



THE FIRST QUARTERLY NEWS BULLETIN OF THE:

## **COUNCIL OF MOTORING CLUBS OF WA (Inc)**

ABN: 58 352 277 045

**PO BOX 742  
SUBIACO WA 6904**

**Representing those Western Australian Historic Motoring Clubs, that choose to foster the restoration and preservation of their marques of vehicle, to government and the wider community in conjunction with the AUSTRALIAN HISTORIC MOTORING FEDERATION (AHMF)**

### **INTRODUCTORY TOPICS IN THIS ISSUE:**

Welcome to the first issue of the CMC Bulletin. This newsletter is designed to inform our members of issues that may affect our motoring pleasure. This issue looks at the history of the CMC, Code 404 and an overview of the AHMF. Also an easy to read flowchart of the code 404 system and the current CMC calendar.

**IN COMING ISSUES:** Carnet de Passage, Importation Laws, Vehicle Service Bulletin 14 (VSB 14), Asbestos and other topical issue that may arise from time to time. There is currently a push by other groups to generate a concession scheme for modified vehicles. As events unfold we bring you up to date on those matters as well.

**The President and committee wish all our members a happy and safe  
Christmas and New Year**

## MEET YOUR COMMITTEE:

### PRESIDENT:



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### VICE PRESIDENT



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**CHAIRMAN CLASSIC CAR SHOW:** Paul Markham

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Maurice Davin 0417 835 000

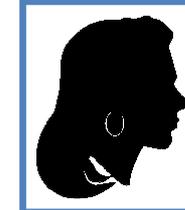
### COMMITTEE MEMBERS



Paul Blank



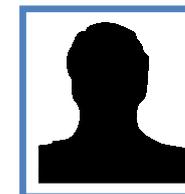
Paul Markham



Esther Robinson



Barrie Nelson



Gavin Mulcahy

### TECHNICAL COMMITTEE:

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Paul Blank—Secretary [paulb@classicrally.com.au](mailto:paulb@classicrally.com.au)

David Reid

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Roland Palmer

Maurice Davin

John McLean

David Churn

## **HISTORY OF THE CMCWA—hereafter known as the CMC**

In a previous life the CMC was known as the **COMBINED CARS CLUBS ASSOCIATION OF WA (Inc) (CCC)**

The CCC actually grew out of the 'Classic Car Concours', first held in 1969. It later became called the Concours d'Elegance and in 1973 the Combined Car Clubs Association was formed by 21 clubs. Their primary aim was to organize the annual show. In 1976 it was decided by the group that they should develop a calendar of inter-club events, the first of which began the following year, with six events.

In 1979 the "four wheels logo" was introduced being designed by Paul Blank and remains our logo today.

The name Combined Car Clubs Association of WA (Inc) did not fit with the national names of other motoring organisations at the time and was misinterpreted as being a club that individual persons could join so the decision was made to change the name. Under the stewardship of then President, John McLean and with guidance from Maurice Brockwell it was decided to rename the Association to the current Council of Motoring Clubs of WA. This change in name was fully supported by the member clubs and a new certificate of incorporation was issued on 27th February 2002.

Around 1988 the CCC was looking for a venue that would encompass a meeting place, club house facilities and museum for the organisation. Clubs were asked to show expressions of interest in such shared facilities. With other options falling by the wayside approval was eventually given to build a Motor Museum on a patch of land near the village at Whiteman Park and in December 1994 the Motor Museum opened its doors for the first time.

In those early days the Museum was known as the Combined Car Clubs of WA (Inc) Motor Museum of WA and was controlled by a committee of the CCC. Long term vision by then President Maurice Brockwell and his committee saw the need to make the Museum autonomous and stand alone from the control of the CCC and so the Motor Museum of WA trust was created in 1998 and with the new building opening in 2017 it is now one of the finest motor museums in the country.

Apart from the creation of the Motor Museum, the CMC negotiated a very healthy public liability insurance scheme after insurance premiums rose around the world. With a sharp increase in premiums it is most unfortunate that many small clubs were forced to fold with some being absorbed into larger clubs. We do however enjoy the benefits of an extremely good system that covers every aspect a club needs to protect its members.

After a number of years of lobbying, the CMC was successful in having the left hand drive laws changed in WA. In May 2003 the requirement to have an annual inspection and to display a "Caution—Left Hand Drive" sticker on the rear of the vehicle was rescinded.

Although unsuccessful, the CMC lobbied the WA government to reconsider the high impost on concessionally licenced vehicles in regard to the increase in third party premiums to cover not at fault injuries. It was a fair point to make, with the general motoring public only asked to contribute a small percentage of increase while the "Vintage Cars" would attract what resulted in a 300% increase. The Government didn't budge.

The CMC is currently lobbying the WA minister responsible for an exemption for import of vehicles containing asbestos manufactured prior to 31 December 2003.

There have been and will continue to be other active representations on behalf of the members as the need arises.

And of course, the big one. The creation of written rules by DoT to govern the conditions of Code 404. This is spelled out in detail in the next section.

The CMC is only as good as those club members who stand up and take on a role within the CMC Committee to represent all clubs' members on matters pertaining to the historic vehicle movement. In order to stand for committee the member's club must be a full member of the CMC - that is, one of their primary objectives is to be for the restoration and preservation of their club vehicles.

There is also an affiliate membership open to clubs who do not have those two words as part of their constitution. Although they are permitted to have up to two delegates to represent their club at CMC meetings, they do not have any voting rights nor the right to stand on the committee. The CMC encourages those clubs to amend their constitution and take their part in the organisational aspects of the CMC.

## **HISTORY OF CODE 404**

In 1964 the Veteran Car Club of Western Australia approached the WA Police Department, which at that time had responsibility for all road traffic matters, for a concession for vehicles up to 1930 and in original factory specifications, to allow reduced registration costs. Some time later the cut off was increased to 1950 and more recently to the rolling 25 years that we have today. A further point that was raised was that if the concession was granted, the club would support an annual charity event.

Maintenance of the manufacturer's original specification is one of the cornerstones of historic vehicle preservation and today remains a key objective of the concession.

Over the years a number of managerial position changes within the WA Police and later when the responsibility was transferred to the Department of Transport (DoT) and later the Department for Infrastructure, we saw various interpretations of the Code. In 2006 we saw the first written guidelines for the code when John McLean of the Veteran Car Club produced the first Code 404 Handbook. This handbook was presented to the CMC members by the then DPI (Transport) Manager responsible for the code, Peter Mathieson. This handbook went on to become the cornerstone of the Code and used regularly by DPI/Transport staff for the years to come.

In 2011, the Department of Transport, which now held responsibility of all matters relating to Transport, requested a meeting with the CMCWA to "Improve the code for the benefit of all parties". This discussion ended abruptly when DoT advised they were looking at introducing special descriptive number plates in lieu of standard WA issue plates. After intervention by the CMC and a politician the then Minister of Transport put a hold on any further negotiations on the code.

When the national seat belt laws were introduced each state had varying exemptions that would allow 4-7 year old children ride unrestrained in the rear seat of a vehicle not fitted with nor required by law to be fitted with, seat belts. A system of application was negotiated between the CMC and DoT and worked well, for a time. Unfortunately, when the Policy Department of DoT became aware that these exemptions were not legally authorised, the CMC were again invited to discuss the matter along with other matters relating to Code 404 for which the DoT did not have any legislative power to enforce i.e. Inspections.

From that point on, in depth discussions with DoT over the next four years resulted in the writing of internal DoT Business Rules from which the current Code 404 handbook was written. A comprehensive flow chart for the code is on the next page.

## **THE AHMF**

The Australian Historic Motoring Federation (AHMF) is the national peak body for all historic motoring in Australia.

The AHMF is a federation of most state and territory motoring councils. The exception being Tasmania where a state based council does not exist. These councils represent 1000 plus historic motoring clubs and close to a hundred thousand motoring enthusiasts across Australia. The AHMF aims to provide representation for the historic vehicle movement on a national basis to government departments, Australian organisations and business and internationally to other national motoring bodies.

Meetings are held each year at different venues around the country with all members delegates (one or two) invited to attend to discuss the various topics that affect the operation of the historic vehicle movement in Australia. WA hosted the AHMF AGM in 2005 and again in 2017.

The National Motoring Heritage Day (NMHD) was created by the AHMF to foster goodwill with the Australian public by inviting the public to attend free of charge to various car shows, displays, picnics, cruises and other activities that promote the historic motoring fraternity.

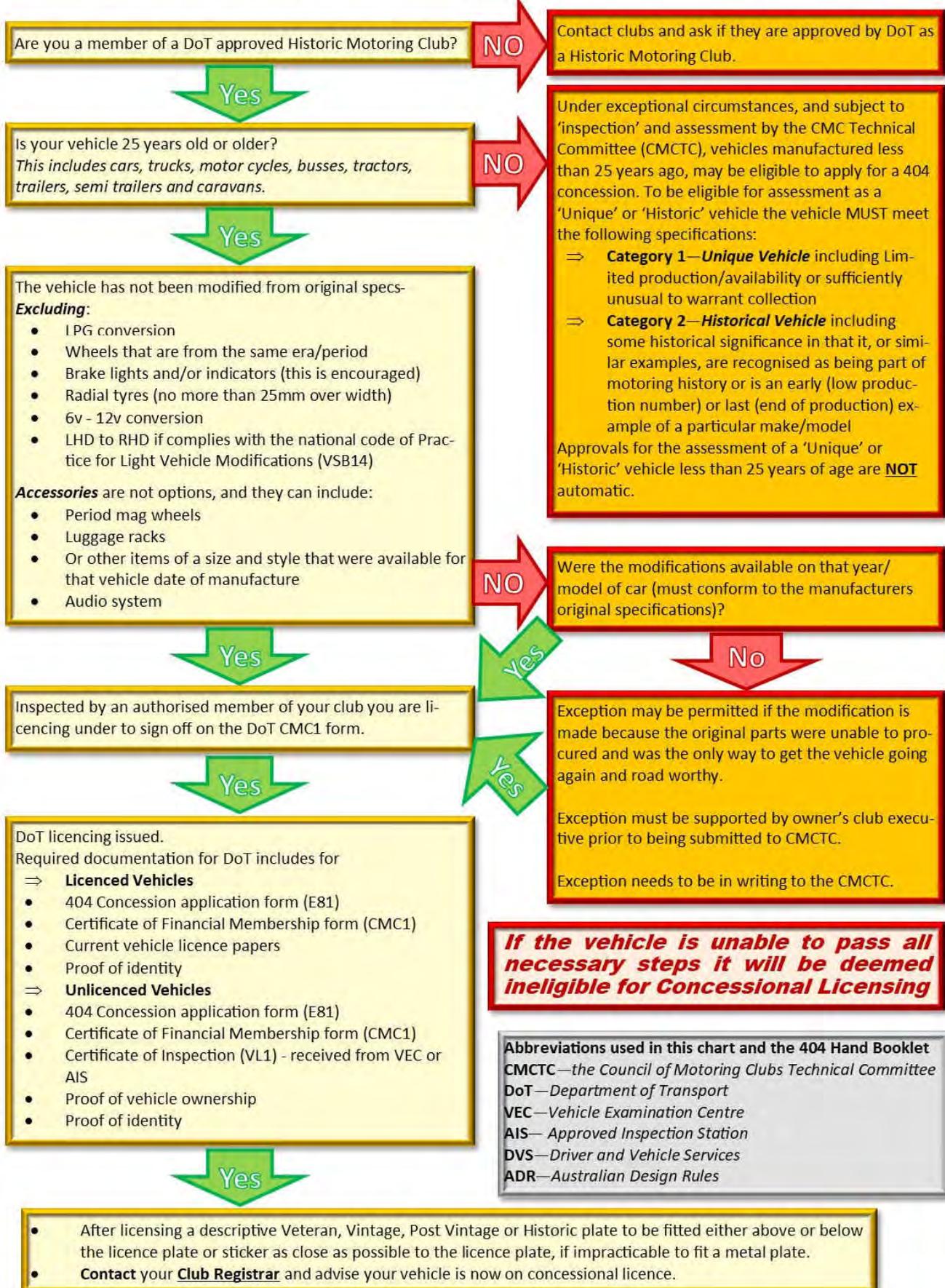
Car club taxation has been a vexed situation for many years and some members may remember a push by the AHMF to lobby government to change the laws as they related to the Historic Car Clubs. Councils were asked to support this movement by raising funds from clubs. Unfortunately at that time, there were various changes in government and personnel within the AHMF who had the ability to do the necessary negotiations and the push was abandoned. The CMC believes it could have and should have been pushed harder than it was.

Although the AHMF is nationally committed to the restoration and preservation of vehicles 25 years and older, as we are in WA, other states have taken on different strategies to allow modified vehicles, with limitations, within their system or as a parallel system.

The Robert Shannon Foundation was an initiative of the AHMF, a system of providing grants to eligible persons under the age of 30 to assist their restoration projects and to perpetuate the Memory of Robert Shannon, the founder of Shannons Insurance, an insurance company which is dedicated to the historic motoring scene and widely supported by our members.

# Guide to Concessional Licensing in W.A.

\*\*\* This flow chart is to be taken as a guide and more details are found in the Concessional Licence Code 404 Information Booklet \*\*\*



***If the vehicle is unable to pass all necessary steps it will be deemed ineligible for Concessional Licensing***

**Abbreviations used in this chart and the 404 Hand Booklet**  
 CMCTC—the Council of Motoring Clubs Technical Committee  
 DoT—Department of Transport  
 VEC—Vehicle Examination Centre  
 AIS—Approved Inspection Station  
 DVS—Driver and Vehicle Services  
 ADR—Australian Design Rules



PO Box 742, Subiaco, Western Australia 6904

**COUNCIL OF  
MOTORING  
CLUBS OF WA (INC.)**  
A.B.N. 58 352 277 045

## CALENDAR of EVENTS

**2017 2017 2017 2017 2017**

2017

October	8	Italian Car Clubs "Pasta Run"
	8	Avon Valley Classic Rally. <a href="mailto:yorkveteranclub@gmail.com">yorkveteranclub@gmail.com</a>
	15	WATT commemorative ride. Hosted by VMCCWA. <a href="mailto:gmacham@amnet.net.au">gmacham@amnet.net.au</a>
	16	Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall
	22	VCC Auto Jumble. Canine Assoc. Southern River. 0418 910 841
	29	British Auto Extravaganza. Claremont Showgrounds. <a href="http://www.britishfest.com.au">www.britishfest.com.au</a>
	29	All Ford Day. Blue Steel Oval. Bassendean. <a href="http://www.afd.asn.au">www.afd.asn.au</a>
	29	Torana 50th Anniversary cruise
November	5	All Italian Car Day - Gloucester Park
	19	Classic Cars & Coffee. UWA. <a href="http://www.classiccarsandcoffee.com">www.classiccarsandcoffee.com</a>
December	3	Celebration of the Motor Car. Cottesloe Civic Centre. <a href="http://www.celebration.org.au">www.celebration.org.au</a>
	18	Council of Motoring Clubs General Meeting, 8pm Bassendean Community Hall
	31	Classic Cars & Coffee. UWA. <a href="http://www.classiccarsandcoffee.com">www.classiccarsandcoffee.com</a>

**2018 2018 2018 2018 2018**

January

February	18	Northam Vintage Swap Meet Run by AVVVA Ph: 08 9622 5932
March	11	VAA Swapmeet. Guildford Polo Ground. Ray 9309 4837 or Rob 0418 917 133
	18	Classic Car Show. Ascot Racecourse.

General enquiries: Council of Motoring Clubs of WA Secretary, - [secretary@councilofmotoringclubs.asn.au](mailto:secretary@councilofmotoringclubs.asn.au)

Updates for this calendar to Esther Robertson. [erobertson@inet.net.au](mailto:erobertson@inet.net.au)

Council of Motoring Clubs website - [www.councilofmotoringclubs.asn.au](http://www.councilofmotoringclubs.asn.au)

NOTES: 1. This page may be published in your club magazine.

2. Details are subject to change without notice and no responsibility is accepted by the Council of Motoring Clubs of WA (Inc), its member clubs or its servants for incorrect information.