

AUSTRALIAN HISTORIC MOTORING FEDERATION
DELEGATES MEETING HELD SATURDAY 29TH MARCH 2014
AT THE MANTRA MOTEL TULLAMARINE MELBOURNE

PRESENT: Christine Stevens, Russell Manning, Philip Johnstone, Lyle Honess, Wendy Muddell, Paul Coggiola, Mark Saunders, Stephen Henderson, Tim Christie, Neville Launer, John Kennett, Neil Athorn.

APOLOGIES: Daryl Meek RACV.

WELCOME: President Christine welcomed everyone to the meeting and thanked those who had travelled long distance to attend. There was no request for a phone link connection and that will be reviewed for future meetings and arranged as required.

Northern Territory Council has asked that Delegates consider their e-mails content before sending as the interpretation by the receiver may be different than the intent of the message by the sender.

PATRON THE GOVERNOR GENERAL: Christine, Paul, Wendy along with Sue attended the afternoon tea held at the Governor Generals house. It was an excellent afternoon and they did have a short time with the Governor General to say thanks for being our Patron. Resolved that the AHMF write to Sir Peter Cosgrave and ask if he will take on the role of Patron of the AHMF now that he has taken up the role of Governor General.

TREASURERS REPORT:

A report of the AHMF's finances was prepared by Malcolm and tabled by Christine. Attachment A.

Moved John kennett Seconded Paul Coggiola that the report be received and the accounts paid passed and that the AHMF pay the accounts relative to the holding of this function today. Cd.

ACTION ITEMS FROM 2013 AGM:

AHMF Logo – Stephen advised that he was having trouble finding a photo of a suitable wire wheel to use. John Kennett will provide one that is suitable. Lyle offered the whole wheel but a photo will do. The draft as tabled is very acceptable and the only alteration will be that the words “Australian Historic Motoring Federation” to be a little darker in print.

WWW: This is now up and running and available for all to view.

Draft Letter – A draft of a letter suitable for all Councils to use and change where necessary and then forward to their local State and Federal Politian's was tabled. These are to go on AHMF letterhead when the final version is completed and signed by the State/Territories Delegate. Attachment “B”

Annual Affiliation Fees – President reported that all Councils were financial.

AHMF Insurance Cover – President reported that there is now Public Risk cover of \$20 million, Directors and Officers cover and Voluntary workers cover in place for the AHMF.

VIN/Chassis numbers and cannot be validated: A number of vehicles do not have these numbers fitted up to the end of 1989 and a number of the Veteran and Vintage and early classic vehicle owners are not keen on stamping them to the chassis of vehicle somewhere or applying plates with the numbers on as then they are not authentic and marks are lost in concourse competitions. Mark advised that this matter had been discussed by the ASRF and they have resolved it across the Country. Information to go to Neil for sharing with Delegates. This may provide the answer and to keep uniformity.

NATIONAL HISTORIC MOTORING DAY:

Paul commented that the event has become a little stale and needs a rebirth. Stephen commented that major events such as the Bay To Birdwood do have issues with traffic control and there are charges levied by Police now for time involved. Philip mentioned the concerns with the RACV event from Melbourne to Mornington which AOMC supports heavily and they have traffic concerns in Mornington which the Police are concerned with as well.

Ways to improve –

1. Keeping the public informed as to what is happening locally on that day via media outlets.
2. Keep having main events on the day as public will support those whereas a number of smaller ones they may not.
3. Does the AHMF Constitution allow this group to support, advertise and assist promote certain events. Yes. Resolved that promotion of the day be carried out in a national paper
4. Vintage Bay to Birdwood runs attract more members of the public to view along the track that the modern runs.
5. Shannons support ASRF a lot on national outings like this. Mark will make contact and advise Neil.
6. Noted that smaller Regional Papers are looking for news items to cover and the more words and photos that Clubs can provide the more these papers will include.
7. A tag group for the day to support was discussed. More research needed but a good idea to be resolved at the AGM. Each Council to suggest on charity for all State events to support. The Soldier On organisation was one mentioned. If each State has one it would set the outcomes for support for many years ahead.

Resolved that each Council ascertain NOW from their member clubs as to what they have happening on the 18th May 2014 and advise the AHMF plus what they may have in mind for 2015's NHMD events.

NATION WIDE PROMOTION OF AHMF:

NT Council asked – What has AHMF achieved in the past 5 years? Delegates thought not much. Seat Belt requirements for under 16 was one achievement nationally. However the following ideas will change that in the future –

1. That if an e-mail comes to Delegates re AHMF matters then please do acknowledge it and reply within a couple of days as that will generate thoughts, interests and quality outcomes for events considered worthy of support.
2. That with the move to 2 meetings per annum that there will be more discussion and outcomes to work on plus a keener interest being shown. Perhaps the need for more phone link meetings if required. E-mails in these times will make it a lot easier to communicate and resolve
3. The NHMD outcome mentioned above will be good for AHMF's promotion
4. Commence a Facebook set up but only likes and dislike return information as comments back can be incorrect and harm the AHMF. Mark to set this up
5. An events calendar APT for mobile phone users to access.
6. Expansion and use by member Council of the WWW pages of AHMF
7. Member Councils to look at what they can do for AHMF
8. Some Clubs members are concerned as to the use of the Veteran and Vintage and early Classic vehicles in today's traffic. Suitable times and roads to travel are to be considered by event organisers.
9. Again consider a Lobbyist to help with papers to go to Government Federal and State
10. State Councils to attach to a Charity to get promotion of the events and movement via these organisations media people and coverage. Public support will build if they are helping a charity.
11. Technical matters have not been discussed previously. Mark explained as to Advisory Committees in ACT, WA, NT, and these deliver concerns and outcomes for the use of motor vehicles back to Government. These are good organisations for the AHMF and State Councils to align with. Plus Councils could assist Clubs with Technical matters and authenticity concerns, national rego concerns and environmental matters
12. Improvement in the handover of information to from retiring Delegates to new Delegates to the AHMF
13. Continue with half yearly reports on achievements and these to go to Clubs nationally via Council reports.

MOTORING ENTHUSIASTS PARTY:

As the elected Minister still has not taken up his seat and will not do until July 2014. AHMF is adopting a watch and observe stance. Presently no AHMF Council wants to be associated with this group as they do not mention the Historic Vehicle movement in their list of those Groups the MEP supports. This party is reviewing the importation of vehicles rules.

ROBERT SHANON FOUNDATION:

John provided an update on the Trust and that he has been working on its re registration with the ATO as they had changed it to a Company. Trying also to achieve Deductable Gift Status. This will allow individuals to make gifts to the Foundation and receive a Tax Deduction. The Trust Deed will require amendment at the cost of around \$800.00. The new flyer will have to be printed to promote the trust to the movement and its members. See Attachment "C".

Moved John Kennett and Seconded Wendy Muddell that the AHMF pay for the alterations to the Deed. That there be 6,000 flyers produced and the AHMF cover the costs to \$1,000 for this. Carried.

Noted that to receive funding from the Foundation that Clubs must be a member of a State/Territory Council. The matter of taking in application from Club members in Tasmania was discussed. Resolved that as they are not AHMF members despite many attempts to bring them to the table that the Foundation does not support the applications received.

EXPORTING OF HISTORIC VEHICLES OF IMPORTANCE TO AUSTRALIA'S HISTORY:

Wendy presented Attachments B & C and commented that vehicles were being exported mainly because sellers and Customs staff and shipping Agents Staff do not understand the current rules for exporting items from Australia.

The basic rule is that if the vehicle is over 30 years old then application to export has to be made.

There is evidence that some vehicles are being dismantled and sent out in halves from Melbourne and Sydney as parts and then assembled again at their overseas destination. Rumour has it that Melbourne Customs have let a few slip through because of basic lack of knowledge of vehicles ages etc.

Presently there are 6 volunteers around Australia who come and inspect vehicles which may have some significance to Australia and if the vehicle is found to be of little importance then it is free to go. But the constant from the seller is – who is going to make up the difference in the sale to overseas buyer of the lesser amount I can achieve here. There are some limited Federal funds but those applications are to be made via a Public Museum. There have been very few cars stopped in recent years. It was noted that it is not rarity but its importance to Australia's History that is the matter of if it stays or goes.

Wendy advised that current Legislation is in place to deal with the price difference to the Overseas market from the Australian market.

As part of this requirement world wide Australia has entered into an agreement that imported items of importance will be returned if they come here.

See Attachment "D".

AHMF will:

1. Make Councils aware of these requirements and ask they make Clubs and then down to members aware across the country.
2. Look at the machinery available to make a list of these vehicles/items of importance. This could be voluntary or known fact within the movement that items do exist.
3. Keep the Delegates up to date
4. Keep attending and discussing these matters with the relative Departments in Canberra
5. Ask the people involved in the relative Department in Canberra to be at our AGM this year so as this matter is discussed fully. Councils to have discussions prior to and have regulations clear in their minds so as outcomes are productive.
6. Our WWW pages to have the necessary information and relative links available so as Clubs/Individuals can easily look and see what the requirements are. These are to include the penalties that apply as well.

Notes that the current feeling on signing the petition as presented to Delegates some time ago was 50 - 50.

TAXATION:

No changes to the current legislations. However there is evidence that the ATO are taking action against Clubs now with non member income above \$416.00 pa that is received and no Tax returned submitted.

Resolved that another approach be made to the ATO re exemption for Historic Vehicle Clubs the same as sporting clubs.

CLUB PERMIT SCHEME IN VICTORIA:

Neil provided an update on where the move to Log Book use and not Club function based use is now at in Victoria. Lots more use of vehicles happening but mainly in the 25 to 35 year old vehicle range. In 2013 vehicles joining CPS each month averaged 800. Over January and February it averaged over 4,000 per month. There were 380 Clubs registered with Vic Roads for inclusion in the CPS scheme at the start of 2011. Now we have over 900 Clubs registered. The number of heavily modified vehicles is a concern and steps are being implemented to have these vehicles properly assessed for use on our roads. However the actual involvement in Club outings and volunteers to run the clubs has remained the same as a lot of the new people joining clubs just want the freedom to use their vehicle only and are not true Club Members.

ANNUAL GENERAL MEETING 2014:

As printed in the Agenda

CLOSE: President Christine thanked everyone for attending and wished them a safe trip home. The Delegates thanked Christine for her work in compiling the Agenda, arranging and running the meeting. 3.45pm closed.





AHMF Finance Report 28/2/14

Opening Balances at 1/7/13

Cheque A/c		\$ 145.78
Savings A/c		\$ 5,668.35
Term Deposit (due 21/6/14 @ 4%)		<u>\$30,000.00</u>
		<u>\$35,814.13</u>

Cheque A/c	Opening balance		\$ 145.78
Income	Affiliation Fees	\$ 2,850.00	
	Interest Received	<u>\$ 12.61</u>	
		\$ 2,862.61	<u>\$ 2,862.61</u>
			\$ 3,008.39
Expenses	Chq 000011 S Henderson (Aus Websites)	\$ 110.00	
	Chq 000012 TCIS (Insurance)	\$ 505.00	
	Chq 000013 C Stevens (Canberra Flights)	<u>\$ 285.00</u>	
			<u>\$ 900.00</u>
			<u>\$ 2,108.39</u>

Closing Balance @ 28/2/14 (reconciles with bank) \$ 2,108.39

Sav A/c O/Bal		\$ 5,668.35
Plus Income	Interest	\$ 86.21
		<u>\$ 86.21</u>
		\$ 5,744.56
Less Expenses	Transaction fee	\$ 5.00
		<u>\$ 5.00</u>
		<u>\$ 5,749.56</u>

Closing Balance @ 28/2/14 (reconciles with bank) \$ 5,749.56

Cheques to be passed for payment:

Christine Stevens	AHMF name badges	\$ 90.40
Christine Stevens	Mantra Tullamarine	\$ 612.00

AHMF Robert Shannon Foundation Finance report as at 28 Feb 2014

1/7/13 Opening Balances	IBD	\$110,000.00
	Sav A/c	\$ 5,511.90
	Chq A/c	<u>\$ 18.05</u>
Closing Balances as at 28 February 2014		<u>\$115,529.95</u>

Sav A/c	O/Balance		Running Bal.
			\$ 5,511.90
	Bank Charge	\$ 5.00	\$ 5,506.90
	Transfer to Chq A/c	\$5,000.00	\$ 506.90
	Interest Received	\$ 41.83	\$ 548.73
Closing Balance as at 28 February 2014 (Reconciles with Bank)			\$ 548.73

Chq A/c	O/Balance		Running Bal.
			\$ 18.05
Credits	Interest Received	\$ 1.34	\$ 19.39
	Transfer from Sav A/c	\$5,000.00	\$ 5,019.39
Debits	Grants	\$3,500.00	\$ 1,519.39
	Bank charges	\$ 29.07	\$ 1,490.32
Closing Balance as at 28 February 2014 (Reconciles with Bank)			\$ 1,490.32

The Australian Historic Motoring Federation

The Australian Historic Motoring Federation (AHMF) held its Annual Conference and AGM in Canberra over the weekend 9th to 11th August 2013.

The AHMF is the Peak Motoring Body representing Veteran, Vintage, Post Vintage, and Classic Vehicle Clubs throughout Australia.

The Robert Shannon Foundation, a Trust supported by the AHMF, providing grants to under 30's enthusiasts for education and project advancement also meets under the auspices of this meeting to select grant recipients for 2013. This year, four young enthusiasts will receive assistance from the Trust.

2013 saw the election of Christine Stevens from the Queensland Historic Motoring Council to the President's office for 2013/14. Amongst other roles within the movement, Christine has previously been Secretary of the AHMF. She brings a wealth of historic motoring knowledge to the office and her contribution to the AHMF will be most valuable.

Sue Walker from the Council of A.C.T. Motoring Clubs is our continuing Vice President. Sue organized the 2013 Conference and is a valued and highly skilled member of the AHMF team. Sue's enthusiasm for her role is an inspiration to all.

Neil Athorn, President of the Victorian Federation Veteran Vintage and Classic Vehicle Clubs Inc. is AHMF Secretary for 2013/14. Neil has had many years of AHMF and Federation experience and returns to the Executive for 2013/14

With a new, strong team, the 2013/14 year holds much promise for Historic Motoring in Australia. With premier events such as National Motoring Heritage Day held throughout Australia, the AHMF has much to offer.

For information or contact re AHMF or any Australian Historic Motoring query,

AHMF President, Christine Stevens; info@ftrs.com.au

AHMF Vice-President, Sue Walker; phantoms2@dodo.com.au

AHMF Secretary, Neil Athorn; Neil.Athorn@bendigoadelaide.com.au

To all Councils; please add your significant events (Name of event, place, time and date) and State Council contact details. We need the name and contact detail (office hours preferably) of persons able to speak to media or others on your Council's behalf.

Example;

Federation Veteran Vintage & Classic Vehicle Clubs Inc. Victoria

Contact; Neil Athorn, 0408 033839 Neil.Athorn@bendigoadelaide.com.au

Events;

RACV Federation Australia Day Display in the Domain Gardens, 450 Historic vehicles on public display.

Bendigo National Swap Meet November each year.

Federation Picnic Days, Free events held for Member Clubs held annually.

Mortlake (Western Victoria) Wunghnu (Goulburn Valley) Pakenham (outer Eastern Melbourne) Maffra (Gippsland) and Marong (Central Victoria)

Rallies; "Golden Oldies" an week-long event for pre 1930 vehicles, held on a bi-annual basis.

Federation Rally for vehicles up to 1965. Held bi-annually.

Please add detail of your contacts and events and return ASAP to the Secretary,

Neil.Athorn@bendigoadelaide.com.au

Australian Historic Motoring Federation's

**ROBERT
SHANNON**
FOUNDATION

*Supporting the future of
heritage motoring*

**PO Box 28
Cobden VIC 3266**

As of January 2014, Clubs nominating Members for consideration of Grants from the Robert Shannon Foundation will need to be mindful of the following conditions and responsibilities;

Grants will be made ONLY to Australian citizens, under the age of 30 years.

Applicants must be Members of an Approved Club, Affiliated via a State, Territory or Regional Council of the Australian Historic Motoring Federation. (AHMF)

Nominating Clubs shall provide a Mentor, (preferably NOT a parent of the Applicant, and with suitable qualification or skill to guide the applicant) for each project and be prepared to provide an independent annual report to the Trustee's advising skill levels achieved and of progress made or of completion of the project. Photographic and digital records are encouraged and these may be posted on the AHMF and State Council websites.

Grant recipients are required to provide their own report each year and on completion of the project. Clubs are encouraged to provide independent follow up in this area.

A significant requirement is the Display of the completed project. This will require the vehicle to be made available for public display at National Heritage Motoring Day events, State and Regional displays and other Public events. (works "in progress" are also encouraged as display items). Supporting Clubs are required to ensure that projects are displayed in either form, and as a completed project, on at least, but not limited to, Three (3) occasions. These are again to be documented (May be via digital and photographic means and these may also be posted on the AHMF and State Council websites) and also be made available to the Trustees.

The Robert Shannon Foundation will provide in each year 1 (One) only payment contributing to Fees Applicable for a Course relating to Automotive or Engineering Training, and provided at a TAFE or other such Accredited Training Facility for a Club Member of an AHMF affiliated Council.

The successful Applicant may when arranging their course payment, direct relevant accounts to The Foundation at the above address. Further detail regarding this Grant may be obtained by contacting the Robert Shannon Foundation on 0419 599066

All applications for Grants should be first assessed at Club level for suitability. Applications should then be forwarded to the State or Regional Council for endorsement by 1st May in each year.

Councils supporting will then ensure that all Applications are sent to the Robert Shannon Foundation by 1st June in any year for the Trustee's to assess via the selection process.

The standard of Applicants and Projects has, in recent years, been exceptional. The Australian Historic Movement will, we trust, be the beneficiary of the support and trust that we place in these dedicated and enthusiastic young members.

A REGISTER OF SIGNIFICANT AUSTRALIAN MOTOR VEHICLES

"Historic vehicles are significant in their role as means of transport, as witnesses to their historic origins, the technical state of the art of their period and last but not least for their impact on society."

The Turin Charter - Fédération Internationale des Véhicules Anciens, FIVA, 2012.

Road transport in Australia had a crucial role in forming our nation and for over 125 years the motor vehicle has profoundly impacted our Australian economy, society and culture. It is time that those motor vehicles that contributed significantly to Australia's heritage are formally identified, documented and recognised as our automotive treasures.

To manage the ongoing identification and documentation of such motor vehicles it is proposed that a Register of Significant Australian Motor Vehicles be developed, managed and maintained by the AHMF.

This Register would accept nominations for vehicles by individuals, car clubs, museums and other agencies. Following assessment those vehicles that met the Significance Criteria would be listed in the Register.

Highlighting the heritage significance of motor vehicles is fast becoming a trend apparent in most countries where historic vehicles are collected, preserved and enjoyed. By establishing a national Register of significant vehicles the AHMF would be proactively undertaking a programme of national and international importance.

THE AUSTRALIAN REGISTER OF SIGNIFICANT MOTOR VEHICLES

- Would only include those motor vehicles that meet the prescribed criteria of significance.
- Would include automobiles, motorcycles, trucks and commercial vehicles, steam traction and self-propelled agricultural engines e.g. tractors, and military vehicles, i.e. all motor vehicles that could be operated on Australia's roads.¹
- Would be an opportunity for owners to voluntarily nominate vehicles they feel are significant.
- Would provide the historic vehicle movement with authenticated information on significant vehicles.
- Would facilitate the sharing of information on significant vehicles, vehicle manufacturers, motor body builders, events and prominent or historically significant persons for use by owners, custodians, researchers and the public.
- Would enhance the position of the AHMF as the peak organisation for representing historic motor vehicles in Australia.
- Would assist in informing the agencies responsible for the National Cultural Heritage Control List and the Australian Movable Cultural Heritage Prohibited Exports Register.
- Would not have any authority to control how a vehicle is maintained, repaired or used. Nominated vehicles would not automatically become subject to any heritage restrictions.

¹ Since many member clubs of the state Councils that are represented on the AHMF accept this range of road operable motor vehicles it is appropriate that they are acceptable in the Register.

For vehicle owners or custodians the Register:

- Would establish authenticated provenance for their vehicle.
- Would provide recognition for their vehicle in the form of a Statement of Significance.
- Would provide additional and verifiable status for their vehicle.
- Would provide them with a wider opportunity for contact with other sources of information regarding their vehicle, e.g. family historians, researchers, automotive historians, other enthusiasts.
- Add weight to any funding applications from historic preservation projects.
- Owners/custodians names and contact details would remain private on the database. Only the Register Assessment panel and the database officer would have access to the full contact details for owners/custodians and vehicle location.

The Register is based on 'significance' not commercial value (or lack of it), significance for past, present and future generations.

ASSESSMENT CRITERIA FOR SIGNIFICANCE

Significance for the purpose of this Register relates to the motor vehicle and its particularly Australian associations.

A motor vehicle would be included in the Register if it meets *any one or more* of the criteria, subject to verification by the Register's Assessment Panel:

- Historical/Social Significance – Is the vehicle associated with a particular person, group, event or activity important in Australian or automotive history? Does it contribute to our understanding of a period or place, a historic theme, process or pattern of life, of sport and leisure pursuits in Australia? Does a community have a strong affection for the vehicle, is it held as particularly important by them?
- Design or Construction Value /Aesthetics – Is the vehicle uniquely Australian by design or manufacture? Is the vehicle distinctive in its engineering or manufacture? Is it original or innovative in its design? Is it a distinctive example of a style, a design, or a craftsman's work?
- Technical, Informational or Research Significance – What can be learnt from this vehicle? Will recognising this vehicle possibly lead to further information about it or other similar vehicles? Is it the first or last produced, or has it an element of rarity as a survivor of its type, or is it among the most well-preserved or thoughtfully restored surviving examples.

Comparative criteria assist Register's Assessment Panel to evaluate the degree of significance. These are:

- Provenance – Who owned, used or made the vehicle? Where, when and how was it used? Is it well documented?
- Representativeness – Is it a good example of its type or model? Is it characteristic of its era, and purpose ?
- Rarity – Is it an unusual example? Is it unique? Is it in some way special compared to other vehicles of its type?

- Condition or completeness – Is it in original, unrestored condition? Is it in good condition? Is it intact, complete? Does it show evidence of the way it was repaired or adapted? Is it still operable?

SIMILAR INITIATIVES

- **National Historic Vehicle Register – USA.** A collaboration between the U.S. Department of the Interior and the Historic Vehicle Association [with 360,000 members HVA is the world's largest historic vehicle owners organization]. The NHV Register begun in 2013 aims "to carefully and accurately document America's most historically significant automobiles, motorcycles, trucks and commercial vehicles." The NHV Register does not direct "how these vehicles should be used and maintained, but rather a chance to take inventory of the historically significant vehicles that are of our history or within our care."

The NHV Register Draft Criteria for Historic Significance

- **Criterion A: Association with significant events**
A vehicle associated with an event or events that are important in automotive or American history.
- **Criterion B: Association with significant persons**
A vehicle associated with the lives of significant persons in automotive or American history.
- **Criterion C: Design or Construction Value**
A vehicle that is distinctive based on design, engineering, craftsmanship or aesthetic value.
- **Criterion D: Informational Value**
A vehicle of a particular type that was the first or last produced, has an element of rarity as a survivor of its type, or is among the most well-preserved or thoughtfully restored surviving examples.

All of these criteria should be considered on national, state and local levels.

Further information: <http://www.historicvehicle.org/nationalregister>

- **Australian Register of Historic Vessels – Australia.** Developed and managed by the Australian National Maritime Museum with the Sydney Heritage Fleet. The Historic Vessels Register captures information on the vessels designers, builders and owners, aspects of the vessels type or class and their economic and social stories. Representation on the Register is recognition of each vessel's particular significance to Australia's maritime history.

The ARHV assesses vessels on the well-established standard criteria of significance used in the heritage and museum world. Significance in this context describes the relationship between vessels and their Australian connections.

ARHV Assessment Criteria:

- Historical themes and events - such as the history of trade and commerce, the relevance of vessels to the development of coastal, riverine and regional communities, to sport and leisure pursuits and vessel design and technology.
- Aesthetics
- Scientific and research lessons which can be learnt from a vessel.
- Social importance of vessels to their communities eg fishing vessels, Indigenous craft, and river and coastal transport vessels.

This Register provides a good model for the Motor Vehicles Register.

Further information: www.anmm.gov.au/arhv/

PRACTICAL ASPECTS

- Website & Database. The most cost effective, efficient and widely accessible opportunity to collect, manage, display and distribute information about motor vehicles on the Register would be via a dedicated website seamlessly running in association with the AHMF's website [also bringing additional readers to the AHMF].
- Website to provide an online submission form for the nomination of vehicles, downloadable and printable form also available.
- Website to provide relevant documentation such as:
 - Assessment Criteria
 - How to Nominate a Vehicle
 - FAQs
 - Reference and Research information – links to museums, archives, research sites.
 - Searchable database of included vehicles, with images where supplied.
- Nominations for inclusion in the Register assessed by a panel of specialists appointed by the AHMF.
- If accepted by the panel the vehicle's details are added to the online database by the webmaster.
- AHMF provides printed Statement of Significance to owner/custodian.

FOR RESOLUTION

- Should the Register only be open to vehicles built before a certain date or rolling date in line with historic vehicle road registrations, with perhaps an option for assessment for vehicles of special significance that have been built after that date?
- How much of a vehicle must be surviving to permit its inclusion? Should, for example, a unique Australian-made engine be included though the rest of the vehicle no longer exists?
- Should race cars that could not be eligible for road use &/or registration be included?
- Should significant Australian vehicles located overseas be considered eligible?

RECOMMENDATION

That the AHMF Committee consider this proposed scheme as one that will benefit not only the historic motor vehicle movement in Australia but also enhance the .

The author would welcome any opportunity to further discuss the Register proposal 25/03/2014 and will provide assistance in further developing the Register should the AHMF decide to proceed.

Respectfully,
Jennifer Fawbert

25th March 2014.
fawbert@bigpond.com.au

Attachment 1: SOME MOTOR VEHICLES OF SIGNIFICANCE IN AUSTRALIA

1M ROCKET

SOME Significant Australian Historic Cars Now Overseas

Prepared from a *short* internet search of a few high profile overseas auction and car sales sites, *one* overseas car club and/or using names of Australian coach and motor body builders
 Significance key – AB = Australian made motor body; O = former owner, R = rarity, R/S = race or speed record.

Make	Year & Model	Body Style	Body Builder	Notes	S
ALFA ROMEO	1923 RLS	Tourer	na	Imported new to Australia by Overseas Motors in January 1924 and fitted with Australian body. Sold by Bonhams at Goodwood UK in 1009. https://www.bonhams.com/auctions/17261/lot/216/	AB R
ALLARD	1948 M1	Drop Head Coupe	na	One of only 2 sent to Australia new. Now for sale in the UK http://www.classics.co.nz/vehicle.php?vehicleid=235	R
BENTLEY	1929 6½ litre	Sedan de Ville	H.J. Mulliner	1929 Olympia Motor Show car. One of the most correct 6½-Litre models extant. It is one of the rarest big six Bentleys in the world. Auctioned UK 2013. http://www.mnauctions.com/lots/lot.cfm?lot_id=1058405	R
BENTLEY	1937	Tourer	Diskon & Molyneux Sydney	Chassis No. B86KT was delivered in England in June 1937 to Mr. George Byrne, fitted with a Park Ward Saloon body. In 1974 Sydney body builders Diskon and Molyneux built an open sporting four seater body. Apparently the last body built by this firm. Sold UK 1998 http://www.christies.com/lotfinder/lot/1937-bentley-4-sportsman-tourer-1364988- a7d1-e94b4ba82510	AB
BUGATTI	1927 40	Torpedo	Australian	Delivered new as a rolling frame to UK (31 may 1927), it arrived in Australia where it was locally bodied in 1927. March 2014 in France http://www.prewarcar.com/classifieds/ad90575.html	AB
CROSSLEY	1918 25/30	Roadster	Cramp Bros. Hobart	Originally exported to Australia. The body is by Cramp Brothers of Hobart, Tasmania. Now in UK http://www.crossley-motors.org.uk/Gallery/today20_25/Knight25_30.html	AB
CROSSLEY	1921 19.6	Tourer	Cheetham & Borwick Melbourne.	Exported to Australia in chassis form and has a body by Cheetham and Borwick of Melbourne. Now in UK http://www.crossley-motors.org.uk/Gallery/today19_6/SV8022_19_6.html	AB
CROSSLEY	1922 19.6	Tourer	Garretts Ltd Sydney.	Now in UK. Original Garretts of Sydney body. http://www.crossley-motors.org.uk/Gallery/today19_6/19_6_DS6779.html	AB
CROSSLEY	1923 19.6	Tourer	Waring Brothers	Now in UK. Original Waring Bros of Melbourne body http://www.crossley-motors.org.uk/Gallery/today19_6/campey19_6.html	AB

CROSSLEY	1925 15/30	Tourer	Melbourne Properts Sydney	Now in UK. Original Properts of Sydney body. http://www.crossley-motors.org.uk/Gallery/today14/14NewbyHall.html	AB
CROSSLEY	1926 15/30	Tourer	Holdens	Now in UK. Original Holdens body. http://www.crossleymotors.org.uk/Gallery/today14/tunney14.html	AB
DAIMLER	1911 38hp	Dual Phaeton	Dunnet & Hawkes of Brisbane	Now in UK. Original Dunne: & Hawkes of Brisbane body. http://www.prewarcar.com/classifieds/ad91305.html	AB
DELAGE	1930 DR70	Tourer	James Flood Melbourne	Original James Flood of Melbourne body. Sold thru Bonhams USA 2013 https://www.bonhams.com/auctions/20994/lot/174/	AB
FLAT	1924 519 S	Torpedo	na	Purchased by Dame Nellie Melba for her son. Auctioned by Christies in 1994 the car went from Australia via New Zealand to Europe and Dr Georg Prugger from Brasanone, Italy purchased the car in 2006. For Sale again? Shipped to New Zealand 1988. Offered for sale internationally 2012. Whereabouts unknown. http://www.classiccarsforsale.co.uk/car-advert/itala/tipo/1923/198323/	O R
ITALA	1923 Tipo 50B	Tourer	James Flood Melbourne	One of just two examples remaining worldwide. It was shipped new to Australia as one of a pair. 1/3/2014 in UK http://www.prewarcar.com/classifieds/ad91708.html This car was exported from Australia in 1990. 1/3/2014 in Belgium http://www.prewarcar.com/classifieds/ad78936.html	AB
LANCHESTER	1924 21hp	Doctors Coupe	Lanchester		R
MINERVA	1925 Ag 16	Touring	Kellow Falkiner Melbourne		AB
MORRIS	1928 Oxford Empire	Tourer	Whatmore & Mackintosh Brisbane	Fitted with a rare body built by Whatmore and Mackintosh of Brisbane. This body is the sole survivor, brought over to the UK via Germany in 2004. 3/3/2014 http://www.classicandsportscar.ltd.uk/Morris-Oxford-Empire-Tourer/classic-cars-for-sale/18399	AB R
PAIGE	1920 6-66	Roadster	na	Broke Brisbane-to-Adelaide record in Australia in 1925. Disassembled and stored in Australia for 70 years, one of the most complete and original of early race cars. Exported to USA 2000. http://www.conceptcarz.com/vehicle/z9193/Paige-6-66-Daytona.aspx	R/S R
OLDSMOBILE	1939 60	Business Roadster	Holden	Only one left of 5 produced. Now for sale in the UK http://www.classics.co.nz/vehicle.php?vehicleid=332	AB R
PLYMOUTH	1936 p2	Tourer	Richards	Last sold RM Auctions USA 2008 http://www.rmauctions.com/lots/lot.cfm?lot_id=294683	AB R
ROLLS ROAYE	1913 Silver Ghost	Roi-des- Belges Tourer	na	The Hordern Ghost", sold new through Glasgow Agent L.C. Seligmann to the Anthony Hordern and Sons family of Sydney. In 1930 sold to Wood Coffill and Co. Ltd of Sydney funeral directors. Sold Bonhams UK 2008	O

ROLLS ROYCE	1915 Silver Ghost	Tourer	Angus & Son Sydney	Colonial London-Edinburgh specifications The original owner was William J. Adams of the Tattersall's Hotel and Tattersall's Lottery fame. Now in Canada	O
ROLLS ROYCE	1937	Coupe	Kellow Falkiner Melbourne	In Michigan USA 2004. http://www.hubcapcafe.com/ocs/pages01/rols3702.htm#UxF-yIWymzQ Sold UK 2008 http://www.realcar.co.uk/cars_sold_2008.htm	AB
ROLLS ROYCE	1958 Silver Wraith	Limousine	H.L.Mulliner London	Used for Australian Royal Tours ordered by & formerly owned by the Commonwealth of Australia. Sold Christie's London 1998 http://www.christies.com/lotfinder/lot/1958-rolls-royce-silver-wraith-coachwork-by-hj-889173-details.aspx?intObjectID=889173	O
ROLLS ROYCE	1938 Phantom III	Limousine	Hooper London	Purchased just after WW2 by the Commonwealth of Australia for the use of Governor General Sir William Slim. Sold Christie's London 1998 http://www.christies.com/lotfinder/LotDetailsPrintable.aspx?intObjectID=889160	O
THORNYCROFT	1909	Tourer	na	Sir Sidney Kidman's first car, ordered new by him in England. Now in Scotland	O

Researchers Notes:

This information is largely drawn from internet searches on auction catalogues online or online sales site, or in car club or historic motor enthusiasts websites and forums, also from information provided by historic car enthusiasts concerned about the export of vehicles from their clubs.

Undoubtedly there are many examples of low to medium range historic cars that have been exported, as well as the more identifiable luxury and sports cars, that have historical significance for Australia for their unique Australian made body, or their former owner/s, or the event/s they have been associated with, or their race or speed record/s or their rarity. It was beyond the scope this brief research to look for more examples of historic vehicles that have been exported, possibly in contravention of the Heritage Act.

What became increasingly disconcerting was that from easily sourced online data it was apparent that there wasn't a handful of Australian cars, many with heritage significance, overseas but hundreds of ex-Australian historic vehicles that had left this country in the last 30 years. This list **does not include historic race cars, motorcycles, trucks, ex-WW2 vehicles, traction engines and stationary engines** exported from Australia in the last 30 years – many of which were also very apparent in a search of overseas auction and sales lists.

One reason we don't see the veteran, vintage and post-vintage cars we once did at rallies could definitely be that they are not here anymore! If you recall Australian owned veteran and vintage cars that were on the International Rallies 1970, 1978 and 1988 in Australia and go looking for them now, you will find a surprising number overseas.

March 25th 2014

SOME SIGNIFICANT AUSTRALIAN MOTOR VEHICLES – a short sample

Significance Criteria key – H = Historical/Social Significance; D/C = Design or Construction Value /Aesthetics;

T = Technical, Informational or Research Significance

Basis for inclusion Key – A = Australian made or designed vehicle; AB = Australian made motor body; E = associated with significant event/s; O = former owner/s, drover/s, R = rarity, R/S = race, speed or endurance record.

Make	Year & Model	Body Style	Body Builder	Significance Criteria & Notes	Basis
Australian Six	1919-1926	Any	Australian Motors, Ashfield	H;D/C;T. Vehicles important in Australian automotive history. Vehicles contribute to our understanding of a period. Vehicles held as particularly important to historic vehicle community. Vehicles uniquely Australian by design. Recognising these vehicles will possibly lead to further information other similar vehicles. Vehicles rare as survivors of their make.	A AB R
Bentley	1935 3.5 litre	Sports Saloon	Diskon & Molyneux, Sydney	Purchased as a new running chassis in 1935 by Major Richard Gardner Casey (Later Lord Casey), Governor General of Australia in 1965. Casey designed the close-coupled four door sports saloon body built by Diskon and Molyneux of Sydney. The car went with Casey to Washington in 1940 and returned to Australia in 1942. Owned by the Casey's till 1961. Currently for sale by private treaty with Sotherby's Australia. March 2013 http://www.sotherbysaustralia.com.au/its/PRIVATE/TREATY2/2	AB O
Black	c.1906 Model 112	Motor Buggy	na	H;D/C;T. Vehicle associated with a prominent person. Vehicle contributes to our understanding of a period. Vehicle uniquely Australian by design. Vehicle distinctive in its coachwork. Is original in its design. Is a distinctive example of craftsman's work.	R
Bolwell	1966-1980	Any	Bolwell, Seaford, VIC.	Original Melbourne automobile from new, owned by a doctor, equipped with many period extras. Unrestored and in storage for most of its life. Possibly the most original oldest vehicle still running in Australia. Owner: Clarke Mayze, VIC. H;T. Vehicle contributes to our understanding of a period. Vehicle is rare as a survivor of its type, and is among the most well-preserved of surviving examples.	A AB R
Buckle	1958-1960	Any	Buckle, Sydney.	H;D/C;T. Vehicles important in Australian automotive history. Vehicles contribute to our understanding of a period. Vehicles held as to important historic vehicle community. Vehicles uniquely Australian by design. Vehicles distinctive in engineering. Vehicles original and innovative in design. Recognising these vehicles will possibly lead to further information other similar vehicle. Vehicles rare as survivors of their make.	A AB R
				H;D/C;T. Vehicles important in Australian automotive history. Vehicles contribute to our understanding of a period. Vehicles held as important to historic vehicle community. Vehicles uniquely Australian by design. Recognising these vehicles will possibly lead to further information other similar vehicle. Vehicles rare as survivors of their make.	A AB R

Caldwell Vale	c. 1910- 1913	Any car or truck	Caldwell Vale, Auburn NSW	The Caldwell Brothers patented a 4WD, 4 wheel steering mechanism in 1907. They produced trucks and one car, designed, manufactured and assembled in their works. The only externally sourced components were carburetor, ignition and lubrication. <i>H;D/C;T. Vehicles important in Australian automotive history. Vehicles contribute to our understanding of a period. Vehicles held as particularly important to historic vehicle community. Vehicles uniquely Australian by design. Vehicles distinctive in engineering. Vehicles original and innovative in design. Recognising these vehicles will possibly lead to further information other similar vehicle. Vehicles rare as survivors of their make.</i>	A AB R
Chamberlain	1955 Champion	Tractor	Chamberlain	"Tail end Charlie" followed the 1955 & 1956 Redex Trials & 1957 Mobilgas Round Australia Trial as sweep vehicle. Because of its place in Australian motor trials and as a uniquely Australian agricultural motor vehicle it surely deserves a place here as significant. <i>H;D/C;T. Vehicle important in Australian automotive history. Vehicle contributes to our understanding of a period. Vehicle held as particularly important to historic vehicle community. Vehicle uniquely Australian by design. Vehicle distinctive in engineering and manufacture. Vehicles original and innovative in design. Is a distinctive example of craftsman's work. Vehicle is rare as a survivor of its type</i>	A E R
Chevrolet	1932	Moonlight Speedster	Holden	With unique and dramatic styling the Moonlight Speedsters were made to drive sales for GMH in 1931. Less than 12 were built, possibly only one survives. <i>H;D/C;T. Vehicle important in Australian automotive history. Vehicle contributes to our understanding of a period. Vehicle held as particularly important to historic vehicle community. Vehicle uniquely Australian by design. Vehicle distinctive in manufacture. Vehicle original and innovative in design. Recognising this vehicles will possibly lead to further information other similar vehicle. Vehicle rare as survivor of its model.</i>	R AB
Chic	1923- 1929	Any	Australian	Possibly 20 vehicles designed and made by Clarence Chic from component British origin parts. One for sale recently in South Australia. <i>H;D/C;T. Vehicles important in Australian automotive history. Vehicles contribute to our understanding of a period. Vehicles held as important to historic vehicle community. Vehicles uniquely Australian by design. Recognising these vehicles will possibly lead to further information other similar vehicle. Vehicles rare as survivors of their make.</i>	A R AB
Crossley	1926 18/50	Type 1L Canberra Landaulette	Crossley	Imported to Australia for use by the Duke and Duchess of York (later King George VI and Queen Elizabeth) during their 1927 royal tour of Australia. The vehicle used in the opening of the Australian Parliament House 1927. In the National Museum of Australia in Canberra. <i>H;D/C;T. Vehicle associated with prominent persons and events. Vehicle contributes to our understanding of a period. Vehicle distinctive in its coachwork.. Is a distinctive example of craftsman's work. Vehicle is a thoughtfully restored surviving example.</i>	E R

Delage	1914 GP	Speedster	Australian [Authentic replica by Jack Nelson, Romsey, Vic. 1970s]	Less than 100 genuine pre-1918 racing cars survive world-wide including this only surviving 1914 Delage French GP car – raced Europe and US Indianapolis before being brought to Australia 1925 and raced at the 1925 inaugural Maroubra Speedway , Sydney, event, raced at various other Australian events. Owned 1940s-1965 by leading Australian race driver Lex Davison. “perhaps the most distinguished vintage competition car in Australia” – Pedr Davis. H;D/C;T. Vehicle important in Australian automotive history. Vehicle associated with particular events and prominent persons. Vehicle contributes to our understanding of a period and sport and leisure pursuits in Australia. Vehicle held as particularly important to historic vehicle community. Vehicle distinctive in its engineering. Vehicle original and innovative in design. Vehicle exceptionally rare as a survivor of its type and make.	E O R R/S
Ford	1975 Falcon XBGT	Sedan	Ford Australia	Raced in Australia by John Goss, Kevin Bartlett, Allan Moffat and Sir Jack Brabham, a vehicle with Australian motor racing significance. H;D/C;T. Vehicle important in Australian automotive history. Vehicle associated with particular events and prominent persons. Vehicle contributes to our understanding of a period and sport and leisure pursuits in Australia. Vehicle held as particularly important to historic vehicle community. Vehicle uniquely Australian by design. Vehicle distinctive in engineering & manufacture. Vehicle rare as a survivor of its type and make.	A AB E O R/S
Ford	GPA	Amphibious	Ford	Australian adventurer Ben Carlin’s WW2 jeep that circumnavigated the world on land and sea. Now displayed at Guildford Grammar School, Perth, WA. H;T. Vehicle contributes to our understanding of a period and historical themes – WW2 and explorer/adventurers. Vehicle held as particularly important to historic ex-military vehicle community. Recognising this vehicle will possibly lead to further information other similar vehicles. Vehicle rare as survivor of its type.	O R/S
Gvang	1970 Steam car	2 door sports	Gvang Newport Beach NSW	Unique Australian designed and built steam car. H;D/C;T. Vehicle important in Australian automotive history. Vehicle contributes to our understanding of a period. Vehicle held as to historic vehicle community. Vehicle uniquely Australian by design. Vehicle distinctive in engineering. Vehicle original and innovative in design. Vehicle rare as only survivor of make.	A AB R
Hartnett	1949-55	Any	Australian	Endeavour by prominent Australian automotive industry figure Laurence Hartnett to produce an economical vehicle. Using imported mechanical components the few vehicles sold had locally hand-built bodywork. H;D/C;T. Vehicles important in Australian automotive history. Vehicles contribute to our understanding of a period. Vehicles held as important to historic vehicle community. Vehicles uniquely Australian by design. Recognising these vehicles will possibly lead to further information other similar vehicles. Vehicles rare as survivors of their make.	A AB R
Holden	1947 48-215	Sedan	Holden	Prototype No. 4 built by Holden in Fishermans Bend, Victoria, in 1947, ahead of production start up for the first Holden in 1948. Sold Theodore Bruce Auction Oct 23 2013 A\$672,000 to Victorian buyer	A AB R

Innes	1904 8h.p.	Rear- entrance tonneau	na		<i>H;D/C;T. Vehicle important in Australian automotive history. Vehicle contributes to our understanding of a period. Vehicle held as particularly important to historic vehicle community. Vehicle uniquely Australian by design. Vehicle distinctive in engineering and manufacture. Vehicle original in design. Vehicle rare as surviving prototype.</i>	A AB R
Leyland	1936 Badger	Truck	Leyland		<i>The Outback Postman Tom Kruse's truck. Used extensively from 1956 to 1950s in outback delivering mail and freight. Vehicle is located in the National Motor Museum.</i> <i>H;T. Vehicle associated with a person and activity important in Australian history. Vehicle contributes to our understanding of a period. Vehicle held as to important historic vehicle community. Recognising these vehicles will possibly lead to further information other similar vehicle.</i>	O E
Lincoln	1919	Tourer	Australian		<i>Using US sourced components assembled in to vehicles of his own design for Australian conditions Charles Inne's Lincolns are an excellent example of early attempts at a local automotive industry. Located in the National Motor Museum.</i> <i>H;D/C;T. Vehicle important in Australian automotive history. Vehicle contributes to our understanding of a period. Vehicle held as important by historic vehicle community. Vehicle uniquely Australian by design. Recognising this vehicle will possibly lead to further information other similar vehicles. Vehicle rare as survivor of make.</i>	A AB R
MG	1934 K3		na		<i>Supercharged car originally built to race in the 1935 Mille Miglia. It was then purchased by the Prince of Siam and raced at Donnington and Brooklands (UK) in 1935,36. It was imported to Australia to race in the 1936 Australian Grand Prix at Victor Harbour, also raced at Lobethal (1938,39) Nuriootpa (1950) and Port Wakefield (1955) at Australian Grand Prix. Always with outstanding results. A significant piece of Australian Motorsport History.</i> <i>H;D/C;T. Vehicle associated with particular events. Vehicle contributes to our understanding of a period and sport and leisure pursuits in Australia. Vehicle held as particularly important to historic vehicle community. Vehicle distinctive in engineering & manufacture. Vehicle rare as a survivor of its type and make.</i>	R/S
Ohlmeyer	1904	Jigger or cyclecar			<i>A one-off still operable vehicle demonstrating local ingenuity and engineering skills. Located at the National Motor Museum</i> <i>H;D/C;T. Vehicle important in Australian automotive history. Vehicle contributes to our understanding of a period. Vehicle held as to important historic vehicle community. Vehicle uniquely Australian by design. Vehicle distinctive in engineering. Vehicle original in design. Recognising this vehicle will possibly lead to further information other similar vehicles. Vehicle one and only survivor.</i>	A R AB

Renault	1909 20 h.p.	'Roi-des-Belges' tourer	George Williams, Sydney	<i>H;D/C;T. Vehicle associated with a prominent person. Vehicle contributes to our understanding of a period. Vehicle held as particularly important to historic vehicle community. Is a distinctive example of craftsman's work. Recognising this vehicle will possibly lead to further information other similar vehicles owned by Dame Nellie Melba.</i> <i>Purchased new by Dame Nellie Melba. While in London the Renault carried several famous passengers, including Caruso and Oscar Hammerstein, and Melba lent it to take Pavlov and Nijinsky to their rehearsals. In 1911 Madame Melba used the Renault to attend the coronation of King George V and Queen Mary. The car came to Australia with Melba in 1911 and remained in her families ownership till 1959. Owner: Louis L. Mostert, Perth WA.</i>	O R
Shearer	1897 Steam car	carriage	Australian	<i>Built for the designer and makers own use. One of the earliest Australian-built motor vehicles. Located at the National Motor Museum.</i> <i>H;D/C;T. Vehicle important in Australian automotive history. Vehicle contributes to our understanding of a period. Vehicle held as to extremely important to the historic vehicle community. Vehicle uniquely Australian by design. Vehicle distinctive in engineering. Vehicle original and innovative in design. Vehicle rare as only survivor of make.</i>	A A B R
Tarrant	1901- 1908	Any	Australian	<i>First production petrol engine cars in Australia, designed and built in Melbourne. Only existing vehicle owned by the RACV.</i> <i>H;D/C;T. Vehicle important in Australian automotive history. Vehicle contributes to our understanding of a period. Vehicle held as to very important to historic vehicle community. Vehicle uniquely Australian by design. Vehicle distinctive in engineering. Vehicle original in design. Recognising this vehicle will possibly lead to further information other similar vehicles. Vehicle one and only survivor.</i>	A R A B
Wolseley	1936 Series II 12/48	Coupe	G.H. Olding, Sydney	<i>One of only two left of 6 made by Sydney motor body builders G.H.Olding. http://www.motorbase.com/profiles/picture/index.php?i=923058880</i> <i>H;D/C;T. Vehicle important in Australian automotive history. Vehicle contributes to our understanding of a period. Vehicle uniquely Australian by design. Vehicle distinctive in manufacture. Is a distinctive example of craftsman's work. Vehicle is rare as a survivor of its type</i>	A B R
Vauxhall	1924 30/98	Tourer	Australian	<i>Known as the "Presentation Car", the sole surviving 1924 Works Competition 30/98 Vauxhall (chassis number OE1078) was built as an experimental version of the rare Wensum model, and a possible successor to the E-Type. Presented by Vauxhall Motors Limited to Boyd Edkins, Australian Vauxhall importer, in appreciation of his service to the company. With a new body, Edkins successfully raced the car at Olympia Speedway winning three sprint events and breaking the Sydney to Melbourne and Brisbane to Sydney speed records. Drivers included the great Wizard Smith.</i> <i>H;D/C;T. Vehicle associated with particular events and prominent persons. Vehicle contributes to our understanding of a period and sport and leisure pursuits in Australia. Vehicle held as particularly important to historic vehicle</i>	A B O R I S

				<i>community. Vehicle uniquely Australian by design. Vehicle rare as a survivor of its type and make.</i>
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This list shows a little of the depth and breadth of Australian motor vehicles that are significant.

Undoubtedly if there existed an opportunity for owners, custodians and enthusiasts to contribute information on significant motor vehicles in Australia the list would not only be extensive but also invaluable to restorers, historians, conservators and more importantly of immense value to managing Australia's motor vehicle heritage.

Discussion paper for March 2014 AHMF delegates meeting

An important role of the AHMF is to manage any national issues that arise in its sphere of the historic motoring movement. In recent times this appears to have faulted, with no significant projects having been undertaken. As a result, informal feedback from some areas of the movement question what the organisation is, or has, been doing.

The reality is, however, that the majority of issues currently being discussed within AHMF relate either to the organisations future direction, or matters that are State specific, rather than National. In fact, there are relatively few truly National issues for AHMF to pursue at this point.

There is currently an issue that could be of National interest; it relates to the regulations concerning the export of historically significant vehicles.

This paper outlines the issue and discusses what could be done to pursue it.

It is important to state, at the outset, that no decision has been taken to pursue this issue. This decision will be made based on the majority view of member organisations, after proper discussion of the facts.

It is a potentially high profile matter that the organisation could reasonably pursue, and while it may not be universally supported, there is no doubt that it will be of interest to a great many Australian enthusiasts.

Export of historically significant vehicles

A considerable amount of work has already been undertaken on this issue by Wendy Muddle and the Motorlife museum. A petition is currently being circulated amongst enthusiasts and meetings with the relevant Federal Government department are ongoing.

However this action has largely been pursued by only a relatively small group of enthusiasts. At this stage the background of the issue has not been clearly articulated to the broader movement. This has led to an apparently widespread, though incorrect, view that owners of rare or unusual vehicles would suffer financially as a result of not being able to gain export approval that would allow them to market to overseas collectors. It has not been made clear that it impacts only a relatively small number of vehicles and their owners, and unless the vehicle in question has some significant historical connection to Australia – e.g. the Brush that was the first motor vehicle to cross Australia from West to East, or the Talbot that travelled South to North for instance – it will have no impact on the owner's ability to export the vehicle.

While a few individuals may appear to be disadvantaged as a result of raising the profile of this issue, it is important to understand that legislation covering these vehicles is already in place, and has been since 1988. What is being proposed is therefore not new; it is merely intended to ensure the current requirements are workable and complied with and that vehicles with a significant connection to Australia are protected. Rather than being a threat to the movement, this is the historic movement's opportunity to have input into these laws and their application.

More recently the issue of compensation for owners of historically significant vehicles has been raised. Clearly this is an issue for some as the legislation effectively means that the market for these vehicles is significantly reduced. As they cannot be offered on the world market, their potential value is restricted to what an Australian buyer would be prepared to pay. As previously

noted, this is already the case with the current legislation.

Further explanation and discussion topics (in no particular order)

- What methods are being used to circumvent the current laws?
- What are the penalties for this?
- What is in the petition and what is the government being asked to do?
- There is already legislation in place. What needs to be changed and why – and how will this affect owners?
- Is it the case that exporters of these vehicles are actually currently breaking the law by not following the correct process to gain export approval?
- If so, should we be pushing for the Government to prosecute those who have not followed the correct export procedures or who have misrepresented a vehicle to gain export approval?
- What does the process involve and what questions are asked?
- What does an export application cost?
- Can an owner or overseas buyer be confident that a vehicle will be cleared for export and what is the time frame for this?
- What are the penalties for misrepresenting a vehicle in order to gain export approval?
- Is there an appeal process?
- Do we need a register of significant vehicles similar to that operated by the National Trust for Classified Places, i.e. those places that have been assessed as being significant to Australia's heritage?

Where to from here?

While there may be little the AHMF can do directly to address this issue, it is in a position to clarify the intent of the legislation, publicise the matter, guide government in the formulation of appropriate policy and procedures and assist in identifying at-risk vehicles and those individuals that game the system for their own benefit.

Do AHMF members support further action?

If supported, what is the next step? (These are thought starters for discussion)

- To progress this issue we need to start by improving communication and telling the whole story.

- Start a letter writing campaign to Government to garner support.
- Make a more formal approach to the department responsible, offering our services in updating the legislation.
- Work with selected media outlets to get the story out.
- Approach motoring organisations (such as NRMA, RACV, AAA etc.) and any other body that may have an interest in this subject.
- Talk through the issues and ensure everyone is saying the same thing and that they come across as professional, responsible and reasonable to deal with.
- Identify appropriate, professional spokespersons in each jurisdiction to be the 'face' of the movement. Provide media training if necessary to ensure this.
- Take outside (PR) advice about strategies for moving forward.

V5. RM 3-14 *Russell Manning.*