

## INTRODUCTION

Between 1991 and 1998, Slovenia underwent significant political and economic changes. In 1992, Slovenia became a member of the United Nations, and in 1996, the country signed the Central European Free Trade Agreement (CEFTA), which accelerated Slovenia's further integration into the European economy. During this pivotal period, Dr. Pavel Gantar served as the Minister for the Environment and Spatial Planning (1994–2000).

After Slovenia gained independence, many areas of social regulation, including the field of historic vehicles, were newly established. Due to their unique characteristics, these vehicles became a special challenge, one that still sits at the intersection of transportation and culture. The concept of the historic vehicle in Slovenia evolved alongside the growing interest in preserving technical heritage and automotive culture. As early as the 1980s, the first enthusiast clubs and associations began to emerge, bringing together owners and fans of old vehicles. It was not until 1999 that the Slovenian Federation for Historic Vehicles (SVAMZ), the first organization of its kind in Slovenia, was established, playing a key role in promoting and protecting historic vehicles.

The term "historic vehicle" was first mentioned in Slovenian traffic legislation in 2004 in the Road Traffic Safety Act (ZVCP-1). This law was the first in the newly independent country to introduce a definition of historic vehicles and establish specific conditions for their registration and use on the roads. The aim of these provisions was to facilitate the preservation and use of these historic vehicles in traffic while ensuring their compliance with traffic safety standards.

Over the years, several associations and federations were founded, including the first and still likely the most influential SVAMZ - the Slovenian Federation for Historic Vehicles, and the Federation of Slovenian Historic Vehicle Enthusiast Societies (SVS Federation), the Gorenjska Historic Automobile Association, and others, which functioned more as large clubs than actual federations. The majority of these have since closed, as they were established on too amateurish a basis. Thus, the concept of historic vehicles in Slovenia has become recognized as part of cultural heritage, bringing together enthusiasts of history, technology, and automobilism.

## ESTABLISHMENT OF THE FEDERATION SVAMZ

After Slovenia's independence, there was nothing in place to distinguish historic vehicles from used ones. Although there were associations and individuals who recognized the importance of preserving technical heritage, they were more focused on gatherings than on organizing legislation in this field. When facing challenges related to the registration of older vehicles—such as the transfer of the old Yugoslav republic system of registered vehicles to the new Slovenian Motor Vehicle Register (MRVL)—some vehicles were "lost," meaning they could no longer be registered, leading to the problem of "vehicles without documents." With open borders, the import of vehicles increased, including those bought at foreign fairs without documents, often literally sold in boxes. Increasingly, challenges and questions arose, as well as the need to regulate the status of historic vehicles. There was a desire to legally distinguish

between used vehicles and those with historic status. Collectors and owners of these vehicles also hoped for financial relief on registration, which would make maintenance and restoration more affordable, allowing these vehicles to be preserved in good condition. We also dreamed of a vehicle registry that would provide a clear overview of preserved vehicles across Slovenia.

In this chaotic period, some enthusiasts—long-time collectors and owners of historic vehicles—began to consider forming a federation that would help to legally protect historic vehicles. The aim was to create a strong federation that would unite lovers and owners of historic vehicles and clubs. They drafted a statute, assigned roles, and created operational documents that would allow commissioners—inspectors—to record and evaluate vehicles. Although they were inspired by some foreign organizations with established historic vehicle federations, they wanted to tailor things to meet the needs of our young country.

The most active members were Petja Grom, who brought his knowledge on historic vehicles from Italy, where he had collaborated with the Italian historic vehicle federation ASI, and Andrej Pristov, president of the C.M.O.C. club. The theoretical part, including drafts of vehicle evaluation documents, was developed by Miha Vrhunec, also based on documents used by ASI. Vrhunec was tasked with registering the federation, but he delayed this step for so long that the founding members split into two groups. Those who decided to take matters into their own hands and seriously pursue the registration of the federation, SVAMZ, quickly proceeded and registered it at the Žalec Administrative Unit on November 5, 1999.

The founding clubs were AMD Tržič, MDO Naklo, MK Leteči Kranjci, Moto Veterani Šoštanj, the Classic and Sports Vehicle Enthusiasts Club from Kidričevo, C.M.O.C. – the Classic Motorcycle Owners and Enthusiasts Club, and MD Tržišče.

Upon registration, they had all the necessary documentation ready to start operations immediately, which included evaluating and recording vehicles. This was followed by an agreement and contract with the first insurance company to trust our work, Slovenica, then led by Dr. Danijel Starman.

Events quickly followed one another, and on January 26, 2000, in the Ilirija Hotel in Ljubljana, the first four certificates for historic vehicles in Slovenia were ceremoniously awarded. These vehicles were: a 1927 Harley Davidson JD owned by Petja Grom, a 1930 Ford T owned by Rudi Ferlež, a 1950 Lambretta C Sport owned by J. Zajc, and a 1938 Zundapp KS 600 owned by S. Plut.

The certificate design was created by Petja Grom, based on the design of a pre-war traffic permit used during the Kingdom period, a challenge well within his skills as an architect.

In addition to our members, special guests attended the ceremony, including the world-renowned Italian scooter expert and owner of the largest Scooter Museum, Vittorio Tessera, as well as journalists. The event was also attended by a representative and the first president of the SVS Federation, registered slightly later (on January 7, 2000), Urban Demšar, who applauded the awarding of the first four certificates in Slovenia.

After the registration of SVAMZ, the first leadership of the federation was appointed: President Dr. Rok Rotar, Secretary General Petja Grom, and Treasurer Engelbert Černilec.

Immediately after its establishment, the federation published its first magazine, initially very modestly as a black-and-white newspaper. From the beginning to today, it has evolved significantly and has been distributed for free to federation members as part of the membership fee. Now, it is published quarterly under the title "Auto Motor Classic."

#### THE EMBLEM AND NAME OF THE FEDERATION

Do you remember Franc Sojer from Vodice near Ljubljana? We used to visit him and spend time with him during his rare sober moments. He had quite a fondness for a deep glass! The parish priest, a relative, allowed him to spend his last days in a half-ruined shack next to the rectory, near the church dedicated to St. Mary of Antioch. Whenever we visited, we relied on a cardboard sign he'd hung on the front door, indicating whether he was home, or willing to receive visitors. If you managed to cross the threshold, you'd find yourself surrounded by piles of dismantled or half-assembled motorcycles. When he was in the mood, you could learn something interesting from him, but not without the obligatory sip of schnapps. Many took advantage of his perpetual intoxication to take things from him, knowing he'd never notice in the chaos in which he lived. Grom personally visited him several times. Usually, he'd take him for a hot meal at a nearby tavern, to make sure he had at least the occasional decent meal. Franc never seemed in a hurry. However, the main reason for Grom's visits was a round enamel sign, full of cobwebs, hanging in the corner of his workshop. Most visitors paid no attention to the sign, but Grom knew its priceless significance. Many visits were required to soften Franc up and get him to part with it. After some tough negotiations, they traded it for an interesting low-displacement motorcycle from the 1930s. Like many in Slovenia, Franc dreamed of having his own museum. After his death, the heirs cleared out and sold off all his belongings. Soon after, the priest demolished the building, erasing all traces of Franc Sojer. For those of us who knew him, his favorite songs still echo in our ears, which he often sang in company. The enamel sign he traded for the motorcycle remains the only preserved sign of the royal automobile association from the 1930s and became the basis for the design of the SVAMZ emblem.

Over lunch at the restaurant Pri Zlatem griču in Slovenske Konjice in the summer of 1998, Grom, Andrej, and Zorica Pristov were discussing plans for the federation's establishment and registration. At that time, all that was missing were the name and emblem of the federation; the rest of the registration paperwork was already prepared for the Administrative Unit. They brainstormed and came up with various better and worse ideas for the name and emblem. They all agreed that the name should be short and memorable. That day, Zorica suggested the name SVAMZ – Slovenska veteranska avto-moto zveza (Slovenian Veteran Auto-Moto Federation).

## THE FIRST YEARS OF SVAMZ OPERATIONS

After the Federation was established, its membership quickly grew. In the first year alone, it gained hundreds of members. Despite some complaints and lack of understanding from many, we accepted clubs and individuals as members through collaboration agreements. This decision has proven correct in the long run.

From day one, the Federation operated professionally—not amateurishly or as a hobby. From its founding, it had its own office and a dedicated phone line, always with someone available.

The Federation couldn't have achieved such successful operations without printed materials, advertisements, flyers, certificates, and all the essentials a rapidly growing organization requires. From the start, all of this was managed by our in-house printer, Rudi Ferlež from Šentjur near Celje. His young son Matevž, then still a minor, spent long hours working at the computer, even late into the night. The doors of their print shop, then located in the basement of their home on Na razgledu 6 in Šentjur, were always open to us from the Federation. Following Rudi's experience and guidance, Matevž handled the graphic design based on SVAMZ's ideas and design wishes. Here, the first certificates, membership cards, newsletters, posters, and countless other printed materials were created. Ferlež worked with passion and enthusiasm as one of the founding members, understanding that we were the first and that only by working side by side could we maintain that position. These printed materials also enabled the Federation to establish financial stability and lay solid foundations. Meanwhile, engravers produced the first badges in various shapes and sizes, allowing historic vehicle owners to decorate their vehicles. Federation flags were also made and began appearing at events domestically and abroad. A large banner (four meters long) was soon labeled with the slogan "The Largest Mobile Museum in Slovenia." Table flags, shirts, hats, and other small items were also produced in large quantities, mainly to be given as gifts.

Slovenica Insurance, which was the only insurance company to recognize our certificates during the first year—then the only certificates available in Slovenia—was later joined by Maribor Insurance, followed by Adriatic, and finally Triglav Insurance. The Federation signed collaboration and certificate recognition agreements with all of them. Some confusion arose a year later when SVS, the other federation, also introduced certificates or vehicle IDs. We had to clarify to the insurance companies that there were indeed two federations, and that both issued valid certificates. Incidentally, our certificates have not significantly changed over the years. Their design and color have remained consistent, with only updates to data processing technology. We're proud to note that our permanent certificate (valid for ten years) was designed by artist and SVAMZ member Oskar Kogoj. The standard we set with Slovenica—90% discount for historic vehicle owners—still stands today, although the specific insurance conditions vary slightly among companies. Our record of very few accidents involving our members has validated the trust placed in us by the insurance companies, demonstrating the professionalism of our work, especially that of our inspectors.

In this first year, while members of the Federation individually fought not only for recognition of our certificates but also for insurance discounts, we worked through friends, acquaintances, and political connections within our membership to push for legal recognition of historic

vehicles. We achieved a landmark change: a historic vehicle is not a used vehicle. We were the first to achieve this, not only in our country but throughout the entire Balkans and then Eastern Europe, and we are rightly proud of this accomplishment. By registering our Federation first, we set a precedent.

The Federation itself does not organize events, except for large ones held every five years as jubilee events. The Federation's role is to support clubs or individuals in organizing these events. This support can take different forms, such as donations of various items, with financial support being the most appreciated. While it was once easier to secure sponsors, they have become nearly impossible to find today.

#### SVAMZ AFTER 25 YEARS OF OPERATION

SVAMZ is now a nationwide nonprofit organization in Slovenia, recognized as a non-governmental organization in the public interest in the field of culture. It unites vintage vehicle enthusiasts, including associations and individuals. The Federation has thousands of members, with more than 18,000 historic vehicles in its registry, representing 80% of all pre-war and 60% of post-war historic vehicles in Slovenia. It assists with vehicle imports, issues vehicle classification reports for vintage vehicle identification, and provides evaluations and assessments for historic vehicles

In 2001, SVAMZ joined FIVA (Fédération Internationale des Véhicules Anciens), the most significant and only international organization in this field, based in Paris ([www.fiva.org](http://www.fiva.org)). FIVA connects members from around the world, with over 2 million technical heritage enthusiasts. SVAMZ representative Nataša Grom Jerina is active in several FIVA areas, especially as Chair of the Cultural Commission and the Youth Commission. Her election marked a milestone as she became the first woman in FIVA's 50-year history to hold a position on the Board. Dejan Breznik serves on the Motorcycle Commission, and Petja Grom, who worked in the Motorcycle Commission for years, was part of the Special Vehicles Commission from 2019 to 2024 before stepping down from leadership roles at FIVA to focus on his motorcycle collection in Vransko.

In 2005, SVAMZ acquired the status of an association in the public interest in the field of culture, awarded by the Ministry of Culture, recognizing its cultural activities and its beneficial work in preserving cultural assets, specifically movable technical heritage. Today, SVAMZ holds the status of a non-governmental organization in the public interest in the cultural sector.

In 2007, SVAMZ commissioners attended a special educational seminar with CTIF (the International Association of Fire and Rescue Services) and obtained international licenses to evaluate vintage fire engines.

In 2011, SVAMZ became a member of ICOM (the International Council of Museums), and in 2013 of TICCIH, the international organization for industrial heritage. ICOM, founded in 1946, is the leading global non-profit NGO connecting museums of all types and disciplines into a worldwide network. It maintains formal partnerships with UNESCO and many other global organizations. TICCIH is an international industrial heritage organization, with which SVAMZ

collaborates on various projects both domestically and internationally, such as writing articles, lectures, and more.

In 2021, SVAMZ joined the Climate Heritage Network (CHN) under ICOMOS. Climate change has become one of the most significant and rapidly growing threats to people and their cultural heritage worldwide. ICOMOS advocates for a dual approach to this issue, focusing on both addressing the risks climate change poses to cultural heritage and promoting heritage as a source of resilience and a valuable asset for climate action. This potential is unlocked through better preservation and management of global material and intangible cultural resources

In 2023, SVAMZ became the first organization in Slovenia to join Europa Nostra, further confirming its commitment to cultural activities and preserving movable technical heritage

SVAMZ organizes professional excursions and primarily focuses on educating and informing its members, often hosting foreign experts for this purpose. It holds annual training sessions for its commissioners, collaborates with local museums during summer events such as Museum Night, and organizes exhibitions at major international events like ASIMOTOSHOW and other events across Europe

SVAMZ publishes books, including titles like TOMOS – Through History at 204 km/h, Restoring Motorcycles, Buses and Trolleys of Ljubljana, Slovenian Car Scene of the 80s and 90s, and a magazine, Avto & Motor Classic, which all members receive free of charge.

It encourages members to participate internationally and gladly financially supports worthwhile projects.

#### GOALS, PURPOSE, AND OPERATIONS OF SVAMZ:

- Connect enthusiasts of movable technical heritage, including both associations and individuals.
- Promote the concept of "movable technical heritage" and its protection.
- Professional development and education of younger generations, ensuring the preservation of potentially interesting vehicles for future generations.
- Develop conservation and restoration activities in the field of movable technical heritage.
- Ensure better and more favorable conditions for technical heritage enthusiasts in Slovenia.
- Represent the collective interests of vintage vehicle enthusiasts before government and other organizations.
- Connect with similar organizations and networks in Slovenia and internationally.
- Provide free legal and other assistance to all SVAMZ members.
- Provide free access to a library holding over 10,000 publications (books, manuals, catalogs, magazines, etc.) related to vehicles.

## CHANGING MOBILITY ENVIRONMENT

The mobility environment is rapidly changing, driven by technical innovations and societal pressure to ensure sustainable, accessible, and smart mobility. New vehicles must meet strict emission and noise limits, while the electric vehicle fleet is growing exponentially. Access to certain cities is increasingly regulated by low or zero-emission zones. Semi-autonomous vehicles are becoming more common, and the prospect of a fleet of fully autonomous vehicles communicating with each other and with road infrastructure is a real possibility.

In this environment, historic vehicles will become more distinct from the rest of the vehicle fleet, with the possibility that they may be banned from or unable to use certain parts of the road network. Due to their limited use and maximum lifespan, historic vehicles contribute to environmentally responsible mobility. Many low-emission zones in Europe already treat historic vehicles correctly by exempting them from fees or usage restrictions

Although historic vehicles cannot meet the emission standards of modern vehicles, they contribute to environmentally responsible mobility with their limited and thoughtful use and maximum lifespan. The community of historic vehicle enthusiasts is actively involved in testing the suitability of synthetic e-fuels for use in these vehicles

Some surveys conducted by FIVA in recent years have shown that owners of historic vehicles typically drive only 1,462 km per year, often outside peak traffic times in cities. This is not surprising, as owners of historic vehicles use modern vehicles for everyday transport. Owners use their historic vehicles occasionally and with the intention of preserving them. This minimal use is not only practical but also contributes to their preservation.

Due to their passion for these vehicles, owners maintain the engines of their vehicles very well and drive them safely. Owning a historic vehicle negates the need to end the vehicle's lifecycle, as owners aim to preserve these vehicles forever.

There is a serious concern that regulatory and technological changes in the future could prevent the use of historic vehicles due to their differences from modern fleets and their presumed incompatibility with the mobility environment or due to the lack of suitable fuels. If these vehicles can no longer be driven, most of them will disappear, contributing to a large scrap heap of automotive history

This must not happen — and it should not. Our automotive heritage must be preserved and utilized so that future generations can understand and enjoy it.

Fortunately, there are enthusiasts who are willing to dedicate their time and financial resources to preserving this valuable heritage. These owners are the guardians of our automotive heritage, playing their part before passing it on to the next generation.

But these guardians cannot preserve this valuable heritage alone. They need the understanding and support of regulators and lawmakers. The effort and intervention they put into preserving automotive heritage, especially when faced with threats, whether intentional or unintentional, must be acknowledged. Efforts must be focused on finding regulatory or

technical solutions that ensure these vehicles remain on the roads under the care of respectful and well-informed owners.

The need for legal regulation of this specific vehicle segment has been growing year by year in Slovenia. The number of historic vehicles has been increasing, and we have pressured all possible institutions to grant these vehicles special status, as they are not just used vehicles. Lawmakers were aware of this and invited us to cooperate in shaping the first guidelines. Some of our demands were partially considered in the legislative process, and in 2004, we finally regulated the status of historic vehicles with the Road Traffic Safety Act (Official Gazette of RS, No. 83/2004, dated July 29, 2004, with amendments), where Article 194 defined a historic vehicle as a mechanically driven vehicle manufactured more than twenty-five years ago, preserved and technically maintained in a historically correct condition, cared for by a person or organization, and generally not used for daily transport due to its historical and technical significance.

The secondary regulation, the Rules on Determining Vehicle Compliance (Official Gazette of RS, No. 30/04, Article 36), also outlined the process and method of acquiring the status of a historic vehicle (initially through the Directorate of the Republic of Slovenia for Transport at the Ministry of Transport and, after changes in 2007, both FIVA-affiliated associations began issuing opinions).

In 2010, we finally achieved recognition for vehicles with historic vehicle status under the Vehicle Tax Act (ZDMV-UPB2 from 2006 — Official Gazette of RS, No. 72/06 — Article 5, which addresses exemptions for vehicles of museum value over thirty years old)

From July 1, 2011, a new traffic safety law began to apply. At the end of 2010, the National Assembly of the Republic of Slovenia passed four new laws regarding road safety, which replaced the Road Traffic Safety Act, namely the Road Traffic Rules Act, the Drivers Act, the Motor Vehicles Act, and the Roads Act.

Reforms are still ongoing, and it seems that the work of the Association is becoming even more important as it tries to prevent lawmakers from yielding to the pressures of the European Union and its legislation, which tends to overlook this specific vehicle segment: large city centers are closing to all vehicles (LEZ – low emission zones) due to pollution, and electronic devices (e.g., ITS systems) are being mandated on vehicles where they do not belong, under the pretext of safety, and so on.

One of the main tasks of the Association is to raise awareness that not all vehicles are used vehicles. Changes that are inevitably required on vehicles must not negatively affect their historical substance or significantly alter their technical characteristics and appearance, which are characteristic of the period in which the vehicle was made; otherwise, we can no longer speak of a historic vehicle.

Thus, in 2017, we dealt with and are still resolving the issue of registering historic mopeds, for which registration became mandatory that same year with an explanation of "safety."



Among the many reasons why such regulation is needed (with safety being the most emphasized), lawmakers often forget that vehicles, especially those older than thirty years, often lack documents, let alone complete technical documentation. Ownership is solved with "ownership statements" and witnesses (we won't even begin to discuss how reliable witnesses can be), and owners have to seek technical documentation, turning to our association for help, particularly with issues related to proving the vehicle's year of manufacture

Historic vehicles face numerous problems: according to the law, the vehicle identification process must be carried out, and a compliance certificate must be obtained, which involves not only a series of bureaucratic procedures but also a significant amount of energy and, of course, money. The cost of registering such a moped ends up exceeding the value of the vehicle itself, so owners are not inclined to register them and instead happily sell them abroad or let them gather dust at home, abandoned by time. Our association also faces major challenges in preparing documents for these vehicles, as, as mentioned, there is a lack of technical literature, especially when researching and determining the year of vehicles older than thirty years. With the help of foreign associations, we have acquired some additional literature, but the process is extremely difficult and time-consuming.

After several years of interministerial disputes, in 2017, the Ministry of Infrastructure finally sent the proposal for the Motor Vehicle Duties Act (Official Gazette of RS, No. 54/17, 112/21 — ZIUPGT and 62/23 — ZIAG) into government procedure, which also introduces a new tax on de-registered vehicles. In writing comments on the first proposal, the Ministry of Culture actively supported us (by arguing why historic and youngtimer vehicles should be treated as exceptions), for which we are especially grateful.

At our initiative, the proposal was amended to state that the duty for de-registered vehicles is not applied to vehicles with historic vehicle status (Article 14 of the new Motor Vehicle Duties Act). The duty of 20% of the annual fee for the use of motor and trailer vehicles with historic vehicle status remains unchanged as in the previous arrangement (Article 8 of the Motor Vehicle Duties Act).

We can only be partially satisfied with the solution.

The issue remains unresolved for all vehicles that already meet the age requirement for registration of the historic status but have not yet completed this process, or for vehicles in museums, collections, and for youngtimers... These are still vehicles that are over thirty years old, hence historic (according to the international organization's definition). They may have been registered for a meeting or a season years ago, before we were aware of the status registration system, and are now deregistered, awaiting a new opportunity.

If a vehicle does not have the historic status registered in its vehicle registration document, it does not automatically mean that it is just a used vehicle. Want an example? – An Indian motorcycle, which is displayed and part of the Motorcycle Museum collection in Vransko. It is registered as an ordinary vehicle, without status, because when we arranged its registration years ago, the status registration system did not exist yet. The vehicle is from 1937 and is quite rare globally.

Let's not forget vehicles that are only a few years away from meeting the age requirement (e.g., youngtimers), which owners carefully maintain because they are already technically interesting and rare (with special criteria) and will eventually be eligible to be registered as historic vehicles. So, owners today only register them seasonally for a few months, or sometimes for a year or two, not at all. The cost of registration is already high from the outset, and logically, if someone owns several vehicles, they calculate what and how.

In the international FIVA organization, a definition for youngtimers has been established. These vehicles are:

- Between 20 and 30 years old,
- In very good condition and well-preserved,
- Whose modifications are from the period of use (must be documented),
- Used with the aim of preservation for future generations and are thus part of technical heritage,
- Not used in daily traffic (only recreationally and occasionally).

The status of vehicles with registered historic status does not reflect the actual condition of all historic vehicles in Slovenia, as some ministries tend to generalize, and the national federations' registers should be considered (close cooperation between the Federation and ministries needs to be further strengthened), as they have been dealing with this for decades and issuing appropriate documents (i.e., certificates – reports and records – for historic vehicles), which are the only basis for recognizing a vehicle as specific and historic.

Important documents related to the registration of historic vehicles were issued in 2017 by the Traffic Safety Agency (AVP), where they took our justifications into account, related to modified vehicles and vehicles without declarative plates (see Instruction B29 from 1. 9. 2017), and the Technical Directive AVP no. 1/2020 from 2020, which emphasizes that a historic vehicle retains its original structural composition, meaning that registration authorities should not require the installation of seat belts, additional lighting equipment, or safety bars on vehicles that did not have them at the time of manufacture, with the emphasis that a historic vehicle is not for everyday use.

## IMPORTANT ACTIVITIES AND PROJECTS OF THE ASSOCIATION

### **\*\*Summer Museum Night\*\***

Summer Museum Night is a nationwide cultural event that takes place every year in June, aimed at promoting museums, galleries, and their collections and activities. This initiative has multiple meanings. It increases access to culture by offering free entry to cultural institutions, encouraging the public to visit museums and galleries. It provides an opportunity for education

and awareness-raising, allowing visitors to explore art, history, science, and other fields through various exhibitions and interactive programs. Additionally, it helps museums and galleries increase their visibility and attendance, promoting them as important cultural institutions. Finally, Summer Museum Night encourages socializing and connection among people through shared cultural experiences, strengthening the sense of belonging and community. Museums play a key role in preserving cultural heritage, educating the public, and providing space for exploring and interpreting history and art. Initiatives like Summer Museum Night further emphasize their significance and bring them closer to people of all ages.

SVAMZ started organizing Summer Museum Night in 2010 in collaboration with museums, clubs, and regional museums, following the guidance of international organizations and similar events worldwide. This event takes place on the second weekend of June.

In 2014, we organized an exhibition of legendary Tori mopeds, designed by Tone Rifle from Gornji Grad, which were sold from 1984 to 1990. In 2015, we enhanced the night with an exhibition of vintage American cars, a collection of pin-up photos by internationally recognized photographer Boštjan Tacol, a cabaret performance by the Ladybugs group, a DJ, and a pin-up style makeup and hair design station. In 2016, we moved the event to the headquarters of SVAMZ in Vransko and in front of the Grom Motorcycle Museum. The following year, we relocated to Ljubljana in front of the Ethnographic Museum, where we featured an exhibition titled "WHERE BEES LIVE," presenting a Piaggio Ape (Italian for bee), this time as a beekeeping vehicle, along with several Vespa scooters (Italian for wasp). Members of the Vespa Club Ljubljana helped set up the exhibition. In 2019, the Celje association "Celjski knezi" continued the tradition of this event under the leadership of Mr. Andolšek.

#### **\*\*Charity\*\***

In May 2014, extensive floods hit northern Bosnia and Herzegovina, central Serbia, and parts of Slavonia in Croatia. Dozens of people lost their lives, tens of thousands had to leave their homes, and millions of people were affected either directly or indirectly. The damage in Serbia was estimated at more than one and a half billion euros. The floods were caused by heavy rainfall, pre-saturated soil, and inadequate urban planning. The members of the Association actively responded to the disaster with the campaign "Help because we can!" We collected 8 tons of food, water, clothing, cleaning supplies, paper, and other sanitary items, loading them into three vans and delivering them to collection points.

We also actively assisted our members affected by floods in Slovenia in August 2023. We helped them financially and with fieldwork, as many homes were destroyed.

We collaborate with various other associations directly or through our clubs, such as "Petka for a Smile," "Association for Assistance to the Elderly," "Viljem Julijan Association," and many others.

## **\*\*Forum for Vintage and Historic Vehicles\*\***

In 2015, SVAMZ organized the first Forum for Vintage Vehicles in Ljubljana. The participants were welcomed by the newly elected president of the Association, Franci Škrjanec, with an opening speech. The honorary guest of the forum, Mr. Tiddo Bresters, then president of the Legislative Commission of the international organization FIVA, praised the idea of such educational events and the importance of popularizing vintage cars and motorcycles. He emphasized that FIVA's primary task is to ensure that historical vehicles can continue to drive on public roads in the future, and that events like this, along with cooperation between individuals, clubs, and associations, are key to achieving this goal. Members of the SVS Association, led by President Janko Uratnik, also attended, fully embodying Mr. Bresters' message, and this filled everyone with optimism for future cooperation between the associations. The final speaker was Dr. Tadej Brate, a leading expert in technical heritage and our honorary member, who pointed out that vintage vehicle enthusiasts in Slovenia own over 10,000 vehicles, while state institutions (museums) preserve only about 100. Therefore, it is crucial for owners to organize and educate themselves, so they can best maintain and preserve their vehicles in their original, yet drivable condition. The afternoon was filled with professional lectures, starting with a discussion on the role of the steam engine in the development of transportation and industrialization. Participants received practical advice on how to obtain vintage vehicle status for their cars and actively engaged in discussions about simplifying administrative procedures. They also learned about the opportunities modern plastic composites offer for maintaining their vehicles, while critically examining the acceptability of using these materials. Two presentations focused on the history of vehicle manufacturers TAM and Tomos. The TAM presentation highlighted the vehicles produced there, while the Tomos presentation focused on its socio-economic importance for the Coastal region and the whole of Slovenia. The last lecture encouraged attendees to explore technical heritage in Slovenian museums.

The 2016 forum hosted ethnologist Dr. Marko Frelj, who gave a lecture on Baron Codelli in Africa, providing a comprehensive presentation of this Slovenian inventor's brilliant mind. Miroslav Milutinović from the Belgrade Automotive Historians Association introduced the history of motor vehicle manufacturers in the former Yugoslavia, from its beginnings in the late 19th century to 1991. Publicist and researcher Srečko Gombač outlined the early history of aviation in the former Yugoslav countries, focusing on the Istria and Trieste regions. Finally, Miran Mozetič, a professor and court expert in automotive engineering, spoke about road safety, particularly the vulnerability of pedestrians. As part of the event, an exhibition of children's strollers was organized, and time was allocated for exchanging experiences and opinions.

The third forum featured Eng. Marko Hvale, who lectured on casting white metal bearings and their processing, while President Franci Škrjanec explained forced air induction (turbochargers). Radio host and electronic media expert Matej Špehar presented the BEERBULLI project – the rescue of the soldier Bulji (a Volkswagen T1 that had been decaying in Rižana for 30 years). The final speaker was Aleksandar Vidojković from the Belgrade

Automotive Historians Association, who gave a detailed presentation on the life cycle of the Zastava 750 and the Kragujevac factory Crvena Zastava.

The fourth forum on historic and vintage vehicles took place in Celje on Saturday, March 17, 2018, in collaboration with the Museum of Recent History, where the following topics were presented:

- Selling technical goods and cars before World War II (Dr. Marija Počivavšek, Museum of Recent History Celje)
- Legal protection of the vintage vehicle owner (Dejan Breznik, university graduate in law, SPDI)
- Modern promotion methods: Auto-moto clubs through social networks and discussion (Anej Ferko, master's in management, lecturer at MLC University of Ljubljana, and representative of the corporate communications department at Špan d.o.o.)

At the fifth forum, lectures included:

- Marko Doles, M.A.: The role of anthropology and ethnology in interpreting heritage
- Dr. Verena Vidrih-Perko: Heritage as fundamental political capital
- Dejan Breznik, university graduate in law: The history of the future – the future of history.

During the pandemic, we had to suspend the forum, as it was not possible to organize. After this period, we resumed the forums at the Museum of Recent and Contemporary History in Ljubljana, where we were joined by interesting speakers, including Bernarda Sjekolča, a master's archaeologist, with a lecture titled "From Discovery to Use: Archaeological Methodology and Approaches to Restoration," in collaboration with Nataša G. Jerina, the author of the book \*Buses and Trolleybuses of Ljubljana\*; Mr. Jožef Trpin, representatives of the Youngtimer Club, Janez Tomc and Tomaž Beguš, who discussed younger vehicles and challenges in legislation.

At the initiative of Nataša G. Jerina, SVAMZ also set guidelines for the so-called "Balkan forum" – a forum for former Yugoslav countries for representatives of associations, clubs, and vintage vehicle enthusiasts. We organized it in Ljubljana in 2020. Representatives from Bosnia and Herzegovina, Serbia, Croatia, Kosovo, and Slovenia attended, as well as FIVA President Tidde Bresters, now the President of the FIVA Federation, who listened intently to the discussions throughout the day. We discussed events, calendars, challenges faced by vintage vehicle owners, and how to engage more young people in the life of clubs and societies. Due to the pandemic, the following two forums were held via Zoom – first under the leadership of the Croatian HAVAP, then under the leadership of the Bosnian Vintage Vehicle Association. Unfortunately, this beautiful story ended when the Serbian association could not organize either a Zoom meeting or a physical meeting. However, with the new leadership of the Serbian association, the situation is changing, and we are already discussing reviving the forums, with plans to organize the next one in 2025. Forums are an excellent opportunity to showcase the fact that vintage vehicles unite us, transcending politics, religion, and personal frustrations.

The Slovenian Forum remains on the annual program of the Association since 2015. To date, we have hosted numerous domestic and foreign experts, and we look forward to future forums.

### **\*\*MOSCOW TOUR\*\***

The year 2010 marked an important journey for a team of vintage vehicles to Moscow. The convoy of classic cars, led by Franci Škrjanec, departed from Talcev Square in the Center by the Drava River. The colorful group included a Fiat 500, Citroën 2CV, Trabant, MG TD (the oldest vehicle on the expedition), a frog, Beetle, Volkswagen van, and several Mercedes vehicles, embarking on a 6,000-kilometer journey to Moscow and back.

The MOSCOW TOUR project continued every year, covering increasingly longer distances. In 2013, the journey was even more ambitious, with four vehicles and eleven passengers. All vehicles were off-road, four-wheel-drive, which was crucial for traveling on the challenging route. The team planned the route to go north to Murmansk, then to Moscow and Volgograd, and finally to the desert of Astrakhan in the south, through the republics of Dagestan, Kalmykia, and Chechnya.

The trip was far from easy. In 25 days, they covered 13,000 kilometers, crossing parts of Croatia, Hungary, Slovakia, Poland, Lithuania, Latvia, and part of the Russian Federation to Saint Petersburg. From there, they headed north to Murmansk, then to Moscow and south through Volgograd to the Astrakhan desert, and returned home via Ukraine.

In Moscow, they held a press conference, visited Red Square, and the Embassy of the Republic of Slovenia. They also took time to visit landmarks in Saint Petersburg, Moscow, and Volgograd. In the north, they reached the Arctic Circle, and in the south, they reached the desert—an unforgettable experience for all participants.

The project was supported by the Russian diplomacy in Slovenia and the Slovenian Embassy in the Russian Federation. Everywhere they went, they received significant media support, especially in Russia. Beyond the adventure and challenges of this epic journey, the project was also aimed at promoting and preserving technical culture and the vehicles of the past. In 2015, four Citroëns embarked on the longest and most extreme journey in Siberia, specifically to Novosibirsk. They successfully covered over 16,000 km and returned to Slovenia. The MOSCOW TOUR 2013 was not just a test of endurance for the vehicles and passengers, but also a wonderful opportunity to promote cultural heritage, technical culture, and international cooperation, which was its main goal.

### **\*\*THE BEST HISTORIC VEHICLE IN SLOVENIA EVENT\*\***

The event now known as "The Best Vintage Vehicle in Slovenia" began in 2015. That year, SVAMZ organized the first vehicle exhibition, beautifully decorated with flowers by the School for Horticulture and Visual Arts from Celje. This event reached its peak with an exhibition of cars and motorcycles in the heart of Ljubljana, at the Triple Bridge. An international jury,

consisting of Jochen Thom from ADACA and Marco Mottini from ASI, assessed the vehicles and selected the best.

The event was then moved to Volčji Potok, and shortly after to Ljubljana's Park Tabor in front of the Slovene Ethnographic Museum, where a number of vintage vehicles from different periods were displayed. The vehicles once again participated in a competition, judged by foreign experts Mario de Rosa, from the Initiative Automobiler Kultur E. V., and Giorgio Andrian, CEO of Motor Heritage Consulting, who brought Tesla vehicles to Slovenia for the "Following Tesla" event. The motorcycles on display were part of the international event "FIVA Motorcycle Week," held across 16 countries on the same date.

The event then moved to Ormož, where it took the form it still holds today under the leadership of Franci Škrjanec. It is now a prestigious event where vehicles are selected in advance, and the jury composition is always international. The event is accompanied by music, excellent cuisine, and a lively program.

#### **\*\*LEGENDS MAKE HISTORY\*\***

A few years ago, the Federation decided to focus special attention on our Slovenian legends who have helped shape history. The interviews with these people are published on our YouTube channel. "Legends Make History" are video interviews with notable Slovenian figures from the automotive and motorcycle world, offering a fascinating and important initiative for the Slovenian audience. These interviews provide valuable insight into the lives and achievements of Slovenian auto-moto legends, helping to preserve and spread the history of this important part of national culture. By watching these videos, the audience can learn about the personal stories, challenges, and successes of these individuals, which contributes to a greater appreciation and understanding of Slovenian auto-moto sports. Furthermore, these stories inspire younger generations who may be interested in this dynamic world. Through the narratives and experiences of these legends, national pride is strengthened, and an important part of Slovenian cultural heritage is preserved.

#### **\*\*SVAMZ Anniversaries\*\***

Every five years, the Slovenian Federation for Historic Vehicles (SVAMZ) celebrates its anniversary in Vransko with an event that brings together classic car enthusiasts from all over Slovenia. This event is more than just a celebration of historical heritage – it is also an opportunity for networking, knowledge exchange, and strengthening the community of classic vehicle lovers.

While the 10th anniversary of the Federation took place in Vransko, all subsequent anniversaries have been held at the AMZS Safe Driving Polygon. The event includes an exhibition of historic vehicles, showcasing cars, motorcycles, and other vehicles that tell the story of a rich technical history. Participants can engage in various workshops, lectures, and

roundtables to exchange experiences and knowledge about vehicle restoration, maintenance, and preservation.

A special part of the 20th anniversary of the Federation was the organization of the largest gathering of Fiats (Fičkos), with nearly 300 of them attending. For the 25th anniversary, the Federation set the world record for the largest gathering of Tomos mopeds.

#### **\*\*International Meetings, Rallies, and Exhibitions\*\***

Among the major meetings organized by SVAMZ, we must not forget the meeting in 2008. This was the FIVA Motorcycle Rally Slovenia, held in June 2008. Around 130 international guests from all over the world, including Canada (Pete Gagan), attended the event. Over three days, the guests were taken on a tour from Zreče to Ptuj, Slovenj Gradec, Maribor, Velenje, and Vranks, covering over 500 kilometers and discovering the beauty and delights of Styria.

In 2013, SVAMZ hosted a group of Italian motorcyclists from the CRAME club, and in 2019, SVAMZ provided technical support and logistical coordination for the international FIVA Motorcycle Rally in Croatia–Slovenia–Italy.

Over the years, we have also collaborated with exhibition centers such as Gornja Radgona, Celje, and Ljubljana, as well as shopping centers like Interspar, BTC City, and Supernova.

In September 2017, SVAMZ, together with the Grom Motorcycle Museum, celebrated the museum's 20th anniversary and the beginnings of SVAMZ. Distinguished guests included the then-President of the Republic of Slovenia, Borut Pahor, Minister of Infrastructure Tanja Roženbergar, Robert Loi from FIVA, the mayor of Vranks, renowned Italian motorcycle collector Altinier Alessandru, Steve Vujić, Eva Pirnat, members of the FIVA Culture Commission, and SVAMZ's executive and supervisory committees.

In 2021, SVAMZ, in collaboration with the Grom Motorcycle Museum, set up an exhibition at the Štern Gallery and introduced the Mopi car to the public. The Mopi then traveled to several other exhibitions, including at the Technical School in Koper, the Ormož Museum, and the Vranks TIC at Schwentner House. The Mopi car was developed in collaboration with SAP Ljubljana and Tomos between 1958 and 1963 for traffic and technical education. It was made for youth traffic clubs at the time, and the first prototype was assembled at Tomos and tested in 1957 by engineer Hinko Čerič. This car was one of the main reasons the Grom Motorcycle Museum meticulously restored this small gem, one of the few remaining examples. SVAMZ also pays close attention to road safety. The revival of the Mopi car provided an opportunity to explore the history of road safety and the innovative methods used to teach traffic education to the youngest. We believe that similar programs would still be relevant in schools today. The Mopi car is a good reason to discuss the history of road safety with our children.



## **\*\*SVAMZ Commissioner Education\*\***

Training technical commissioners is vital because proper technical knowledge not only ensures the longevity and integrity of these iconic vehicles but also fosters deeper respect for the craftsmanship and engineering involved in their original design.

One of the main reasons why technical education is crucial for classic car enthusiasts is the complexity of these vehicles. Modern cars, which rely on electronic systems and computerized diagnostics, are increasingly user-friendly and accessible to the average owner. However, classic cars often rely on more traditional mechanical components that are harder to understand and maintain. By equipping enthusiasts with the necessary technical knowledge, they are better prepared to identify and fix issues before they escalate, which ultimately preserves the integrity and value of their precious vehicles.

SVAMZ organizes technical excursions for its commissioners at least twice a year. These excursions include visits to technical museums, monuments, and collections, and are also dedicated to education on critical issues, from legislation to vehicle restoration techniques.

## **\*\*Publishing\*\***

Over the years, SVAMZ has published several works. One of the most important is the *\*Avto Motor Classic\** magazine, which has been part of the Federation since its inception. Publishing magazines and books is an essential activity for SVAMZ, as they serve as educational resources that raise awareness of the importance of preserving classic vehicles and the technical skills required for their restoration and maintenance. Additionally, they allow members to exchange knowledge, experiences, and advice, contributing to the progress and improvement of restoration practices. Regular publications help promote the activities and achievements of the Federation, increasing its visibility and attracting new members and supporters. In this way, these publications strengthen the cultural and historical value of classic vehicles, enriching Slovenia's cultural heritage and serving as an important archive for future generations. Publishing magazines and books is an indispensable tool for preserving, spreading, and promoting the rich technical and cultural heritage of historic vehicles.

## **\*\*About Avto Motor Classic Magazine\*\***

Avto Motor Classic is Slovenia's first magazine dedicated to classic vehicles and movable technical heritage.

Avto Motor Classic is now a significant Slovenian publication focusing on classic cars and motorcycles, as well as the history of motoring. It was created to fill a gap in the market for automotive media, specifically publications focused on classic vehicles and their history. Over the years, it has become an indispensable source of information for classic car enthusiasts and collectors and has contributed to the preservation of the automotive cultural heritage in Slovenia.

The initiative to create this magazine, the only Slovenian publication initially dedicated exclusively to classic motorcycles, came from Boris Pikuš, who, before founding the Classic Motorcycles Owners Club (CMOC), began preparing the first issue. With the establishment of the club on July 4, 1996, the first issue of the Motor magazine was published, which later evolved into Motor Classic during its publication within the club. For several years, it was also a regular supplement to the Motorist magazine.

Over the years, the magazine has grown and developed, and in 2003, it came under the umbrella of SVAMZ. At the same time, it expanded to cover the topic of motoring and other vehicles. The magazine then adopted the name it still carries today, Avto Motor Classic.

In its early years, Avto Motor Classic faced challenges typical of new publications, such as gaining subscribers and advertisers and establishing its recognition in the market. However, the founders persevered, gradually expanding its content and improving the quality of the magazine. Collaborations with domestic and international experts played an essential role in enhancing the professionalism and credibility of the magazine. Today, the Federation publishes four issues annually.

Avto Motor Classic is now a recognized and respected publication that continues to attract a broad readership. Modern technologies have allowed for the magazine's digital presence, which has increased its accessibility and expanded its audience. However, the print edition remains the heart of the magazine, offering a rich visual and tactile experience that is highly valued by classic vehicle enthusiasts.

The magazine continues to adapt and evolve to remain relevant in the changing media landscape. With its dedication to quality and love for classic vehicles, it will undoubtedly continue to play a key role in Slovenian automotive culture and history. It is, without a doubt, a significant contribution to Slovenian automotive culture.

The content of Avto Motor Classic today includes:

- Historical overviews of important car brands and models,
- Interviews with experts, collectors, and classic car enthusiasts,
- Reviews of restoration methods and classic vehicle repairs,
- Reports from major automotive events and meetings,
- Technical articles and maintenance tips for classic vehicles,
- Reports from clubs and international organizations.

## BOOKS

Among the first publications was *Restoring a Lambretta Motorcycle*, written by Janez Zajec (2001). In 61 pages, the author thoroughly describes the processes of restoring a motorcycle and offers readers guidance for restoring their own steel companion.

Next is the book *TOMOS – Through History at 204 km/h*, written by Dr. Janez Peter Grom. This 600-page book tells the stories of competitive achievements and records set by Tomos, including the iconic 204 km/h speed, highlighting the technical excellence and innovation of the brand. The book is enriched with extensive imagery, technical data on the brand's racing motorcycles, including archival photos, technical drawings, promotional posters, and personal stories of employees and users. It provides readers with an in-depth look at the history of the company, which is more than just a motorcycle manufacturer – Tomos is an icon of technical excellence and cultural heritage.

The book *Buses and Trolleybuses of Ljubljana, 1927–1994*, written by Jože Trpin, presents a comprehensive history of public transportation in Ljubljana from its beginnings to the present day. This monograph is the result of the author's in-depth research and data collection on the development of bus and trolleybus transport in the Slovenian capital.

The latest book is *The Slovenian Automotive Scene in the 80s and 90s* by Tomaž Beguš. During this period, Slovenia experienced a particularly rich and interesting automotive history, closely connected to the unique model of socialism in Yugoslavia. This model allowed for greater economic freedom and openness to the West compared to other socialist countries. Slovenia, within the framework of the SFRY, enjoyed a special status due to its geographical location, bordering two developed capitalist countries, Austria and Italy. This peculiarity was reflected in the automotive landscape. About one-third of the cars were from capitalist countries, while the remaining two-thirds consisted of domestically produced Crvena Zastava cars and real-socialist vehicles from the Soviet Union and other Eastern Bloc countries.

## COLLABORATION WITH SCHOOLS AND YOUTH PROGRAMS

The collaboration of the Federation for Historic Vehicles with schools and educational programs is extremely important for several reasons. Connecting with schools enables students to acquire knowledge in mechanics, engineering, and the history of automobiles, thus promoting technical education and practical skills crucial for developing technical professions. Through these programs, younger generations get familiar with the cultural and technical heritage of vintage vehicles, helping to preserve an important part of the history of automobiles for the future.

Cooperation with educational institutions can spark interest in automobiles and the restoration of historic vehicles, contributing to a larger number of young people getting excited about this field. Working with historic vehicles teaches young people patience, precision, and respect for history while fostering values such as responsibility, teamwork, and perseverance. Programs involving schools strengthen ties between local communities, youth, and organizations, leading to a more connected and active social environment. Moreover,

collaboration with the Federation for Historic Vehicles opens new career opportunities for young people by providing them with contact with professionals and potential employers in the automotive industry.

Through these efforts, not only is the heritage of vintage vehicles preserved and nurtured, but the educational process is enriched, and young people gain valuable experience and knowledge that will accompany them throughout their lives.

The Federation has been collaborating with various school centers across Slovenia for many years, from Nova Gorica to Novo Mesto and Maribor, Koper, Škofja Loka, and Celje. Students restore vehicles and write thesis papers on restoration topics. The Federation assists them with documentation, offers advice, and guides them through understanding vehicle registration procedures. Some schools have even created small museums of these vehicles, such as the schools in Nova Gorica and Koper.

## COLLABORATION WITH MUSEUMS

Since its inception, the Federation has actively collaborated with museums in the field of movable technical heritage. These collaborations are key to preserving and promoting the rich Slovenian technical history represented by vintage vehicles. Joint efforts in collecting, restoring, and displaying these historically significant vehicles provide the public with insight into past technical achievements and represent an important step in preserving cultural heritage. Museums and SVAMZ organize exhibitions, workshops, and events together that educate visitors about the technical development and cultural context of vintage vehicles. This synergy between associations and museums not only keeps the past alive but also inspires future generations of technology and automotive enthusiasts. All the listed museums are also members of SVAMZ.

### Museum Collection AMD-DLT Šmartno ob Paki

AMD-DLT Šmartno ob Paki has been operating since 1947. The stories written by its members over more than seventy years are the result of enthusiasm, countless hours of volunteering, and diligent efforts to bring technical culture to a broader audience. The association was founded with the desire to present technical progress and culture to as many people as possible. Through its activities in various sections, it has contributed significantly to technical development and public awareness, and as one of the first in the country, it pioneered the protection of technical cultural heritage in this field. With this rich history, the association enriches both its local area and the wider region, and ultimately the whole of Slovenia.

In 2017, the association documented its rich history in a publication issued for its 70th anniversary. On this occasion, they established a Museum of Technical Culture After World War II in their premises, where exhibits, materials, and memories preserved from decades of activities in various sections of the association are on display. This museum serves as an important source of knowledge and inspiration, as it preserves valuable technical heritage and passes it on to new generations.

### Private Collection of Miran Mozetič

Miran Mozetič, a professor, motorcyclist, court expert, and collector, has been a long-time member of SVAMZ. From a young age, Miran has been both a motorcyclist and a collector. He established a collection of over 130 vintage motorcycles and other motorcycling equipment in the former shelter of one of the buildings of the Novogorica School Center. One section of the collection is entirely dedicated to the legendary Tomos brand, while the other two sections feature a variety of antique "steel beauties." Some of the exhibits are nearly 100 years old, and others boast various achievements, such as the Triumph 350, winner of the Ljubelj race, a rare French racing bike, the 125cc Train motor from 1926, which can still reach 100 km/h, a 1943 Matchless 350, and many others.

### Private Collection Owned by Milan Hafner

Hafner's Motorcycle Museum is especially dedicated to these vintage motorcycles. His collection includes around 100 motorcycles, of which about 70 are Tomos models, representing the largest such collection in Slovenia. The museum also houses over 900 different exhibits of invaluable worth. The value is not only in the monetary but also in the energy, time, and family money invested in the collection. Each item is carefully restored and cataloged, cleaned, and displayed in its unique beauty. The museum is always happy to receive donated items. Among the many exhibits, visitors will find various types of clocks, both wall and pocket, antique scales, an interesting collection of irons marked by weight (numbers 1 through 12), sewing machines made by the Singer factory for the German navy, locks, keys, pictures, and religious objects. There are also two machine guns, lanterns, and oil lamps (used during World War I in trenches as they consumed the least oxygen).

The museum is located at Križnarjeva pot 16 in Kranj.

### Tomos History Museum in Koper

Stevo Vujić, an honorary member of SVAMZ, is completely immersed in music and Tomos. He is responsible for the Tomos History Museum in Koper and the documentary film "Made in Yugoslavia," as well as numerous exhibitions, including one at the Libertas Gallery in Koper during the COVID-19 pandemic, which attracted more than 6,000 visitors. This demonstrated that the people of Slovenian Istria are eager to preserve their cultural heritage. For his contribution, he has received municipal recognition.

Over 200 people have helped shape and enrich the journey into the past of this iconic factory with their stories and testimonies. The museum houses more than 100 exhibits, not to mention its invaluable archive.

The museum can be found at Kidričeva 23 in Koper.

## Grom Motorcycle Museum in Vransko

Vransko has always been associated with transportation. It was a roadside settlement in Roman times, later a teamsters' and bus stop, and today it is known for its motorcycle museum, the first safe driving center in Slovenia, and a cycling hotel. Despite its rich traffic history and good transport location, Vransko offers visitors a peaceful oasis under the hills of Dobrovlje.

Vransko can be a choice for a short trip or a longer stay. Visitors can explore landmarks like the birthplace of Lavoslav Schwentner, the publisher and patron of Slovenian modernism, the Grom Motorcycle Museum, where a rich collection of motorcycles and other rare items showcases the development of motorcycling, the Tinčevo Abyss cave above Jeronimo, Vetrenica, the AMZS safe driving center, and more. Vransko is also home to rich sacred heritage, with the St. Michael parish church featuring a famous side altar by sculptor Francesco Robba.

The Grom Motorcycle Museum was established in 1997. The museum houses over 140 types of motorcycles, ranging from world-famous manufacturers to rare and prized examples. The collection includes pioneer motorcycles such as Puch from 1906 or 1912, ABC from 1919, and other brands from the 1920s like Indian, Harley Davidson, BD Praga, Victoria, and women's favorites like Ner-a-Car and Majestic 350. The 1930s are represented by ARIEL, BSA, AJS, Gilera, and other gems, including the four-cylinder INDIAN 437, Boehmerland, Standard, Opel, and many more.

A special part of the exhibition is dedicated to racing and military motorcycles.

In addition to the rich collection of motorcycles, the exhibition is complemented by rare license plates from the pre-World War II era, leather and linen clothing, helmets, medals, badges, postal stamps, posters, and other rare souvenirs.

Besides the museum, there is also the "Pivnica pri Gromski Streli" (Pub by Grom's Shot), where visitors can rent a space for meetings or birthday parties (maximum 45 people). Guests can also stay overnight, as the pub has a few rooms and apartments.

## Police Collection of Štefan Abraham

Most of the items in the collection were gathered by retired police officer Štefan Abraham over the last three years since his retirement, with many items acquired through a collectors' association for police insignia. Some items were carefully collected throughout his years of service in the militia and later the police.

The collection includes the first radar, radio stations, cameras, a criminal investigation case, badges, patches, and all types of militia and police equipment and clothing. Additionally, there are numerous photographs depicting the border crossings in Pomurje and other important buildings. Štefan Abraham has also fully restored a militia Yugo, which is now a true rarity and a source of pride in the collection.

The collection covers the work of the militia and police from 1970, with some documents even older. To visit the collection, call 051 659 712. It is located in Prekmurje.

## Miniature Railway in Goričko

Jurij Kozar, a retiree from Prosečka Vas in Goričko, fulfilled his lifelong dream by building a narrow-gauge railway in his yard. After nearly half a century of dreaming about riding a train, he now rides on a 150-meter-long track he designed and built himself. The locomotive, two carriages, viaduct, stations, and switches—all of these were crafted by him in 15 months of hard work and an investment of 5000 euros.

Jurij, who worked as a construction crane operator for 32 years, created this railway as a reflection of his passion for trains and technical innovation. His 1:8 scale "diesel" locomotive is powered by two electric motors, and the entire track includes automatic switches. He proudly shares the joy of the project and notes how his wife, Lidija, supported him throughout. The passenger carriage is even named after her.

The small village of Prosečka now boasts a unique tourist attraction, with Jurij's railway system, including a locomotive capable of reaching speeds up to 10 km/h, becoming a remarkable draw for visitors from near and far.

## IMV Museum

The IMV Museum collection opened in April 2011. The museum showcases well-restored personal and delivery vehicles, trailers, motorhomes, technical documentation, and models. The exhibition tells the story of over fifty years of vehicle design development, including IMV, Adria Mobil, TPV, and Revoz brands. Visitors can also view important advertisements and marketing materials, such as catalogs, brochures, posters, technical manuals, and internal newsletters, providing a complete picture of the companies and their development of prevailing aesthetic norms and societal values from 1954 to 2013.

Visitors can enjoy a professionally guided tour of 16 personal vehicles, 14 delivery and off-road vehicles, 10 products from Adria Mobil, two products from TPV, and a 13-minute film about the history of the factory.

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## Presidents and Committee Members

### Presidents in Order of Terms

#### - Rotar Rok, Dr. Vet. Med.

Born in 1966 in Ljubljana, Rok Rotar dreamed of being a veterinarian since childhood. He attended veterinary school in Ljubljana, passed the entrance exam for the Veterinary Faculty, and graduated in 1993. A passionate motorcyclist, he is also a co-founder of SVAMZ.

#### - Bernard Oblak

Born in 1949, from Bač near Ilirska Bistrica, Bernard Oblak is a mechanic by trade. He worked as a tanker driver for Transport Ilirska Bistrica from 1970 to 1980, then moved on to work at technical inspections until retirement. He was also part of the Yugoslavian karting team from 1970 to 1973. He is an expert in military vehicles and equipment and founded the Jeep Club of Slovenia. He was also the former president of ZŠAM Il. Bistrica.

#### - Engelbert Černilec (1946–2017)

From Strahinja, an instructor in safe driving and auto school, an avid Puch motorcycle collector, Engelbert was a co-founder and former president of the Oldtimer Motorcycle Society Naklo.

#### - Franci Škrjanec

Born in 1956 in Središče ob Dravi, Franci Škrjanec completed vocational training as an auto mechanic under Alojz Vesenjajk, a member of a well-known motocross family. He later continued his education at a higher technical school in Varaždin. A fan of air-cooled and English vehicles, he has been restoring them for the past 15 years. He also taught traffic and technical culture in schools and helped organize events like the Moscow Tour, the TT Classic race in Središče ob Dravi, and the Naj Starodobnik Slovenije (The Oldest Vintage Vehicle of Slovenia).

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SVAMZ, September 2024

- President: Franci Škrjanec
- Vice President: Ing. Marko Hvale
- Head of Office/Legal Service: Nataša G. Jerina, LLB
- Secretary: Petja Grom, MA in Architecture
- Members of the Board of Directors: Dejan Breznik, Anton Šterk, Renato Kumer, Primož Gardelin, Rok Dolinšek
- Members of the Supervisory Board: Emil Hafnar, Andrej Belec, Gašper Stradar
- Members of the Disciplinary Commission: Jože Mandelc, Miroslav Korošec, Mag. Emila Škrjanec
- Representatives in FIVA Committees: Nataša G. Jerina – President of the Cultural and Youth Committees; Dejan Breznik – Member of the Motorcycle Committee; Petja Grom – Member of the Special, Military, and Special Vehicles Committee