

Newsletter

November 2016 - Issue 134

www.aomc.asn.au

Association of Motoring Clubs Inc



Reg# A731A—ABN 90 979 750 693

ELECTED COMMITTEE

PRESIDENT:

Iain Ross

Tel.: (03) 9890 0467

Fax.: (03) 9890 0632

Bristol Owners Club of Aust.

VICE PRESIDENT:

Keith Mortimer

Jaguar Car Club of Victoria

SECRETARY:

Position not filled at this stage

TREASURER:

Rhys Timms

MG Car Club

NEWSLETTER EDITOR:

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Tel.: 0467 902 040

tyersmac@bigpond.net.au

Vintage Drivers Club

COMMITTEE:

Philip Johnstone

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Triumph Sports Owners Assoc.

Andrew Davenport

Norton Owners Club

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Tel.: (03) 9889 4071

Buick Car Club

Matthew Lambert

Rootes Group CC

Steve Young

Rolls Royce Owners CC

Andrew Gottschalk

Moke Owners Association

Colin Jenkins

Triumph Enthusiasts Guild

Administration:

Kevin Churchill

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Model A Ford Club

RACV MOTORING INTERESTS

MANAGER:

Daryl Meek

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Fax: 03 9790 3065

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Email: daryl_meek@racv.com.au

ENGINE RECORDS SEARCH:

AOMC Office

Tel (03) 9555 0133.

AOMC Office

1/3 Edgecombe Crt

Moorabbin, Vic 3189

(03) 9555 0133

Email: secretary@aomc.asn.au

Web: www.aomc.asn.au

Front Cover:

The Singer car Club display at Motorclassica at the Exhibition Buildings.

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.

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 2017 must be
received by the AOMC by***

30 May 2017

Club Permit Scheme Handbook

The AOMC produced Club Permit Scheme Handbook has been updated to reflect the latest changes to the scheme and approved by VicRoads.

Copies of the new Handbook will be available at Delegates Meetings or can be ordered through the AOMC Office.

Delegates can pick up bulk copies for their clubs if required.

The Handbooks will be selling for \$5 per copy, and \$4 per copy for orders of 10 or more.

Payment by cash, cheque or credit card will be accepted.

FEATURED IN THIS ISSUE

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IMPORTANT NOTICES

Notice of Annual General Meeting of the Association of Motoring Clubs. (AOMC)

To be held on
Monday November 21st
at the Chevrolet Car Club Rooms
1/3 Edgecombe Court, Moorabbin.
Meeting starts at 7.30pm.

Business of the Meeting:

- Presentation of annual financial report
- Election of office bearers for 2016/17
- Setting of membership fees for 2017/18

Proxies will be accepted in writing only.

The AOMC is on Facebook!

Our address is:

<https://www.facebook.com/infoaomc/>.

We will be using the site to complement our dissemination of information. **Follow** us to receive the latest news on what we are up to, what is available to members, and other relevant information. There are also separate pages for each of our events, such as the **RACV Classic Showcase**

[https://www.facebook.com/
events/320696148265735/](https://www.facebook.com/events/320696148265735/)

and the **Shannons American Motoring Show**

[https://www.facebook.com/
events/1340080669354182/](https://www.facebook.com/events/1340080669354182/).

The AOMC suggests that members check these sites for regular updates on the shows – including maps and other instructions.

Risk Management Toolkit

Following the presentation given at the 16th May Delegate's meeting, the RACV and AOMC are pleased to be able to provide an Excel spreadsheet, and instructions, that allows clubs to put together their own risk management plans. For a free copy, send an e-mail to: secretary@aomc.asn.au.

Do you want to get more traffic to your WebPages?

If so, then check your URL listing in the AOMC member clubs pages at:
www.aomc.asn.au/members.htm

If your club has changed its URL then please let the AOMC webmaster know by logging onto the above page and using the link to the webmaster.

PRESIDENT'S REPORT



Welcome to the November and final newsletter for 2016.

As well it will be my last column as president as I intend to stand down at the forthcoming annual general meeting.

However I will continue with the organisation in some other role into the future, and I take this opportunity to thank those members of the movement who have assisted me as president, and the organisation over a lengthy period of time.

The last quarter has been busy with the renovation of the engine number record collection, the quarterly members meeting at Seymour and our recent 40th Anniversary dinner.

The engine number records collection ex Vic Roads was acquired by the Association some time in the early seventies. Stored at the Jaguar/Austin Healey Club rooms it was till recently in a condition that was dangerous for its operators.

This situation saw the need for expanded space for the collection, and removal and reinstallation of the collection that is housed in a large number of three draw filing cabinets. The club room owners provided some more space and we hired a contractor with experience in handling paper records to physically move the collection to allow it to be installed on racking that meets the current occupation and health requirements

So it is now safely stored on a larger footprint, with the busiest areas of the collection on ground level.

New ladders make higher access safer, and it will ensure the safety of our long term curator Philip Johnstone who along with his wife Brenda do all the searches and have sorted and re ordered a huge number of cards within the collection.

The Seymour meeting saw a great turnout of club representatives in fact the venue was barely big enough. Vic Roads representatives answered many questions relating to management of the new M modified plate but unfortunately the promised documentation did not materialize.

Given the healthy representation of country delegates I am sure we will look at holding meetings in the regions in the future.

To celebrate the 40th anniversary of the Association a gala dinner was held at The Veneto Club on Thursday 13th October. Some 180 plus people attended including people who were responsible for the establishment of the organisation, representatives of other motoring organisations, and current club representatives.

Our guest speaker, Bob Watson, outlined the history and demise of the Light Car Club, the club headquarters were well known to many of the older motoring people present.

Keith Mortimer gave an insight to the future of the organisation whilst I delved into its history.

All in all I think it was a fitting way to celebrate an important milestone for the Association.

As I have indicated in many of my previous columns, the Association's motoring shows will be held next year at Flemington racecourse. As all would know the venue management are making it financially difficult for us to continue on at this location.

Along with the days being great days out, and a great display of the movements best they are also very important as fund raisers for the organisation.

You can all assist us to make these great days even greater by ensuring that your club comes along in numbers. The more participation from our member clubs the better the result for the organisation and the better the show we put on.

Some clubs appear to have abandoned our events. I note the enthusiasm that surrounds similar events interstate. So please we need your clubs fulsome support.

Finally there remains much to be done to ensure that our organisation continues to serve the movement in Victoria. I leave this position happy in the thought that generally our meetings are well attended, we have made some really good initiatives but well aware there is much to be done. Thanks to all of you for your support over the last eight years

Iain Ross

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

AOMC November Delegates' Meeting & Annual General Meeting

Monday 21st November

Time: 7.30pm

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

Apologies & Enquiries: (03) 9555 0133

Guest Speaker: Paul Tsiaras

Managing Director: STATEWIDE 4x4
Accessories, Outfitting & Servicing

He will comment on the legal load rating of many popular 4x4 vehicles. He will then explain some 4X4 Suspension Upgrades to avoid overloading and achieve a higher legal GVM rating (Gross Vehicle Mass).

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

Meals arrangements:

There will be the usual BBQ meal with salad available from 6pm for \$10.

Bookings essential and can be made to the AOMC office (9555 0133) by Friday
18th November.



RACV *Classic Showcase*

Open to all vehicles manufactured in England and Europe

Incorporating
The MG Club (Vic) - Annual Concours
The Mercedes Benz Club - Annual State Concours

Celebrating 90 years of Volvo; 60 years of Jaguar XK150; 50 years of MGC, Hillman Hunter, Ford Cortina Mk II and Jaguar 420.



Display Cars \$20 (passengers included)
Spectators - Adult \$5
Children free
Spectator parking \$20

Sunday 19th February 2017
Flemington Racecourse - Nursery Car Park

Childrens Entertainment, Music, Trophies, Club Displays & Vendors
Gates Open for Display Cars at 9.00am & Spectators at 10.00am
Club displays encouraged. For more details and site plans visit www.aomc.asn.au or fb.com/infoaomc

Proudly Supported by    



Shannons American Motoring Show

The Show For All Classic and Historic Vehicles Manufactured in North America



Display Cars \$20 (passengers included)
Spectators - Adult \$5
Children free
Spectator parking \$20

Celebrating 100 yrs of Lincoln;
90 yrs of La Salle & Ford Model A;
50 yrs of Chevrolet Camaro

Sunday 5th March 2017
Flemington Racecourse - Nursery Car Park

Childrens Entertainment, Music, Trophies, Club Displays & Vendors
Gates Open for Display Cars at 9.00am & Spectators at 10.00am
Club displays encouraged. For more details and site plans visit www.aomc.asn.au or fb.com/infoaomc

Proudly Supported by   

REPORTING A CPS VEHICLE

If you see a vehicle that either:

- a: Should not be on the Victorian Club Permit Scheme
- b: Has an "H" plate when it should have an "M" plate
- c: Is operating outside the terms of the permit (e.g. number of days, used for commercial gain)

Then send:

- (i) A photo of the vehicle
- (ii) The time, date and location that the photo was taken
- (iii) The reason you believe an offence has occurred
- (iv) Your name, address and phone number

To: AOMC 1/3 Edgecombe Court,
Moorabbin, 3189

or email to: secretary@aomc.asn.au

The AOMC will check that the information provided is complete and correct, and will pass it on to VicRoads. Note that the AOMC will **NOT** pass on your details (unless asked by VicRoads), and then only with your permission. The AOMC cannot guarantee that we can report back on the outcome of your notification.

Society of Automotive Engineers - Australasia

Ford Will Continue to Conduct Valuable Engineering and Design Services in Australia

Despite the shutting down of their manufacturing production lines last this week, Ford Australia re-emphasised their commitment to continue investing heavily in their innovation and R&D capabilities in this country.

As of October 7th 2016, Ford Australia has closed their manufacturing production line, signalling the end of the Falcon and Territory models.

The vehicle manufacturers' 91 year history of making cars in Australia has taken a turn, as the company now focusses on their innovation and Research and Development (R&D) capabilities.

Graham Whickham, CEO of Ford Australia, stated that the company has, and will continue to, play a key role in developing global products.

"We'll continue to invest heavily in Australia as a major R&D hub for Ford globally" said Whickham. "This includes \$300 million this year alone, which contributes to developing vehicles such as the Ranger Ute and Everest SUV."

"[Our] facilities will serve development of world-class vehicles for Australians and customers around the world, while our 1,100-plus designers and engineers – many whom contributed to Falcon's legacy – are helping shape the auto industry's future."

"We will also continue to be a strong and vibrant partner to the communities where we operate and support the organisations we have built strong relationships with over many years."

Ford's advanced design, engineering and testing facilities will continue to operate at full capacity. These facilities include a 950-hectare test track in Lara, a Research and

Development Centre in Geelong and Design and a Product Development Centre in Broadmeadows.

"The SAE-A is encouraged by Ford Australia's decision to continue investing into their R&D capabilities in Australia." said SAE-A CEO Dale Gilson. "For a long time, Ford Australia's engineers and designers have produced world-class innovations and products for the local and international market. The Society is pleased to know that this will continue."

Ford Australia won the prestigious Platinum award at the SAE-A's 2015 Mobility Engineering Excellence Awards, for their work on *An Innovative Approach to Predicting the Response of Road Vehicles to Crosswinds*.

OBTAINING YOUR CLUB'S CLUB PERMIT LIST FROM VICROADS

If your club wishes to get a list of the CPS permits that are currently issued under your club, please do the following:

- Prepare a letter (on club letterhead) asking for the information.
- Include a return address, e-mail address and contact phone number in the letter.
- Have the letter signed by a person on VicRoads' list as an authorised signatory. (Typically club secretary or club permit officer).
- Send a scan of the letter (JPG or PDF) to: csteam2@roads.vic.gov.au with the subject "Request for Club Permit List for [Insert Club Name]". Include a sentence in the e-mail such as "Dear Sir, please find a request from the Doohickey Car Club for a list of CPS vehicles issued from our club." And include return snail-mail address, e-mail address and phone number on the e-mail

If your car club cannot arrange for an e-mail to be sent, send your letter to the AOMC and we will e-mail it on your behalf.

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.

November

4 – 6: Historic Sandown – 25 Years of Thunder.

Twenty five Years of Thunder will be celebrated when the Victorian Historic Racing Register presents the 2016 Historic Sandown meeting on November 4-6, 2016. Widely regarded as one of Australia's most important Historic race meetings, Historic Sandown attracts competitors from all corners of Australia as well as from overseas. 2016 will be no exception, and this year a strong contingent of internationals is expected to take part. Currently the Formula Junior category is enjoying a worldwide revival, having been the nursery class for so many of the top Grand Prix drivers, and these great little open wheelers will be a feature of the program. Venue: Sandown racecourse. See website www.vhrr.com for more details.

12 – 13: Bendigo Swap. Prince of Wales Showgrounds, Holmes Rd., Bendigo. One of the largest Motoring Swap Meets in Australia the Bendigo National Swap Meet has something for everyone. Items include mainly original or reproduction vehicle parts from the early 1900s to the later models. Some tools and equipment to assist in restoration or maintenance of vehicles. A few antique collectable items. We have a huge toys and models sales area which is a great attraction to collectors. There is something for everyone and is well worth a visit

13: Triumph Display Show n Shine. Triumph Car Club. Venue: Deaf Children, 597 St Kilda Rd, Melbourne Melways 58, B6. Arrive between 10 and 11am. Leave by 3pm. Entry fee is \$20 per car. All proceeds go to the Deaf Children. Other British Marques are also invited. More details on website: www.tccv.net

13: Off Roaders Display Day. If it goes hard out bush, and you reckon you could take it just about anywhere, you should probably be bringing it to the Gippsland Vehicle Collection for its Off Roaders Display Day on Sunday, 13 November. Prove that Troopies are a man's best friend in the outback, or that Patrols are preferable in a rough patch. Show off your modifications and don't worry about washing off the mud before you come along! There will be a fantastic display of Off Road vehicles inside the GVC, and everyone can contribute to the display in the grounds. Come along for a great day, and some great yarn spinning about the vehicles off-road adventures. Refreshments will be available and display vehicles are welcome to arrive from 9am onwards. There is a gold coin entry to the grounds, and a discounted entry price of \$8 to the GVC on the day. Kids under 15 are free. For more information visit

www.gippslandvehiclecollection.org.au.

20: Festival of Wheels. Hosted by Rotary Clubs of Mordialloc and Hampton. Venue: Moorabbin Airport, at the Air Museum, 2nd Avenue. 10am to 4pm. A display of classic and collectable motor cars and motor cycles. Food and drinks available, rides for children, trophies and awards in all classes, stalls & displays. \$20 per exhibition vehicles (incl up to 5 passengers), \$5 entry per person, children U17 free.

20: Jaguar CC Concours & Display. The Jaguar Car Club of Victoria will hold its annual Concours and Display Day on the oval at Wesley College Glen Waverley campus, 620 High Street Rd, Glen Waverley, from 9 am to 3 pm. More than 200 gleaming Jaguars, including the trophy winners will be displayed plus a range of other British marques. Food, drink, car-related merchandise and Jaguar merchandise will be on sale. Cost: \$5 individuals, \$10 a car. More information contact:

Ann Isaacs, 0409 021 987.

21: AOMC Delegates' Meeting & AGM.

Chevrolet car Club Rooms, Edgecombe Court, Moorabbin.

25 – 27: EJ/EH Holden Nationals. EJ-EH Holden Nationals will be staged in Shepparton at the Shepparton Showgrounds Victoria over the weekend of November 25th to 27th 2016. The EJ-EH Holden Nationals will celebrate ALL THINGS from these two Iconic Holden Models and awards will include EJ Holden Grand Champion, stock and modified as well as EH Holden Grand Champion, stock and modified as well as awards for all other category classes.

Events over the Nationals weekend will include Go To Whoa, Motakana, Mystery Run, Dinner Dance/ Awards Night, Ladies Day, Street Parade and more.

The EJ-EH Holden Nationals will be open to ALL EJ-EH Holden's and the owners do not need to belong to any club or organisation to be part of this event. More details on website: www.autofest.com.au

25-27: Geelong Revival Motoring Festival. The Geelong Revival Motoring Festival will take place on Friday 25th, Saturday 26th and Sunday 27th of November 2016. This action packed motoring festival, held on Geelong's picturesque waterfront, is an event not to be missed! The event stands for all things vintage, from the largest companies, down to backyard builders. Take pole position for the historic quarter-mile sprints, as over 400 classic and exotic cars and motorcycles

sprint down Ritchie Boulevard at full throttle. This year we are opening a second track, bringing a hillclimb to the Geelong Waterfront for the first time! The Geelong Waterfront will be covered with over 600 quirky, valuable and fascinating vehicles that are guaranteed to please anyone with an appreciation for unique vehicles. We kick off celebrations with the Friday Night Cruise, featuring over 600 vehicles, as we prepare for a huge weekend of motorsport. If cars and motorcycles aren't enough to get you excited, classic boats and vintage aircrafts will also be on display, so make sure you look to the seas and sky! Take a step back in time into our vintage lifestyle zone featuring live music, trade stalls, delicious food and entertainment. The lifestyle zone wouldn't be complete without our Vintage Caravan Display and of course the National Vintage Fashion Awards, a crowd favourite! Motoring enthusiasts can top off their weekend in our trade expo zone, featuring great displays, sales and unique demonstrations. More details at: www.geelongrevival.com.au

25 – 27: Moto Expo. MOTO EXPO Melbourne is Australia's largest Motorcycle Expo and takes place every second year, showcasing the latest in Motorcycles, Scooters, ATVs, UTVs, JetSkis plus related products and services. With over 100 exhibitors taking part indoors including the largest of manufacturers custom displays to the smallest niche products and services related to the relevant industries. Moto Expo Melbourne will also feature a line up of outdoor displays, interactive and activation sites plus live demonstrations from Australia's most talented riders plus Motorcycle test rides for Adults and Children. A full list of entertainment will be listed closer to the event. Venue: Melbourne Showgrounds. More details at: www.motoexpo.com.au

26 – 27: Prison Break Weekend. Weekend event which includes a drive in theatre night, live music, with a show/shine Organised by the Guzzler Car Club. Venue: 30 Bornong Road, Coorimungle VIC. Contact: Jason on 0409330079 for event details

26 – 27: Draught Horse Festival. Yarra Valley Machinery Preservation Society. Venue – Mont De Lancey Historic Homestead, 71 Wellington Rd, Wandin East.

December

28 – 31: 23rd FX/FJ Holden National Titles. The Rare Spares & Shannons 23rd FX-FJ Holden National Titles will be hosted by the Early Model Holden Club of Victoria Inc. The National Titles will be held in Mansfield over four days from 28 December. Pre-Entry is required for this event and only members of Australian Early Holden Federation affiliated clubs are eligible to enter their vehicles. The Show n Shine is open to the public and will occur on Thursday 29 December in Highett Street Mansfield from 10am until 4pm. More information and entry forms are available at fxfnats.com.au

January 2017

7 – 8: Geelong Classic Truck & Machinery Show. The 2017 Geelong Classic Truck and Machinery Show is on again on the 7th and 8th of January 2017. Held annually at the Royal Geelong Showgrounds this show draws exhibitors from all over the state who display their vintage machinery, trucks and cars. A Vintage Tractor Pull runs all weekend and our boiler house

comes to life with its collection of more than 20 steam and oil engines, including the 1000 HP Ship engine.

The organizing committee would like to extend an invitation to your club and its members to join in the event with your own display of history. Our event has been supported by local groups for many years. This includes the Meccano Club, Geelong Society of Model and Experimental Engineers, Barwon Valley Woodwrights, Frontiers Living History Group and Werribees B-24 Liberator Group. These groups give the show great variety and ensure that there is something for everyone.

February 2017

4: Berwick Swap. 38th Annual Swap, hosted by the Dandenong Valley Historic Car Club. Saturday 4th February, venue Akoonah Park, Princes Highway, Berwick. Gates open for sellers from 1.30pm on Friday afternoon (No trading) and from 5am on Saturday morning. Gates open for buyers from 6am Saturday morning. Sites \$10 plus \$5 per person. General entry \$5. Children U14 free. Free off street parking. Enquiries to: Roger 0407 568 488 or Ian 0419 312 304. NOTE: No alcohol and No fires.

5: Great Australian Rally: Hosted by the All British Classics Car Club Vic Inc. This event raises greatly needed funds for our friends at the Peter MacCallum Cancer Foundation. One-hundred percent of all donations and all gate proceeds go to Peter Mac for research purposes only, and to date, we have raised more than \$800,000.

We sincerely thank the heritage motoring clubs for their support over the years. The 2017 RACV Great Australian Rally will mark the 22nd running of this major event and will be the 17th occurrence convened at Mornington. Entry forms are available for download from: www.greataustralianrally.com.au

19: RACV/AOMC Classic Showcase. At Flemington racecourse, Nursery carpark. Open to all vehicles manufactured in Europe and England. Gates open for display cars at 9am, for spectators at 10am. Display cars \$20 entry, passengers included. Spectators \$5 (children under 18 free). Spectator parking fee \$20 per vehicle. Show closes at 3pm. Trophies, Children's entertainment, Food and Refreshments available, Music, Trophies, Vendors.

13: AOMC Delegates' Meeting.

March 2017

5: Shannons/AOMC American Motoring Show. At Flemington racecourse, Nursery carpark. Open to all vehicles manufactured in Europe and England. Gates open for display cars at 9am, for spectators at 10am. Display cars \$20 entry, passengers included. Spectators \$5 (children under 18 free). Spectator parking fee \$20 per vehicle. Show closes at 3pm. Trophies, Children's entertainment, Food and Refreshments available, Music, Trophies, Vendors.

12: Yarra Glen Swap & Classic Car Display. Vintage Drivers Club. Venue – Yarra Glen Racecourse (Mel 275 C1). Vintage car parts, bric-a-brac, pre 1970 display cars. Sites: \$25 undercover

or \$20 outdoor. Sites available on the day. General admission \$8 (children free). Show & Shine cars \$15 with maximum 2 occupants. Show & Shine between 8am and 10am. Trophy presentation 12.30pm. Food & drink available. Site bookings and enquiries to Iain Ross tel.: 03 9890 0524.

26: Annual Kalorama Rally. Venue – Kalorama Reserve, 1190-1196 Mt Dandenong Tourist Road, Kalorama. All proceeds go to Kalorama CFA.

26: Morwell Swap Meet. Toners Lane Morwell. Hosted by the Latrobe Valley Branch of Gippsland Historical Automobile Club. General Enquiries:- Bill on 0407839039. Car And Bike Parts, Collectables, Antiques; Tools and Equipment. Fully catered; No Bookings required; site free. Gates Open 7.00 am for stall holders and Public. Admission \$5.00 per Children under 16 Free

April 2017

23: Gippsland Vehicle Collection Swap Meet. Gippsland Vehicle Collection, at 1A Sale Rd, Maffra, is holding a Swap Meet on Sunday, 23rd April, 2017. Car and motorbike parts, collectibles and garage-enalia will be the order of the day and the site fee is \$10.00 driver included. Entry for buyers is \$5.00 Set up time for buyers and start time for sellers is 7:00 am. Please call Sue Lawrence for bookings on

0428 456 614.

For more information contact: Peter Johnson on 0427 455 513.

May 2017

21: National Motoring Heritage Day.

AOMC event venue tbc.

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:

- 16 April 2017, 1 April 2018,
- 21 April 2019, 12 April 2020

**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.

2ND ANNUAL PRISON BREAK Weekend

GUZZLERS CAR CLUB INC.

November 26th 2016

Show & Shine DRIVE IN
AT CAMP COORIEMUNGLE

Live Entertainment
AVALON & GEORGIA STATE LINE

Admission
\$5.00 Per Person
\$15.00 Per Family

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AOMC Delegates' Meeting Dates 2017

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Delegates meetings are generally held on the third Monday of February, May, August and November. The dates for 2016 are as below.

Monday February 20th
Monday May 15th
Monday August 21st
Monday November 20th

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2017 RACV GREAT AUSTRALIAN RALLY NEWS—*Rallying For A Cure!*



The All British Classics Car Club Vic Inc. (Associations Incorporation Registered Number: A0035462V) will be pleased to welcome motor vehicle clubs to the 2017 RACV Great Australian Rally which will be held on Sunday 5th February, 2017. This event raises greatly needed funds for our friends at the Peter MacCallum Cancer Foundation. One-hundred percent of all donations and all gate proceeds go to Peter Mac for research purposes only, and to date, we have raised more than \$800,000.

We sincerely thank the heritage motoring clubs for their support over the years. The 2017 RACV Great Australian Rally will mark the 22nd running of this major event and will be the 17th occurrence convened at Mornington.

The All British Classics Car Club Vic Inc. invites clubs to publish this article in their newsletters so that members of clubs understand the importance of this event. Please provide due salutation to the AOMC and to our sponsor, the RACV.

Collection Of Rally Bags

Following on from the success of managing the rally bags in 2016, once again the bags will not be handed out at the rally's three start points. Rally entrants will be given a numbered ticket and rally bags can then be collected at the Mornington display area.

The collection area will be across the roadway from the Rally Administration area and bags will be issued to ticket holders only.

Pay-On-The-Day Entrants

The Rally Advisory Committee puts a great amount of time and effort into preparation for the 2017 RACV Great Australian Rally. Because of the logistics involved with this preparation, a great amount of work takes place after pre-booked entries for the rally have been closed-off. At this time, club displays, judged vehicle numbers and the number of rally bags are determined.

For those reasons and because it is impossible to determine how many 2017 RACV Great Australian Rally entrants will elect to pay-on-the-day, the current policy is that such entrants are not eligible to have vehicles in the nominated categories judged for prizes, nor do they receive an official rally bag.

All of these actions are implemented to encourage the popularity of pre-booking for the RACV Great



Australian Rally, and assist greatly making the organisation of the event easier by knowing how many will be present for the various activities on the day.

2017 RACV Great Australian Rally Merchandise

The recently released 2017 RACV Great Australian Rally entry form features a pleasing selection of special rally merchandise.

A special grille badge, above, has been struck, and a limited quantity of these badges have been made.

In addition to the badge there are: a cloth patch badge and a distinctive rally cap. Please ensure your club's members make their rally merchandise choices when they complete the entry form.

Provision Of Entry Forms

At the November AOMC Delegates' Meeting a quantity of 2017 RACV Great Australian Rally entry forms will be available for distribution to the member clubs of the Association. Entry forms are also available for download from: www.greataustralianrally.com.au,

The 2017 RACV Great Australian Rally entry form can be completed online and then printed for posting to the address on the entry form.

It should be noted that all entries should be lodged by post to the address shown on the form, they cannot be handled electronically.

Please Note: The close-off date for receipt of pre-booked rally entries is Thursday 26th January, 2017.

The All British Classics Car Club Vic Inc. proffers its thanks to the AOMC, all participating clubs, to the RACV and other sponsors for the ongoing support for this major fundraising event. Thank you all!



We look forward to another record entry for the 2017 running of the 2017 RACV Great Australian Rally. We also look forward to presenting, on the participating clubs' behalf, another substantial amount of funds raised to the folk at Peter Mac. Believe us, they really do appreciate all of our efforts to provide much needed funding assistance.

*Mike Allfrey – All British Classics Car Club Vic Inc.
2017 RACV Great Australian Rally Advisory*

AOMC - Victorian Engine Number Records

Philip Johnstone and Matthew Lambert

History of Victorian Registration. In Victoria, up until 1910 motor vehicles were not "Registered". At this time, the Government determined a need to regulate the use of motor vehicles and on 4th January 1910, *The Victorian Motor Car Act 1909* came into force. This required motor vehicles operated on public roads in Victoria to be registered and drivers to be licensed.

Originally there was no requirement to record any vehicle serial numbers (e.g. engine, chassis or body) until the introduction of the "two card scheme" in 1932. This scheme, administered by the Motor Registration Branch of the Victoria Police, used two separate cards. The first card (the engine record) recorded the engine number (and changes in engines); horsepower and registration number; while the second card (the owner record) contained the engine number, registration number and owner details. All of the early records dating back to 1910 were transcribed onto new record cards for those vehicles still on the road.



These were times of austerity - the engine record cards were made by cutting owner and driver licence records in half and using the other side! These orange/buff coloured blanks were rubber stamped with "ENGINE No.", "MAKE" and "REG. No." but those details were then usually inserted by hand. The quality of handwriting was satisfactory, although the quality of ink was sometimes marginal as it was probably diluted at times. Today, some 80 years on, these original engine record cards are in remarkably good condition.

From the 1940s there was a succession of purpose-designed cards printed on coloured card stock, ranging from pale yellow, through orange, to pink. In the early 1950s it appears that there was a surplus of yellow owner record cards and that these were printed on the blank reverse side to be used as engine record cards. At this time, provision was also made for recording the engine number **plus** chassis number.

Why did it take so long to record the chassis number? The first motor vehicles usually comprised a chassis, body and engine. In some cases these three parts were from different sources and there was no requirement for any identification numbers to be located in an easily visible or accessible place. With the gradual introduction of mass produced steel bodies and less use of wood framing the body numbers were generally located somewhere on or near the firewall. So it was often the body number that was recorded rather than the chassis number. Monocoque construction (without a chassis) made identification easier. Generally it is the body number that was used from the 1950s onwards, even though some vehicles might still have had a chassis. The term "Chassis Number" continued until 1984 when the Victorian records were computerised.

Donation to the AOMC. In 1992, the Victorian Government donated all of the engine record cards (but not the owner cards) to the AOMC. This was no small endeavour, as the cards are stored in over 400 filing cabinets and archive boxes.

Since that time, AOMC volunteers have been maintaining the information, as well as making searches for particular vehicles easier by slowly transferring the information into a specially designed database.

In 2006, the AOMC also obtained a listing of all vehicles registered in Victoria from about 1910 up to 1920. These records contain the registration number, registration date, owner name and owner address for vehicles built from 1900 to 1920. These are known as the AOMC Veteran Records.

The AOMC also has access to similar information for registrations that continue from 1920 up to the 1930s (The External Vintage Records).

This collection of vehicle registration details from 1910 to 1984 is referred to as the AOMC Engine Number Records.

Interesting Facts. The AOMC Engine Number Records provide an interesting insight – not only into our motoring heritage, but Australia's military, Olympic and manufacturing history.

For example, do you know when the first Holdens were registered on Victorian Roads? You may be surprised to learn the first prototypes were manufactured in the USA by the General Motors Chevrolet Division and initially registered in Australia as Chevrolets. The 12th February 1947 was an auspicious day as three demonstration cars with engine numbers 1946/2, 1946/3 and 1946/4 were registered as JP480, JP481 and JP482 respectively with the latter two listed as coming from NSW. The engine numbers 1946/5 to 1946/9 appear to have been subsequently installed in these first three vehicles and we are left to speculate as to when and why. The vehicle JP481 appears to have had another engine change and been later registered as OX411.

During the early 1940s it was common for vehicles to be registered and cancelled after 3 to 6 months, and then re-registered the next year. Some engines have



a history of transfer from vehicle to vehicle. A Lancia engine of 1936 appears to have been associated with at least three vehicles and eight registration numbers up to 1951. Trucks and buses commonly had a large number of engine changes recorded. The Melbourne and Metropolitan Tramways Board religiously recorded the change of engines to their bus fleet from the 1940s to the 1960s. The engines were obviously being reconditioned and returning to service in other buses over the years.

Special event registration numbers started in the late 1970s and (with the advent of personalised and custom plates) they are now common. But back in the mid-fifties there was one significant world class event held in Victoria that warranted a special plate. This was of course the 1956 Olympic Games held in Melbourne. The engine number records reveal that a number of Ford Customline Sedans were used as official vehicles. At least two were registered as **Olympic 110** and **Olympic 131** in October of that year, being reregistered with standard plates in December of the same year. Do any of these Official Olympic vehicles still exist?

While making searches of the engine number records, some vehicle descriptions are recorded that at first glance appear to be incorrect. For example the term "Utility" and "Tray Truck" appear in the Rolls Royce records. The explanation is simple - the Rolls Royce engine was used in a number of British military vehicles, such as Austin Champs, Ferret Scout cars and Humber Trucks. Similarly, some records relating to local production 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 and body types. However the

giveaway clue with these is the "X" prefix on the numbers. indicating that they were eXperimental prototypes for the Australian market.

Sometimes, during the continuing process of sorting and checking the engine number records, an otherwise different vehicle catches the eye. An example is a Ford Mercury Engine in a Marmon Herrington chassis. Those truck enthusiasts familiar with military vehicles will recognise Marmon Herrington as a manufacturer of 4 wheel drive trains. A Ford 3 ton truck chassis was used as the basis of an armoured car developed in South Africa in the early 1940s. This type of vehicle was used by British forces during the North African Campaign of WWII. The example found in the AOMC records was listed as Tray Truck so it would appear to be a (simple) 4WD chassis rather than an armoured car.

Similar uncommon types are found among the International engine records with a range of Military vehicle types e.g. Hospital Van, Kitchen, Troop Carrier, Crane, Radio Van, Pole Borer, Wincher, Pumper etc. The 4WD feature and power take off on some trucks made them very useful for field contractors in post war years under private registration, with Fuel Tanker, Mobile Saw, Machine Repair Van, Wrecker, Travelling Tower and Generator being just some of the types listed on the record cards.

Finding Your Vehicle. If you are tracing the history of your treasured vehicle to prove it has been registered in Victoria, determining its original registration number, proving its racing career, concours originality of various items such as overdrive etc. or you are just inquisitive and want to settle a bet, then these irreplaceable records may be able to fill the gaps. Note that VicRoads currently requires evidence of previous registration in Victoria (or elsewhere in Australia) if a vehicle is to be re-registered. Many historic vehicles purchased as restoration projects might not have had any registration details supplied and the AOMC records may provide sufficient evidence to prove previous Victorian registration. The data may also be very useful in family history studies by providing dates and ownership of long gone family vehicles.

Car clubs have also successfully used the records to determine how many vehicles of a certain make and model were assembled in Australia, especially in cases where original factory records no longer exist.

The AOMC is able to undertake a search of these records and provide a report summarising some of the key details of a vehicle's registration history in Victoria. Information on what can be provided, and the information required, can be found on the AOMC website, <http://www.aomc.asn.au/eng®records.htm>

To organise a search, contact the AOMC on secretary@aomc.asn.au



AOMC 40th Anniversary Dinner

The AOMC celebrated its 40th anniversary with a dinner at The Veneto Club on Thursday 13th October, with many club officials and dignitaries attending. Bob Watson gave a well received talk on the history of the Light car Club of Victoria. Iain Ross spoke of the history and achievements of the association over 40 years, whilst Keith Mortimer spoke on future directions and the need for club involvement to keep the association viable. Here are some images from the evening.



Clockwise from top:

Bob Watson speaks to an attentive audience,

Sharon & Graham Keys with Mike Alfrey,

Bob Watson, Jenny Cuthbert, Don Kinsy & George Hetrel,

Hugh Kirkland, Keith Vaughan & Tony Dixon,

Rod Amos & Iain Ross,

Heather & David Greaves with Philip Johnstone.





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Club Profile: Singer Car Club

About the Club

In December 1976 a small group of Singer owners met to form the Singer Car Club of Australia. Some of those original members are still in the club today, an indication of the loyalty generated by the Singer marque. Recently the club was contacted by a former member who had owned a Singer in the 1970s, and who was interested to know if any similar cars were for sale. We were able to reunite him with the very car he used to own, which he has now purchased and is in the process of getting it back on the road..

As a relatively small club we try to avoid red tape and unnecessary meetings, with a small but active committee taking care of administrative matters. Singer owners like to use their cars and we hold regular events and trips here in Victoria. We also hold a regular Natter Night on the first Tuesday of each month at the Royal Oak Hotel, Bridge Road, Richmond. Members are kept in touch by our email newsletter *Out and About* in Victoria, and by the quarterly *Singer Wheels* magazine around Australia. We also have a website www.singercars.com.au.

On a national level we hold bi-annual National Rallies where members from all over Australia enjoy themselves. The next one is in the Barossa Valley in South Australia at Easter 2017, with Victoria scheduled to host the 2019 rally. Planning is already underway.

Members have access to the club's stock of spare parts, and also the club library which has a variety of Singer related resources. Overseas we are associated with Singer clubs in the UK, USA, Canada, Holland and New Zealand. In Australia there are Singer clubs in New South Wales, South Australia and Queensland, each club runs as a separate entity due to history and different state regulations but we cooperate closely.

Singer Cars

Like many British motor manufacturers, George Singer started out producing bicycles in 1875, before branching out into motor cycles and tricycles and then motor cars in 1905. Incidentally, there is no relation to the sewing machine company (oddly enough, George worked for a sewing machine company for some

years, but not the Singer company).

The Singer Ten of 1913 brought a new level of quality for light cars, and remained in production until the 1920s. Lionel Martin, founder of the Aston Martin marque, used to tune them up and competed successfully in trials and hillclimbs, most notably at Aston Clinton.

In 1926 Singer launched the Junior, with a new 848cc overhead cam motor which was quite advanced for its day. The basic overhead cam design continued to be a feature of Singer engines right through until their demise in the mid-1950s.

By the late 1920s Singer was Britain's third largest motor manufacturer behind Austin and Morris. In the 1930s the company produced a wide range of models, including the celebrated Singer Nine Le Mans, so named because of the car's achievements in the gruelling 24 hour race winning its class and the prestigious Rudge Whitworth Trophy for under 1000cc cars. A Singer Le Mans also won the 1934 Australian Grand Prix at Phillip Island. At the 1936 Berlin Games a 1½ litre version of the Singer Le Mans was the only car ever to win an Olympic gold medal.

In World War 2 the Singer plants were given over to war production, but after the war the company, like many others in the UK, struggled to rebuild its war damaged factories and faced shortages of materials and capital. The pre-war 9 Roadster continued in production and developed into the 4A, 4AB and ultimately the 4AD with 1500 cc engine. Large numbers of these sporty roadsters were imported into Australia and today are the most common cars in the club. The SM1500 saloon and its later development the Hunter were completely new designs but did not sell well in competition with more modern looking models.

In 1956 the directors reluctantly agreed to a takeover by the Rootes Group, which already owned Hillman, Sunbeam and Humber. Ironically, Lord Rootes had done his apprenticeship at Singers before World War 1, and a few years later made his start as a large scale car dealer when he bought (and sold) an entire year's production of Singer Tens.

Below: Singers on a recent trip to Arthurs Seat.



Subsequent to the Rootes takeover, Singer Gazelles were marketed as upmarket, badge engineered versions of the Hillman Minx. For the first couple of years Gazelles used the Singer overhead cam 1500cc engine, but after that modified versions of the Hillman unit were used. Later Singer, not marketed in Australia, included the Vogue (badged as a Humber in Australia) and the Chamois, a version of the Hillman Imp. The last Singer badged car rolled off the assembly line in 1970.

Singers Now

Today Singer cars have a loyal following in the UK, North America, Europe and New Zealand. As classic

cars they are relatively affordable, and the club caters for a variety of models from the vintage Juniors and Seniors to the sporty Le Mans and roadsters and the later Gazelles. Singers were imported into Australia from the earliest models, and it's surprising how many Australians have a family connection to the marque. It's not uncommon for members of the public to come up to us at car shows and tell stories of the Singers they have had in the family.

If you have an interest in Singers contact us via email at singercarclub@gmail.com or ring our president, Trevor Leech on 0414 520 441. You will often see our cars grouped under the blue Singer banner at car shows so come up and say hello

Homemade and Built-Up vehicles 1935 to 1984.

Further to the item in the August *Newsletter*, another look was taken at the Homemade and Built-Up group of engine numbers.

The AOMC engine number files comprises about 5 million records and this list has around 420 entries. The earliest is 1935, the last late 1984.

The 1970s were the high point for this range of vehicles, a listing by decade showing –

1930s 1%, 1940s 6%, 1950s 11%, 1960s 22%, 1970s 37%, 1980s 13%, not dated 10%. (percentages rounded)

Beach buggies make up 18% of listed body types followed by roadster/sport. Other vehicle types shown are – tractors, tourers, tricycles, sedans, coupes, bus, sprayers, fork lift trucks, snowmobiles, tobacco harvester, milk float, wheel chairs, hay balers, trays, utility, mobile crane and excavator.

Engine makes.

The most listed engine is Volkswagen 14%, Ford 10% and Holden 9% but there is a range of engines.

Motorcycle engines were popular, Ace (1936), AJS, Alta, BSA, Indian, JAP, JAWA, Norton, Villiers and Velocette are listed.

Passenger car engines noted include Ballot (1949), Ansaldo (1951), Lincoln (1970), Hudson (into an Oldsmobile in 1975), Essex (into a tractor in 1949), Rugby (1944), Winsconsin,

DKW (1963) and Maybach (1984), Pontiac and Skoda.

Truck model engines include – Mack, General Motors (Detroit) Diesel, International petrol and diesel models, Isuzu, Caterpillar, Cummins, Gardner, Perkins, Leyland diesel, Bedford and Fageol (1942).

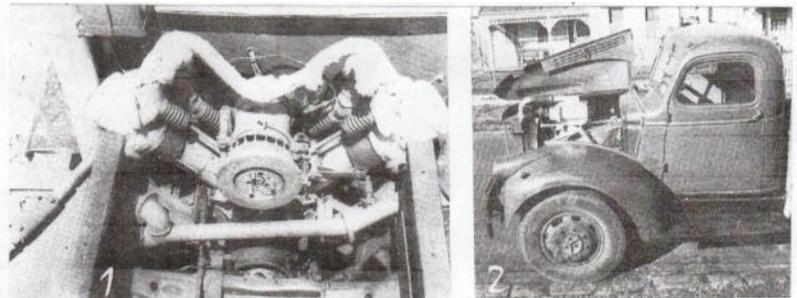
One vehicle of interest was a Chevrolet Lend-lease 5 ton truck converted to steam power.

Produced by the father and son company of Pritchard Steam Power P L in Caulfield, it was registered in 1960 and road tested by *Truck and Bus* magazine for their August 1963 issue.

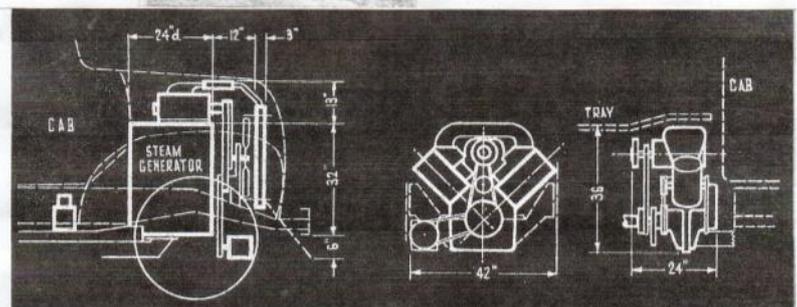
A steam generator under the bonnet, not a boiler, produced steam at up to 700 psig in four minutes from cold to drive a twin V - form steam engine mounted between the cabin and tray body. The engine coupled to the drive (prop) shaft to the rear axle with no clutch or gearbox and produced an estimated 90 – 100 continuous horsepower compared to the original engine's 85 BHP.

With a tare of three ton six hundredweight (3350 kg) and a four hundredweight (203 kg) block over the rear axle plus driver and reporter, performance was rated as "quite nippy"!

Denis Brooks



FAR LEFT picture shows the actual engine, located between the cab and the tray. It has two cylinders, in Vee formation. Under the bonnet (central) there's the steam generator, which provides the wherewithal to drive the V2 engine. Flue carries away exhaust from oil-fired burner which heats the steam generator. Picture at right shows the radiator-type condenser (located in the same position as the normal vehicle radiator) through which engine exhaust steam is piped and cooled, and passed back to the water tank.



Bay To Birdwood

Recently the presidential Bristol was prepared and we were off to take part in this years Bay to Birdwood Rally around the suburbs of Adelaide.

As usual for us it was a slightly rushed trip. It would have been nice and relaxing to do Melbourne - Adelaide in two days but the presidential wife felt it necessary to attend a meeting on the Friday evening, so it was on the road early Saturday morning.

Working on my bucket list of Automobile events and places: Schlumph Museum tick, Goodwood Revival Tick and now actually competing in the Bay to Birdwood rally!

The Bristol never missed a beat as it should have its carburation underwent some restoration prior to the trip. Although in my house we are not permitted to use the phrase "never missed a beat" till we are in sight of home!!

Seriously the Bay to Birdwood rally is as close as we go to a national event This years event was for pre 1960 vehicles and is probably the largest display in Australia of pre 1930 vehicles.

The organisers were initially concerned about lack of entries but approx. 940 vehicles turned up at the starting point at West Beach. I thought Vic entries were a little down, but I saw vehicles from as far afield as Qld and WA.

The concours competition and the new preservation class proved very popular

The start is very impressive imagine all these vehicles lined up in suitable classifications starting from veterans to the later types. Good catering for breakfast made arriving early easier and the start carried out by the Lord Mayor of Adelaide was impressive, as was the size of the crowd of spectators who turnout to inspect the vehicles at the start.

The route used was temporary this year due to roadworks in Adelaide centre. It was awful, too many traffic lights and level crossings the Bristol came close to boiling as all those around her actually did!!

Through the hills was one way for a length, I know this costs the organisers a lot of money as all side streets have to be manned by traffic controllers.

A huge crowd lines the streets to cheer the entrants particularly in the southern suburbs and in the hills, this really makes the event a standout. A healthy crowd came to Birdwood and I am sure the museum would have been pleased as I believe this event is relied on to keep the museum going.

The Birdwood venue was very wet it had rained very heavily during the week and things like the stage, (they spend big on high quality entertainment) and catering all had to be shifted. The Bristol is always popular and as usual somebody comes up that owned one or knew about one years ago.

There was great local coverage on local channel seven and two in the evening.

When we got to Adelaide we found our hotel home to a large group of Packard club members who were combining their national rally with the Bay to Birdwood. They did not seem to mind a Bristol in their midst, its always good to be able to park your vehicle amongst like minded individuals.

And there was some unfortunate excitement on the run to Birdwood one of the Packards shredded a rear tyre due to overheating brakes and promptly caught fire. Not much damage done thanks to the local CFS who were close by!!

I think those in the movement with a passion for the earlier vehicles need to support this event started in 1980 it is in danger of being eclipsed by the Classic Bay to Birdwood conducted year about for post 60's vehicles.

It would be good if the Victorian clubs that cater for these vehicles give consideration to supporting future years event

I think it's use it or lose it!!

Over the weekend we covered some 990 plus miles and enjoyed the weekend immensely

Iain Ross



Minutes of the August 2016 AOMC Delegates meeting

Held at the Seymour Club, Saturday August 13th 2016

Apologies: Apologies were accepted from the floor

New delegates: New delegates were introduced to the meeting

New member clubs: No new member clubs were identified as in attendance

Visitors: VicRoads: John Lewis, Drew Stevenson, Mechanical Engineer

Minutes of previous Delegates meeting, Monday May 16th, 2016: The minutes of the previous delegates meeting were published in the latest newsletter mailed of the delegates. Minutes: Proposed: Michael Herbert – Trafalgar Truck Restorers Club, Seconded: Graeme Falwell – Mustang Club. Carried

Business arising from May Delegates Meeting:

Held over to the VicRoads presentation

Correspondence: No correspondence received for tabling.

Presidents report: Was noted as per the Newsletter page 1 & 2.

Treasurers Report: Report for the Year ended 30 June 2016. The year commenced with cash in the bank of \$208k, and ended the year at \$234k. The surplus for the financial year was approx \$20k, pre audit, main items of note was the 3 car shows combined contributed \$15k to the result, and the CPS handbooks approx \$10k. A detailed analysis will be presented at the AGM. A pleasing result, and catches up on last year's deficit.

Invoicing: Last month we issued the FY16-17 subscriptions to our member clubs, or approx \$44k. We had tried emailing these this year, and have copied the Secretary and treasurer on the email, stating that the electronic email as a copy, and the original would be posted in the mail. In the past month, approx 1/3 rd of all clubs has paid the subscriptions which is appreciated.

Also included in the annual subscriptions was the club contact form. Pls note that it is important to update our club contact, and recently when we emailed out to clubs, we did not have the details of approx 10% of the Secretaries or Treasurers.

AOMC Events: Rhys Timms reported the car shows dates are almost confirmed. We have looked at a number of venues, and we have some tentative dates booked with Flemington. However we have a problem with the venue as Cirque d'Soleil are performing at the same time, and the car parking is increased to \$20 for public parking (note: not cars entering the show but visitor parking). This is an issue for us, however we are looking at alternatives and will advertise this as appropriate.

We are looking at dates earlier in the year, preferably February or March. March has only 2 weekends that are appropriate when there is not a long weekend or GP. April is mostly out due to School Holidays, Easter and Anzac Day.

Please send in suggestions if you have any for current or future events to our office, as we are always looking at options.

Engine number records report: Iain Ross reported the ENR are stored at the Jag-AH Clubrooms. The storage was not in a good condition, the filing cabinets were piled 3 high, and potentially dangerous situation. The area is now double, carefully packed on pallets and pallet racking and is now very safe. The most common records are now more easily accessible. \$15,000 was spent on this and is now set for the next 10 years. If your clubs do not know about the ENR's please find out about it. We will provide more information about this collection in our publications.

There is a wealth of information, we get 2 or 3 requests a week, but we would like more requests to support this function. Most of the engine number record checks are people checking the validity of their own cars. A significant amount of work has been done recently for the ENR's.

Keith Mortimer addressed the meeting there were 240 filing cabinets moved last month at our storage, with pallet racking introduced, safety ladders, fencing and lighting installed.

The refurbishment of this space was undertaken primarily and overseen primarily by the AOMC volunteer exec, lead by Iain & Maureen and assisted by Philip and Matthew. There were 250 cabinets and 4.5M records. Iain and Maureen dedicated a lot of time dealing with the quotes from the removalists, racking and ladders, and Maureen for her contacts with the pallets used to stack the cabinets in the pallet racking. A small gift of 2 gold class cinema tickets were presented in recognition of the hours involved and the weeks planning.

Delegates Reports & General Business:

Arthur Bowen: Provided feedback in his club recently on the transfer of CPS for a deceased estate and only permitted for the surviving spouse/partner. VicRoads confirmed that permits can only be transferred in the same club to be reassigned in the case of a death of a spouse (or partner). There is not intention of bringing in a system of permit transfers as it makes it more difficult to administer and would require roadworthies, transfer fees etc... The website will be updated soon for the reassignment of permits to a surviving spouse [ed note: further discussion on this, however this will be covered by VicRoads presentation].

A follow up question on the transfer to a child who is a member of the same club, it is not possible to transfer this on death, only to surviving spouse or partner.

Daryl Meek: A new organisation has been formed, the Automotive Historians Australia Inc. They are holding the 1st annual conference on the 1st to 3rd of September. Their conference program is 3 days, however the last day may be of interest to AOMC delegates, viewing items from member's collections. The keynote address is from Professor Penny Sparke, Kingston University, UK on automotive history design and styling, and a host of other presenters. There is the opportunity to attend just the last day (and not the whole conference).

Details on website <http://www.autohistoriansaustralia.org>

Archives for sale: Archives from Peter Davis are for sale. Some 122 filing cabinets – it is probably the most comprehensive automotive archive in the country. The price is not cheap, cost is \$100,000 to \$150,000, Daryl can put you in touch with the seller.

Guest Speakers: John Lewis & Drew Stevenson (VicRoads):

John spoke on a number of current topics and then opened up for Q&A. This is a condensed version of the discussion (the repetition of various comments in the Q&A has been summarised). John Lewis has been involved with the CPS scheme for the last 15 to 20 years. John normally comes out to meet clubs for major announcements, however today will be a summary of issues.

CPS Review: There is a current review of the Club Permit System. VicRoads are in regular discussions with the AOMC, The Fed, Street Rod Federation about the CPS. There are a number of current issues being considered such as:

- Definition of a Club
- Demonstrated Intent
- Forming a CPS Advisory panel to assist peak bodies
- Competition Rally Cars
- Replica Cars and Individually Constructed Vehicles (ICV)

There has been a change in direction recently as more is required to understand motoring clubs and their structures. There is a lot of activity that these clubs provide to the community and the benefits these clubs provides. Similarly the non-traditional clubs are not

being deal with that well, ie that are based on internet forums, or loosely constructed – and how to deal with this evolution.

There was an article referred to in one of the Melb metropolitan papers criticising the CPS and comments that were not broadly consistent with the scheme

VicRoads have now engaged the consultants “Our Community” to review this issue of the CPS and the community. They specialise in governance of community groups and sell the CPS system better.

Our Community are looking at

- Governance of Community Groups
- Better understanding the value of the CPS
- Selling the CPS better in its benefits to the community

AOMC have requested a procedure for Transfer H/CH Plates to M Plates:

There is currently a transition underway to allow a smoother transfer to M plates from the original H or CH plates. There is no form to make this transition easier. It is anticipated at the end of August a new form will be available on the VicRoads website regarding the “Declaration of Modifications”. The form will still need the proof that the vehicle meets the standards and is eligible for CPS, but this process will make it easier to make the transition. There is no charge for the form and no charge for the new M plates by VicRoads.

Deceased Estates: The VicRoads website will also be updated by the end of August. There have been numerous queries on Deceased Estates, and reassigning permits. VicRoads policy is that they will accept a transfer of a CPS to the surviving spouse or partner of the deceased. This is not a new application, and does not require a roadworthy or other inspections.

The transfer of the CPS from the deceased to another family member other than the surviving spouse/partner has to be a new CPS application.

Number Plates: VicRoads are looking at the possibility of displaying the non CPS plates on CPS vehicles. The review is going slowly, and the current database limitations and also Vic Police.

General Issue plates on retention was raised recently in a number of forums. The rules are complex, and mixed messages are occurring. VicRoads was contacted by the AOMC representing one instance where is appeared unfair and was able to assist with the application of the current policy.

As such the general policy is that General Issue Number Plates are not allowed to be transferred unless they were on the original vehicle and also in the name of the original owner.

VicRoads will come back to the AOMC on this issue, as the question has required VicRoads to review this and they hope to come back with a bit more clarity on this.

Slimline Plates: VicRoads would like to see the introduction of Slimline plates. However it must be understood that there are limitations on the current database, designed for some 10,000 CPS vehicles, and currently managing some 65,000+ vehicles.

A complicating factor is as the CPS is run of a different database, there is no ability to order reprinted number plates. To offer slimline plates it is likely that the number plates offered will be the next available number in the sequence. If you wish to change your current H plate to slimline plate size, you will have to change your registration number to a new number issued with the slimline plate. No date is announced at present.

Motor Homes: There has been a lot of commentary surrounding motor homes. It is ok for motorhomes to be on club plates. However it is clear that if the vehicle is modified outside the original vehicle standards, then this motor home will need to obtain an engineer’s report on the modifications before it can proceed to be registered under an M plate.

This is particularly important as motorhomes often have gas and electrical equipment, and these create safety issues in their own right.

QUESTIONS: The meeting was opened up to Questions on the Floor (note the questions and answers have been condensed & combined if similar)

Q: A car is locked away and the club is unable to retrieve the CPS number plate (ie owner is in nursing home or deceased estate), and has not renewed their club membership

A: The Club is not required to seek the plates to be returned back to the club that signed the permit. The normal rules apply to the club plates, the vehicle cannot be used if the CPS lapses, the plates should be returned to VicRoads or destroyed. The car club or the CPS officer of the car club is not responsible for retrieving the CPS plates. The club is not responsible; it is the permit holder responsibility or their representative for returning or destroying the plates if the permit lapses.

Q: What is the timeframe for a VASS ? is it 30 days like a RWC ?

A: Yes it is 30 days, however if the vehicle is previously modified, and the VASS was originally done, VicRoads will accept the old VASS if the Vehicle has not been modified beyond this. For a new application for new mods, then 30 days for the VASS and RWS. However for an existing modification it depends on:

- If VicRoads were aware of this mod previously – then VicRoads will have the records and you are not required to produce the VASS. However VicRoads may not have these records readily accessible
- If the mods were undertaken previously under the appropriate documentation at the time and it was accepted, then providing this should be sufficient evidence
- If the modifications were done as part of a compliance import (ie Ford imports Factory LH drive cars modified to RHD and has the factory compliance from the time then this is sufficient, as VicRoads registered this in the first instance and the modification plates quite clearly demonstrate the modifications.

Q: Trucks modified in their working life, and was transferred from original reg with modifications to H Plate ? Do these mods end up requiring an M Plate ?

A: M Plates represent vehicles modified beyond VSI8 and VSI33. The mods undertaken when on original registration should have been within compliance.

There are generally 2 types of modifications – those modified in their working life, and those modified on restoration, and your club is also able to determine which vehicles you would like to be part of your club.

Q: Imported LHD Drive Vehicles and converted to RHD (ie Mustangs)

A: Any imported vehicle with a LH to RH Drive conversion is required to go on M Plates. There were a number of different ways these LHD vehicles could come into the country,

- factory imported & converted
- single vehicle import > 25 years ago; or
- a recent import.

In any event, the vehicle will have needed to be certified at the time or certified now and regardless how or when it was modified, as it is modified it will get an M plate. This provides certainty that the certification has occurred and VicRoads is aware of this.

An example was given for a Canadian Car with a RHD conversion, and placed on CPS before 2015, it was confirmed that as this was approved on the CPS before 31Jan 2015 then this is ok to be on H plates. Another example was a steering conversion- also requires certification of the mods, and then an M plate will result as it is modified if it were put on the CPS today. There is not automatic requirement to go onto M Plates.

A further example of a Factory Import (Ford exec first owner) and certified on original registration as RHD (as evidence by the vehicles history & compliance) – then this is an example of an H Plate, M Plate not required.

H Plate to M Plate Transfers. There are 3 ways your existing H Plate Vehicle with modification will go onto M Plates

- Voluntarily elect to change over to M plates from H Plates

- Your Club elects to convert any modified cars to M Plates that were on H Plates
- If your vehicle is defected by VicPol

Q: Example of modified FJ barn find with a bigger motor done at that time, and engineered in the day and previously road registered

A: Yes if previously registered, it can go onto CPS, but must go onto M plates reflecting it was modified. If VicRoads have evidence (if previously registered with the modified engine, the engine number will be on VicRoads database).

VicRoads won't actively contact vehicles that are previously modified and previously permitted on an H Plate prior to 31 Jan 2015. Over time if these vehicles change owners, your club changes its rules or VicPol defect the vehicle.

Q: General Issue Plates – not registered in your name

A: Currently any general issue plates for the classic vehicle you have and were not originally registered in your name will not be reissued, and the number has been "lost".

The example given was an original car, with the original plates, acquired from the original owner, but car has never been registered in current owners name. The plates were of a series now issued as Heritage Plates. VicRoads are still working through this issue, and will reply back to the AOMC.

There is a lot of empathy around this issue with original plates on original cars, but the policy at the moment is not to reissue these unless it was in your name, and current policy is that these general issue plates are lost.

Q: Truck which was modified years ago with a VASS from LH to RH Drive and used daily – if it were to go onto CPS it would be an M Plate?

A: Yes, if this vehicle were put on the CPS, it would automatically go on an M Plate. The M Plate is by no means not an indication that the vehicle is not historic. The M Plate is a designation that at some stage over the vehicles life, it has been varied from original.

Q: Old Tractors & Motorbikes - Will VicRoads issue a Checklist to instruct LVT's to assist them with RWC's ?

A: This is difficult, as there are not many LVT's who have specific knowledge... and don't want to be too prescriptive. The Pre 49 inspection standards issued by VicRoads were general only, as it is too difficult to be prescriptive and mandatory. It is almost impossible to develop a checklist to cover every situation. The Vintage & Veteran Vehicles really need specialist knowledge, but there is extra responsibility for these clubs as these clubs are the best knowledge.

A comment was also made on finding it hard to get any LVT to issue a roadworthy. The discussion was that it is preferable to find LVT's who are specialists in their field, or for a club to develop a relationship with an LVT to gain knowledge on the issues relating to that make and era of vehicle.

ACTION: AOMC to provide a similar document used for motorbikes that could assist preparing some guidelines, and VicRoads will consider a draft guidelines "cheat sheet:" to make it easier.

Comment: VicRoads staff are not clear on the rules on steering conversions.

Response: The example given was Mustangs. VicRoads will issue a memo to their officers at the centres to make it clear that a steering conversion if the vehicle is put onto the CPS today will require an M plate.

Q: Issue with LVT cannot provide roadworthies on all cars:

A: All vehicles going on full registration need a roadworthy, however in conjunction with the development of the rules for the CPS, there are the Pre 49 vehicles on the CPS the club may elect to require a RWC or Club Inspection. LVT's are not necessarily specialist on all makes & types of vehicles.

Q: 1960 vehicle drum brakes, 1964 Disc brakes, use original manufacturer parts

A: VSI 33 ability to change the brakes where appropriate, continuation model and the complete system fits and does not require modification to fit. If however the system was not available originally, and requires modifications, then this will require a VASS certificate, and hence

would then go onto M Plates.

Q: Motorbike – swap over complete suspension system

A: No, does not require mods as it is a complete original system

Q: Jag owner of 35 Years, 30 Years ago 350 installed, engine numbers matching registration and maintained on Full Reg – how does this go on M Plates ?

A: As it was originally registered with the modification, VicRoads will have evidence of this, and will consider this appropriate evidence of the car being originally modified and acceptable to go onto M Plates.

Q: 77 Bedford – after market steering column installed bolts in, and reason is safety ?

A: Yes - It is a VASS certifiable modification

Q: Number Plates held on retention

A: The current view is

- If it is your number plate – then you get it back
- if you buy a plate – then you get the rights associated with the plate

A comment was made that the VicRoads offices do not know these rules, and a number of different stories are often told from each branch. This issue is complex, and VicRoads will respond back to the AOMC.

An example from the delegates was an EH Holden taken off the road on original plates by original owner and differing advice has been received as to whether these are obtainable.

COMMENT There was some discussion about a perception in the room that M plates as not being regarded as historic. This is simply not true. All plates whether CH, H, SR ie M plates are all CPS vehicles. The M does not signify the vehicle is not historic, the M signifies the vehicle is under the CPS and is modified. VicRoads does not perceive the vehicles to be less historic or less worthy if permitted under M plate or H Plate.

Q: New legislation on relaxing imports on specialist vehicles

A: Transition date 1989 which import restrictions preclude LH Drive cars. If the new import restrictions are relaxed and they repeal the strict compliance of ADR's

Q: Are CPS Plates going to be made available in American sizes

A: No. It will be difficult to get slim line plates out. VicRoads want to keep the system simple, it is a costly scheme to operate, and VicRoads keen to keep the system simple for the movement.

Q: Is it possible to introduce standard issue plates or personalised plates as Club Plates ?

A: Possibly, a long way into the future, VicRoads have given an undertaking this is being looked at but nothing soon.

Q: How do you display an original reg plate on a CPS Vehicle ?

A: You cannot – need to register on full reg, and then you can display the original plates.

Q: The transfer from H Plate to M Plate at the end of this month in the new form, is there a fee ?

A: No – there is not a fee for the form or the new plates. There could be other costs such as FOI if records need to be located in the archives

Q: Rumour has it that VASS should be carried in case of VicPol pull over ?

A: No, it is not a requirement that a VASS be required to be carried at all times. Some owners might choose to do this, and there is nothing wrong to do this, but this is not a recommendation to carry the VASS.

Q: A Historic Rally car prepared to the original 1970's rally spec – should be historic on H Plates ?

A: NO - any mod to the vehicle needs to be viewed in light of not following VSI 33, 8 etc, is a mod and any new application for CPS will need to go onto M Plate. A historic vehicle or originality for the original spec rally car is not the criteria, the criteria is that is it is modified under VSI's – then it will need to go onto M Plates. A comment also that an M Plate is not less worthy than a H Plate – it is no less historic, an M plate is just a modified historic car.

Minutes of the November 2015 AOMC AGM, held on Monday November 16th 2015

Meeting opened at 8.30pm

Chair: Iain Ross (President) Iain welcomed delegates to the 2015 Annual General Meeting of the Association of Motoring Clubs.

Present. : 106 delegates representing 80 clubs as per attendance sheet. In accordance with s36(2) of our Constitution a quorum of more than 10 members is present.

Apologies. As per attendance sheet and the main delegates meeting minutes.

Minutes of previous AGM, held 17th November 2014 (circulated in November 2015 AOMC newsletter and with notice of meeting) were accepted on a motion moved Tim Fegan (Volvo CC), seconded Bevan Fenner (Vic Military Veh.) and carried.

President's Report. Iain Ross reported on the years activities. There were 4 well attended delegates meetings and an oversubscribed restoration seminar all at the Chevrolet rooms during the year. Five new clubs have joined the Association.

The AOMC club database has been updated, thanks to great assistance from Mark Fenton (Chrysler Restorers) and is continually being updated with clubs returns with any change of details.

AOMC again fully supported the National Motoring Heritage Day with an event at Yarra Glen, whilst other States don't support as well.

Once again we staged two successful car shows, Classic Showcase at Mornington (due to Flemington unavailability) and the rescheduled American Motoring Show in September at Flemington. We had our first ever cancelled show, due to inclement weather, but in our contract with Flemington we have the ability to reschedule within 6 months at no further expense, which we were able to do.

AOMC continues with ongoing negotiations with VicRoads, particularly on CPS matters. We also conducted a survey of member clubs on the issue of 25 or 30 year cut off for eligibility for CPS, to assist us in negotiations with VicRoads on this matter.

AOMC assisted with the RACV "History that Moves" exhibit at the Melbourne Showgrounds as part of the Motoring Festival.

What does the AOMC need from clubs?

We need the clubs to send delegates to meetings,

We need a Secretary, as Andrew Gottschalk is unable to continue in that role, so please consider nominating or think of someone who could be nominated,

We need a Shows co-ordinator to run the on the day operations for the major car shows. Iain has been doing this since 1990 and would like to step aside. The position has been advertised in the AOMC newsletter, Philip Johnston would like to wind down his work on the engine number records service so he needs someone to come on board to assist,

We need members for our committee.

Treasurer's Report Rhys Timms presented the audited annual accounts for 2014/15, which have already been passed by the committee. A full set of Association accounts is at the front desk if anyone wished to look through them.

The Association made a loss of \$17,000 for the year, compared to a \$29,000 surplus in 2013/14. The reason for this was a drop in income, mainly due to the cancelling of the American Motoring Show in April. The hire of the venue and other costs had been pre paid, but these were carried over to the September rescheduled show (2015/16 Financial Year).

Shows income was down by \$55,000 (including gate and sponsorships)

Membership income increased by \$4,500 despite no cost increase over previous years.

Rhys then showed a chart giving a six year summary of the AOMC assets, income and expenses. Assets have been slowly building each year, whilst both income and expenses have been slowly decreasing each year.

Q: Names of Signatories on the Vehicle Eligibility & Standards Form (VESF) – the titles are incorrect

A: At the end of this month, the VESD form is to be reissued, and the names of the signatories are going to be separated to make the naming conventions more uniform, and the form is going to be split to allow for these names and whoever the club nominates to sign for this form.

Comment: The real reason that M plates are not liked, it not that it is not seen as historic, but because the cost of the VASS makes it prohibitive.

Response: Yes – the cost of the VASS is just one part of the vehicle cost – and often the original mods cost significantly more than the VASS expense. However modifications were appearing on cars on the CPS scheme and these mods could not be ignored, and these modifications needed to be certified, hence the reason why the scheme was changed.

Q: Motor Homes – does moving a seat in a motor home make it an M plate ?

A: The issue of Motor homes and complex vehicles is a complex one, and also has implications of commercial vehicles and applicable standards. However modifying a vehicle different to its original design and certification will require re certification. Removing one seat may require re-certification, if it changes the design.

The issue should not be seen strictly in light of changing one seat, it is more about the function these motorhomes provide. The complete process is usually greater than one seat, it will be the whole process that occurs at the time the motorhome or van is converted. A description of the damage a detonated van can make after a gas explosion was given. Another example of a 240 Volt power supply connected to a van, and by virtue of rubber wheels, then van is isolated with no earth, hence if wiring not to code, it is exceptionally dangerous to the occupants of the motorhome.

For this reason, it is "not one seat" but the mods for these vehicles will require appropriate certification, and by virtue of the certification, will be M Plated under the CPS.

Comment: There are some owners who are concerned that an engineer will require modifications that will spoil the vehicle. le require seat belt bolts through pillars that wreck the look.

Response: VASS signatories have individual experience, and their experience ranges over varied and unique cars, trucks, busses etc. There is not one engineer who knows it all, however shop around for someone who knows your vehicle type and experience in the outcome you desire.

Q: Rally Cars and RP Scheme

A: the RP scheme was designed for top flight professional late model rally cars, and older rally cars may not pass CAMS inspection to get on, but the cars are not really suitable to be on H Plates.

VicRoads working with CAMS and AASA on a new form of competition vehicle permit, for a low cost way for club modified for rally purposes to transition across to the new permits.

Q: GT40 replica purchased 40 years ago. M Plate ?

A: Yes these were based on an individually constructed vehicle, and as such an M Plate would be required. The vehicle was individually constructed based on a roaring 40's chassis, VASS signatory will have created a single representative manufacturers vehicle certification, and M plate.

Q: Historic Tractors and whether than can use amber flashing lights ?

A: Road Safety Rules – will stipulate the requirements whether older tractors can use amber lights for safety purposes when used on roads for safety purposes. The delegate was asked to approach after the seminar and provide contact details and VicRoads will retrieve a copy of the rules in relation to the flashing lights.

End of Q&A Meeting closed 2.55PM

Next Meeting Sunday 21st of November in Melbourne.

We are now 5 months into financial year (FY) 2015/16 and have a very good budget outlook for the year.

We will have the advantage of 3 main shows, due to the rescheduled American Show in September (which was a success) and the upcoming shows in April and May 2016, Membership fees have increased 10% for the current year (passed at 2014 AGM), the launch of the new CPS handbook will see an marked increase in publication sales. All these will assist with balancing the budget for FY 2015/16.

Looking ahead to FY 2016/17. Last year we had a fee increase for the first time in 3 years. An increase of 10% was approved by the AGM. To keep fees in line with rising operating costs for the Association, the two following recommendations are being made:

Increase membership fees by approximately 3% (rounded out),
Add a new class of membership for large clubs with memberships of over 750. This category would have a fee of \$500.

Rhys then displayed the proposed fees for FY 2016/17

Questions from the floor:

Bob Clark (CHACA) asked how many supporters the Association has. Rhys responded that there are about 30.

Daryl Winter (Bass Coast) asked how you would distinguish between members and membership, taking into account family memberships. Rhys responded that he would seek clarification on that, but clubs nominate their own membership figures based on their financial membership.

John Washbourne (HCCV) asked why the percentage increases are different for each level of membership. Why not just make it a blanket 3% across the board. Rhys responded that the difference was due to rounding out the amounts for convenience purposes.

The new category for over 750 members represents a big increase for those clubs, from \$325 to \$500. Rod Amos pointed out that when taken on a pro rata basis, a club of 750 members is paying only 66cents per member.

Bob Clark (CHACA) noted that the percentage differences do not amount to much, so nothing to be too concerned about.

It was moved Bob Clark (CHACA), seconded Trevor Leech (Singer) that the proposed fees for FY 2016/2017 as presented by Treasurer Rhys Timms be accepted. The motion was carried.

It was then moved Robert Humphries (Austin 7), seconded Gerry Howell (Rolls Royce owners) that the Treasurer's Report and financial report for 2014/15 be accepted. The motion was carried.

Appointment of independent chair for Elections. Daryl Meek (RACV) was appointed to chair the election of office bearers.

Daryl thanked the AOMC team for their efforts over the past year, particularly Iain and Maureen Ross. He asked delegates to express their thanks with a round of applause.

He then gave an indication of what would not be here if it was not for the AOMC:

- CPS log book scheme,
- Left hand Drive acceptance onto scheme,
- Engine number records, the AOMC stopped them being destroyed by volunteering to take them and run a service of searching those records
- Input to State level bodies
- Input nationally to AHMF and ASRF.

Daryl then declared all positions vacant in accordance with Section 50 of the constitution, and will hold an election for those positions based on sections 51 to 54 of the constitution. He then read out the procedures for the following election of office bearers for 2014/15.

Elections of Office Bearers i.e. President; Vice President; Treasurer; Secretary in accordance with rules 51 to 54 of the Constitution.

Election of office bearers. All committee positions are declared vacant and nominations called from the floor. Daryl went through the list of current office bearers and asked if they were willing to stand. Rod Amos said that he came onto the AOMC committee 10 years ago to pursue the log book scheme for CPS. He feels that it is now time to step aside and will not be accepting a nomination for committee.

Full list of nominations and elected officials listed below.

Daryl then vacated the chair and incoming president Iain Ross resumed the chair to complete the meeting.

Rick Cove moved a vote of thanks to Rod Amos for all the work he has done for the movement on the CPS for over 10 years. There was then a hearty round of applause.

Iain thanked Daryl Meek for conducting the annual elections, and as there was no further business he declared the **Annual General Meeting for 2015 closed at 9.15pm**

Position	Nominee	Nominator	Secunder
President:	Iain Ross	Keith Mortimer	Paul Vellacott
Vice President:	Keith Mortimer	Gerry Howell	Neville Lockstone
Secretary: There was no nomination received for the position of secretary.			
Treasurer:	Rhys Timms	Rick Cove	David Franzke
Election of committee members. As there were 7 candidates for the seven positions, it was moved Bob Clark that all seven be nominated for the positions.			
	Philip Johnstone	Bob Clark	Denis Brooks
	Matthew Lambert	Bob Clark	Trevor Leech
	Andrew Davenport	Bob Clark	Alan Fairweather
	Rod Adler	Bob Clark	Tim Fegan
	Andrew Gottschalk	Bob Clark	Gary Davey
	Steve Young	Bob Clark	Ray Beagley
	Colin Jenkins	Bob Clark	Peter Truman
With there being sufficient nominations to fill the existing positions, all the above were declared duly elected unopposed.			

Fee Schedule proposal for Financial Year 2016/17			
	2016 fee	Recom.	%Change
Up to 50 members	\$ 75.00	\$ 77.50	3.3%
51 - 100 members	\$165.00	\$170.00	3.0%
101 - 250 members	\$225.00	\$235.00	4.4%
251 - 500 members	\$255.00	\$265.00	3.9%
501 - 750 members	\$325.00	\$335.00	3.1%
Over 751 members	n/a	\$500.00	
Corporate Membership	\$671.00	\$695.00	3.6%
Supporter	\$ 41.00	\$ 43.00	4.9%

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		

**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
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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 \$200 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 AOMC 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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