

MINUTES OF THE ANNUAL GENERAL MEETING OF AUSTRALIAN HISTORIC MOTORING FEDERATION HELD BRISBANE 22 & 23 AUGUST 2015

ATTENDANCE:

Christine Stevens	President Robert Shannon Foundation Trustee	QHMC
Neil Athorn	Secretary	FVVCVC
Stephen Henderson	Treasurer Webmaster Robert Shannon Foundation Trustee	FHMC SA
John Kennett	Robert Shannon Foundation Trustee and Chairman	FVVCVC
Neville Launer	Robert Shannon Foundation Trustee	FVVCVC
Morven Green	Public Officer	FHMC SA
Russell Manning		QHMC
Mike Beale		CHMC NSW
Don Turvey		CHMC NSW
Paul Coggiola		CHMC NSW
Mark Saunders		ACTCMC
Iain Ross		AOMC
Rod Amos		AOMC
Peter Boreham		CMCWA

MINUTE SECRETARY:

Margaret Manning		QHMC
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OBSERVERS:

Karen Dawes	President, Roma Historical Motor Club Inc.	QHMC
Ken Dawes	Roma Historical Motor Club Inc.	QHMC
Wendy Muddell		MotorLife Museum
Greg Stevens		QHMC

VISITOR:

Daryl Meek	RACV Motoring Interest Manager	RACV
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APOLOGIES:

John Palamountain		NTMC
Eric Hutton		NTMC

GUEST SPEAKER:

Stephen Taylor	Regional Business Development Manager	Shannons
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OPEN & WELCOME:

Christine Stevens declared the Annual General Meeting of the Australian Historic Motoring Federation open at 8:34am, and commenced the meeting with house rules and a general summary of the agenda.

Apologies received from John Palamountain and Eric Hutton, both from NTMC.

MOTION: Accept the apologies. Moved: Paul Coggiola. Seconded: Mark Saunders. Carried.

MINUTES OF PREVIOUS MEETINGS:

1. 2014 AGM, 23 & 24 August 2014 (*Annexure 1*). Moved: John Kennett. Seconded: Steve Henderson. Carried.
2. 1 October 2014 Teleconference (*Annexure 2*). Mike Beale to be added as attending. Accepted as amended. Moved: Russell Manning. Seconded Paul Coggiola. Carried.
3. 15 November 2014 meeting at Bendigo Swap (*Annexure 3*). Moved: Steve Henderson. Seconded: Russell Manning. Carried.
4. 15 January 2015 Teleconference (*Annexure 4*). Moved Steve Henderson. Seconded Neville Launer. Carried.

CORRESPONDENCE:

Neil Athorn distributed a list of the correspondence received and sent out over the past 12 months. He advised response received from Sir Peter Cosgrove declining to be patron of AHMF.

Question was asked re letter to Ricky Muir (action item from previous AGM). No letter was sent to Ricky Muir by AHMF. Mark Saunders indicated he has had one meeting with Ricky Muir in the past 12 months, and this was to do with Parliamentary Friends of Motoring. Mark will be having a further meeting with Ricky Muir in relation to ACTMC and offered to invite Ricky Muir to attend an AHMF meeting or be involved in a telephone link up. Whilst Ricky Muir is interested in all motoring he has a stronger interest in four-wheel driving. Neil Athorn will draw up list and send to all councils for input prior to writing to Ricky Muir.

ACTION: Neil to forward list to councils of issues to take up with Ricky Muir.

MOTION: Accept correspondence as tabled and discussed. Moved: Neil Athorn. Seconded: Mike Beale. Carried.

Wendy provided a file of correspondence in relation to a matter that occurred at last year's conference. This is for the AHMF files.

TREASURER'S REPORT:

Steve Henderson read out the letter from the auditors advising statements of receipts and payments correct.

MOTION: Accept Treasurer's report, as audited. Moved: Steve Henderson. Seconded: John Kennett. Carried.

Steve advised that the amount of interest earned by AHMF places it in the position of having to pay tax. He proposed that the interest earned be donated to a charity and proposed the Robert Shannon Foundation. By donating this amount to charity the AHMF will continue to self-assess for taxation purposes and not incur a tax debt.

MOTION: That the interest earned by the AHMF amounting to \$2,605.11 be donated to the Robert Shannon Foundation. Moved: Steve Henderson. Seconded: Mark Saunders. Carried.

Assets of AHMF: A recorder has been bought, as agreed at 2014 AGM, and will be an expense in current financial year. A projector and cable has also been purchased at a cost of approximately \$650. The other asset of the AHMF is the gavel.

STATE COUNCIL REPORTS:

Reports were received from FHMC SA (*Annexure 5*), FVVCVC (*Annexure 6*), CMC NSW (*Annexure 7*), QHMC (*Annexure 8*), NTMC (*Annexure 9*) and CHMC (*Annexure 10*).

FHMC SA:

This year is a classic year in the Bay to Birdwood. Steve Henderson is still the responsible person for this event; however he is not "hands on" organiser. Participation of older cars is trending down. Sponsorship is down. RAA do not provide financial sponsorship but provide full crews for the day of the run. John Kennett asked where the Bay to Birdwood is going, say, in the next 10 years. Steve's view is that the way the trends are going, it's getting harder and harder to keep an event running to cater for the vintage and veterans on their own, because of costs. Risk management is also a big factor. Re spectators, Steve advised that more spectators at a run year, both on side of the road and at museum. Whilst number of entrants is good, the issue is the cost of putting the event on.

FVVCVC:

Neil Athorn advised on work done on Club Permit Scheme (CPS). Scheme started on 1 February. Vic Roads, AOMC and street rods and Federation joined together and held more discussions. The "M" plate scheme is up and running, which is purely for vehicles modified to VSB14 and above standard. At a meeting on 28 May Vic Roads advised that 80 vehicles swapped over to that scheme.

The good relationship between FVVCVC and RACV continues.

FVVCVC do not organise insurance for the clubs; the clubs do it themselves.

CMC NSW:

Don Turvey advised the relationship with Duncan Gay is pretty good. The only small setback is that with the equivalent scheme to "M" plate, they have decided they don't want to call it an "M" plate, but don't know what it will be called. They are uncomfortable with the term modified.

Discussion took place on the various organisations representing New South Wales interests took place, including ACMC. Another council has formed in southern New South Wales. Discussion also took place on cross-border registration, ie. people living in one State with vehicles registered in another State.

QHMC:

Russell Manning advised QHMC has had 12 months' worth of consolidation and resolving issues inherited from previous management. Website totally revamped and calendar items more up to date. Information Bulletins on a number of different subjects have been forwarded to the clubs.

QHMC do not recommend insurance to clubs.

National Motoring Heritage Day saw a good turnout in Queensland.

Discussion on ethanol fuel took place. Russell Manning briefed the conference on this topic. The Queensland system for ethanol will be different to the system in New South Wales. Queensland will not mandate ethanol across all of the unleaded petrol; only a percentage of petrol sold in Queensland will

require ethanol to be added, so normal unleaded will still be available. Whilst ethanol won't destroy engines, the older cars won't run well on it. Studies funded by the Federal Government determined that most of the Australian fleet would accept 10 per cent ethanol but as a general rule anything made before 1986 and anything with a carburettor would be considered unsuitable. The biggest issue we have is what is called "hot fuel handling" issues, and that is vaporisation, flat spotting and that sort of thing when hot. There is also an issue with damage to older styles of 'rubber' components such as fuel hoses and diaphragms that are not designed for ethanol fuels.

CHMC NSW:

Mike Beale indicated that the website for CHMC is being upgraded and modified.

The ACMC's annual conference is also being held today. The Minister picked the date, however he is now not attending.

The National Motoring Heritage Day held at Tamworth was successful in raising funds for Rotary, however only one veteran and a few vintage vehicles attended.

ACT CMC:

Mark Saunders apologised for not getting report to delegates. It was only signed off on two days prior to conference. ACT council continuing pretty much as it was previously, with 76 clubs renewing this year. Two main council events were March in the Park and Wheels. Mark outlined the issues being experienced with getting access to venues for shows; essentially lost access to Federal Government run grass areas, including lawns of Parliament House and anything around the lake. ACT CMC will be fighting NCA over this issue.

Historic registration continues to operate unchanged. No progress on ACT SIV's scheme, still negotiating on price tag and cost, but SIV's scheme in New South Wales is looking good. ACT CMC also has lots of New South Wales members.

National Motoring Heritage Day: two main events and a handful of smaller events.

Iain Ross highlighted the fact that finding suitable venues for display of vehicles is becoming increasingly difficult, particularly venues in major cities.

A compulsory third party levy against all registrations, pro rata, is to be charged.

CMCWA:

Peter Boreham advised that concessional licensing is still the same condition as previous year. There is a proposed introduction to increase the licence cost for cars by \$100 so the increased for concessional will be \$30 per year.

Membership of CMC remains at 111.

AOMC:

Currently there are 212 member clubs of AOMC. AOMC has been very active in the club permit scheme, with Rod Amos has been carrying out negotiations on behalf of the organisation. AOMC consolidating its headquarters.

National Motoring Heritage Day - support fully. The gate entry fee is usually donated to the local CFA, and usually the catering is done by a local group, eg kindergarten, so the funding from it goes back to the community and AOMC picks up the cost of the venue.

AOMC ran a seminar entitled: Restoration, which was fully attended. So, basically, AOMC is there to help the motoring community. A meeting will be held in early September to discuss future strategies, and planning where going in the future.

AHMF PRESIDENT'S REPORT: (Annexure 11)

Christine thanked Neil and Steve for their support - it has been a team effort.

John Kennett and Neville Launer have been working really hard with the Robert Shannon Foundation, working toward taxation relief and tax deductibility status.

Neil, Russell, Wendy and Christine have had a fair bit of communication with regards to Protection of Movable Cultural Heritage.

Christine also advised that there has been a suggestion that the AHMF have face-to-face meetings every second year instead of annually. Her personal view is that it needs to be face to face because so many States do nothing throughout the year until just prior to this meeting. She would like to see responses to emails that are sent out. Also councils to send any information that they think relevant to the other councils. By spreading information councils can learn from each other. Iain noted that there appears to be a lack of Federal issues that actually affect the movement. However, it was pointed out that when each individual State council was talking about their local interests all other councils were interested. The networking is important, but there's not a lot of Federal issues. Ian sees ethanol fuel as being a very important issue to AHMF.

Steve Henderson raised the issue of registration changes happening in the States. This should be a Federal issue because being in the old car movement, cars should be able to move amongst the different States without an issue. The information is not coming out through the members of AHMF.

Neil Athorn raised the issue that out of nine councils only four reports were received. He stressed the importance of getting these reports in prior to this meeting. Christine pointed out that each of the States can learn from the other States. Rod Amos suggested quarterly reporting, rather than only doing an annual report a month before the annual conference. If the State bodies were required to submit a quarterly report to the AHMF that would mean that current issues would be reported on, and it means that there's a discipline there on everybody to capture what has been going on in their State in the last quarter, and put that in front of every other State. This may generate some interchange throughout the year and not wait for the annual conference.

Discussion took place on whether this conference needs to be held every year, particularly with the costs involved, or could video conferencing be the way to go. It was suggested this meeting could be run in a day under video conferencing. This year more meetings have been held by having a meeting at the Bendigo Swap and two teleconferences. Consensus was that this worked well.

AGM ELECTIONS FOR 2015/2016:

Steve Henderson conducted the election of officers. Steve declared all positions vacant.

PRESIDENT	Christine Stevens	Nominated by: John Kennett Seconded by: Mark Saunders	Elected
VICE PRESIDENT	Mark Saunders	Self-nomination Seconded by: Rod Amos	Elected
SECRETARY	Neil Athorn	Nominated by: John Kennett Seconded by: Mark Saunders	Elected
TREASURER	Steve Henderson	Nominated by: Mark Saunders Seconded by: John Kennett	Elected

WEB MASTER	Steve Henderson	Nominated by: Christine Stevens Seconded by: Mark Saunders	Elected
PUBLIC OFFICER	Morven Green	Nominated by: Steve Henderson Seconded by: John Kennett	Elected

Steve advised that the constitution has been approved, therefore the constitution is current, and the current one is on the website.

John Kennett moved a vote of thanks for everyone who has volunteered their time. Carried.

FEES FOR 2015/2016 MEMBERSHIP TO AHMF:

MOTION: That the Councils' member fees be set at \$350 per annum per council, with the exception of NTMC set at \$100 per annum. Moved: Steve Henderson. Seconded: Mike Beale. Carried.

Steve Henderson, speaking as the FHMC SA delegate, raised the issue of the value of belonging to AHMF. At this stage the value to him is only the networking. This ties in to the value of the AHMF to each of the organisations which make up the AHMF, and the costs involved in attending the conference. Steve feels that other options need to be investigated of doing this. He proposes that councils consider the idea of paying a lobbyist in Canberra, that is someone that goes into the door and says, "Minister, what are you doing for us?" Bringing this up now as part of the value of what the councils are getting for their money. This item listed later in the agenda.

DATE AND LOCATION OF 2016 AHMF AGM:

By rotation the 2016 AHMF AGM is scheduled to take place in the Northern Territory, and hosted by Northern Territory Motoring Council. Christine has discussed this with John from NTMC, and these initial discussions indicated Darwin, though Eric is indicating probably Alice Springs and the Transport Hall of Fame. John has indicated to Christine that NTMC will organise and will advise dates as soon as possible.

ACTION: John Palamountain will advise details of the 2016 AHMF AGM by 31 December 2015.

ROBERT SHANNON FOUNDATION:

John is frustrated by the foundation's inability to, through financial reasons, just open the purse and support, to the maximum, a number of the projects offered. The applications and the project received this year, in the main, have been all worthy, to varying degrees. John requested councils to advise clubs that applications can be received throughout the year.

Neville Launer presented the treasurer's report for the Robert Shannon Foundation. As at 20 August 2015 current balance of \$10,632.43, and \$110,000 in the investment account. A copy of the audit report was available. John advised that the two investment accounts have now been combined into one account. The savings account and cheque account have also been consolidated into the cheque account.

The first annual return of Charities and Not for Profit Commission will be due this year.

New brochures have been received, which are simplified. Steve has done a lot of work on the website.

Report tabled by John. He reiterated that foundation trustees, in their role, must be seen to be impartial to ensure the integrity of the Robert Shannon Foundation and the application process. Trustees want to remind all that it's the clubs that must embrace the concept of ensuring their own continuity. The clubs need to be nominating and supporting suitable young members.

Re application for deductible gift status which had initially been rejected. The foundation received advice to go to the Minister of Arts for listing as a cultural organisation. John and Neville attended a seminar conducted by Victorian Justice Department. John has a contact who is preparing a submission to go with application to the Ministry for the Arts.

Ten applications were received this year, although two did not meet the criteria and were rejected. The standard of applications are excellent, and the diversity of projects is very exciting. John listed the applications received. The following grants will be made:

Tim McGuire	\$ 750
Jaymin McEwan	\$1000
Mark O'Sullivan	\$ 750
Glen White	\$ 750
Sam Shepherd	\$ 750
Matthew Hoult	\$ 250
Liam Kitchener	\$ 250

Discussion followed on how financial support could be given to Robert Shannon Foundation. Clubs do not donate to charities as they did in the past. Also discussed donating the interest received on funds to the Robert Shannon Foundation. Funds need to be injected into the Foundation in order to keep the Foundation going, and is a very important issue. Once the tax deduction issue is resolved there may be more avenues of funding available. In response to a question John advised that the Robert Shannon Foundation has charitable fund status currently so donations are not tax deductible. To gain tax deductible status another process has to be gone through. Mark offered to follow up with a couple of his contacts re this issue. The Robert Shannon Foundation website could be placed on each council's website so as to promote the foundation.

All applicants will receive a letter advising if successful or not. Following on from that commemorative plaques and cheques will go out to the successful recipients. Discussion took place on the possibility of sponsorship for the provision of the plaques either by the council through which successful applications were received or commercial enterprises. Christine raised the issue of AHMF paying for the plaques and also for the audit. Neil believes the council who puts in the application should be the one who pays for the plaque. Further discussion followed covering the financial implications for councils and/or AHMF to provide funds for this purpose.

MOTION: The AHMF will donate to the Robert Shannon Foundation annually, up to \$600, to cover the costs of plaques, and also the audit fees. Moved: Mike Beale. Seconded: Iain Ross. Carried: 6 for; 2 against.

NATIONAL RALLY/NATIONAL CELEBRATION:

Discussion paper prepared by Neil Athorn previously distributed (*Annexure 12*), detailing his ideas on a national rally. The national rally will be a one-off, whereas the National Motoring Heritage Day (NMHD) held in May will continue. Christine advised that AHMF looking at a national rally, say, every five years, is the aim. Discussion points included: how much time involved to organise; lead time required to organise; location; rotate from State to State; different clubs take on different routes; strong theme required. Suggested themes included Saving Veteran and Vintage Motoring, or "The Future of Historic Motoring", or "Bring your Grandchildren Run". So work has to be done on era, a year, a location. Decision needs to be made is it to be a distributed run or a centralised. Is it the journey to a central place and run an event there, or a distributed run around the country? There are plenty of reasons why AHMF cannot do an event, the challenge is to find a reason why AHMF should be doing the event.

Timeframe: every year too frequent. But if going for a big bang five years would make sense, it's the minimum. Does that influence a theme - probably not, but gives time to set theme and come up with something unique, to make it a celebration, not just recycling other things that have been done before.

Daryl Meek advised the timeframes required in order to get funding/sponsorship.

Realistically can't do before 2020. Could do a rally in March 2020 to link in with the 20th anniversary of Robert Shannon's death. Funding options, eg. RACV, RACQ, etcetera, discussed.

ACTION: *All to think about how to make this work. Further discussion in a teleconference. Ideas to be circulated via email.*

2016 CARLISLE & HERSHEY SWAP TOUR:

Flyers (*Annexure 13*) have been distributed and all information can be found on most council's websites.

PROTECTION OF MOVABLE CULTURAL HERITAGE ACT/EXPORT OF VEHICLES FROM AUSTRALIA:

PMCH Review Position Paper (*Annexure 14*) and PMCH Review Position Paper Overview (*Annexure 15*) were tabled by Christine Stevens, and also emailed to all delegates prior to the AGM as was the Report from CHMC (*Annexure 16*).

Peter attended the meeting in WA. Russell and Christine attended the meeting in Brisbane. Wendy, Jenny and Terry Thompson (CMC NSW) attended meeting in Sydney. One of the suggestions is there be a National Register of Significant Objects. Wanted are vehicles that are significant to Australia, not just a significant person or a significant event. That way the criteria is going it will be skewed a little bit in favour of keeping vehicles here. Rarity will not be a factor in whether a permit is granted or not.

The petition that Wendy raised through the Council of Heritage Motor Clubs, the Council of Motor Clubs and the MotorLife Museum at the end of 2013 has finally been lodged. The flaw in the legislation, in her opinion, is the right for an owner to self-assess whether his vehicle was important. Lists of vehicles at risk has been prepared, as well as a list of motorbikes and race cars/bikes.

The proposal to make any vehicle of a certain age automatically requires a permit - this is what was talked about at the meetings.

The MotorLife Museum has three vehicles that are specifically important to Australia. An Australian protected order is on one.

Christine advised that they want the test widened from "personal, activity, event, place or business enterprise, notable in Australian history" and also include the "movement or the period." So that would be like a lot of steam engines and things like that too.

Peter commented that one of the interesting things about protection of movable cultural heritage, you can have an historic car that you own, and you could destroy it and nobody can stop you. It's really an Act that deals with the import and export of Australian movable heritage; that's all it deals with. Secondly, as pointed out by Shane Simpson at the meeting, you have to balance the realistic aspirations of the owner of the vehicle against the aspirations of other people in the community.

Steve commented that the Act wasn't clear and it hasn't been promoted well enough. What should happen now is that AHMF, from an Australian perspective, explain this Act in real language and it will only affect a very few.

Also discussed was the problem that local buyers will not pay the higher prices that overseas buyers will, and this is a real issue for some owners. Rod Amos stated that he is appalled at the wastage of Australia's automotive heritage. The question is what makes something significant?

Daryl commented that the historical significance of an object - not just a car, but the object itself - is not the final step. There is one further step. So it means nothing, at this stage, if it's historically significant. The step after this is if its loss would significantly affect Australia's cultural heritage, and this is where the expert examiners come in. He thinks it is roughly one in 15 that are put up that actually have their permit rejected for export. Wendy indicated that the new legislation will not have that in it because it's too hard to prove legally. Russell advised that the assessment criteria has been simplified in the new proposal.

Also discussed was the heritage account/fund, which currently has a balance of \$500,000, but if this is not spent it goes back to zero and starts again. The fund cannot be used to top up the difference between the value here and the value elsewhere. Russell advised that it's used by entities, for example MotorLife Museum, to assist them to buy significant vehicles. It's not for individuals, but appropriate entities can access it. Further, Christine read out some definitions taken from the website in relation to National Cultural Heritage Account which is currently available to:

- a. Assist the retention and protection of objects for which export permits have been refused; and
- b. Assist institutions to acquire such material and to make those objects available to the public; and thus
- c. Assist owners of such material to obtain a fair market price on the local market for them - thus encouraging compliance of the scheme.

Neil questioned which councils provided submissions regarding this. Peter advised that WA had no particular problems with it. ACT reviewed the document and were happy with the document, as it was. QHMC were happy with the changes being proposed. Daryl advised that the summary of his submission was that he thought it was well thought out. The structure is good. It doesn't lose a lot from what was previously covered, but it does redefine things and makes it clearer. The suggestion Daryl made was specifically about the heritage vehicle movement was the date be moved back from 50 to 30 years, just as the starting point. This would meet the international standard as set by the definition of a heritage vehicle by FIVA.

Iain raised two things: Firstly, there was some mention that it would be good for the movement to establish a list of vehicles that under no circumstances should be exported. And, secondly, who are the expert examiners: Who are they? Christine advised that due to confidentiality it is not known who the expert examiners are but there are now seven examiners for motoring.

The AHMF need to inform the motoring movement of the current Act, as it is at the moment, because they are not complying with the Act. The legislation has been in place since 1986 and it is the responsibility of AHMF and the State's responsibility to let the clubs and the owners of the motor vehicles know what the current Act. Christine advised that the information has been sent out to the State bodies, and it is up to them to send it on to all the clubs.

Discussion took place on what does AHMF, as an organisation want to do?

- protect our heritage, and/or
- start making a list, and/or
- educate people.

Discussion also took place on the consequences of somebody not following the legislation and the penalties involved, and the need to pass this information on to members.

ACTION: *Christine will send out a document highlighting the current law/legislation. She will also do a review of the suggestions.*

One thing that came out of the meetings with Shane Simpson was that if the review goes through, a number of licenses for issuing temporary export permits would be put in the hands of suitable groups, for example, AHMF. If the review goes through, as planned, not for profit and special interest groups would be eligible to apply to the Department for a General Permit. An applicant organisation would be required to provide information about its governance, membership structure, nature of its activities and an explanation

of the need of the General Permit. Therefore, AHMF could apply to be able to issue temporary permits. If AHMF is issued with a General Permit it cannot issue a permit for a vehicle that is "significant". Is this something that AHMF need to look at getting?

SIZE OF THE HERITAGE VEHICLE MOVEMENT:

Daryl gave a presentation on the size of the Victorian heritage vehicle movement. He outlined the methodology used, and provided the results.

Peter advised that WA also collect the same sort of statistics each year. The questions asked in WA are very similar to those that were asked by RACV.

Steve outlined the numbers for South Australia.

AUTOMOTIVE HISTORIANS AUSTRALIA:

Daryl briefed the meeting about a new organisation known as Automotive Historians Australia, which was recently established in Melbourne. The aim of the organisation is to promote the understanding and enjoyment of automotive history through research, discussion and events. The conference of the organisation will be held in 2016 at RMIT in Melbourne.

PERSON IN CONTROL OF A BUSINESS OR UNDERTAKING (PCBU):

Christine gave a short presentation on PCBU, that is Person in Control of a Business or Undertaking. Steve explained that as he mentioned previously he is the responsible person for the Bay to Birdwood, that means he is the PCBU. There are two Acts, namely the Volunteers Act and also the Workplace Health and Safety Act, involved. So generally the presidents of organisations are the PCBU. Basically it all comes down to if there's an incident you're responsible, whether an incorporated organisation or not. Need to ensure you are not negligent and be able to prove you've done everything right.

***ACTION:** Christine will email a copy of the presentation to all.*

RISK MANAGEMENT:

Christine gave a short presentation on risk management. Report must be able to prove that questions have been asked, and answered, and there has been an attempt to mitigate any risk. You must be able to prove you have taken due care and it must be documented.

Risk Management Plan: There is a template available for a risk management plan. Don't make it more onerous than it needs to be; make it as simple as possible. It is really about identifying the risk and what you're going to do about it, and documenting this. Covers the consequence of a risk, and the likelihood of it happening.

Commercial risk management should also be undertaken.

***ACTION:** Christine to send out Risk Management Action Plan, and the Activity Checklist.*

TAX ON CLUBS:

Christine has spoken to Brett Holloway and he said, it's one thing to have it on the agenda and raise it every year as a burning issue, but unless the delegates are going to go back to their councils and actually do

something to help it along, then it's a total waste of time. She asked for specifics from him as to what the delegates need to do but no response has been received.

If a club earns more than \$416 in non-member income then a tax return should be completed.

SHANNONS INSURANCE:

Russell introduced Stephen Taylor, Regional Development Officer for Shannons. Stephen gave a presentation (*Annexure 17*) outlining the various ways Shannon can assist with sponsorship of events for clubs and organisations.

FIVA TECHNICAL CODES WITH REGARDS TO AUSTRALIA:

Jenny Fawbett from CHMC prepared a discussion paper (*Annexure 18*) which was sent to all delegates. Is it worth AHMF considering joining FIVA, for various reasons which are outlined in the paper? The fee AHMF could have to pay is likely to be quite high. Whilst there are some very good aspects of FIVA, including some of the rules and regulations; however, some of the FIVA codes are very restrictive and especially in their application. Example given of not being able to take out veteran or vintage car in Italy without a police escort. TAVCCA (The Association of Veteran Commissioner Clubs of Australia) is currently the only Australian organisation which is a member of FIVA.

One part of FIVA that could be of relevance to AHMF, is the clear descriptions of what historic is, what modified is, etcetera.

Basically summed up as too expensive to join.

ACTION: *Daryl Meek undertook to find out exactly what the costs would be to an organisation such as AHMF.*

MOTION: AHMF keep a watching brief on FIVA, and accept Daryl's offer to provide more information. Moved: John Kennett. Seconded: Steve Henderson. Carried: 6 for; 1 abstain.

Daryl was asked by Ian Bourke, the current president of TAVCCA and the President of the Veteran Car Club of Victoria to ascertain whether TAVCCA qualifies to be a member of AHMF? The suggestion was since one of their member clubs holds the concession, if they were a member of AHMF, therefore, by default so does AHMF. Christine advised that under the Constitution of AHMF: "Only State or Territory organisations with a minimum of four member clubs are eligible for membership."

NATIONAL MOTORING HERITAGE DAY:

Christine advised that she was unable to secure a national sponsor for this event as the information on major events had not been provided by State and Territory Councils. She now has a lot of information on the events that were run by AOMC, FVVHVC, QHMC, and NT this year, so that may assist with securing a sponsor. Written report was supplied by FVVCVC (*Annexure 19*). Christine did not have a list of individual events for CMC NSW.

ACTION: *Paul Coggiola undertook to email details of this year's events to Christine.*

South Australia do not promote National Motoring Heritage Day on the date in May. They have something in September. They do hold events on the day, but not known as National Motoring Heritage Day.

Western Australia: Gingin Car Day is usually on that day.

ACT: Two events run by two different clubs, but were open to everyone, plus another run to the southern highlands, so three events in all. The council don't feel the need to organise their own given there's three in the region.

CHMC: From their point of view the major one is the Shannon/Rotary Club of West Tamworth Motor Show, which is on that day. It's not a CHMC sanctioned event, but it's a good day for a broad spectrum of motor vehicles. Mike will approach the Rotary Club of West Tamworth to ascertain if it can be promoted as National Motoring Heritage Day event.

Unless it's badged Australia-wide as National Motoring Heritage Day it will be very difficult to get national sponsorship for it. The State councils need to push to get it organised on a date to make it national.

CMC NSW go to a lot of effort to coordinate National Motoring Heritage Day, rather than leaving it just to the clubs. Trophies are provided by CMC NSW. Delegates from CMC NSW attend each of the events. Paul will provide more details on this to Christine.

Discussion on obtaining sponsorship and in what form took place. What does AHMF want from a sponsor: money; promotion through literature, website, television and radio; naming rights? Probably premature to be seeking financial sponsorship, but promote through websites, eg Shannons, RAA, etcetera. From a sponsor's point of view the main problem is the lack of "national" support for a national event; it needs to be one day and all States need to support that day. Further discussion took place on possible national sponsors and what would be expected.

AHMF and State councils need to work on getting media coverage/publicity for events.

Daryl advised there is an enthusiasm. RACV has an appetite for this sort of thing.

Christine thanked Paul and Steve for the flyers for National Motoring Heritage Day.

Further discussion to take place at next teleconference.

DISASTER MANAGEMENT:

Iain advised that a paper on this subject was presented a number of years ago.

ACTION: *Iain will circulate this paper.*

Reminder that all paperwork needs to be completed prior to event, as discussed in Risk Management item.

Daryl advised that, from a sponsor's point of view, RACV insist on having a sponsorship agreement. Within that agreement there are clauses dealing with having risk management/disaster management plans in place, etcetera.

It was suggested that examples of risk management plans/disaster management plans be placed on AHMF website.

CUT-OFF DATES FOR ELIGIBLE VEHICLES IN EACH COUNCIL / MODIFIED VEHICLES:

Written reports were received from CHMC NSW (*Annexure 20*) and QHMC (*Annexure 21*)

Victoria: 25 years. VicRoads in discussion with FVVCVC, looking at 30 years. AOMC sent out plebiscite to member clubs seeking opinion on possibly changing from 25 to 30 years.

NSW: No change from 30 years.

QLD: No change from 30 years.

ACT: Eligibility for the council - anything that's motoring, regardless of age, will be represented. Current historic scheme is 30 year cut-off. The SIVS scheme currently under negotiation will be 20 year cut-off. Want both club scheme and a logbook scheme. Logbook scheme would be for 20 year and older vehicles and cost would be about \$300. The club usage scheme would be for 30 year and older vehicles and cost around \$100.

SA: Currently capped at 1978. Review is due 2017, although might come earlier. FHMC SA will apply for an increase in that date to bring closer to 35 year. It is believed that a rolling 40 might be looked at. SA scheme runs as "as manufactured".

Discussion on inspection of vehicles took place. SA only inspecting for authenticity, not roadworthiness and rego papers say that it is the owner's responsibility to maintain the safety of the vehicle. Victorian scheme outlined by Rod. Club safety check can now only be done on pre 1949 vehicle post 1949 vehicles are now mandatory roadworthy test. Up to 1949 vehicles were essentially pre-war vehicles and pre-war technology.

KIT CARS: Be aware that if kit cars are imported into Australia, that there is no roadworthy in America for some vehicles and this could cause problems.

MODIFIED VEHICLES: State councils agree to disagree on this topic. ACT and VIC leave it up to individual clubs to determine how they classify vehicles. VIC have set of regulations for allowing vehicles to be put on historic permit scheme, but that has nothing to do with club policies as to what they regard as historic, and what they would allow by way of modification, etc. VIC only concerned with regulations for the permit scheme. NSW the same.

Discussion returned to what is historic, and has this been resolved? Christine referred to the Aims of AHMF: "To promote and support organisations whose aims are the preservation, restoration and use of vehicles ... historical vehicles and continuing by decade to a date 25 years prior to 31 December of the current year." Every State defines historic differently, so agreement in a definition not possible.

"M" PLATES SCHEME:

The question was asked how the M plate scheme works in Victoria. Rod explained the system in Victoria. Technically speaking the "M" does not stand for modified; it was a letter available in the Vic Roads registration scheme. VSI33 is a test developed to cover the historic vehicles on the club permit scheme. This defines which modifications are allowable without requiring a certified engineered inspection. If vehicles have modifications beyond VSI33, the modified components need to be inspected and signed off by a certified engineer; that vehicle is then registered on an M plate. As at 28 May 80 vehicles were registered on M plates.

The main problem is registering vehicles that come from interstate that don't comply with the rules in the new State.

NATIONAL CONFORMITY WITH REGARDS A HISTORIC CONDITIONAL REGISTRATION SCHEME:

Covered under previous discussion points. There is not the political will to do it. Delegates agreed to disagree.

DIRECTION OF AHMF:

Christine commented that 100% commitment from all State and Territory Councils is needed for AHMF to be effective, for example with the reports only four out of nine were received. Discussion followed on the need for reports and the frequency of providing reports, as well as frequency of meetings.

Question was asked: What was agreed on this weekend?

It was suggested that this meeting be a forum for sharing knowledge and information, for example the risk management/disaster management item, and to draw on the experience of other councils.

Reports: Should they be focussed on new initiatives? Reports to highlight successes, as well as issues, and by sharing other councils can learn. Suggestion put forward that a template be prepared for reports.

ACTION: *Christine will prepare a template for Quarterly Reports*

MOTION: The AHMF agrees that all councils will provide quarterly reports on topical matters, and a template will be produced to assist. The first quarterly report will be due 1 January 2016, and thereafter at quarterly intervals. Moved: John Kennett. Seconded: Rod Amos. Carried.

Teleconferences to take place approximately two weeks after the quarterly reports due.

No annual report required.

What are the Federal issues? Christine indicated that she believes one of the main issues at the moment is with the Federal department dealing with the exporting of vehicles, and AHMF applying for a general licence when they become available.

Christine advised that Shane Simpson has given a formal commitment to attend the AGM in the Northern Territory.

National Event: This meeting has also resolved that there will be a national event to be held in 2020 - that's a positive out of the meeting. Rod proposed that the 2020 event be a "Next Generation" event, so the focus of the event would be on younger people driving older cars. This would support youth in the movement. Mark offered to co-ordinate obtaining proposals from the councils.

MOTION: That each council prepares a proposal for how a 2020 national event might be conducted with a view to continuing the event on a 5-yearly basis. Proposals to include a preliminary feasibility plan and suggestions on location. Moved: Mark Saunders. Seconded: Iain Ross. Carried.

National Motoring Heritage Day. Christine will work with Shannons, for example, to try to get national support and will report back to councils. Media is what is required; not necessarily money. NHMD 2016 will be 15 May.

ACTION: *Details of major events to be held by member clubs within the State/Territory council to be supplied to AHMF Secretary and President by Friday, 12 February 2016, or earlier.*

*CMC WA - to be advised
Mark Saunders - ACT CMC
Steve Henderson - FHMCSA
Christine Stevens - QHMC
John Palamountain - NTMC
Mike Beale or Don Turvey - CHMC
Paul Coggiola - CMC NSW
Iain Ross - AOMC
Neil Athorn - FVVHVC*

2016 Meeting: Due to the issues to be discussed, ie. National Event, export of vehicles from Australia, etc. meeting will be face to face.

Wendy invited by Christine to attend.

Tentatively scheduled for third weekend in August 2016.

GENERAL BUSINESS:

Australian Motoring Enthusiasts Party (AMEP): CMC NSW interested to know if AHMF distancing itself from that political party, or trying to assimilate with the party. Mark responded not distancing, but meeting is to try to find out what the party's opinion would be on items such as the import/export of vehicles, etcetera. Further discussion followed on Ricky Muir and the AMEP.

Mark did have meeting with Ricky Muir and Neil and Christine advised the top five issues to be discussed with him. These were:

- National regulations and seatbelts;
- Tax;
- A national voice - some way of promoting the movement around the country;
- Conservation;
- Rally and chose assistance in funding and suitable locations to hold events.

ACTION: Mark and Neil to work on position paper seeking response from Ricky Muir as to his position on the issues.

John raised the point that AHMF as an organisation is not in a financial position to fund a lobbyist within the Parliamentary sphere, so any friends in Parliament have to be cultivated. Mark indicated that because of demographics he has association with a wide variety of influential people. John indicated that any conversation started on behalf of AHMF should go through the executive.

RACV to attend 2016 AHMF AGM: Daryl, on behalf of RACV, is invited to attend next year's AGM, and also to be added to mailing list.

ACMC: Discussion on this group took place. They are successful in New South Wales; not successful in Queensland or elsewhere. This group currently has political influence. This group has successfully lobbied for changes to the modification rules relating to four-wheel drives, which is of no interest to AHMF. Also doing well at pushing the 90 day scheme for modified vehicles. The group successfully represents the clubs that are part of them, mainly four-wheel drive clubs. Russell gave a rundown on the meeting QHMC had with AOMC. The aims of the group were of no relevance to the historic movement. Following further discussion it was decided to keep a watching brief.

MOTION: That AHMF continue to keep a watching brief on ACMC, as previously agreed. Moved: John Kennett. Seconded: Mike Beale. Carried.

Commencement of Motor Industry: Jenny Fawbett and Wendy are trying to compile information about Australian body builders. Wendy would welcome any support and information. Eventually this work will be published.

Meeting closed at 12.10 pm Sunday.