

Meeting Notes Saturday 15 Oct 11

39 Clubs Represented at meeting

Log Books

Perennial problem of Log Book Returns sheets being returned with information missing i.e. registration numbers, engine no's, please proof read/check sheets before returning – incomplete return sheet delays the process.

Pro-forma Log Book Return Sheet is now available from the Federation Web Site – www.fhmcsa.org.au, Note changes in format/fields, please use the new copy.

Electronic copy to David Searles, dsearles10@bigpond.com,
HARD COPY to Brian.

Federation Tour 2013

Federation tour may possibly be to Canberra as part of Canberra's Centenary Celebrations. We are waiting for more details from Canberra, in the interim preliminary planning for "our tour" will be undertaken, if not for '13 but '15.

Web Site

Clubs are not fully utilizing the web-site to advertise up-coming events – "The Earlier the Better"

Bay to Birdwood Classic

Very successful day, perfect weather (who had that contact?) marred only by the traffic congestion – 1800 B2B entries + X no of "cruisers" + the normal Sunday am traffic = congestion!

Any feedback or comments, good or bad on this year's event, please put it in writing and either post to B2B Classic committee OR to the Federation mail box and they will be forwarded on

Cruising Classics

Cruising Classics for 2011 was a full 2 weeks of events. The events themselves were all well received and all were praised highly by those who attended. The night event on the Thursday night of the second week was well attended and the indoor flyers certainly put on a grand display. The comments by Alan Marks adding much interest.

I sincerely thank all the Clubs that offered their services. Also to the delegates from those clubs who toiled through the year to bring the Cruising Classic events to reality.

Thanks also to Dean Byrne who joined the Cruising Classics Committee this year as Treasurer and Entry Director and to Shirley for all her untiring efforts. To Allan Mitchell who volunteered his services each morning helping out with all the ancillaries and as Shirley and I could not attend every morning we would have been lost without him. Thank You Allen.

And just when thought it was safe
“Motorfest”

2012’s event will run from Mon 24 Sept to Fri 5 Oct 12, note the 2012 Bay to Birdwood (30 Sep 12) will fall on the Sunday of the long week-end.

First meeting of the 2012 Motorfest will be held on 17 Nov 11 in the CCC Clubrooms – get in early and secure your club’s booking early further details contact David Searles

CHVR Variations

Vehicle Identity Checks in country areas (more than 40k) outside Metro, SAPOL are “refusing” to do the checks and are referring the owners/vehicles to the closest DTEI inspection centre i.e. Lonsdale or Regency Park. DTEI have been made aware of the practice. DTEI & SAPOL to “solve”.

General Business

AHMF AGM

SA hosted this years AGM on the 23rd & 24th September, following are relevant points from the AGM.

Guest Speakers

Mathew Bacsick: “Adelaide Glass Scratch Removal” gave a short presentation regarding his process in removing scratches from all types of glass especially heritage vehicle glass. Costs vary depending on the work required but \$250 would be an average cost of a repair to a side glass window with an approximate four week turn around. The process is the polishing removal of a layer of glass which does not really affect the strength of toughened glass owing to its original thickness.

Martin Haese: B2B Chairman presentation on the marketing of this event. These techniques could be used by member clubs in raising their profile or getting greater support for their events.

Kai Henson: TCIS Insurance Brokers, presentation on Risk Management,

Robert Shannon Foundation Awards: Total of seven applications applying for a grant this year. Approx \$6000 would be available for distribution from interest received from the principal. The RSF Committee had studied the applicants presentations and decided three were worthy of a grant of \$1500 each, with the balance of the interest to be added to the principal. The successful applicants were,

- Ben Hopkins from the Veteran car Club of Australia (QLD) Inc who is restoring a 1914 Overland model 79 Speedster.
- Rhys Chester from the Ford owners Restorer and Drivers Club of Australia (Vic) who is restoring three pre 1950 four cylinder Fords.
- Jarryd Just from the Chrysler Restorers Club of Australia (SA) who is restoring a 1966 Chrysler VC Valiant V8.

AHMF Survey “Results”: The response was far from overwhelming, with results being returned from April 2010 to June 2011. The electronic intention was to have only one part of the file returned but in many cases all was sent. Most forms had major errors invalidating them. It was felt that clearly people did not understand the form and felt the results received were unclear concluding that the sample results were biased.

Some states had compiled their results separately and they should be forwarded for national collation. SA will collate those results/returns for distribution to other state bodies.

“Ethanol Fuels”: There is plenty of publicity regarding the use of ethanol fuel and of the potential for problems in historic vehicles. Some 98 octane fuel sold in the eastern states contains varying percentages of ethanol - “user beware” should be observed when and where you refuel. Note that not all states clearly advertise that ethanol is present in the fuel like SA i.e. You may have to look a bit harder at the pump.

“Taxation”: The potential tax liabilities for clubs has not changed. The AHMF will continue to monitor any developments and lobby for a “Not for profit status” for member clubs.

“Child Restraints”: VIP if you are contemplating a trip “across the border” SA is the only state to have adopted the National Guidelines in respect to Historic Vehicles (vehicles on CHVR) being exempt from the requirements – BUT if you cross the border, your vehicle must comply with that states requirements – something to keep in mind when planning an across the borders trip.

“VSB 14 - National Code of Practice for Light Vehicle Construction and Modification“: Introduced in 2002 for the control of allowable vehicle modifications. To date it has been mainly used for the control of modified vehicles. VSB 14 was drafted it would appear by people with no consideration to or understanding of the historic vehicle movement. The codes will not work when applied to historic vehicles e.g. an engine allows for a 20% increase in mass power and after any change the vehicle is subject to certification. In the above case an engine that has been reconditioned with shaved head, new pistons can raise the HP requiring certification under VSB 14. The VSB 14 is a huge document (1000+ pages), member councils should be aware of the implications of this code. The ACT, WA, TAS, have adopted the code while QLD & NSW have selectively adopted it Vic is a work in progress. The ACT has an exemption for coach built bodies of early vehicle manufacture – *be aware that it does exist and may have some implications for the historic car movement.*

“2013 National Rally”: Member councils were asked if there was sufficient interest for a National Rally. Canberra is celebrating its centenary in 2013 and after the AHMF recently received a route proposal from Jervis Bay to Canberra from the National Trust and with the ACT Council also considering a similar run, it was suggested the AHMF should get behind a National Tour “a la 2001 Shannon’s Centenary Tour”

CHVR Review

The following is an email from DTEI

“The internal submission with recommendations to amend the Historic Scheme and proposals for Special Interest Vehicles was recently approved by the Ministers office. Financial impacts and calculations have since been approved formally and Cabinet Submission is now in it's final draft form. Other Government agencies currently have the opportunity to provide comment, prior to Cabinet considering the submission.

It is expected that the Cabinet Submission will be provided to Cabinet during November if approved, the changes will come into effect on 1 March 2012.

Unfortunately, as the proposal is now for Cabinet to review I am unable to comment on the specific changes proposed at this stage.

As the Code will be reviewed clubs are requested to submit in writing, based on clear and factual premises areas in the code they believe need to be addressed/changed. Such submissions must be in writing and received by 30th November

At this point it is envisaged that the Federation will hold a seminar prior to the release of the Revised Code of Practice to explain the changes, new guidelines etc, prior to the release/implementation of the revised Code.