

THE AUTOMOTIVE HISTORIAN

Newsletter August 2021

AUTOMOTIVE HISTORIANS AUSTRALIA INC

FOUNDING PATRON: Ron Tauranac AO

Hello members and welcome to the AHA Newsletter.

From the Secretary

Special Online Event

Due to ongoing pandemic restrictions and uncertainties, we have had to replace our planned Castlemaine event with an interactive online workshop. It will be on the theme

"The Future of Automotive Collections and Archives in Australia"

[SEE THE FULL PROGRAM HERE](#)

At this workshop we will hear from speakers representing national, state, club and private archives and collections. They will outline challenges faced by these entities in areas such as skill shortages, knowledge transfer, access and research.

The day will end with a summary and general discussion proposing future actions that would be appropriate for AHA to undertake on behalf of this vast national resource.

Attendance at this conference is FREE for financial AHA members so now is the time to pay your \$50 subscription. Only financial AHA members will receive the code to participate in the event. This will include any new members who join prior to the conference.

If you've renewed or joined since April you don't have to do anything. You will automatically receive the conference code. [If you haven't renewed - do it now by clicking here.](#)

**AUTOMOTIVE
HISTORIANS
AUSTRALIA INC**
FOUNDING PATRON: Ron Tauranac AO

The Future of Automotive Collections & Archives in Australia: an AHA workshop.

Saturday, 4th September

Online Event

Covenors: Simon Lockrey, Harriet Edquist, and Norm Darwin

In other news, our AGM will be a zoom meeting to be held on Wednesday November 24 at 6:00pm. A link will be sent to all financial members prior to the meeting, along with the agenda and office bearers reports.

In this newsletter, there's more on the *Dream Factory* exhibition on GMH Design at Fishermans Bend, more videos and historic recordings, along with news about books, magazines and other publications concerning historic motoring.

I hope you liked the sequel to *The Racers Who Stopped The World*.

This month we have an advertising film made for Pirelli in 1967 called *The Tortoise and The Hare*. This film was very popular at car club movie nights back then. Here's a still from the film to whet your appetite.



Along with the film is a link to a website explaining some of the background and design work for the film made by the London firm of Cammell, Hudson and Brownjohn. Another fascinating period piece. The film and titles won a first prize at the Venice Film Festival, the British Industrial Award and was nominated for the British Film Academy Awards.

Jeff Haggarty has sent me an episode of the Burson Garage HPHQ video podcast from earlier this year, where he speaks about his design career at GMH and elsewhere, including a stint designing an all-Australian motorbike. There's a link to the video and we hope to follow this up with some more information from Jeff about the saga of the motorbike.

I'm surprised no one in AHA knows anything about Clyno cars in Australia, following my request for information in the July newsletter. Is there any expert someone can suggest? The Clynos were a unique design and if anyone has any information about them please let me know.

I'd really like some more short videos and photos from members - two or three minutes would be fine - showing us some of your cars, items of memorabilia or other motoring-related activities.

Thanks again to all the members who have contributed ideas and information for the newsletter.

Tony Lupton
Secretary

President's Report

It is great to see our conference progressing towards reality now that the decision to run it online has been made. Not ideal but under the

circumstances the only decision we could have made.

The topic **The Future of Automotive Collections & Archives in Australia** may seem unusual for some but is one that is at the front of many institutions and collectors' minds not only here but overseas. We hope the range of presenters will provide participants with an insight to the issues and problems facing automotive collections.

Holden enthusiasts are celebrating the birthday of Leo Pruneau who turns 90. It is/was planned to have a group of LE Holden Coupes go to Woodend to help Leo celebrate but this looks doubtful given the restrictions. Leo was appointed GM-H Assistant Chief Designer in 1969 and after two years went to Vauxhall as Chief. Leo then served as Holden's Chief of Design between 1975 and 1983. Through the 70s and 80s he was known for his flamboyant style and direct turn of phrase. Leo was one of AHAs original members and he remains active, attending Holden events when possible.

The LE Coupe was just one of his flamboyant designs along with the Sandman and SS Holden as well as the many show cars Holden Design produced during his term of office.

Norm Darwin
President

Harriet Edquist's

Dream Factory: GMH Design at Fishermans Bend 1964-2020

Dream Factory has captured quite a bit of publicity, including a piece in Street Machine that was picked up by the Hemmings newsletter, and an interview with Harriet on ABC Radio.

It was great to see the autographs of former GMH workers and AHA members in the visitors book at the gallery when I visited the exhibition.

The accompanying booklet is itself a wonderful resource, with photographs of the exhibits and narrative by Harriet Edquist explaining the significance of the Technical Centre.

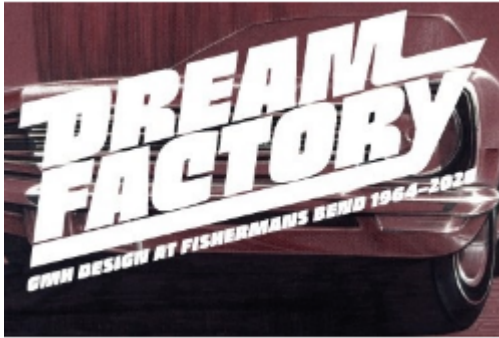
Links to the Street Machine article and ABC interview are here:

<https://www.whichcar.com.au/news/new-holden-design-exhibition-melbourne->

[town-hall?](#)

[utm_source=Sailthru&utm_medium=email&utm_campaign=2021_05_24_UC&utm_term=list_uniquecars_newsletter](#)

<https://www.abc.net.au/radionational/programs/drawingroom/the-dream-factory/13352792>



Opened in 1964 and scarcely known outside the world of GMH, the Technical Centre was a powerhouse of design and one of the most successful industrial design studios in Australia.

The drawings on display represent the work of nine designers covering a span of more than 50 years. Accompanied by quotations about style, technique and intent, the exhibition explores the activity of design and Australia's industrial design history.

[Read more](#)

The exhibition is running **until 31 August at the City Gallery, Melbourne Town Hall**. the gallery is open Monday to Friday from 9:00am to 5:00pm.

Historic News in *Auto Action*

Don't forget to check out Mark Bisset of Primotipo.com who has a regular column on all things historic in Auto Action. This is terrific news for the historic racing fraternity.

The magazine is making an effort to cater for the historic community with Mark's columns and interviews by Mark Fogarty, so give them some support if you can.



As Mark says, "if you have news of boughts, solds, repaireds, importeds, in-process restorations, gossip that won't get them sued and upcoming events gimme a yell." Email mark@bisset.com.au

Radio 3AW Motoring Recordings

BP Rally 1960

Here's another in our series of historic recordings featuring 3AW motoring journalist Lox McGrath and notable characters in motorsport. This recording features a roundup at the finish of the 1960 BP Rally, held in May of that year. Below are some press clippings from The Age from before and after the event.

[Click here for the recording](#)

The Drivers Know It Will be Tough

When drivers and crews competing in Australia's longest car trial, the **B.P. Rally**, set off on the course late on Wednesday and early Thursday—depending on their starting point—they know what they face.

The director of the rally, Donald Thomson, who is also secretary of C.A.M.S. (Confederation of Australian Motor Sports) gave them some idea of their problems at last week's briefing.

- He said:
- All competitors, irrespective of the starting point—Melbourne, Goulburn, Mt. Gambier or Murray Bridge—will cover 430 miles to the assembly point at Shepparton.
 - The route will not be easy. Over one section it will take six hours to go from Shepparton to Benalla—a straight-line course of only 40 miles.
 - On arrival at Shepparton, cars will not be impounded but may be serviced if necessary.
 - The maximum distance to be travelled without refuelling (at **B.P.** stations, of course) is 200 miles. Food will be available at least every five hours.
 - Failure to report to the

control at the end of each division by a specified time will cost 100 points. Slow or lost crews must miss a control point between divisional controls, if necessary to keep these times.

On Trial

Donald Thomson told the crews "the whole trials game is judged on the behavior of contestants. Let us prove to people that there are less accidents, deaths and injuries in car trials than in ordinary motoring."

"Navigators should be the 'captain' of the crews. Drivers normally don't know where they are, have been or are going. Sometimes navigators don't either," he added.

He also promised that this trial would be the "world's toughest."

Only three entrants—Frank Geymer, Bob Bell and Reg Smith have competed in all previous All-Victoria rallies.

All-Victoria Rally Fixed for May 5-8

The survey for the route of the 1960 **BP Rally**, which will be held from May 5 to 8, has been completed by the chief organiser (Mr. D. K. Thomson), national secretary of the Confederation of Australian Motor Sports. **BP's** motor racing superintendent, Mr. J. Pryce, accompanied him.

Following the pattern of the previous **BP rallies**, emphasis has again been placed on good navigation and the selected route will take in nearly 2000 miles of back roads and unmapped tracks.

As in 1959, road surfaces are generally good and speeds over the few rough sections are sufficiently slow to avoid damage to the competing cars.

100 the Limit

The field this year has been limited to 100 cars, with 30 places reserved for inter-State entries.

Entrants will be grouped in classes according to engine capacity:—

Class A, up to 1000 c.c.;
Class B, 1001 c.c. to 1300 c.c.;
Class C, 1301 c.c. to 2000 c.c.;
Class D, over 2000 c.c.

Inter-State competitors will start on the assembly stage of the **rally** from Goulburn, N.S.W., and Murray Bridge and Mount Gambier, S.A.

They will assemble at Shepparton, before leaving on the 1600-mile trial stage around Victoria to Melbourne.

Some of the towns directly on the route (not in order) of the trial stage of the **rally** are:—Avoca, Ararat, Ballarat, Bendigo, Benalla, Colac, Coleraine, Cavendish, Gisborne, Horsham, Lancefield, Seymour and Shepparton.

Half Rally Cars Failed to Finish

Only 36 competitors out of 64 starters completed the course in the four-day BP All-Victoria rally which ended at St. Kilda yesterday afternoon.

Most of the cars dropped out during gruelling tests over water-logged roads and mud tracks, many of them not shown on maps.

Competitors described it as the toughest and severest trial yet held and conditions as the worst possible. They drove through steady rain most of the way.

A Volkswagen, driven by K. Lott, of East Bentleigh, was provisional outright winner.

Bill Draper, "The Age" motoring writer, who accompanied the cars, said it was the toughest course yet. For 36 cars to complete the course was quite an achievement for the drivers.

Results

PROVISIONAL OUTRIGHT WINNERS — all subject to check and any appeals—are:

FIRST, Car No. 33, a Volkswagen, driven by K. Lott, of East Bentleigh, 118 points lost.

SECOND, Car No. 31, a Peugeot driven by George Russell, of

North Balwyn, 197 points lost.

THIRD, Car No. 2, a Volkswagen driven by R. Christie, of Richmond, 213 points lost.

FOURTH, Car No. 24, a Volkswagen driven by Kevin Young, of St. Kilda, 235 points lost.

Other provisional winners are:

CLASS A—Car No. 23, a Ford Anglia entered by G. Hughes, of Carnegie, 443 points lost.

CLASS B—Car No. 33, a Volkswagen, entered by K. Lott, of East Bentleigh, 118 points lost.

CLASS C—Car No. 31, a Peugeot entered by G. L. A. Russell, of North Balwyn, 197 points lost.

CLASS D—Car No. 42, a Vanguard entered by R. Scarlett, of Greensborough, 299 points lost.

TEAM WINNERS: Vanguard 1, Volkswagen 2, Ford Anglia 3.

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Car Rallies Do Help to Improve Motoring

MOST people who heard reports of BP rally cars competing over waterlogged roads, through snow areas and across paddocks and unchartered roads which soon became quagmires, probably decided that those taking part were "cranks."

I must confess that there were times, particularly when the press car (in which we followed the course) became bogged and we had to dig it out or push it free, that we ourselves wondered whether we also fitted that category.

There is, however, a certain exhilaration about competing or even following a trial which only those who have done so will appreciate.

In this year's BP rally only 36 of 64 cars which started out completed the four-day rally. Now does that mean that trials are too hard on cars and crews?

Trial drivers and navigators would never agree and certainly the whole object of planning trials is to eliminate both crews and cars.

Planned Ahead

With regard to the latter part, Donald Thomson, who directed and planned the rally, certainly did his best, although, as he confessed at the end of the event, the rain did most of it.

Most rally courses, particularly in big ones, are planned anything up to 12 months ahead. In the case of the BP Rally the course was planned months ago in dry weather and nobody could have predicted seven inches of rain in the week before the rally and con-

tinuous rain throughout the trial.

Drivers revelled in the mud traps and water for the first few days and although they became worse as the trial went on, they still laughed heartily and described it as "great fun" even as they voted it the toughest and hardest trial in the world.

The win to the Volkswagen (provisionally) raises the question of what makes this such a good trials car. The weight in the rear (it has a rear engine) is a big help, plus the fact that the

crews can lift it clear of most difficult sections.

It was noticeable, too, that Volkswagens kept in small groups and assisted each other through difficult sections. Eighteen of the entries were Volkswagens.

The Ford Anglia proved itself an efficient vehicle under trying conditions. Four started and four finished.

A Ford team travelled round behind the cars to report on performances and Les Powell, of Ford Motor Co., was also in the crew.

No doubt which showed up during the trial will be noted and reported back to the company so that improvements, if necessary, can be made.

Many of the modifications carried out to varying makes of cars have resulted from experiences in trials such as the BP Rally.

All cars competing were stock models.

I did hear quite a few critical comments from competitors about the crew of one particular car, which dodged many of the difficult sections of the rally route and travelled over main highways which were not on the course.

It lost hundreds of points, of course, for not reporting to controls en route and for entering controls from the wrong direction. But it does defeat the purpose of the trial.

The press car was a standard model Holden, which took a terrific pounding but still completed the course with leading cars and never faltered — except when we navigated into mud.

All in all, it was one of the toughest rallies yet and although crews were tired, cold and some even a little dispirited at the end, it was a success.

There were no injuries, no accidents and all the breakdowns could easily have occurred in normal motoring—had drivers put their cars over similar courses.

Two-day Trial on June 4-5

The Australian Motor Sports Club will conduct its annual classic 2-day trial on June 4 and 5.

The trial will start at 12.30 p.m. to give entrants who work on Saturday morning the opportunity of competing. The first car is expected in at the overnight stop at 6 p.m. On the Sunday there will be a full-day trial, with the first car away at 9.30 a.m.

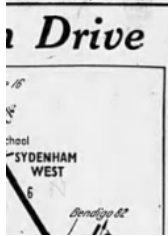
The overnight stop will be at the Kooyonga Motel, which is immediately adjacent to Jamieson.

The distance overall of the trial is 530 miles and will traverse some beautiful countryside.

This year, again, for the first time there will be a special women's section. They also will be eligible for the overall trial prizes.

The club believes this is the first time that the women have been catered for in a 2-day trial. The crew must be woman driver and navigator teams. Mixed crews will not be permitted in this section.

The trial is being directed by Ron Bird and Adrian Bellamy, two of this State's best-known



Requests for Information

Dino at the Motorshows

New member Stephen Fisher is seeking any articles or photographs of the 1971 Melbourne Motor Show and the 1970 International Motor Racing and Sports Car Show that would have information about his Ferrari Dino that he believes was exhibited at these events.

He does have a copy of the motor show programs, though there isn't anything in them to identify his car, so he is interested in trying to find any news or magazine articles about the shows, or any photographs or video recordings that anyone might have taken.

The car in question is Chassis 00748, which was brought to Australia in 1970 and converted to RHD by the H.W. Lowe dealership in Melbourne, before Ferrari were making a RHD version themselves. It has been featured in some magazine articles, including

<https://www.whichcar.com.au/features/classic-wheels/archive-1973-ferrari-246-gt-dino-review>

<https://www.whichcar.com.au/features/classic-wheels/archive-dino-246-gt-ferraris-orphan-son>

Stephen's car may be the one featured in the advertisement below for the 1971 Melbourne Motor Show.

1971 INTERNATIONAL MOTOR SHOW

Ever fancied yourself at the wheel of a Ferrari?

COME, DREAM A LITTLE AT THE CAR-SPANGLED MOTOR SHOW

SO many things to witness dreams, stir the pulse, challenge the mind. Motor Show '71 presents the world's latest releases. From the office car's Honda Scirocco to sleeky turbo sports models, Alfa Romeo, Lotus, Ferrari, Maserati, The Volvo Grand Lux series 190 with anti-pollution device and computer-controlled electronic fuel injection, Three ventilating releases from Porsche. The new Triumph Stag V8. The 1971 Motor Show is full of surprises... a car-crazed crowd of all that's fascinating in the motoring world. Come, dream a little.

OPEN MARCH 4-13 EXHIBITION BUILDINGS, 10 a.m. to 10 p.m. Adults 60c, Children 20c. Crèche, Cafeteria, Refreshments. Ample parking.

According to Stephen the author of the Dino Compendium understands that this car was at the 1971 Melbourne Motor Show and also the 1970 International Motor Racing and Sports Car Show, but Stephen has never been able to find any documentary evidence of this that's publicly accessible. Any leads would be much appreciated.

Spyker Cars in Australia

Fons Alkemade has sent a link to a Youtube video of a Spyker car that went to the Netherlands in 1994 from Australia.

He is still looking for information about the number of Spyker 30-40 hp models that were imported to Australia and what happened to them.

Who can assist Fons with information about the main automotive magazines in Australia in the early 1920s? Does anyone have copies that may include information on Spyker cars?

Here's the video that Fons sent: <https://www.youtube.com/watch?v=Mt0-18hL9Ts>

Clyno Cars in Australia

Jim Gibson, an Australian automotive journalist, is researching the number of Clyno cars that came to our country during the 1920s. He is after any contacts that may be able to assist him with this information? Anyone with information on Clyno cars, please let Tony Lupton know and I will put you in touch with Jim.

Pre-1911 NSW Registration Information

Gary Luke has asked for information about any sources of records for pre-1911 vehicle registration and ownership in New South Wales. If anyone has any information or helpful hints please get in touch with Tony Lupton.

The Tortoise and the Hare

A Pirelli Film

by

Hugh Hudson (1967)



This film was very popular at car club meeting nights in the late 60s. The film and titles won the first prize at the Venice Film Festival and the British Industrial Award and it was nominated for a British Film Academy Award.

[Here's a link to watch this interesting time capsule.](#)

[Here's a link to a background piece about the making of the film, including an explanation of the Beatles reference.](#)

Tony Lupton

Jeff Haggerty Talks Design on HPHQ video podcast



Here's the link to watch Jeff Haggerty talking about his design career. There are some terrific stories and insights in this video, I look forward to speaking with Jeff about some of them.

<https://www.youtube.com/watch?v=s09EsFZe0aM&list=WL&index=104>

Member's Stories

This article by Norm Darwin was prompted by a reference to a building in Ian Berg's book on *Jas. Munro & Co.*

It's the Little Things.

Writing a large company history sometimes means the little things get overlooked.

Holden Motor Body Builders were Australia's largest producer of motor bodies between 1918 and 1940. Some 53 different name chassis have been fitted with a Holden body up to 1940. The process of getting the body to the chassis has evolved. In 1918 many chassis arrived fully assembled and were fitted with a local body at either the distributors premises, by the body builder or a specialised assembly factory. Then importers realised it was cheaper to freight the chassis "Knocked Down".

One of the first to establish an assembly line for chassis was Albert Cheney in South Melbourne, the Lane Brothers followed in Ingles Street Fishermans Bend. Holden Motor Body Builders also recognised they needed to provide a service for assembling their body to a customer's chassis. Thus, in early 1920 separate workshops were established in Adelaide, Sydney and Melbourne to service and assemble bodies to chassis.



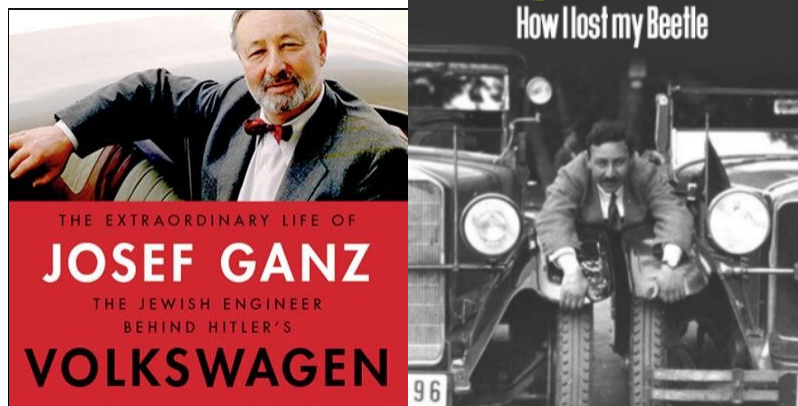
[Read the complete article here](#)

Books and Projects

[*Josef Ganz - How I lost my Beetle*](#)

Many members will remember the Dutch researcher Paul Schilperoord, who has written a book and produced a film about Josef Ganz, who is credited as one of the people, if not the person, who designed the first iteration of what became the Volkswagen. His book, *The Extraordinary Life of Josef Ganz, the Jewish Engineer Behind Hitler's Volkswagen* and film *Josef Ganz - How I Lost My Beetle* are well researched and compelling.

A number of us met with Paul during his visit to Melbourne while making the film. The documentary is available online for rent or purchase at <https://vimeo.com/ondemand/ganz>



Recently, industrial designer and former GMH employee Bill Denheld has joined with Paul Schilperoord in promoting the cause of properly recognising

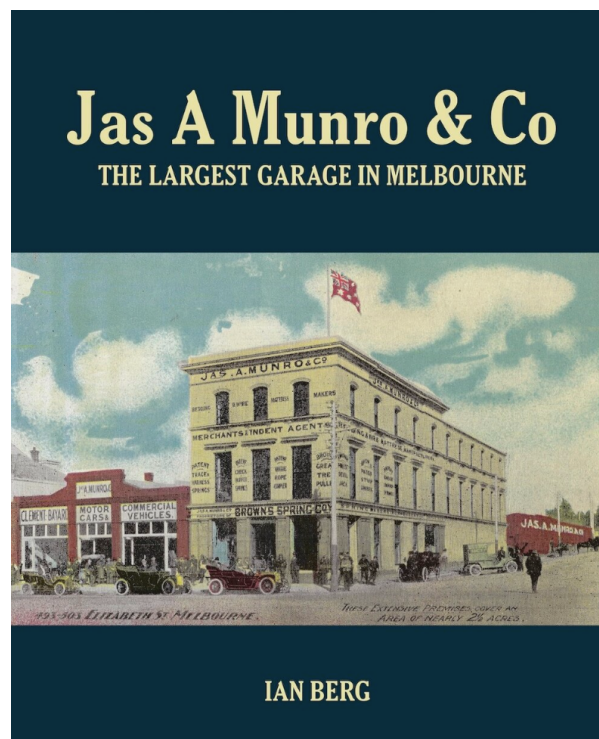
Ganz in Melbourne, as after a long career and evading the Nazis in Europe, Ganz ended up in Melbourne working for GMH and living in the Edgewater Apartments in St Kilda.

As Bill Denheld says: *We would like to hear from you as we are forming a group to honour Ganz for what his VW Beetle achieved and passed on to all modern cars today. There is only one small plaque to mention Josef Ganz at the high-rise Edgewater Tower in St Kilda where he lived and died. We are hoping to install a proper memorial to his genius. Any ideas would be welcome.*

Recognising Ganz and his achievements is a very worthy cause. Bill can be contacted at bill@denheldid.com

Jas A Munro & Co **The Largest Garage in Melbourne** by Ian Berg

Veteran Car Club of Australia (Victoria) stalwart and AHA member, Ian Berg has written a fascinating story of early Melbourne in his work on Jas Munro. The foreword is written by AHA member Jon Faine.



Anyone interested in automotive history, the development of Melbourne and the place of Elizabeth Street in our history will enjoy reading Ian's book. Copies are available through Ian's website at: <https://www.ianberg.org/>

Warren Turnbull's Holden Histories

Warren Turnbull's contribution about his Holden history research resulted in Laurie Shine from Western Australia getting in touch. Laurie runs the Torana L34 Register and wanted to share some information about the Holden Production Broadcasts. It's hoped they have a productive discussion.



Members are invited to supply some details of their current work projects so other members who have any resources or information that might assist their research can contact them.

Newsletters on Historic Motoring Themes

Some of our members and friends produce very interesting and informative newsletters of their own. Many cover events and history with a rural and regional focus.

Here are some newsletters you may wish to subscribe to.

Johannes "John" Schuurman produces ***The Australian Chrysler Narrator***, which focuses on all things to do with pre-1960 Chryslers in Australia, including Dodge, De Soto and Plymouth. John's email is plymouthpalace@gmail.com



David Vaughan produces ***Country Motor***. David's publication focuses on historic vehicles, collections, events and personalities in regional Australia. All back copies are available through a link on the AOMC website here <https://www.aomc.asn.au/country-motor-australia>. The email for subscriptions is countrymotor@aussiebb.com.au

Country Motor Australia



Issue 34

AHA Resources Page

David Neely's History of Jackson, Jones & Collins

Automotive historian David Neely has provided our resources page with a history of [*Jackson, Jones & Collins – A Sydney firm of motor body builders.*](#) [Click to read the article.](#)



Parramatta Road, Leichhardt, Sydney in the 1920s.

David, together with Tom Clarke, wrote *Rolls Royce & Bentley in the Sunburnt Country - the first fifty years in Australia*. It is a fine documentation of both marques that also contains many histories of motor body builders who were building motor bodies for both makes in Australia.

Sydney's First Gathering of Motorists

Jenny Fawbert has written a fascinating paper on Sydney's first motoring get-together.

[Read the article on our Resources Page.](#)

GM on Designing and Planning Automotive Dealerships in Australia

Michael Bogle's paper on GM's approach to automotive dealership design is a very good read. [Read the paper on our Resources Page.](#)



Land Title Data as an Automotive History Research Tool

Norm Darwin has an interesting take on using land survey information in automotive research. [Read it on the Resources Page.](#)

If you have an article that needs publishing please forward it for consideration to info@autohistoriansaustralia.org

Changed Arrangements for Third European Conference for Automotive History, Turin

We have heard from Anders Ditlev Clausager, Secretary of the Society of Automotive Historians in Britain, that the conference in Turin will now be held in April 2022. Here's the new advertisement and call for papers.

Conférence Européenne sur
l'Histoire de l'Automobile



Thomas Ulrich, AHG, Germany;
Anders Ditlev Clausager, SAHB, Britain;
Together with the **AISA, Associazione Italiana
per la Storia dell'Automobile**
And the **FIVA Culture and Youth Commission**



invite you to the
**Third European Conference for
Automotive History**
Supported and hosted by **MAUTO**



Torino / Turin—Italia / Italy / Italien
1-3 aprile / April / avril 2022
www.pan-european-automobile-history.com
info@museoauto.it

CALL FOR PAPERS:

Together with the Museo Nazionale dell'Automobile and the AISA, we are pleased to invite you to our third European conference for automotive history, to be held in the Mauto, Corso Unità d'Italia 40, Turin, Italy, from 1 to 3 April 2022, with invitations cordially extended to AHA (Australia), AHG (Germany), CONAM (The Netherlands), PHAF (France), SAH (USA), SAHB (Britain) and UIA (Serbia), as well as to other interested organisations and individuals.

To further international discourse, conference presentations will focus on subjects which have a cross-border European or International interest, or are of general interest to automotive historians.

The provisional programme is as follows:

Friday 1 April: arrival, informal dinner in the hotel.

Saturday 2 April: conference in the museum starting at 9am, with a break for lunch, followed by dinner.

Sunday 3 April: a morning session of further papers, finishing at midday.

Speeches should be made in English, with accompanying Powerpoint presentations. The length of each presentation is provisionally set at 30 minutes., with 10 minutes for questions and discussions.

Please note that the programme is subject to change. The organisers reserve the right to cancel any part of the programme.

The closing date for submissions of papers for consideration by the organisers is 1 October 2021, please supply an abstract or outline, including estimated length and number of slides. Please contact:

Anders Ditlev Clausager, 62 Viceroy Close,
Birmingham B5 7UT, England
Telephone +44 (0)121 440 4745
email: sahb.secretary@btinternet.com

Members are encouraged to send in contributions or ideas for inclusion in member updates. Whether it's something about motoring history you think members may be interested in, a project you're working on or have finished or a suggestion for AHA, let us know about it.

Local Links

Websites for some of our Australian motoring friends

[Association of Motoring Clubs](#)



[Veteran Car Club of Australia \(Victoria\) Inc.](#)



[Victorian Historic Racing Register](#)



[Royal Historical Society Victoria](#)



[Council of Heritage Motor Clubs \(NSW\)](#)



International Friends



The Society of Automotive Historians

In Britain

Information about SAHB is available at their website: <https://thesahb.com/>



Information about SAH (USA) and their events can be found on their website:
<https://autohistory.org/>

Automotive Historians Australia can be contacted by email at info@autohistoriansaustralia.org, by mail at P.O. Box 319 Balaclava 3183 or via our website at autohistoriansaustralia.org

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