

April Meeting Notes

Roadside Assistance

RAA representative was a late apology for the meeting, we will endeavor to re-organise the RAA for a latter meeting in the interim

IF

You are on an “organized” run i.e. the Copper Coast Cavalcade of Cars, Bay to Birdwood etc. “Don’t bother to ring”. The RAA supports these runs and has support people in place.

You are on a “Club” Run, Sunday Drive etc. this will would treated as a normal Roadside Assist Call, remember that you are not on a Rally etc.

If any Club member does have a problem with Roadside Assistance please supply all the details – i.e. when, where, why to the Executive and we will, as in the past follow it up.

Review

Following on from the February minutes the Federation has been authorised by DTEI to pass on some *proposed changes* to the CHVR scheme namely

- **Cut Off Date** from the current rolling 30 year date to 1st January 1979. This date will be reviewed at some point in the future.
- **LHD Vehicles** to come into line with CHVR i.e. 1st January 1979
- **Inspections** Annual verification inspections of vehicles on CHVR to become mandatory.
- **Log Book Audit** Annual audit of Log Book Register by the club to be submitted to the Federation who in turn will submit combined return to DTEI.
- **“Recognised Clubs”** must be a member of the Federation

NOTE We stress that these a proposals and have not yet be drafted in to a format for submission to Parliament and the ensuring due processes – they are proposed changes to the scheme.

Further clarification

It’s a little disappointing that these points are being raised so late in the piece. The discussion on this has been going on for at least 4 years, and probably even longer, and we have reported this to clubs repeatedly asking for feedback. We have not received any, other than the Committee talking to various people at various runs, events etc.

The Federation was given a clear message to preserve the CHVRS as near as possible to what it currently is, particularly when the SIV group started to gain some momentum. The Federation has been given a clear message by DTEI that there are some things that need to be addressed.

So, as we have had no real feedback, when approached by DTEI re some changes, we assessed what we have been hearing from the various enthusiasts spoken to over the years and reached the overall opinion that neither change would be an earth shattering deterrent to the majority already enjoying the scheme. In other words, majority rules. It should be mentioned that at our meeting with DTEI, we indicated that we would not support a finite cut-off date as had occurred with the left-hand drive vehicles (part of why they agreed to move the LHD date so there will always be a single date (not 2 as there currently is)).

The scheme is not perfect, but from my experience interstate, it is far better than what is on offer over there (although Vic maybe getting close to ours now). It is what we have, therefore we work with what we've got.

We also remind you of the words of Andrew Keightly (of TptSA then), who at the seminar to introduce the revised Code of Practice in 2003 said, **CHVRS is not a right, it is a privilege**. Note that these words are very much in the forefront of the current DTEI personnel.

Fixed date of 1978.

It is not intended to be a fixed date, rather a period that allows DTEI and the Federation to take stock of what's happening at the time before committing to even more vehicles onto a scheme that has already outgrown where it was envisaged to be.

This has been discussed for at least the last 4 years that I know of (may be longer) and the dates were considerably earlier. The driver behind this is not to deter younger members with later model cars, rather to ensure we are able to maintain the integrity of our historic vehicles. It is being driven from 2 points:

1. These cars are now regulated by ADRs, which would imply that all Authorising Officers will need to understand and know what they mean and how to determine that they are applied correctly to those vehicles. We know that there are a number of Authorising Officers have no technical background, other than being enthusiasts. It is not our aim to make it any more difficult for these people. No matter what happens, this problem will not go away, if anything it may likely have the effect of pushing more vehicles to the SIV scheme if it eventuates, however we will work to deal with the issue. While the Federation supports the idea of an SIV scheme, we are certainly trying to ensure the Historic Reg, scheme remains unaffected, if such a scheme is implemented. The Federation remains cautious of not putting our members in a position where they are liable for prosecution.
2. It would be a fair assumption to state that numbers are driving the main decision from DTEI. The scheme was originally intended to have some 2-3,000 vehicles registered, not the 12,000 odd currently registered as Historic in the state. The original scheme was setup as a "cost-neutral" scheme. This has not been nor is it currently the case. Like all Government departments DTEI is under enormous pressure to reduce/control/maintain (add any word you like that implies cut costs) their budget. DTEI have looked at the numbers of cars becoming eligible currently registered and found the numbers to be unacceptably high, in their

judgement, from a cost perspective. When the scheme was initially set-up, it was **not** a rolling cut-off date, rather every 2 years the Federation approached the then TptSA to request a revised date and obviously this was later changed to what it currently is.

Annual inspections.

The question to ask is: would you sign a blank cheque? In essence this is what we are asking our Authorising Officers to do. When an Authorising Officer signs the LogBook (a legal document), he/she is stating that the member is a financial member, the vehicle meets the requirements for CHVRS and is registered (also endorses the Rego papers). It is clear to DTEI and the Federation that there are a number of clubs out there not doing the “right thing” (which of course means everyone suffers), by the number of vehicles being reported/caught not in accordance with the requirements as laid out.

The intention was not to add additional burden on to club officials. It should be pointed out that the term “Inspection” is misleading. The intention by both DTEI and Federation was that this would be an annual check (verification), to ensure the vehicle remains as per the MR334 and the Authorising Officer can be comfortable in signing a legal document with a clear conscience. Roadworthiness still remains the owner’s responsibility. Most clubs are already doing this, but maybe not recording it. All clubs organise a number of runs per year, and would suggest that nobody has been on a run where everyone has arrived at the destination, parked the cars and walked away. The nature of our hobby means that everyone wanders around looking at the vehicles, and are sure if a member were abusing the system he/she would be quickly pulled up. We are aware that the Authorising Officers do not attend all runs, and nor should he/she be forced to, but we would also hope that there is a level of trust members of the Committee which could be used to assist in this task. What we are suggesting is that club’s look outside the box to satisfy the requirements, while not looking to create a burdensome solution that is not “value for money”.

As for any extra administrative burden, I can’t comment on that other than from my own club’s perspective. We have 5 Authorising Officers (spread around the city), we run 1 specific verification day (where we try to get the majority) and 10 runs per year, we also hold 11 meetings per year, i.e. 22 events a member can bring his/her vehicle along for verification. We simply record who and what attended, these are published in our magazine. The only time additional effort is required is when we request a member to present the vehicle or we receive a request by a member (which is where the location of our Authorising Officers comes to the front), again this is recorded. And, yes we still have vehicles that have not been seen for years, but as the law stands you cannot refuse to sign a logbook on those grounds, your only avenue is to refuse membership. Our club has not gone there yet as we believe it is a social organisation and therefore we shouldn’t be placing those sort of restrictions on people, considering we have members that do not have vehicles on CHVRS, nor do they attend any of our events for whatever reasons.

Log Books

“Status Quo” usual problems with incomplete Club Orders

Regal Ramble

Congratulations to Arthur & Nola, Bill & Joy for a job well done and a “Good time was had by all those who participated”. Support from the local clubs was exceptional in both organising “local runs” and catering.

Arthur Clisby Final accounts are yet to be finalized, the end net result may be a small loss, but this is far out weighed by the PR and building relationships with the country clubs.

Bill and Joy Watson are retiring from the Tour Sub-Committee – “Any Volunteers to Take their place” If you are interested and would like to know more please contact either Bill & Joy or Arthur & Nola.

Web Site

Club Details and up-coming events up to date.

Bay to Birdwood Classic

Entry forms should be mailed out mid May and will be available via the web site either from the Bay to Birdwood site or the link from the Federation web site.

Bay to Birdwood Committee has a new Chairperson Martin Haese, Martin is the CEO of the Rundle Mall and is very media/promotional savvy and brings a wealth of expertise to the Committee. The National Motor Museum has a new Director, Marianne Norman, she assumed the position late March.

The route has not changed. The B2B Committee will undertake a risk analysis of the current route as there is currently nothing in writing.

Entry costs have not changed still \$50.00 and the cut off date of 31st December 1977 has remained the same – to roll the date forward would only compound the problem of too many entries. The entry number is capped at 1750 and the last Classic was over subscribed.

The National Conference of the AHMF is being held in Adelaide on the Friday & Saturday (23-24 Sep 11) and some of the delegates will be looking for a “ride” on the Sunday, if you can take a passenger please advise the Executive.

Clubs are again requested to stress to all their members (even put it in the Club Magazine)

“If they are not an entrant please do not to drive their vehicles along the route, park safely and watch”.

Please help us to ensure that the traffic congestion is not compounded.

Cruising Classics

Now has a full calendar of events, details /entry forms will be available shortly, and the "Events Calendar" will be on the web-site.

HVRS Variations

No issues at the moment, on the odd occasion that we have had need to clarify something with DTEI answer has been "as per the code".

Query from the floor re "Signage/Advertising on Historic Vehicles".

A vehicle on CHVR is not to be used for "Hire and or Reward". Reward is deemed to be displaying a sign/logo/phone number of a current business, period signage is permitted.

From the Floor "Clone WW2 BMW motorbikes" These vehicles are being produced in China with build plates of "the era" and are being imported into the Australia and may possibly be presented to a Club Verification Officer as a "genuine article".