

Newsletter

May 2016 - Issue 132

www.aomc.asn.au

Association of Motoring Clubs Inc



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:

Daryl McMahon

Tel.: 0467 902 040

tyersmac@bigpond.net.au

Vintage Drivers Club

COMMITTEE:

Philip Johnstone

Tel.: (03) 9807 9096

Triumph Sports Owners Assoc.

Andrew Davenport

Norton Owners Club

Rod Adler

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

Tel.: 9555 0133

Email: secretary@aomc.asn.au

Model A Ford Club

RACV MOTORING INTERESTS

MANAGER:

Daryl Meek

Phone: 03 9790 3079

Fax: 03 9790 3065

Mobile: 0407 881 288

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:

Chris Hodge and his 1970 Ford Cortina GT, winner of the car of the Show at the recent RACV Classic Showcase. For more details and pictures refer to pages 13 - 15.

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.

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 2016 must be
received by the AOMC by***

30 May 2016

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 the Delegates Meeting (May 16th) 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

Committee Members Contacts	inside front cover
Notices	4
President's Report	5
Press Release re Importing of vehicles	6
Calendar of Events	8
RACV Classic Showcase results and Pictorial	13
World Motoring Heritage Year 2016—FIVA Awards	16
Motor Homes on the Club Permit Scheme	18
BMW - A Centenary	20
Minutes of February 2016 Delegates Meeting	22
Archived Engine Number Records	26

IMPORTANT NOTICES

May Delegates Meeting

Monday 16th May

Time: 7.30pm

Venue: Chevrolet Clubrooms

1/3 Edgecombe Court, Moorabbin.

Apologies & Enquiries: (03) 9555 0133

Guest Speakers:

Gerard Waldron

Australian Road Research Bureau.

ARRB provides research, consulting, products and information services to the road and transport industry. ARRB applies research outputs to develop equipment that collects road and traffic information, and software that assists with decision-making across road networks. ARRB is the leading provider of road research and best practice workshops in Australia.

Matthew Lambert: Risk Management

Has your club ever been asked to do a risk assessment, or provide a risk assessment plan? Matt Lambert, a risk and safety consultant, will explain the jargon, and give some guidance on how your club can satisfy these requirements.

NOTE

Meals arrangements:

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

Bookings essential and can be made to:

Tel: 0413 020 802 (leave a message) or
email to: churchill.carol@gmail.com

by Friday 13th May.

Membership Database Offer

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

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

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

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

Some key features are:

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

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

PRESIDENT'S REPORT

Welcome to the second newsletter for the year.

Traditionally the busiest time in the motoring calendar, any enthusiast in Victoria would be hard pressed not to be able to find multiple events which to attend on any given weekend.

Of course this busy schedule would not be possible without the efforts of many tireless community minded motoring enthusiasts who get stuck in and arrange a huge range of events, tours visits, rallies etc, all for the benefit of their fellow members and in many cases like minded members of the public.

And you do not have to go far to find other enthusiasts who toil away in their spare time to provide high class meeting and socializing facilities for their clubs.

Whether its painting plumbing or other building tasks many members of our movement put a lot of time and effort in to establish and maintain high quality facilities for the benefit of their club's membership. I salute their efforts .

And of course all this driving activity generates a lot of revenue which is distributed to country towns and rural centres, food providers, accommodation and of course fuel and maintenance to the vehicles.

The problem is the value of this revenue distribution has never been determined with any accuracy . This is an aspect the Association hopefully will be addressing in the future.

An accurate estimate of the worth of the movement in the state would be a great tool to have when negotiating with the various authorities.

The Association continues to liaise with Vic Roads on a regular basis, to ensure that the members are represented in any decisions relating to the management or modification of the Club permit scheme.

You will note we have raised the issue of motor homes on the club scheme in this issue and your club is invited to provide us with their opinion on this matter.

When I got involved in the movement it was not unusual to find enthusiastic owners who had literally purchased a rusting relic (bucket of bolts) and toiled away for years until their pride and joy was in gleaming better than new condition. They then proceeded to display the fruits of their labour at club events, cars shows etc.

I am wondering if this passion for restoration will be carried onto the next generation.

I doubt if the donor vehicles of today will ever be in the condition that was all too common in the past. One reads about today's restoration, the enthusiast today seem to start from a much better position, whilst lots of the work undertaken in the past by the owner now seems to be contracted out.

At least the idea of restoring an old car is still with us. Whilst enthusiasts of a certain age may look askance at the type of vehicle being restored, I think we

should give the current generation of restorers all the support we can.

The movement certainly needs renewal and owners of vehicles that appeal to the younger generation may be where it comes from.

The Association was established 40 years ago to assist the movement with any contentious issue that may effect the movement or the use of our vehicles. We urge our membership to contact our office should the need arise.

I look forward to talking to you at an event somewhere, or at one of our quarterly delegates meeting throughout the year.

Iain Ross

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.

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

News Affecting our Hobby

Press Release

Paul Fletcher MP

Federal Member for Bradfield

Minister for Major Projects, Territories and Local Government

More choice for car buyers and less red tape for the car industry under planned Government reforms to motor vehicle laws

Planned changes to the *Motor Vehicle Standards Act 1989*, announced today by the Australian Government, will give more choice for car buyers and save industry over \$70 million a year in lower regulatory compliance costs.

Consumers will get more choice in three main ways.

1. Personal import of new motor vehicles

The law will be changed so that, from 2018, a consumer will be able to personally import a new car or motor cycle from another country with comparable standards to Australia's, up to once every two years, if specified conditions are met.

The vehicle must be a motorcycle or right hand drive passenger vehicle, be no more than 12 months old and have no more than 500km on the odometer.

The Australian Government will specify the countries considered to have comparable standards. Of the world's right hand drive countries, Japan and the United Kingdom currently meet the standard. Other countries may be included upon reaching a comparable standard.

"Over one million new vehicles are sold in Australia today; over 90 per cent are imported and within two years all cars will be imported once Ford, General Motors and Toyota cease local manufacture", Minister for Major Projects Paul Fletcher said today.

"With around 30,000 vehicles a year expected to be personally imported, most Australians will continue to purchase vehicles directly imported by manufacturers and sold through their existing dealer networks.

"These new arrangements however will offer consumers greater choice. If a manufacturer chooses not to sell a particular model in Australia, a consumer may now have an option to source this model overseas."

2. Improvements to existing schemes for specialist and non-standard vehicles

The changes will improve the existing arrangements for importing exotic, rare, classic, collectible and special purpose vehicles. That can be imported by each Registered Automotive Workshop will be removed.

Today, individuals can import a car or motorcycle under concessional arrangements if it was manufactured before 1 January 1989. Keeping this fixed date would have steadily reduced the scope for importing genuine classic cars into the future.

The new rule will allow a vehicle which is at least 25 years old to be imported under these arrangements.

For newer vehicles, the register of Specialist and Enthusiast Vehicles will be revamped and limits on the number of vehicles

In line with the Australian Government's deregulation agenda, the changes will also simplify the pathways for importing non-standard vehicles used for special purposes, such as mining equipment, exhibition vehicles and vehicles not permitted for general road use.

While the Government is improving these existing schemes (under which used cars that meet specific criteria have long been able to be imported, and will continue to be able to be imported), it is not making any general change to the rules for used cars. As the Government announced in late 2015 in its response to the Harper Review, the Government has decided not to proceed with reducing parallel import restrictions on second-hand cars.

3. Removal of \$12,000 special duty on imported used vehicles

The Government will amend the *Customs Tariff Act 1995* to remove the \$12 000 special duty on imported used vehicles from 2018.

"Although this duty is not often applied, it is on the statute books, costing more to administer than it raises – and is seen by consumers as a hurdle to importing second hand cars even in the specific circumstances where such imports are permitted. By removing this duty, we will provide more options for Australian consumers," Mr Fletcher said.

Industry will enjoy lower regulatory compliance costs, as these changes to the *Motor Vehicle Standards Act* will align Australian rules more closely with international vehicle standards. This will reduce regulatory costs for manufacturers while maintaining high standards for vehicle safety and environmental performance.

"Motor vehicle manufacturing is a global industry where global standards apply – so it makes sense, and saves money, for Australia to use the global standards as much as possible," Mr Fletcher said.

The changes will also simplify the importation and certification arrangements for vehicles, to improve efficiency and remove unnecessary red tape for businesses.

Under the new law there will no longer be a requirement to physically affix an identification plate to vehicles. Instead the vehicle's details will be entered on a new Register of Approved Vehicles—an online, publicly searchable database of new and used vehicles approved for use in Australia. This measure will save manufacturers an estimated \$18 million per year.

The changes announced today follow an extensive consultation process undertaken as part of the review announced in 2014. Legislation to implement the changes will be introduced into Parliament later this year.

For further information visit www.infrastructure.gov.au/vehicles/mv_standards_act

Kalorama Rallying into the future

The Kalorama Rally will continue to be held at Kalorama Memorial Reserve on an ongoing basis, following Council investigation into the impacts of the event on the oval's turf and drainage.

Yarra Ranges Mayor Jason Callanan said he was proud that Council can continue to support this long running community event which has been running for 60 years.

"Council makes considerable investment into sports field infrastructure across the municipality and wants to ensure that all fields are protected and maintained for the use of families, sporting clubs and community groups," Cr Callanan said.

Concerns had been raised in the lead up to the 2016 Kalorama Rally, as Council was worried that damage could be caused to the turf and drainage in the event of significant rainfall.

Rainfall 48 hours prior to the event could have restricted access for safety reasons. Council also wanted to ensure the ground was protected for ongoing use, after works were completed late last year.

"I now hope the community and organising committee are reassured that the event will remain at Kalorama oval for years to come."

For more information about the Kalorama Rally visit their Facebook page.

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.

FINAL ENTRIES INVITED



Collectors' Cars, Motorcycles & Automobilia

Featuring The Collection of Australian Grand Prix Driver, The Late John Calvert alongside several other iconic 20th century British marques

Enquiries:

Robert Richards | 0419 393 932
robert.richards@mossgreen.com.au

Catherine Davison | 0419 800 123
catherine.davison@mossgreen.com.au

mossgreen
AUCTIONS LMCT-11456

926-930 High Street
Armadale VIC 3143
www.mossgreen.com.au

Left: 1950 XK120 3.4-litre OTS Roadster
Estimate \$85,000-105,000

Middle: 1958 XK150 3.4-litre Fixed Head Coupe
Estimate \$80,000-100,00

Right: 1972 E-Type Series 111 V12 'Manual' Roadster
Estimate \$70,000-90,000

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.

May 2016

7: 100th Anniversary Rally commemorating the inception of the Sale to Yarram Motor Service. Gippsland vehicle Collection. Entrants to assemble at the Maffra Shed at 9am on Saturday May 7th. Travelling via Sale, Longford, Stradbroke, Giffard West, Darriman, Woodside to Yarram. Distance 54 miles or 90km. Cars will then assemble at the football oval in Yarram from 12noon for lunch prior to returning to Maffra for a celebration dinner at the Maffra Memorial hall at 7pm. For further information contact:

Ian Kennedy tel.: 5147 2118 email

iankennedy.7@bigpond.com

Leigh Shields tel.: 5141 1461 email:

display@gippslandvehiclecollection.org.au

Or visit the website :

www.gippslandvehiclecollection.org.au

7: International Female Ride Day. A ride to celebrate International Female Ride Day's 10th Anniversary of this global event. With 3 departure points around Melbourne all heading to the Flowerdale Pub for lunch. There will also be a Show N Shine for the girls who wish to enter their bikes where trophies will be presented to the winners. To enter your bike a \$2.00 entry fee per bike which will be donated to Cystic Fibrosis Australia. Details on facebook site.

**15: National Motoring Heritage Day
AOMC / RACV Event**

**Venue - Mornington Racecourse,
Racecourse Road, Mornington.**

Gates open at 9am.

**Entry by Gold coin donation, all proceeds to
Southern Peninsula SES. Catering available.**

Enquiries - (AOMC Office) 03 9555 0133

Supported by the RACV.

15: Bumpers By The Bay. FX/FJ Holden Car Club. Seaworks, Anne Street Williamstown. 10am. \$10 entry for show cars, public entry by gold coin donation. Supporting Down Syndrome Victoria. Trophies, live band, rock and roll dancing, rotary club BBQ. Enquiries to: cammos@bigpond.com.au

15: ASRF Chequered Flag Day. (Previously Blokes Day Out). A full throttle family day out for Men's Health Awareness. Sandown Racecourse. Gates open at 10am and event concludes at 3pm. Entry \$10 (children

under 15 free). Display cars and bikes free admission. Full details on ASRF website.

**16: AOMC Delegates Meeting. 7.30pm
at the Chevrolet Clubrooms - 1/3
Edgecombe Crt, Moorabbin.**

Guest Speaker: Matthew Lambert

28 – 29: Historic Winton. CALLING ALL CARS! 40th running of Historic Winton in 2016. 2016 will again see us celebrate a number of milestones in the history of the automobile and the motorcycle and this is the area where we would like to put a call out to clubs and individuals, to display their cars at this unique event. The 40th running of Historic Winton 2016 will take place across the weekend of 28 & 29 May 2016.

Should clubs representing marques celebrating significant anniversaries in 2016 be in a position to get a minimum of six (6) vehicles to attend the 40th running of Historic Winton, particularly on Sunday 29 May 2016, the Austin 7 Club Inc. would consider sending a quantity of free entry tickets to the event to be distributed as the club see fit. To confirm a club's attendance at the 40th running of Historic Winton we would ask that they contact: Tony Casabene - Tel: 0411 615 457 or emailto: tony.casabene@gmail.com

June 2016

**18: AOMC Restoration Seminar.
Venue - Chevrolet Club, 1/3 Edgecombe
Court, Moorabbin (Melway 78 B9).**

8.30 for 9am start (Finish by 1pm)

Bookings essential. Contact AOMC Office

Tel.: 9555 0133

Email: churchill.carol@gmail.com

Full details on AOMC website.

July 2016

24: FlatHead Ford Festival. Following the success of last year's inaugural event, the Ford Flathead Festival will again be held at the Caribbean Market & Gardens, 1280 Ferntree Gully Road, Scoresby on Sunday, 24th July 2016 (10am to 2pm).

All sidevalve-powered Fords e.g. Model Ts, Model As, Early Ford V8s, Anglias, Prefects, etc are welcome to

attend. Trucks, Tractors, Military, Racing Flatheads, restoration projects, engines on stands, displays on tables – whatever you want to bring that is Ford Flathead related, it will be welcome.

There will be no entry fee other than the normal admission fee to Caribbean Gardens (Adults \$2.50; Under 13 and Aged Pensioners \$1.00). Further details can be obtained from either Rob Turner (0428 686 816) or Brian Churchill (0408 344 434), or email secretaryatmodelafordclubvic@gmail.com

Hosted by the combined efforts of the Model T Ford Club of Victoria, Model A Ford Club of Victoria, Early Ford V8 Club of Victoria and Ford Owners, Restorers & Drivers Club of Australia (Anglias, Prefects, etc).

August 2016

**15: AOMC Delegates Meeting.
Saturday August 13, 1pm
Seymour Club, Tallarook St, Seymour**

19 – 21: Rich River Rally. The Echuca & District Historic Vehicle Club invites you to their 2 day rally. Entry forms are available on the club website: edhvc.org.au and need to be in by August 5th. Contacts: Jim Brereton 03 5484 3663; or Beryl Gregson 03 5483 7513
email: murraybank68@bigpond.com

September 2016

14: Shepparton Swap Meet. Venue – Shepparton Showgrounds, High St, Shepparton.
Outdoor Sites: (6x6mt) Booking fee: \$20.00. 600 sites for veteran, vintage, classic car & motorcycle parts, collectables & bric-a-brac.
Entry fee \$5-00. Children under 14 free. Gates Open : Stall Holders 6-30am. General Public 7.30am. No camping, No dogs allowed, Full catering available, Parts pick-up service available. Book early to reserve

your site: sites are usually all sold prior to the Annual Swap Meet. Contact: Lloyd and Kris Healey 0438 294 351 **G.V.M.V.D.C.Inc.**

24 - Oct 2: Sea, Mountains and Valleys Ford T tour 2016. Contact David Dare on 0408056981 for details.

October 2016

21 – 23: Motorclassica. Melbourne Exhibition Buildings. Motorclassica will continue to showcase the very best of Australasia's classic and collectable cars and motorcycles as it returns once again, to the majestic Royal Exhibition Building, Carlton, from 21-23 October. This year more than 550 incredible vehicles will grace the 30,000sqm event space, both inside and outside on Museum Plaza for Club Sandwich, as we celebrate a quintet of anniversaries for Mercedes-Benz, Rolls-Royce, BMW, Ducati and Italian design house, Touring Superleggera.

23: Chryslers at Caribbean. Chrysler Restorers Club of Victoria is holding its Annual Display again this year on the 18th October 2015 at The Caribbean Gardens, 1280 Ferntree Gully Road, Scoresby.

The Display Day caters for all Chrysler related cars past and present.

All cars to be judged must arrive before 10:30am.

Trophy presentations will be held at the Club marquis around 1pm.

There will be Chrysler related sponsors and a swap meet on the day.

Further information available at:
info@chryslerclubvic.org.au

November 2016

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



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

**WALK WITH THE GREATS
AT MOTORCLASSICA.**

21-23 October 2016
ROYAL EXHIBITION BUILDING MELBOURNE



National Motoring Heritage Day - Sunday May 15

Has your club decided to be part of National Motoring Heritage Day?

Sunday 15th May is National Motoring Heritage Day and the Association is arranging a cruise and picnic with the classics at Mornington racecourse.

Your club may wish to travel in convoy from your chosen starting point, or you are welcome to make your own way to Mornington racecourse.

The idea of this event is to get as many veteran, vintage, classic, historic and collector vehicles onto the road for the day.

At Mornington racecourse we will have the vehicles on display and encourage the day to be a laid back picnic event.

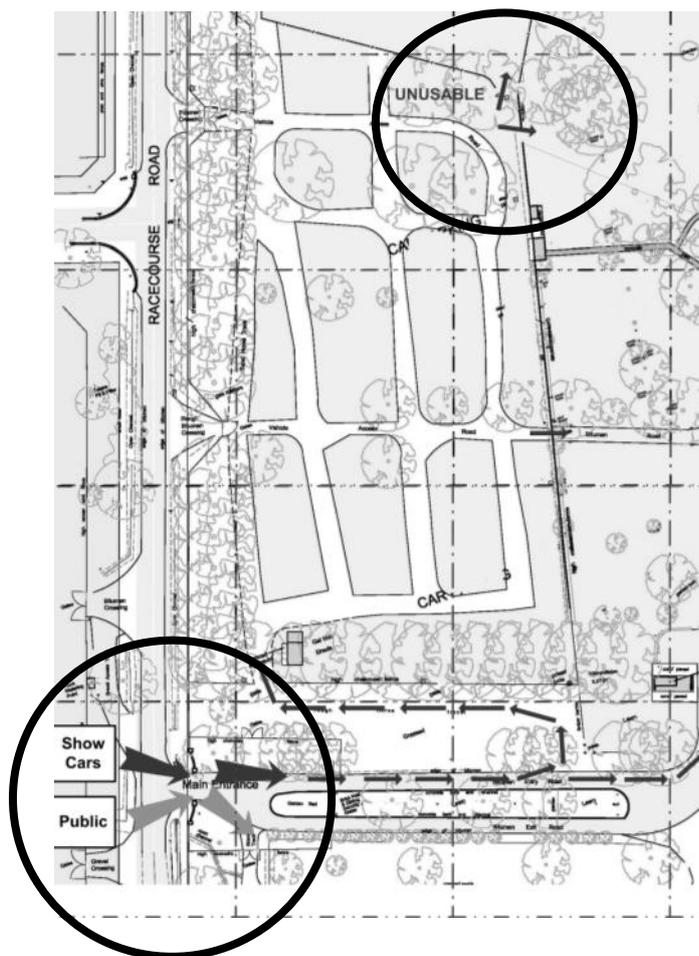
Entrance will be by gold coin, the Southern Peninsula State Emergency Service will collect from you at the gate and please give generously to this worthy cause. They will also find a spot for your club to park.

We would really like to see your club represented at this important event. If you would like an area allocated to your club please let us know as soon as possible.

Venue: Mornington Racecourse,
Racecourse Rd, Mornington
Gates Open at 9am

Entrance via main gate (see map adjacent)

Proudly supported by the RACV



Shannons American Motoring Show

Sunday 1st May 2016

FLEMINGTON RACECOURSE

ENTRY OFF EPSOM ROAD

THE SHOW FOR ALL AMERICAN CLASSICS

CLUB DISPLAYS, CHILDRENS ENTERTAINMENT AUTOMOBILIA, TROPHIES

Display Cars \$20 (Passengers included)

Spectators \$15 Concession \$13

Family Ticket \$20

Children free

Celebrating 40 Years of the AOMC

PUT IT IN YOUR CLUB DIARY NOW!!



Insure with Victoria's first car enthusiasts.



Since 1903 RACV has been taking care of car enthusiasts and their cars. So when you're looking to insure your vintage, veteran or classic vehicle, you can relax knowing RACV's policy takes care of your car almost as well as you do.

With a list of features including agreed value, retention of salvage[^] and a choice of repairer, you can be sure that RACV has got you covered, and with our Years of Membership Benefits program the longer you've been a member the more you'll save.

RACV Vintage, Veteran & Classic Vehicle Insurance:
For a quote call 1800 646 605 or visit www.racv.com.au



RACV Veteran, Vintage and Classic Vehicle Insurance is issued by Insurance Manufacturers of Australia Pty Ltd ABN 93 004 208 084 AFS Licence No. 227678. Please consider the Product Disclosure Statement before buying. For a copy call 13 RACV (13 7228). [^]Applies to total loss vehicles manufactured before 31/12/1980.

AOMC/RACV Classic Showcase

AWARD WINNERS RACV CLASSIC SHOWCASE 2016

Best Pre War European Vehicle

1936 Fiat 5085
Daniel Augutine Banko

Best Pre War British Vehicle

1934 Singer Lemans
Peter Lester

Best Commercial Vehicle

1986 Volvo Hearse
Mark Icotin

Best Motorcycle

1954 Vincent Black Shadow
Roger Tonkin

Best Post War British Vehicle

1961 Morris Mini 850 Angela Stevenson

Best Post War European Vehicle

1952 Mercedes Benz cabriolet
Murray Allen

Best Four Cylinder Japanese Sedan

1972 Datsun Bluebird SSS David Sheridan

Best Six Cylinder Japanese Sedan

1984 Toyota Celicia GLX-1 Richard Heal

Best Japanese Luxury Sedan

1984 Toyota Celicia GLX-1 Richard Heal

Best Japanese Open Sports Car

2006 Mazda MX5 Lori Mercieca

The Robert Shannon Memorial Award

Mario Cucaro
1983 Mercedes Benz 280CE

Best Club Display

Mercedes Benz Car Club

Presidents Award

1968 Volvo P1800S Andrew Marney

Car of the Show

1970 Ford Cortina GT
Chris Hodge
(see front cover)



Above: Richard Heal with his trophy winning
1984 Celicia GLX-1

**CAVALCADE OF TRANSPORT
MORNINGTON RACECOURSE**
To celebrate National Motoring Heritage Day

RACV
Promoted by the
Association of
Motoring Clubs
AOMC

SUNDAY 15TH MAY 2016
Gates open at 10am for Display vehicles (10.30am for spectators)
Veteran, Vintage, Classic, Historic and Collector vehicles

Entry to the site is by gold coin donation
Catering available from local community groups
Kids entertainment

For more info: www.aomc.asn.au 9890 0524

RACV Classic Showcase Pictorial





News From Overseas

FIVA awards 'Best Preserved Vehicle' to Cord L-29

– as first action under UNESCO patronage of FIVA World Motoring Heritage Year

FIVA's latest initiative to mark World Motoring Heritage Year 2016 is the presentation of a series of awards for Best Preserved Vehicle at top concours events around the world – followed by an end-of-year invitation for the award-winning cars to assemble in Paris. The plan is then to put the cars on display at UNESCO's international headquarters in the heart of the French Capital.

FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) established the awards to recognise vehicles that retain such a high degree of their original components, materials and finishes that they can be seen as important cultural artefacts.

The first award for 2016 was presented at the Amelia Island Concours d'Elegance (10-12 March), to the highly deserving c.1930 Cord L-29 (s/n 2926823) with custom body by the Walter M. Murphy Company, owned by Dan Davis of Jacksonville, Florida.

When presenting the award, Mark Gessler, Vice President of FIVA and President of HVA (the representative for FIVA in the United States and Canada), commented, "It is fitting that the recognition of this wonderfully preserved Cord L-29 follows immediately on from the news that UNESCO has granted its official patronage to FIVA's World Motoring Heritage Year 2016. Over the last seven years, the Amelia Island Concours d'Elegance has worked with FIVA and the Historic Vehicle Association to help ensure that stewardship of unrestored vehicles is widely celebrated and strongly encouraged."

The Cord L-29 built by the E. L. Cord Company of

Auburn, Indiana, was arguably the first practical production car to feature front-wheel drive and was considered one of the most elegant designs of the period. About 5,000 Cord L-29 models were produced between 1929 and 1931 in saloon, brougham, convertible coupé and convertible saloon body styles. This particular example (s/n 2926823) is one of just several Cord L-29 chassis that were sent to the Walter M. Murphy Company in Pasadena, Calif. for custom coachwork. It is the only known example of the Murphy town car body style built on the Cord L-29 'standard' 137½-inch wheelbase chassis.

In the early 1950s, this particular Cord L-29 was reputedly owned by E.L. Cord's daughter, before being sold to Fred Thorenson. Jay Hyde purchased the car from Thorenson in 1959 and maintained it in original condition until his passing in 2014. Dan Davis purchased the car at Bonhams' Amelia Island auction in 2015. Overall, the vehicle is exceedingly well preserved for its age and among the most well-preserved automobiles from the era. The exterior, interior, engine and other mechanical components are original to the vehicle, showing the careful stewardship of its owners.

"I am honoured the Cord L-29 Murphy Town Car has received this special preservation award during FIVA's World Motoring Heritage Year," said Dan Davis, owner. "This is a unique car and it deserves to be recognised as an important cultural icon for future generations to enjoy."

"My father, Jay Hyde, owned this car for over 50 years," added Kimberly Thompson, Hyde's daughter. "Growing up, the Cord was always considered to be one of the family. We cherished our time with the car and always knew it was something special."

Below: Presentation of FIVA's 'Best Preserved Vehicle' award at Amelia Island by Mark Gessler of FIVA (left) to Dan Davis, owner of the c.1930 Cord L-29





TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

Shannons have designed Home & Contents insurance specifically for motoring enthusiasts, including **\$10,000 worth of enthusiast cover**. Plus extra features like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

When it comes to insurance for your home, there's only one person you should talk to – a fellow enthusiast at Shannons.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

**INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

Motor Homes on the Club Permit Scheme

Delegates and Member Clubs

The association has been made aware of differences of opinion in allowing Motorhomes onto the Victorian CPS, and we seek your input

An opinion that has been passed on to both VicRoads and the AOMC is that the inclusion of motorhomes on the CPS is a method of cheap registration for a vehicle that isn't an "enthusiast vehicle" and the owners have no interest in their vehicles or furthering the objectives of the CPS. The objections appear to be against both 25 year old vehicles that have always been motorhomes, and 25 year old vehicles that are fitted out with contemporary equipment. It should be noted that, given they pass the appropriate safety certification, both are compliant with the CPS regulations.

The AOMC seeks the views of our membership on the inclusion of Motor Homes on the CPS.

We have included in the newsletter two views on the matter. The one below which was presented by Denis Brooks (HCVCA) at the February Delegates meeting, and the letter to the right which was sent in by CHACA Delegate Bob Clark.

Could delegates respond on behalf of their clubs to the secretary via email at:

secretary@aomc.asn.au

by Friday May 13th for discussion at the May Delegates meeting.

HCVCA is one of a number of historic truck clubs and we are aware that some historic car clubs have trucks on their CPS list. Our concern is the use of the CPS to obtain cheap registration for a vehicle which is principally used as holiday transport. We do not believe this is in the spirit of the CPS and can lead to accusations of rorting a system designed for hobby motoring.

This club has 8 vehicles listed as motor homes, 12 listed as buses of which a proportion are, in fact, motor homes and 3 vans of a size which may be motor homes. In addition, 3 operating bus companies have a total of 18 buses and coaches listed with us but they are not part of this discussion.

Motor Homes already have an anomaly in that a motor home with a rating in excess of 12 tonne is not required to fill in a drivers Work Diary if travelling more than 100km from base, but trucks over 12 tonne rating are required to do so.

At present when checking for entry into the scheme a club can really only ask are you financial? Is the vehicle over 25 years old? Is it Roadworthy? Does it look like a bus?

We do not wish to create a problem but seek input from other clubs and VicRoads on whether it is correct use (of the intent) of the CPS and if the matter should be pursued.

Denis Brooks (HCVCA)

Comments made at the February 2016 AOMC Delegates Meeting suggest that discussions have taken place regarding motor homes on the CPS.

It was suggested it's not in the spirit of the scheme as they are simply looking for cheap rego for their vehicles.

Of course they are!!

So is every single person with a vehicle on Club Plates.

That's what the scheme is for.

Not every motor home owner will be prepared to abide by VicRoads requirements or in fact the requirement of most Clubs that the vehicle be used for club activities. This will not appeal to non enthusiasts.

It's totally unjust to introduce rules to prohibit one class of vehicle if it qualifies in every respect with the requirements of the scheme. Many other unusual vehicles already on the scheme are utilizing this cheap registration to facilitate use of their vehicle for questionable non enthusiast activities. Nowhere does the scheme stipulate what you use your vehicle so long as it is legal and you abide by the rules.

It should be noted that all buses which undergo modification, even if only limited to removal of some seats, must undergo a VASS inspection and certification by a VicRoads engineer, regardless of the CPS.

I think there are too many self proclaimed experts these days enforcing their own misguided judgments of what should and should not be allowed.

Let's look at some examples of vehicles which have readily accepted to the CPS in its various forms, ie:

Restored vehicles over 25 years old on H Plates,

Modified vehicles over 25 years old with VASS certification on M Plates,

Street Rods with a similar scheme on SR Plates,

Trucks and Buses, fire brigade and various commercial vehicles and derivatives, also on H Plates.

There are even tractors on the scheme and of course we happily accept all of these as having a role to play as Historic and Collectable in someone's opinion, although we might not all agree with every vehicle's merit and significance.

Let me point out that I have been a delegate to the AOMC for 40 years having attended all but a handful of meetings in that time. I was president of the AOMC throughout the early years when we carried out numerous surveys of motoring enthusiasts to ascertain their

desires and ideas on a cheaper registration/third party scheme for infrequently used historic motor vehicles of all types, including commercial vehicles, armed services vehicles, agricultural vehicles, competition and off road vehicles, hot rods and street rods, fire engines, etc, etc with no exceptions.

For 8 years we fought for a suitable scheme with Victoria Police, RTA (Road Traffic Authority, now VicRoads), State Government Ministers, the Liberal Party, the Labor Party, various government and opposition ministers with constant, regular meetings often up to 2 or 3 nights per week and often entailing time off work for meeting during business hours.

Many extraordinary meetings were held with AOMC delegates to update and obtain feedback as required to ensure that the final scheme was what the movement wanted, not simply what the committee wanted of felt was achievable.

No one questioned the motives of why someone wanted Club Plate for unusual vehicles. It is only since the advent of the Log Book scheme and the abuses it opened up, with simply using the scheme for cheap registration of shopping hacks, etc that we find a few do gooders who are obviously paranoid about any unusual vehicle and the possible use of such vehicles.

The fact is VicRoads freed up the scheme to allow total freedom of private use so long as it was limited to the relevant permit either 45 or 90 days and not used commercially.

If you had your Fergie tractor on Club Plates and decide to drive it down the road and use it for some sort of agricultural purpose, is that acceptable? If your club plated fire fighting vehicle is something that was built up on a retired Mack truck and you use it during summer in a voluntary capacity with the local CFA or SES, is that acceptable?

If your fully restored F350 truck which is on CPS, has a turntable on the back and you occasionally hook up your 5th wheeler van and go on holidays, is that acceptable?

Surely that constitutes a motor home?

What about a retired F100 ambulance on CPS fitted out with bed, fridge, stove, etc. Isn't that a motor home?

How about a HQ Holden ute stock standard on H plates which is regularly fitted with a slide on camper for regular excursions interstate? Isn't that also a motor home of sorts?

There are many examples of CPS vehicles being used for limited use purposes for which they were not built over 25 years ago.

A retired 22 seater school bus which is re-purposed as a motor home, at a cost of many thousands of dollars, is one of the fastest, expanding industries in the country which generates thousands of both skilled and unskilled jobs in the manufacture, parts and equipment supply and repair and maintenance industries. And each time they are used they generate a huge amount to the economy of every town, every museum, tourist attractions, caravan parks, retail stores, restaurants, hotels, national parks, supermarkets, fuel stations, vehicle repairers and insurance companies. I could go on and on.

Most owners are members of one or more of the hundreds of clubs which each stage regular weekend excursions plus at least two national rallies each year where the vehicles are displayed, compared and

discussed by their proud owners, much the same sort of activities as most other motoring clubs.

Let me reiterate what the original aims were of the Club Permit Scheme:

1. It was to be a cheap registration / third party insurance scheme for infrequently used vehicles which are over 25 years old.
2. It should not be restrictive, catering for all types of vehicles both original and modified. No exceptions.

We do not suggest that any of the numerous unusual / modified vehicles outlined should be prohibited. Nor should we stipulate that the vehicle should have at least a 25 year history as a registered motor home rather than a more recent conversion. Apparently this is being considered as a prerequisite by VicRoads. They don't apply this rule to any of the other modified and repurposed vehicles – so why do so with motor homes.

I don't mind admitting a personal interest in this subject. I have spent many frustrating hours over the past few years stripping out and totally rebuilding a 22 seat seven metre bus which had previously been used as a motor home but was registered as a bus. I always intended to use it for club purposes and motoring events utilizing the CPS.

Being a 91 model, it finally reached its 25th birthday in January this year and should be ready for VASS inspection in the not too distant future. Any change to the CPS by VicRoads will seriously curtail my plans.

Being a disabled pensioner an outlay of approximately \$70 per month for full registration on top of all the other expenses of travelling will probably force me into disposal of the vehicle which has cost probably twice its value to rebuild and equip.

I had intended using this motor home to attend many of the large motoring shows in all states and territories plus numerous auto museums and collections, interstate and country friends, some of the bigger swap meets, (but not as a dealer), plus some re-acquaintance with my fishing gear which has seen no action for over 40 years, catch and release of course.

I reckon I might have 4 or 5 years of driving ability to tick off all this on my bucket list. Obviously it all depends on what support I get for motor homes on the CPS, where they are doing no harm to anyone, but a lot of benefit to many.

The foregoing comments relate only to the CPS scheme in Victoria.

As I am not computer literate, I would be pleased to receive written responses or phone comments to:

Bob Clark
19 Laurie Street, Newport, Vic 3015.
Tel.: 03 9391 8327

All responses will be collated and tabled at the May 2016 AOMC delegates meeting.

Bob Clark
Member Campervan and Motor Home Club of Australia,
CHACA, Studebaker Drivers Club (USA), AOMC
Delegate and Past President.

BMW - A Centenary

2016 sees the centenary of the formation of BMW. Their first car was not produced until 1928, but before that the company was a prominent aero engine and motorcycle manufacturer. The following article has been sourced from the publication 'BMW A Celebration' by Eric Dymock and published by Pavilion Books Ltd.

BMW has its origins in Germany's aircraft engines and motorcycles of the first quarter of the twentieth century. Its first V12 engine was not, as some might imagine, the one announced for the 750i in 1986, but a 47 litre, 600 horsepower aircraft engine made between 1926 and 1934 used in the Dornier Wal flying boat.

BMW motorcycles played an important part in keeping the company afloat during hard times, and in 1928 the purchase of the Eisenach Dixi works brought BMW into car manufacture, making Austin 7s under license, and then produced the remarkable 328 of 1936 which changed the shape and specifications of sports cars forever.

The name of the company originates from its birth as an aero engine maker in Munich, Bavaria pre World War 1: Bayerische Motoren Werke (Bavarian Motor Works). The modern headquarters of the company are in fact located on what was the airfield where the company was born. Here, in 1911, Gustav Otto created the Gustav Otto Aircraft Factory which merged with the Karl Rapp Motor Works in 1913 to form the German Aircraft factory which changed its name to Bavarian Motor Works in 1917.



The famous BMW emblem represents a spinning aircraft propeller, with the blue and white design paying homage to the Bavarian flag, and was first patented in 1917.

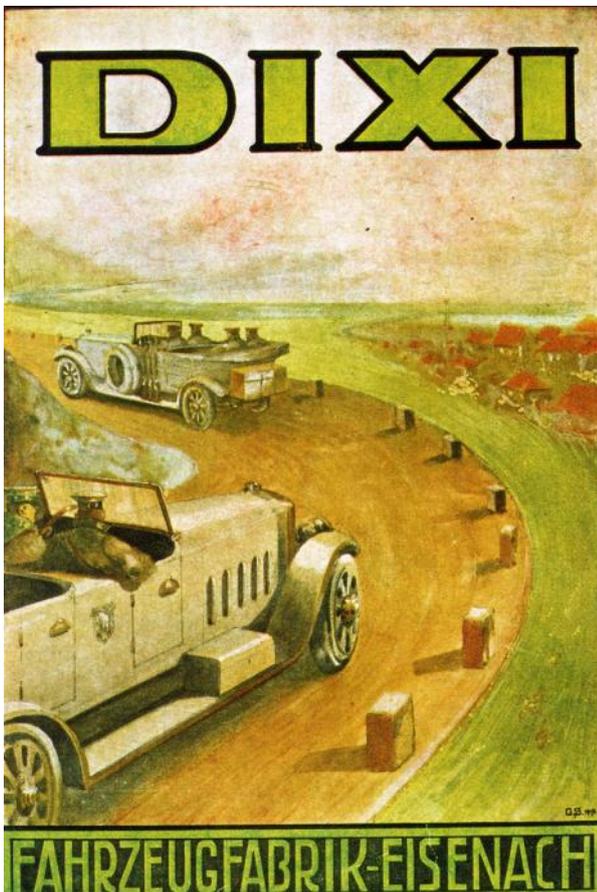
The years of the Great War saw a great expansion in their aero engine manufacturing due to demands of the armed forces, with the workforce growing from 65 at the end of 1914 to 370 by 1915 and eventually 3,400 by 1918.

Once the war finished, though, orders dried up completely and BMW had to take whatever work it could get. All existing engines had to be handed over to the victors as war reparations, workshop machinery had to be destroyed and any development work on aero engines was forbidden by the Treaty of Versailles. Otto started to make motorcycle engines and the company also made office furniture and tool cabinets just to get by. They managed to deviously redesign their engines for use as stationary engines and in trucks, tractors, ships and motorcycles, and had an eye to get into the automobile market and even made an unsuccessful play for manufacturing the engines of the Sascha, designed by Dr Porsche.

After flirting around with other possible automobile partners, BMW eventually bought Eisenach Dixi Werkes in 1928.

Eisenach Dixi Werkes. Founded by Heinrich Erhardt, Eisenach made gun carriages, military vehicles, field kitchens and bicycles. Originally it was based on electric power, the Wartburg Electric being the mainstay of production until they negotiated a license to build cars based on the French Decauville in 1898. Its rear mounted, twin cylinder, 3 1/2 litre air cooled engine was really two De Dion cylinders on a common crankcase. The German made model adopted the name Wartburg as well, after a well known local castle.

When bicycle and military sales went into decline, Erhardt pulled out of the company and took the Decauville license with him. This left Eisenach with no principal product, so they decided to develop their own. They created the Dixi, a name adopted from Latin meaning "I have spoken", and it claimed to be the last word in cars. It was produced in relatively small numbers and was sold at a premium price. The era of quality expensive cars was in the future still, and Eisenach realized that the immediate future was in small cars like the Citroen 5CV. A small car was





Top Left: Eisenach crest used from 1903-1914.



Centre Left: the centaur cipher used on commercial vehicle advertising from 1914-28



Bottom Left : the Dixi radiator emblem and dealer sign from 1923 to the BMW takeover in 1928.

Below: a BMW 3/20



needed and there was no time to develop one before the banks would foreclose on the struggling business.

They negotiated a licensing agreement with Austin to build 2,000 cars a year based on the Austin 7 using German materials and to be sold in Germany and Eastern Europe and badged as the Dixi 3/15. The banks unfortunately saw small cars as making only small profits and squeezed the company into a position where it had to sell or collapse.

The Dixi 3/15 was exactly what BMW were looking for to launch into auto production, as it was not aiming at the same market as the dominant Daimler Benz. Eisenach was sold to BMW in September 1928 for 15 million marks.

No sooner had BMW got its hands on the no frills little Austins, they began to change them. By 1929 it had a new radiator shape and bigger doors, and the open 2 seater had lost its running boards and gained proper side curtains to keep out the Bavarian winter. The DA-2 had proper 4 wheel brakes, sliding windows were changed to winding ones, and the tiny 'letterbox' rear window was enlarged.

BMW offered cars and motorcycles on a form of hire purchase, whereby a DA-2 (the first true BMW/Austin) could be paid off in 24 installments. Despite the Wall Street Crash happening just a year after BMW took over Eisenach, BMW managed to top sales in Germany with small economic cars becoming the norm.

By 1932, BMW was confident enough to cancel its agreement with Austin and build its own cars beginning with the BMW 3/20, leading on to the '3' series of cars which culminated in the iconic 328 in 1936.

Following are some of BMW's milestone releases over the decades.

BMW 326. BMW introduced the highly-successful 326 model at the 1936 Berlin Motor Show. Designed by Fritz Fiedler as a medium-size saloon, the new 326 was the first model produced by the German manufacturer to benefit from a 4-door body style. Some of the car's novelties included a hydraulic braking system and a torsion bar rear suspension. The spare wheel was fitted with a fixed cover to improve the car's aerodynamics while its 2-liter 6-cylinder inline engine was able to deliver up to 50 hp. BMW later built some high-performance lightweight versions of the 326 - 327 and 328 - each benefiting from improved power ratings and different body styles. The car's immense success was proven by its high demand on the market, almost 16,000 units being sold by BMW until its discontinuance in 1941. This model was 'reincarnated' into a more modern BMW 340 after WWII



BMW 501. BMW introduced the new 501 model at the 1951 Frankfurt Motor Show, but full production on this car began a year later. Designed to replace the 340 model on the passenger sedan sector, the new 501 featured a longer and wider body than its predecessor, while borrowing its twin sausage front grill design. In 1954, BMW launched the 502 model - a sportier variant of the 501 - aimed to incorporate the company's first ever V8 engine. Initially available with a 2.6L displacement, the V8 configuration was later fitted into a new 3.2L unit. Despite offering a choice of 6-cylinder or 8-cylinder engines, the BMW 501/502 were not even close to matching Mercedes-Benz' sales records. As a matter of fact, BMW's descending financial status started with the production of the 501, as poor sales on this model (and later the 507 one) almost led to company's bankruptcy in 1959.



BMW 2000S 1965-1969 As showed by its official designation, the 2000 CS was developed as a Coupe Sport variant of BMW's 2000 coupe model. The two models featured different exterior styling, as the Coupe Sport received a controversial new front grilles and headlights. It also benefited from a 2.0-liter 4-cylinder inline dual-carburetor engine delivering an improved 120 hp and mated to a 4-speed manual transmission. A year after the launch of C/CS coupes, BMW extended its model range with the introduction of a 4-door 2000 sedan. The production of the 2000 Coupe Sport was ceased in 1969, when replaced by the new 2800 Coupe Sport.



BMW 503 Cabriolet (1956 - 1959) BMW launched the 503 model at the 1955 Frankfurt Motor Show. Introduced at the same time with the BMW 507 TS, this car was built as a luxury sports car by famous designer Albrecht von Goertz



BMW 2002 Turbo 1973-1974. BMW developed a new 2002 Turbo model in the early '70s and introduced it at the 1973 Frankfurt Motor Show. Its exterior paintwork featured racing-style stripes on both sides of the car, no front bumper, a redesigned more aggressive spoiler and wider wheels.

A unique feature about this model was the '2002 Turbo' words inscribed in reverse on the front spoiler, so the drivers in front of it would know what they were dealing with when looking in their mirrors. Due to intense criticism, this features was dropped on all production models after the official release.



1955—1962 BMW Isetta 250 BMW made the Isetta its own. They redesigned the powerplant around a BMW one-cylinder, four-stroke, 247cc motorcycle engine which generated 10kW (13hp). Although the major elements of the Italian design remained intact, BMW re-engineered much of the car, so much so that none of the parts between a BMW Isetta Moto Coupe and an Iso Isetta are interchangeable. The first BMW Isetta appeared in April 1955.



Minutes of the February 2016 AOMC Delegates meeting

Held at the Chevrolet car Club Rooms, Monday February 15th 2016

Chair: Iain Ross, President AOMC

Iain Ross welcomed the delegates to the February meeting of the AOMC Delegates, and thanked Deb and her helpers for tonight's catering. He also welcomed our guest speakers for tonight, Senator Ricky Muir and Frank Burke, and Senator Muir's wife Kerrie-Anne and his advisor Shaun Lennod.

There were 96 delegates in attendance representing 71 clubs.

Apologies: Larry Kogge, Pakenham Auto Club; Graeme Huggins, Escape Motoring; Tim Christie, Morris Car Club Vic.; Ken Marriot, Renault Club; Gordon Hellsten, Vic. Historic Racing Register; Graeme Folwell, Mustang Cc; Craig McKenzie, Mustang CC; Andrew Gottschalk, Moke Owners Club.

New delegates: Martin Ball, Ballan Vintage Machinery and Vehicle Club.

New member clubs. None present. Iain Ross reported that the Southern Early FJ Holden Club have become members of the AOMC.

Visitors: Senator Ricky Muir, Kerrie-Anne Muir, Shaun Lennod (Motoring Enthusiasts Party & Maffra and District car Club), Frank Burke (Old Hume Hwy 31), Mark Bondini (Aust. Lancia Register), David McKendry (Land Rover Owners Club), Jeff Brumhead (Morris Minor CC of Vic.)

The Minutes of previous Delegates meeting held on Monday November 16th, 2015 were accepted on a motion moved by Rick Cove (GHAC), seconded by Tim Fegan (Volvo CC) and carried.

Business arising from November Meeting.

- AOMC Secretary position. As there was no nomination for this position at the November 2015 AGM, the committee are still investigating filling this position and will report back later.

Correspondence. Iain Ross reported that there has been mainly procedural correspondence received, club updates, bills, etc. Nothing of relevance to this meeting.

Guest Speakers:

Senator Ricky Muir (Motoring Enthusiasts Party)

Senator Muir gave a brief account of his journey in arriving on the scene as a Senator in the Australian parliament. He is from a working class background in Gippsland, working at Howe Leather and as a timber worker.

Why stand as a candidate? Because of his passion for 4WD, motorcycles and off road recreation. He had made some educational videos about these to encourage young people to act responsibly in their recreation. Was contacted by the Motoring Enthusiasts Party after they saw one of his videos, and shortly before the election asked him to be the number 1 on their ticket for Victoria.

After the election, the media circus took over. Media crews arrived at his farm and emails, phone calls and social media attacks began. He decided to learn how to speak to and handle the media before fronting them with the messages that he wanted to push. He also had to learn how the Senate operates, with all its nuances.

Often gets emails about pursuing some matters. Unfortunately he doesn't have direct influence on State matters, although he does have some contacts in State Parliaments to lobby.

There is plenty in the Federal sphere for him to concentrate on. One thing he wants to promote is motor sport at proper tracks, to encourage young people away from street racing and drags. The Federal Motor vehicle Standards Act is concerned with the private importation of vehicles, and has the dealership industry worried. Another matter is consumer protection over vehicle recalls and fixing of problems with vehicles by the manufacturer.

Several people approached him over issues with the CPS when log book scheme first introduced, these matters were attended to by contacting the Shooters and Fishers Party member in state parliament.

Questions from the floor:

Q – Rick Cove (GHAC) A media statement on February 10th refers to the introduction of new vehicles being imported. It also mentions a rolling 25 years for imported classics. Why was 25 years used when Victoria is the only state that has a rolling 25 year for CPS (all other states are 30 years)?

A: The Federal Government took into account the Victorian system and used it as a benchmark, in fact Victoria is often referred to as the leader in this field.

Q: Chris Henry, (48-84 Holden CC Gippsland): It is always a worry listening to radio, where all car enthusiasts related to restored cars, hotrods, motorsport are labelled as hoons over minor issues. Any opinion on this?

A: The reason the Motoring Enthusiasts party formed was because of anti hoon legislation in Queensland. Environmental activist groups are very good at getting media attention through newspapers and social media.. The motoring movement needs to take note and to stand up as a collective. Has been promoting local track at Boisdale to local media to show what is being done responsibly. The government does not recognise motorsport as a sport, and it gets very little funding as opposed to Olympic sports that get enormous funding. Yet motorsport employs 16,000 people full time and puts \$2.6 billion into the economy (as per CAMS report which only covers CAMS events).

Q: Alan Fairweather (Western Vehicle Restorers) With the import of vehicles how to ensure they meet ADR requirements.

A: Moving towards European standards, but problem with that is that European standards do not like front end protection (bull bars), which 4WD drivers here have for very good reasons.

Q: Graeme Moody (Wangaratta VVC) In UK there is a system of educating apprentices in the restoration field. That would be a good thing to push for here as it is very hard to find specialists and they are all older men.

A: Do not know of this program, would like to have some information sent to me.

Q: Matthew Lambert (Rootes Group) The future of Australian manufacturing, is there any hope?

A: Unfortunately, no major plans to revamp the Australian Vehicle industry, and that is why I am passionate about the after market area.

Q: Gerry Howell (Rolls Royce) At present you cannot import a vehicle unless it is older than 25 years. Any movement in this area?

A: Motor vehicle Standards Act is looking at this.

Q: John King (Packard) Speed cameras are slated as a State issue. It is also seen as blatant revenue raising and is always being questioned, whereas Breath testing is not questioned

A: I believe in visible policing rather than hidden enforcement. A police car on the highway automatically makes people change their behaviour.

Q: Denis Brooks (HCVC) How often are you asked about fuel prices?

A: Often get messages about price fluctuations, and how price per barrel changes do not equate to price at the bowser changes. Has had an enquiry into price gouging, but this is a very complex area with all the taxes added onto the price.

Break for supper

Frank Burke (Old Hume Highway 31)

A lot has happened since I last spoke to you. One thing that has been mentioned is that we need a song, like Route 66 that is always played when that famous road is mentioned. Have had an old song rewritten to promote the old Hume Highway. Frank then played the new song, which is "I've Been Everywhere Man" rewritten with the towns along the Hume Highway replacing the original towns.

In conjunction with the National Trust, a "Discover the Hume Highway" run is being held. Beginning at the Ford factory on the 28th may 2016. 9 hours is allowed for the trip to Albury. First stop is at Seymour, second stop is at Euroa, third stop is at Chiltern, then on to Albury for the finish. Quest apartments in Albury have been booked for the event, and they have security parking. The dinner that night is walking distance from the accommodation, so the vehicles can remain secure at the Quest.

Sunday morning all vehicles are to assemble at 8am to display the cars until 10.30.

The all up cost for the run is \$385 per couple, all up. There is a limit of 200 entries, and vehicles must have been manufactured during or before 1986 (30 years old).

Historic Winton are offering discount tickets for entrants on the Sunday so you can call in there on the way home.

Q: When is a proper map going to be published tracking the old highway route?

A: The road has gone through change after change over the years, so it is difficult to draft. The road was named the Hume Highway in 1928, but did not have much use until the 1950s. Note that the starting point is actually the roundabout on Royal parade/ Elizabeth Street and Flemington Road.

Presidents Report. Iain Ross noted the recent passing of Peter Gabe, delegate for Vintage Drivers Club and Dandenong Valley Car Club. Peter also stood in at the last minute to give a presentation at our most recent restoration seminar. Iain called for a minutes silence for Peter.

Iain then referred to his report in the February newsletter on page 5. He noted that this was the Associations 40th year of operation, and we are trying to write a history of the association to mark this.

Treasurer's Report. Rhys Timms reported on the financial position up to the end of December 2015 (half year). Current cash holdings are \$235,000 (\$217,000 in Dec 2014). Income has jumped enormously due to several factors: - the delayed American Car Show that was held in September,

- the increase in membership fees,
- sales of the new Club Permit Scheme handbook,
- an increase in the Engine Number Records searches.

Debtors situation is a lot better this year, due to the upgraded book keeping system and the timing of the invoices has changed to earlier in the year.

Follow up from the AGM, a question was asked how to define club membership size (for invoicing purposes). AOMC system is based on honesty, it is up to clubs to report what their membership size is.

Changes to book keeping. Kevin and Carol Churchill have been administering all book keeping duties. Thanks to both of them for their work.

VicRoads/Club Permit Scheme Report. Matthew Lambert reported on the recent meeting of AOMC subcommittee with VicRoads. These meetings will be held on a regular basis. The following are the issues that were covered:

- The Police having "real time" access to CPS vehicle information is 'imminent',
- Club Eligibility for CPS: VicRoads are looking at the submission put to them by Rod Amos,
- H to M Plates: VicRoads are still looking at procedures, at present it is still up to the individual to do the upgrade to M Plate.
- Replicas: VicRoads see a replica (for CPS purposes) as a toolshop replica. Anything beyond that means the vehicle will have to have a special vehicle assessment.
- VicRoads have been receiving many notifications of CPS abuses. AOMC has agreed to be a funnel for putting issues through to VicRoads, to ensure that all correct details are submitted.
- Motor homes on CPS. VicRoads asked AOMC to poll member clubs on this issue. They mooted that a 25 year old motor home would be OK, but a 25 year old vehicle that is converted to a motorhome at a later stage would not be acceptable.
- 100 clubs have been removed from the list of clubs eligible to operate under the Club Permit Scheme. Most of these are due to non submission of required paperwork, rather than any major indiscretion.

Questions from the floor:

Q: The Rover Club wrote to VicRoads asking for the list of CPS vehicles registered under the club. Have not received it as yet.

A: VicRoads intimated to AOMC that there should not be any problem with this and lists should be duly sent out. Several other delegates reported that they received their lists after several weeks. AOMC to take up with VicRoads again.

Q: Could VicRoads just send the lists out automatically to all clubs every 6 months?

A: AOMC have asked that, but VicRoads have said that they prefer clubs to ask for the list, as it shows that they are actively maintaining their register and looking after the scheme.

Q: Compliance/Build date. One member had car knocked back as compliance date and build date was different.

A: VicRoads admit there is a gap/disparity. They actually use the compliance date.

Q: Have VicRoads resolved the issue of a person dying and the CPS vehicle passing to another person, such as their spouse?

A: Traralgon Truck club reported that this has already been done, and is now being treated the same as a full registration.

Q: Will the same funnelling of issues from AOMC to VicRoads be offered to VicFed?

A: This was something the AOMC offered to do, are happy for VicFed to also be able to be a funnel as well.

AOMC Events

Car Shows 2016, both at Flemington racecourse

- **Classic Showcase Sunday April 10th**

- **American Motoring Show Sunday May 1st**

Flyers for both events have been produced and are being distributed. Doug Morrissey (MG Car Club) has agreed to be the on day organiser at both shows, greatly relieving the work load on Iain Ross and the committee. Site plans for both shows are now available on the website.

NMHD Sunday May 15, 2016 at Mornington racecourse.

Flyer for this event is nearly ready. Entry to the event is by gold coin donation, all funds going to local SES.

Restoration Seminar 2016. Will be held on June 18th. Presenters are still being sourced. Last year 150 attended. Same venue and same food provided as last year.

Engine number records report. Philip Johnstone reported that just over 900 searches have been conducted since the service began. Most searches are for Holden's and Fords. Iain Ross noted that Philip and his wife have been doing all the searches for a long time now, providing a great service. The AOMC committee are looking at the future of the service and how it can be maintained.

Delegates Reports:

Daryl Meek (RACV): RACV has changed their chief executive, new CEO is Neil Taylor, who is the ex general manager of Greyhound buses.

Question from the floor about supposed changes to Total Care Scheme. Daryl responded that this was news to him, but he recommended everyone keep their terms and conditions booklet in the glovebox of their car so you have proof of what you are covered for. Total Care doesn't stop until the moment your car gets home, it is insurance for your car, not for your holiday.

Dennis Brooks (HCVCA): HCVCA is one of a number of historic truck clubs and we are aware that some historic car clubs have trucks on their CPS list. Our concern is the use of the CPS to obtain cheap registration for a vehicle which is principally used as holiday transport. We do not believe this is in the spirit of the CPS and can lead to accusations of rorting a system designed for hobby motoring.

This club has 8 vehicles listed as motor homes, 12 listed as buses of which a proportion are, in fact, motor homes and 3 vans of a size which may be motor homes. In addition, 3 operating bus companies have a total of 18 buses and coaches listed with us but they are not part of this discussion.

Motor Homes already have an anomaly in that a motor home with a rating in excess of 12 tonne is not required to fill in a drivers Work Diary if travelling more than 100km from base, but trucks over 12 tonne rating are required to do so.

At present when checking for entry into the scheme a club cab really only ask are you financial? Is the vehicle over 25 years old? Is it Roadworthy? Does it look like a bus?

We do not wish to create a problem but seek input from other clubs and VicRoads on whether it is correct use (of the intent) of the CPS and if the matter should be pursued.

Iain Ross noted that Victoria is the only state that allows motor homes onto the CPS.

Bob Lomas (Austin Healy Sprite): This year is the 50th anniversary of the club, and they are having a series of events to celebrate. They will carry the Formula 1 drivers on their parade lap around Albert park, and 24 other Sprites will be on display at the trackside display area.

Robert Humphries (Austin 7): Historic Winton will take place on the last weekend in May for the 40th time this year. 2 days of competition with cars and bikes and last year there were nearly 1000 vehicles on display.

Len Kerwood (Austin 7): The Kyneton Lost Trades exhibition will take place over the March long weekend.

Mike Alfrey (JCCA): Asked how many present have been involved with the AOMC for 40 years. Quite a few hands were raised.

Martin Ball (Ballan Vintage Machinery and Vehicle Club): The clubs major rally for the year is on next weekend (Sunday Feb 21st). It involves tractors, cars and motorcycles and is being held at the Ballan racecourse.

General Business.

Bob Clarke (CHACA): Regarding his comment about the American Motoring Show not catering for post war American vehicles in the trophy grades, the answer he was given at the time

was that there was a "Fins" trophy awarded. After checking the register of CHACA vehicles for that era, there are only 3 fins cars that they have. There needs to be another category.

Iain Ross responded that AOMC could add another trophy and will discuss this with Bob later.

Iain also added that several clubs have taken a big interest in the Classic Showcase and assist with the organising and running of the day. AOMC is looking for similar input from the American clubs for the American Show.

Bill Ballard (F.O.R.D.): Regarding AOMC publicity, his club received a letter with 8 flyers for upcoming events. These could be sent out by jpeg via email to reduce the cost of postage, which is increasing. AOMC should also look at sending out the newsletter by email.

Iain Ross responded that with the flyers the AOMC usually sends out some hard copies and also emails a copy for use in newsletters. The newsletter issue is often discussed, but many people still prefer the hard copy, and a pdf version is available on the AOMC website.

Dennis Brooks (HCVCA) added that recently they did a survey of their members and found that 38% do not have email.

Daryl Meek (RACV/Veteran Car Club): If a club or Association has a policy, publish it and stick to it. (In reference to the recent calling off of the VicFed delegates' meeting due to a total fire ban called for that day).

Daryl also added that budget time is coming up for the RACV, so clubs need to contact Daryl regarding major sponsorships to ensure they are included in the budget.

Matthew Lambert (AOMC/Rootes Group): Matthew's professional role is in Risk Management. He asked delegates to indicate if there was any interest in him giving a presentation on Risk management for clubs. There was a majority of hands raised, so Matthew agreed to do something in the future.

Meeting Closed at 9.50pm

Next Delegates meeting 7.30 pm Monday May 16th, 2016 at Chevrolet Club rooms.

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.

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
---------------------------------	-----------------	-------------------	------------------------	------------

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.



Insure your love for less

Spend less on your insurance and more on your obsession

- Speak to specialist staff who share your passion
- Select your own repairer and receive a lifetime guarantee on authorised repairs
- Flexible premium options tailored to suit your individual needs
- We offer an agreed value to protect the value of your investment
- Save with competitive premiums for your daily drive
- Backed by Wesfarmers Insurance, one of Australia's largest general insurers with over 90 years heritage
- To find out more visit us online: www.lsvinsurance.com.au

Lumley 
Special Vehicles

Call 133 578 today to see how much you could save

 **Wesfarmers Insurance**

Lumley Special Vehicles is a trading name of Wesfarmers General Insurance Limited (WGIL) (ABN 24 000 036 279 AFSL 241461). WGIL is part of the Wesfarmers Insurance Division of Wesfarmers Limited. Consider the product disclosure statement to decide if the policy is right for you. LV29 (0712)