

Business Arising from Previous Meeting

General statement as to advice given by the FHMC.

“The FHMC cannot and will not interfere in the normal day to day operations of any club unless a serious breach would warrant any action. However, from time to time, requests/queries are raised by credible and concerned sources. In these instances, the FHMC will investigate and respond accordingly. Where advice is received that, in the opinion of the FHMC would benefit its members, is given in good faith to be acted upon solely at the discretion of the club.”

“Single Make/Model Clubs”

As per directions, the President attempted to contact the “Appointed Solicitor”, person in question no longer works for the company. Subject question was discussed with one of the senior members of the firm.

The issue is *not* whether a club’s Authorised Officer can or cannot authorise a vehicle that falls out side of the Club’s stated parameters. In fact an Authorising Officer may approve any vehicle, meeting the requirements of the Code that is presented to him by a member of his Club for that purpose.

The issue is whether the clubs Constitution covers that Officer where the clubs Constitution specifies a make or model of vehicle then the Club is legally bound by its Constitution to accept only those vehicles i.e. the Club by accepting “other vehicles” is operating out side of its Stated Objectives

The answer provided was the same as previously received and a verbal quote of approximately \$1,000 to put this in writing, if so required! The FHMC Committee have chosen not to pursue this matter further based on the fact that a similar response has now been received from three independent legal sources and spending some \$1,000 will not change the advice.

. As discussed above, the following advice was received and is now distributed by the FHMC:

“Single Make/Model Clubs” are *strongly advised to add* a clause to their Constitution, or at least add a rule, that gives the clubs committee a *discretionary power to accept other vehicles than those stated in the Club’s Constitution.*

Again, it is entirely up to the individual club as to whether they act upon this advice.

It was also requested that the FHMC Executive provides details of who within DTEI raised this subject,

“as the FHMC are continually asking clubs to provide specific details when an issue is raised.”

At the request of DTEI, the FHMC Executive tries to gather this information in order to get to go the source of the issue and get it cleared up immediately and then determine what, if any further action is required.

In order to maintain our good working relationship with DTEI, the FHMC Executive will continue to refrain from revealing the source of information from within DTEI. It should be noted that you have elected a Committee to deal with these issues as they arise. Rest assured, where an issue arises that needs direct consultation between a member and DTEI, the FHMC will facilitate this discussion without fear or favour. It is in all our interests that the FHMC does investigate all issues raised and honestly reports back to the membership so that we can continue to enjoy the best Historic Registrations Scheme in Australia.

Seat Belts/Child Restraints

Further clarification “Other exemptions” as per August Minutes

“Other exemptions include:

- Motorcycles.
- A person who can present on request a certificate signed by a medical practitioner.
- A person who can present on request an exemption issued by the Minister for Transport.
- *A person travelling in a **historic vehicle** that is registered and driven in accordance with the conditions of registration.”*

Historic Vehicle is defined as a vehicle 30 years or older and is on Conditional Historic Registration and used under the conditions of registration.

IF

The vehicles is *on any other form of Registration* all children under the age of seven must be in approved child Restraints (not a box in the boot)

- i.e. If Fred and Ethel put the Kingswood on a permit to take the Grandkids in the Bay to Birdwood Classic they must child restraints fitted and the little darlings must be in them.

Both the RAA and DTEI web-sites have a lot more detailed/comprehensive information on this subject.

Note: regulations differ from state to state IF you are taking you vehicle inter-state be aware that what is permitted in SA *may not be in another state* – Check.

Brief outline of other states

1. WA

If seat belts are fitted, then children must be restrained as per the new laws.

If the vehicle to be used does not have anchor points or seat belts in any or all of the seating positions, then no children under seven years will be able to be carried as there are no approved mechanisms for anchoring the child restraints.

Where vintage or veteran vehicles (you would need to check for later vehicles) do not have seat belts. Under the Road Traffic Code 2000, the Director General of Transport has the power to grant an exemption for children under seven years to be carried in these vehicles at certain times under specific conditions.

Further information on the possibility of a Director General’s exemption for vintage and veteran cars can be obtained from the Department of Transport on 9216 8000.

2. QLD
Does not permit children under 16 for any exemption.
3. ACT
Does not permit children under 7 for any exemptions,
4. NSW
Does not permit children under 7 for any exemptions
5. NT
Could not find any specific detail, suggest if travelling to NT call 1300 135 513 for advice.

6. 6 VIC
Could not find any specific detail, suggest if travelling to VIC call 1300 360 745 for advice.
7. TAS
Could not find any specific detail, suggest if travelling to TAS call 08 8924 7019 for advice.

Reports

Log Books (Brian Davey):

An irregularity has been noticed in a Club's Return Sheets, log books been used for greater (a lot greater) than the 3 year life span – problem has been rectified.!

Again a reminder, Log Book Orders will not be filled until the Return Sheet for the previous issue has been reconciled.

Clubs are still advising us (and DTEI) of cancelled Log Books when a member has left the Club/Sold the vehicle etc. This not necessary all that is required is an entry on the Log Book Return Sheet. It is only necessary to advise DTEI when the club cancels the logbook because the members has not paid his fees or the vehicle no longer meets the requirements of the CHVRS.

Regal Ramble (Joy Watson):

98 expressions of interest have been received; entry forms will be available by early/mid November

Web Site:

Subject to "hacking attack" late August early September, problem was rectified query with provider re security measures in place to prevent a re-occurrence.

Bay to Birdwood (Stephen Henderson):

1300 entrants Overall result good appeared to be no major problems. A couple of reported incidents of vehicles driving the “wrong way” on the one-way section.

Rumoured possible change to route, if any person has any ideas or suggestions please contact Steve Henderson. B2B Committee will be holding a de-brief/discussion with SAPOL

Cruising Classics:

Dates are out for the next Classic – Be quick and don't let your Club miss out on organizing a run.

HVRS Variations (Arthur Doecke):

Conditional Historic review, still no news to this point in time. Number of enquires from Clubs on a range of subjects. – If you have a query or are not sure ring, it's free advice and we don't bite.

Question from floor re a vehicle that had been refused Historic Rego by Club. Vehicle was an ex-promo vehicle “Dressed Up by HDT” as a HDT Team Car and painted in the Marlbro Colors

Comment: Subsequent discussion after meeting revealed vehicle did not comply with provisions of the Code in several areas (it was DTEI that rejected the vehicle).

On subject of advertising on CHVR note these vehicles cannot be used for hire and reward. Reward is deemed to be displaying a *current* sign/logo/phone number of a *current* business. i.e. a 1920's Van displaying a current business name with a current 8-digit telephone number would be deemed reward, the same van displaying a business that existed in the 1920's, (still a current business), with a 1920's style phone number is not deemed for reward.

General Business

Application for membership:

Milang Vintage Machinery Club Inc. has applied for membership. Application was only received just prior to commencement of the meeting and was table “Subject to the Constitution meeting FHMC requirements” If all is in order Club's Application for membership will be voted on at the next meeting.

Problem with RAA Roadside Assistance:

Problem has been reported with a Club Member being initially refused a request for Roadside Assistance “Part of Rally or similar”. Executive has discussed this with RAA who are going to do own investigation. Morale of story *IF* you have a problem you are “*out for a drive*” not on a Rally, Tour, Club Run (try to avoid any connotation that you are travelling with a group).

CAMS Membership Push: Mail out to SA Clubs re “The benefits of joining CAMS” FHMC does not endorse this push, All clubs are advised to read the proposal very carefully.

It would appear that CAMS is losing membership and hence revenue and is looking for “Other areas” to re-gain revenue.

From floor. An alternative body to CAMS is Australian Auto-Sport.