1,131,270
Ford Falcon	49	\$434,233
Nissan Pulsar	33	\$134,178
Nissan Patrol	26	\$348,048
Toyota Camry	21	\$128,027
Toyota Hilux	20	\$327,269
Subaru Liberty	18	\$90,391
Nissan Skyline	15	\$106,335
Nissan Navara	15	\$276,614
Toyota Corolla	15	\$133,734
Other	608	\$8,892,194
2014 TOTAL	937	\$10,871,023

Most malicious damage claims

Model	No. of claims	Claims cost
Holden Commodore	75	\$252,021
Toyota Corolla	40	\$108,125
Mazda 3	39	\$121,024
Ford Falcon	36	\$110,293
Volkswagen Golf	32	\$72,082
Toyota Camry	21	\$56,125
Ford Territory	18	\$76,622
Mazda 6	16	\$38,360
Holden Astra	15	\$51,845
Toyota RAV4	15	\$37,901
Other	772	\$2,651,908
2014 TOTAL	1,079	\$3,516,306

Malicious damage by location

Municipality	Claims 2014	Claims cost 2014	Claims 2013
Melbourne City	92	\$268,595	109
Brimbank City	78	\$267,176	40
Casey City	53	\$190,916	36
Boroondara City	48	\$176,817	39
Darebin City	44	\$200,058	42
Monash City	43	\$141,983	49
City of Greater Geelong	38	\$99,488	32
Yarra City	37	\$117,507	38
Manningham City	34	\$95,897	29
Banyule City	34	\$125,544	44
Other municipalities	618	\$1,832,325	733
STATE TOTAL	1,079	\$3,516,306	1191

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FROM THE AOMC ENGINE RECORDS

DID YOU KNOW?

STRANGE VEHICLE TYPES

In viewing some of the engine number records some strange descriptions of the vehicles are recorded. For example the term "Utility" and "Tray Truck" appear in the Rolls Royce records. Of course the explanation is quite simple. The Rolls Royce engine was used in a number of British military vehicles such as the Austin Champ, the Ferret Scout car and Humber Trucks to name a few. So although first appearances might suggest an error in the records the explanation confirms the truth. Similarly, some records relating to the local production of some of the major manufacturers appear strange. For example, the Standard Triumph arm of Australian Motor Industries operating in South Melbourne produced a few vehicles which had inconsistent engines with the type of body but the giveaway clue with these was that they had the X prefix on the numbers indicating that they were experimental prototypes for the Australian market. So when researching the history of a vehicle it is wise not to attempt correction of what appears on first sight to be a typographical error.

If you want to know the details of your vehicle - perhaps to establish originality, explore family history or just to settle a bet then the AOMC Engine & Registration Record Search Service may be useful. See the application form at the back of the AOMC Newsletter for details. A copy may also be downloaded from the AOMC Web pages at www.aomc.asn.au

Over the Hills and Turning 50

Celebrating 50 years of the Motor Museum at Birdwood.

During 2015 the National Motor Museum will be celebrating 50 years since its opening. There are some special events planned throughout the year, culminating in a public birthday event on Sunday November 22. As well, there will be themed displays with some special vehicles on show.

If clubs are interested in arranging a visit through 2015, a discounted rate of \$10 per car or \$8 per motorcycle is offered for clubs (and is not available for individuals).

Contact the Museum if you would like to take advantage of this offer, and a time will be arranged and a plan for the day.

The Birdwood Mill Museum was opened on November 20, 1965. The Museum rapidly developed and soon expanded to a private company with a number of shareholders.

In 1976 the Museum was acquired by the State Government.

In 1988 the History Trust of S.A. Became responsible for the Museum and it was renamed as the National Motor Museum.

1998 saw the Museum double in size with a new pavilion, more vehicles and a climate controlled exhibition space which now houses the exhibition "Sunburnt Country - Icons of Australian Motoring".

To arrange your visit and check on activities contact:

Tel.: (02) 8568 4000

Email: motor@history.sa.gov.au

Website: www.nationalmotormuseum.com.au



Minutes of the May 2015 AOMC Delegates meeting, held on Monday May 18th 2015.

Chair: Iain Ross, President AOMC

Attendance: 74 delegates representing 63 clubs

1 Apologies. David Williamson (Rover CC), David Franske (Bristol), Denis Brooks (Hist. Commercial VC), Gordon Halstein (Hist. Racing Reg.), Len Kirwood (Austin 7), Terry Farrow (Rolls Royce), Steve Young (Rolls Royce), Clive Wilson (Wolseley), Colin Jenkins (Triumph Enth.), Colin Wilson, Matthew Lambert (Rootes Group), Kevin O'Dwyer (Moke)

2 New delegates. John McMillan (Austin 7), Carol Punteri (HSV Owners), Robert Mihelcic (Vic Torana Club), Graeme Johnston (HCVC).

3 New member clubs. There were no new member clubs present.

4 Visitors. Daryl Minter (Bass Coast HVC)

5 Minutes of previous Delegates meeting, Monday February 16th, 2015, were accepted on a motion moved Gerry Howell (Rolls Royce owners), seconded Bevan Fenner (VMVC) and carried.

6 Business arising from February Meeting. There was no business arising from the previous meeting.

7 Correspondence. AOMC secretary Andrew Gottschalk reported that only procedural correspondence had been received, bills and memberships.

8 Guest Speaker: Travis Osborne (Mobile Tyre Shop). Travis gave a brief background of himself. His father had owned a TR3 which he had to sell before Travis was born, and was also involved with the Austin 7 Club. Travis himself has several Austin Healy's and MG's as well as his grandfathers HR Holden.

On 2011 whilst on a trip to New York, Travis saw a mobile van changing tyres on a car on the side of the road. He then started to look for a similar business in Australia, as he usually bought his tyres online which he had found to be quicker and cheaper. Not being able to find any similar businesses here, he then had the idea to start up one himself, with the facility to fit tyres at customers homes or business premises.

The tyre business in Australia is big, with over \$5 billion worth of tyres bought each year and over 2,000 outlets supplying them. Of these outlets, Bridgestone own 22%, Goodyear 19%, Tyrepower 7.2% and Kmart 5%. Over 50% are still local tyre shops.

Of the over 50 new model cars sold in Australia last year, only 10 were supplied with a full size spare tyre. The rest had "space saver" tyres supplied.

Common practise was when only 2 new tyres were purchased they would be fitted to the front wheels. Tyre companies have researched accidents and have changed their thinking on this, now recommending that if only 2 new tyres are being fitted, they should go on the rear wheels instead.

A big problem with the tyre industry is what to do with the waste (old tyres). 18 million are disposed of each year, of which 10 million are shipped to China. There is research going on looking at breaking down the old tyres and using them in road surfacing. Travis also added that his business can support clubs on runs and at race meetings.

Questions from the floor:

Q I saw a vehicle on the freeway doing 100kmh with a space saver tyre. What is their rating?

A Space savers are only rated to do a maximum 80kmh. Also, RACV will not fit them on a call out if the vehicle has more than 80km to travel on the space saver.

Q What age of vehicles do you support?

A Support all vehicles wherever possible.

Q Classic cars may run up only several thousand kilometres per year. What do you suggest is the lifespan of tyres on these vehicles, when should they be changed?

A Tyre companies say they need changing every 5 years.

Q How are alignments done on site?

A Have technology out of Italy which enables us to do alignments on roadside.

Q What is your coverage?

A Presently it is Melbourne metropolitan, but we are about to go state wide with more vehicles.

Q Stawell has a large pile of obsolete tyres (over 10 million). Shouldn't manufacturers be obliged to take them back.

A Yes, that is what should happen.

Q If I source my own tyres, will you still fit them?

A Yes.

Iain Ross thanked Travis for his talk, and then announced that we would break for supper.

Meeting resumed at 8.25pm

9 Presidents Report. Iain Ross spoke to his report as published in the May newsletter, reiterating the cancellation of the American Car Show due to bad weather and the loss of the Associations patron Malcolm Fraser. He then asked how many delegates attended the recent RACV/VACC Motorfest. Only a small section of the audience indicated they attended.

10 Treasurers Report. Rhys Timms reported that the Association has a bank balance as at April 30 of \$212,000. This is approximately \$20,000 less than at the same time in 2014. Despite this, we are slightly ahead on profit and loss for the year. There are still 9 clubs with membership dues outstanding. There has been a problem with the database which caused problems with invoices being sent to out of date addresses. This is being rectified.

Membership fees will be going up in 2016 to account for increases in costs of running the association. Also, the invoices will be issued earlier from this year on, going out in July to ensure that clubs are up to date and financial before the AGM.

Rhys stresses that clubs need to ensure that their contact details are up to date.

A question from the floor asked if the AOMC issue receipts, as club had not received a receipt or notification that membership had been received. Rhys responded that it was not standard business practice to issue receipts,

11 Club Permit Scheme Report. Rod Amos reported on several issues relating to VicRoads.

- VicRoads had undertaken to produce guidelines on modified vehicles, and they are still working on this. We have not seen any drafts as yet so cannot comment.

- VicRoads are proceeding on a number of changes to details on forms, such as the unclear way they had worded the "safe to use on the road" provision.

- Requirement for roadworthy on CPS vehicle when membership

transferred from one club to another. VicRoads are a bit reluctant on this issue but AOMC are still pursuing.

- There has been debate about the appropriate charge and penalty for failure to fill in your logbook. VicRoads have stated that it is a fraud matter, whilst Vic Police say that is driving an unregistered vehicle. There are different penalty rates and ramifications on either charge. The two bodies are now in discussion to come to a consistent viewpoint.
- VSI-4 now covers modified motorcycles.
- VicRoads are looking at a policy where a permit held by a deceased person can pass to their spouse without the need for a roadworthy certificate.
- VicRoads are still looking at the issue of "dodgy" clubs.
- AOMC met with Automotive Engineers body to discuss difficulty of roadworthy testers working on vehicles they do not understand. The two groups have decided to work together to draft guidelines for testers.
- Another joint meeting of VicRoads with peak bodies (AOMC, Vic Fed) re the definition of clubs on the CPS will take place.

Ray Beagley (Southern Peninsula & Austin A40) reported that his club undertook an audit of CPS permit holders with VicRoads. Found that there was a mismatch between the VicRoads database and the clubs. VicRoads had some permits listed as having expired, but the club had receipts to prove that these permits were valid. VicRoads are investigating. If the database shows the permit as having expired, then a renewal will not be sent out when due. Ray suggested that clubs ask for an VicRoads audit (a list of current CPS permit holders attributed to your club) to check. Also, to remind members of the importance of knowing when your renewal is due and to ensure it is received. If not received at due time, chase up VicRoads.

Another delegate told of a member who had a similar incident, but had not kept receipts from previous renewal. Had to renew registration including a roadworthy. Suggested keeping receipts with your logbook.

Mustang Club had 6 renewals where the date was for 1 day instead of 1 year.

Questions from the floor:

- Q** Is it a requirement to carry your membership card?
- A** No, especially as not all clubs issue membership cards.
- Q** A vehicle was seen on red plates with rust and a broken tail light.

A If these vehicles are seen, they need to be reported to VicRoads.

Q Club has some members on H Plates with heavily modified vehicles. It has been suggested that they move across to M Plates. If the cars are currently on the system, do they need another roadworthy certificate?

A Need to wait for VicRoads to complete their guidelines.

Comments from the floor:

With regard to charge of not filling in log book, need to ensure that demerit points are still accrued.

Re Roadworthy requirement for changing clubs, there are circumstances where a change of club is legitimate, and this would be unfair treatment to those CPS holders, especially heavy vehicles which are much more expensive to get a roadworthy for.

12 AOMC Events.

- **Car Shows 2015** Iain Ross reported that the American Car Show has been rescheduled for Sunday September 13 at Flemington. A flyer is coming out this week that will be sent to clubs.

- **NMHD 2015**: AOMC event was held at Yarra Glen yesterday and approximately 500 cars attended.

- **Restoration Seminar Saturday August 8**: To be held at the Chev clubrooms. Still waiting to finalise list of presenters and trade displays. Time will be from 8.30am to 1pm. For catering purposes attendees will need to register in advance. Topics will be posted on the website closer to the event date.

13 Engine number records report. Philip Johnstone said there was nothing significant to report.

14 Emerging Issues. AOMC seeks guidance from clubs as to what new issues need pursuing. One such potential issue could be to aim towards abolishing Stamp Duty on Transfer fees on old cars. Delegates were asked if they thought this was a matter worth pursuing, response was Yes.

Delegates were then asked if there are any other issues that it was thought the AOMC could pursue. Suggestion from the floor of lobbying to abolish luxury car tax for CPS vehicles.

15 Delegates reports:

Rick Cove (GHAC): Tri club rally on cup weekend being put on by 3 Gippsland clubs and being based in Bairnsdale. Invitation to all other clubs to attend.

- (Khaki Enthusiasts): have office bearers in NSW, UK and NZ. At recent Cowra event, over 200 vehicles and 5000 people attended.

- (GVC): Melbourne to Maffra rally is being held on Saturday October 10th.

Sandy Cameron (Armstrong Siddeley): Club recently held a rally in Broken Hill. A great place for car clubs to visit.

Ray Beagley (Austin A40): Bi-annual Austins over Australia Rally was held in Devonport, Tasmania over easter. 130 vehicles attended.

Robert Humphreys (Austin 7): Historic Winton is on May 29/30/31. Will be the 39th running of the event and expect 250 cars and 140 motorcycles.

Murray Allen (Mercedes Benz): MBCC had a high country tour with 43 cars taking part. Over 2500km were covered. Club now has 999 members, with 15 new members per month.

Mike Alfrey (All British): RACV Great Australian Rally will be on January 17 2016. RACV Fly the Flag tour will be from march 12 to 19 2016. Put these dates in your calendars now.

Bill Ballard (F.O.R.D.) Bi annual national rally was held in Perth from April 24 to May 4.

Andrew McDougall (Alvis): Alvis national rally in the Barossa valley in Sth Aust which had 40 entrants. 60th. Anniversary dinner for club.

16 General Business.

Paul Vellacott (Lancia): a meeting was held recently at the RMIT to form an Automotive Historic Society which will give out literary awards to motoring literature.

Iain Ross: Disappointingly there were no Robert Shannon Trust awards made last year. Iain urged all clubs to encourage young enthusiasts who are undergoing a restoration project to consider applying to the trust which gives cash support for restoration projects. The applications need to be very comprehensive and professional looking. Details are on the AOMC website and there are brochures available for delegates.

Chairman Iain Ross declared the meeting closed at 9.40pm.

Next Delegates meeting 7.30 pm. August 17, 2015 at Chevrolet Club rooms.

ARCHIVED REGISTRATION & ENGINE NUMBER RECORDS

An initiative of the
Association of Motoring Clubs Incorporated



APPLICATION FOR A SEARCH

Covering the period 1901 to 1984
(see www.aomc.asn.au for more details)

Search Fee (inc GST)

Possible information available:

Period	1901-1919	1920-1932	1933-1984
Reg No.	Yes	Yes	Yes
Reg. Date	Yes	Yes	Yes
Eng No.	No	No	Yes
Eng No. changes	No	No	Yes
Make	Possibly	Yes	Yes
Owner Name	Yes	Possibly	No
Owner Address	Yes	Possibly	No
	\$110	\$110	\$85
Maximum fee \$150			

ABN 90 979 750 693

1/3 Edgecombe Crt,
Moorabbin Vic 3189

Tel: 03 9555 0133

Email: secretary@aomc.asn.au

Name

Address

Postcode

Phone

Fax

Email

Vehicle Details

PLEASE PRINT ALL DETAILS NEATLY !!!!!!!

Year/Make/Model			
Engine Number	<= Necessary Information (No Eng Number = No Search)		
Chassis Number	Registration No.		

Is the engine stated consistent with the make and model?

Yes No Unsure

Has the vehicle been registered in Victoria prior to 1984?

Yes No Unsure

Is this the original registration number?

Yes No Unsure

NOTE: Previous owner details 1933-84 were destroyed by VicRoads in accordance with Privacy Legislation

Any other relevant information

Please find enclosed a

Cheque Money Order (Payable to Association of Motoring Clubs)

Please debit this card

Visa Mastercard

For the Amount of \$

Card Number

Name on Card

Expiry Date

Signature

Direct Deposit to AOMC Bank Account

BSB 033-039

Account 480962

Please include your surname in the deposit message AND enter the deposit date here

Office Use Only

Date Recd/Entered into Register	Cheque Received	Sent to Treasurer	Sent to Search Officer	Reply Date

Archived Engine Number Records

Charges for Information

Search for a single engine number whether it is on card or computer file	\$85
Follow-up for the same or related vehicle or engine number	N/C
Search for a single registration owner details (1910 to 1932 only)	\$110
Maximum Fee for search 1910 to 1984	\$150
Sale of all computerised records for a marque to a club that has an interest in the marque. For each 100 records (or part thereof)	\$220 [#]
Sale of all computerised records for a marque to a person or commercial group that has an interest in the marque. For each 100 records (or part thereof)	\$440 [#]

If a Club wants to computerise the records for their marque:

- a deposit of \$500 is to be paid before any tray is handed over into the custody of a club, and will be refunded upon completion (or premature termination of the task)
- non-returnable fee of \$200 for each of the first 4 trays of cards (or part of a tray)
- non-returnable fee of \$100 for each tray or part tray after the 4th tray
- only one tray at a time is to be in the custody of the club
- cards in each tray to be counted (or weighed) before being handed to the Club and upon return from the Club
- records are to be computerised using the AOMC supplied software
- a copy of the computerised records for each tray is to be returned to the AOMC when the tray is returned and BEFORE the next tray is handed to the club
- non-marque cards are to be separated and placed at the end of the tray without being computerised
- payments are to be made before a tray is handed to a club

Individuals who wish to computerise the records for a marque may, at the discretion of the Committee be approved to do so, provided

- a deposit of \$200 is paid before a tray is handed over,
- only one tray at a time will be in the person's possession,
- all computerised records for the current tray of records are handed to the AOMC **before** the next tray is provided,
- the deposit is refunded at the completion (or premature termination) of the computerisation of the marque.

In all circumstances the AOMC will continue to charge for searches although it may, at the discretion of the Search Officer, refer requests to the Club that has a computerised version of the records for the marque in question.

- # These amounts may be varied on a case by case basis by consideration of:
- the number of cards (records) for the marque,
 - whether or not a club interested in that marque exists in the state of Victoria,
 - the number of club members,
 - the number of vehicles of that marque in the possession of Club members,
 - the number of vehicles of that marque still likely to exist.

The AOMC's Search Officer shall keep a paper list, at least, of the Clubs and individuals who currently have custody of a tray of records. Such list shall be forwarded to the AOMC's Secretary for presentation at each Committee meeting.

The AOMC's Treasurer shall report at each Committee meeting the total amount of deposits held as part of the Liabilities report.



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LV29 (0712)