

## Meeting Notes 28 November 2009

### REPORTS

#### Log Books

A non-member club has for a period of time has been using "Log Books" from a "Newsagency" NOT the DTEI approved Log Book, this has now been addressed! If any member club becomes aware of a club, member club or not that is not adhering to the legal requirements please inform the Executive and we will investigate - Gentlemen please keep everything on the straight and narrow path we all have too much at stake

#### Regal Ramble

First planning trip has been done and all the clubs in the area are very eager to become involved. The overseas leg will be the finale for the tour and preliminary discussions with Sea Link re pricing etc. have been held.

The Regal Ramble will start at Mount Barker and will be hosted by the Adelaide Hills Motor Restorers.

A re-union meeting of the Peninsulæ Parade entrants will be held on the 13th February 2010 and expressions of interest for the Regal Ramble will be available

The Regal Ramble will run from 28 Mar-10 April 2011 and will cover the South-East with an overseas leg, Kangaroo Island as the finale. Start planning now, as it will be here before you are ready!

#### Web Site

"Coming Events" is up to date. Cubs are urged to make use of the "Events Page" by advising the Webmaster of any up and coming events i.e. Club Display Days etc. - helps your club to create a higher profile, and it's free!

#### Bay to Birdwood Classic

Final figures have not yet been finished but it would appear that the Classic may return a small surplus, primarily due to the higher than expected gate returns from the Mill on the day. As the figures run for a 2-year period i.e. includes the Bay to Birdwood as well if there is any surplus funds available at the end of the 2 year Budget period any surplus may be distributed to charity as per the Charter.

#### Traffic Flow Report From HarryMcCallum the SAPOL liaison officer to B2B Committee

In essence the traffic flowed fairly well, the major issue was the fair greater number of cars, over and above the 1800 entrants, with the general public and the "non-entrant" adding to the numbers. The run from St Agnes to the Mill was good, factoring in the unexpected emergency road repairs and local market day in Gumeracha. There is no valid reason for the two-traffic for the Classic from St Agnes to the Mill to be changed.

Harry further commented that the current route might need to be re-viewed in the future given that the traffic lights were running on maximum sequence.

"No Breakfast at start" (From the Floor): Initial planning was for three service clubs to provide breakfast at the start, one club, Rotary Club of Glenelg pulled out at the 11th hour and overloaded the other 2 clubs - sorry but beyond the Committee's control.

Bay to Birdwood Veterans, those vehicles built prior to 31st December 1918 will be invited to enter at No Cost in hope on increasing the number of vehicles. Another scenario that is under discussion is trailering the vehicles for a section of the run. The vehicles would have to be driven in and out of the start area, loaded onto a trailer at some point then off-loaded

at i.e. Gumeracha and driven into the finish area - this is a possible scenario and is to be confirmed, your comments are welcome.

Next Year will be the 30th Anniversary of the Bay to Birdwood

Motor Fest

Initial meetings taken place - early days.

Any clubs wishing to participate in the 2010 program please contact Richard 8447 4160 or Nola 8382 0245

CHVRS Variations

Review of Code and SVIG still no further news. DTEI will advise us when they will be released - patience is a virtue.

Extract of letter from DTEI re imported/CKD vehicles and ruling on wheels

The fitment of non-original rims to vehicles registered under the Scheme as detailed in the Code of Practice Conditional Registration Scheme for Historic Vehicles and Prescribed Left Hand Drive Vehicles ("the Code") is not permitted except for beaded edge rims.

In regard to "knocked down" imported vehicles assembled in Australia and fully assembled imported vehicles being fitted with components that were not available as an option in Australia, I advise that these vehicles fitted with components not available as an option in Australia should not be registered under the Scheme. The only exception is as outlined in the Code, the component was available by the original manufacturer as an option and in this case available in Australia.

Generally, for vehicles registered under the Scheme unless there is a reasonable explanation, such as the original or a spare part component was no longer available, another non-original component should only be considered if it is identical or as close as possible to the original component as supplied by the vehicle manufacturer.

As you are aware the Scheme was introduced for the purpose of assisting in the preservation of genuine historic vehicles in South Australia on the basis that they would be driven sparingly due to their value and the scarcity and cost of replacement components.

**GENERAL BUSINESS:**

Application for Membership from South East Classic & Unique Car Club

Residual Rights on Wreck"

Inquiries with RAA Insurance, Owners no longer have the residual rights to the wreck under their current policy. Other insurers i.e. Shannon's still have this in their policies - "Insurance is like any other product shop around for what is best for you, check the residual rights clause on any Historic Vehicle Policy.