



Draft Minutes of the February Club Delegates Meeting

Held on Monday May 16th, 2016 at 7.30pm

Venue – Chevrolet Car Club rooms Moorabbin.

Chair: Iain Ross, President AOMC

There were 92 delegates in attendance representing 75 clubs.

- 1 **Apologies:** John Washbourne (Humber CC), Peter (Morningside Pen. Hist. VC), David Morris (Wolesley), Robin & Neville Loxton (Jaguar CC), Jack Kemper (Mercedes Benz), Andrew Gottschalk (Mini Moke)
- 2 **New delegates:** John Lambert (Escape Motoring), Greg Harvie (Morningside Pen. Hist. VC), Denis Healy (CHACA), Michael Laphorne (Bright Vehicle Preservation Society)
- 3 **New member clubs.** None present. Iain Ross reported that the Trafalgar Holden Museum have joined the AOMC as a club.
- 4 **Visitors:** Guest speaker Gerard Waldron (Australian Road Research Bureau).
- 5 **The Minutes of previous Delegates meeting held on Monday February 15th, 2015 were accepted on a motion moved by, Rick Cove (GHAC) seconded by Tim Fegan (Volvo CC) and carried.**
- 6 **Business arising from February Meeting.** There was no business arising from the February meeting.
- 7 **Correspondence.** Several responses have been received to the survey on Motorhomes on CPS.
- Letter from Grampians CC regarding deceased estate transfer of CPS vehicles.
- 8 **Guest Speakers: Gerard Waldron - Australian Road Research Bureau.**
Topic: Driverless cars

Gerard started off with a brief background of his own involvement in hobby motoring. He was in the Austin Healy Sprite Club and competed in events in the 1970s. Currently he is building a Cobra replica.

Gerard represents the Australian Driverless Vehicle Initiative, which has over 60 partner organisations. Their mission is to ensure driverless vehicles are on the road as soon and as safe as possible. The organisation has the following groups:

Scientific Research Group. This group is looking at the human factor, particularly with the transition from manual to robotic needs. Users need to be aware of the technologies involved and how they operate, for example, just like with cruise control, automatic systems turn off when you touch your brakes.

Policy and Risk Group. This group is looking at legislation and regulations, and ensuring consistency across state borders (avoid situations like the different gauge rail lines in different states).

Media and Advocacy Group. Doing promotions and presentations like Gerard is tonight.

In 2017, Volvo will have automated (driverless) cars available in Gothenberg, Sweden which will initially only be operated automatically on freeways. This trial will then be extended to other areas. Automated trucks when introduced would run more economically. No need for rest stops, close convoying (platooning) to provide slipstreaming and taking up less road space.

A racing series with robotic cars is being considered, to run alongside the Formula E series.

Questions from the floor:

Q – Has testing been done on the situation when the leading truck in a convoy breaks down?

A – *Communications between the trucks is vital to assist with any circumstances that arise. Trucks can actually change positions within the platoon, similar to cyclists in a peloton, so as to share the lead role. Also, initially there will still be a person in the cab.*

Q – What happens with tyres, when there is a blowout or flat tyre?

A – *All vehicles will be equipped with tyre monitoring technology.*

Q – What is the litigation and liability in an accident situation?

A – Robotics can only be used on roads approved by Volvo and legislative bodies. Once automation is fully engaged on one of these roads, Volvo take responsibility as the ‘driver,’ of the vehicle. When automation is not active and you are driving, you are responsible as the driver. Volvo claim there will be no fatalities in new Volvo’s from 2020.

Q – What is the principle when an incident occurs on a road?

A – Different strategies depending on the vehicle and the situation. Vehicles will be aware of what is going on using radar, cameras, etc.

Q – All the videos shown tonight seem to be on perfect roads. In what century will Australia have perfect roads for these vehicles to operate on?

A – Automation is only used on freeways at the moment as they are the best scenario to start the system on. Eventually they will be used on secondary, less perfect roads.

Q – Can we expect fewer highway police with automated cars?

A – That is a possibility, which would free them up for other policing duties. Statistics show that drivers are a dying breed. Only 70% of 24 year olds in Australia have a drivers license.

Iain Ross thanked Gerard for his presentation on the future of motoring, noting that Formula E is the fastest growing part of motorsport, and that there is also a car club for Tesla owners.

Matthew Lambert – Risk Management

Matthew gave a brief background of his history, he has been doing Risk Management professionally for 20 years.

Most events that clubs hold these days need a Risk Assessment as part of their submission to local councils for use of venues. Matthew ran through the terminologies and definitions involved.

What is Risk management? It is identifying the risks and establishing a criteria for managing them.

First Step: – determine the context or scope. A particular rally or show or the whole organisation.

– determine the Hazard types

Second Step: The Stakeholders. Who can we affect, members of the club, general public, government, sponsors.

Who should we ask about the risks?

Third Step: Criteria.

Risk Reduction. Want to reduce the risk as much as possible. Put in as many controls as possible, and note controls that were not implemented.

Actions: What to do, who will do it and when will it be done.

Risk Review: look at plan again after 6 months, when the event is about to start, and then when it is finished.

Matthew pointed out that when Councils expect a risk assessment they usually supply appropriate paperwork and checklists to follow. All the information Matthew has presented tonight will be put on the AOMC website and he is happy to take enquiries from clubs on the issue.

Daryl Meek thanked all those who helped with the recovery of his stolen veteran Delage, and apologised to those who received multiple emails on the topic. He knew that the thief was after the trailer and was not interested in the car. Social media interest in the story reached Portugal, the U.S., U.K. and France. People from those countries contacted Daryl and said they would look out for the vehicle appearing in their countries. The RACV site had over 10,000 hits. The good news is that the car was found abandoned at Burnside Park, without the trailer and no damage to the vehicle.

9 Break for supper

10 Presidents report. Iain Ross pointed out his report in the May Newsletter, and reiterated the value of volunteerism. He also noted the changing world of restoration

11 Treasurer’s Report. Rhys Timms reported on the financial position up to the end of April 2016. The American Motoring Show took place on May 1st, so its revenues are not included in these figures, but the costs incurred have been.

Current cash balance as at 30/4/2016 is \$218,000 (\$209,000 last year)

Year to date position shows income at \$115,000 compared to \$62,000 last year. This is mainly due to having 3 shows in the period so far as against only one show for the same period last year. Also there have been a number of new member clubs come on board, and a 10% increase in membership fee’s last year. CPS handbook sales have also been going well.

Invoices for 2016/17 memberships will be going out to clubs in early July, and Rhys reminded clubs to ensure they update club and contact details.

Summary of the recent shows at Flemington. RACV Showcase had 817 cars attending and returned a surplus of \$10,000. American Motoring Show had a terrible weather forecast, and had only 400 cars in attendance resulting in a \$2,000 loss on the day. Both these shows contributed \$2,000 to Wheelers Hill Lions Charity (\$4,000 in total)

Iain Ross has indicated that he is stepping down after 18 years of organising the AOMC shows. Rhys asked for a round of applause for Iain's contribution, which was duly given.

Rhys pointed out that the AOMC needs people to step forward to help run the event into the future. He also outlined issues with Flemington racecourse, the preferred venue. The price of hiring the venue has doubled in the last 3 years, and the venue management have now introduced a \$10 per car parking fee for spectators. There has also been difficulty in getting dates that are appropriate. AOMC needs some new ideas from delegates and clubs about other venues, and asked for these suggestions to be sent via email. Venues need to be easily accessible for Melbourne patrons, have fenced off areas and have easy access/entry. More help is needed from the clubs on the day of the shows and prior to the events. The AOMC committee wants the shows to continue, but in the best way for the movement.

Iain Ross noted that the shows are terribly important to the AOMC finances, and they ensure that costs to clubs for the running of the AOMC are kept low. Iain thanked the RACV for their support of the Classic Showcase and National Motoring Heritage Day.

From the floor a suggestion was made to try Sandown as a venue, but it was noted that it looks like this venue is closing down and will be sold as residential development. Another delegate reported that Sandown have also been difficult to deal with.

12 VicRoads/Club Permit Scheme Report. Matthew Lambert reported on recent discussions with VicRoads and also noted that he had a handout covering his report if anyone wanted one.

Transfer from H to M Plate: VicRoads have a process in place, and are just finalising the paperwork.

Replica Vehicles: VicRoads are developing rules and regulations around this area. Vehicles will be assessed under the Independently Constructed Vehicle Scheme.

Club Access to CPS Vehicle List: The process for obtaining your clubs list from VicRoads was published in the May AOMC newsletter on page 7.

VicPolice access to database: Police will have access to the CPS database from June 2016.

Club Name Errors: There had been reports from some clubs about errors with names of clubs on the VicRoads database. In some instances club names were incorrectly entered, or similar club names were confused. This was conveyed to VicRoads and they are working on the issue.

Signatories for CPS: Matthew highlighted that there are two separate forms that clubs need to fill out for CPS application. One is the "Application" form, and the other is the "Declaration" form. The club notifies VicRoads as to who is allowed to sign these forms via the "approved office bearers and scrutineers" form (ACOBAS). The ACOBAS form is the one that carries the club signatures for CPS approvals (that are checked over the counter when renewals/new applications are presented at VicRoads.) and can be downloaded from the VicRoads website. Matthew suggested that all clubs should download this form and submit it again to ensure that VicRoads have the correct information. He also reminded clubs that this needs to be done each year after your AGM, when office bearers change.

Trevor Leech (Singer CC) noted that he is not happy to sign as a 'Safety Officer' when the club requires a roadworthy for CPS applications and he is only signing that a RWC has been sighted. Concerned over the responsibility of the person signing as a 'Safety Officer' when something goes amiss with the vehicle. Matthew responded that it is just a term that is used by VicRoads for the form. The responsibility lies with the issuer of the RWC. Andrew Macdougall (Vet CC) suggested that VicRoads should separate Safety and Eligibility.

Tony Galea (FE/FC Holden) reported that some mistakes are still being made on expiry dates for CPS, and renewals not being sent out. Tony tells members at their meetings that it is the responsibility of the permit holder to make sure their CPS registration is up to date, and if a renewal has not been received, then contact VicRoads. Also, VicRoads are closing some regional sub branches, making it more difficult for regional holders of Club Permits to access VicRoads.

Rick Cove (EGHAC) asked if it was true that VicRoads will no longer be issuing veteran number plates. Daryl Meek (Vet CC) responded that VicRoads have run out of numbers. Veteran plates only have 3 numerical digits (ie 222) and they have issued over 999 already. Iain Ross responded that Veteran plates will be taken up with VicRoads.

Mike Herbert (Trafalgar Truck Restorers) has heard a rumour that any semi on CPS plates will, not be allowed to carry a load, because some people cart their historic vehicles and machinery on their semi to events. Matthew Lambert responded that there are no current limitations (apart from carrying a load for reward). This will be checked with VicRoads for clarification.

Robert Greene (Macedon Ranges) warned clubs that log books have reportedly been stolen from cars, and the sticker at the front page steamed off, presumably to be used with other CPS vehicles. Matthew Lambert responded that this appears to be a social media furphy, as no actual cases have been reported to the AOMC.

Daryl Meek added that he has 7 vehicles on CPS, and keeps the log books with the cars. When his veteran Delage was recently stolen, someone found the car and took the logbook. This person has since been contacting Daryl to try and get a reward from him for finding the car, and would then return the log book (he used the log book details to find contact details). Daryl contacted the police, who knew of the gentleman concerned, and who then said they could charge him as taking a log book is the same as stealing number plates from a vehicle which is treated as vehicle theft.

Matthew Lambert noted that the CPS handbook has had several updates with new FAQ's, and the new FAQ's can be downloaded from the AOMC website.

Motorhomes on CPS. This matter was raised in the latest AOMC newsletter, and clubs were asked for their suggestions on the topic before AOMC takes a position with VicRoads.

Bevan Fenner (VMVC) reported that his clubs position is that provided the vehicles are of eligible age, they can see no problems with them being on the CPS.

Bob Clarke (CHACA) asked if the AOMC had been having any discussions with VicRoads on this topic. Iain Ross responded that there was some brief discussions at the latest meeting with VicRoads, and their main concern was about Japanese vans being converted to motorhomes and being put onto the scheme. AOMC informed VicRoads that they would be putting the matter to our membership, and when a consensus was reached we would take the matter back to VicRoads. Bob also added that any bus that is converted to a motorhome needs to have a VASS inspection and therefore needs to be on an M Plate.

Bob Ballard (F.O.R.D.) noted that as the information was only circulated via AOMC newsletter a few weeks ago, more time was needed for clubs to discuss the matter. Iain Ross responded that there will not be any decisions made for a few months.

Iain Ross announced that at the August Delegates meeting which is scheduled to be held in Seymour, VicRoads representatives will be giving a presentation.

13 AOMC Events

Restoration Seminar 2016. Will be held on June 18th at the Chevrolet clubrooms. About a dozen presenters on the day. Further details will be on the AOMC website later this week.

14 Engine number records report.

Philip Johnstone reported that there is continuing demand for the service. Recently he received a request from the U.K. from someone after the history of a Morris Minor that was shipped into that country from Australia. A request was also received from someone in the Netherlands chasing the history of an Alfa that had moved to that country from Australia.

Iain Ross raised the issue of safety with the Engine Number Records (ENR) collection. A bigger space is needed to make it safer. AOMC needs to review the position of the ENR ongoing.

Bob Clarke (CHACA) has an old Studebaker in his shed that has been there since 1967. The car was devoid of an engine & chassis. It had been on the road for 12 months when it had been involved in a crash and ended up in a wreckers yard. He asked if AOMC records have the ability to cross reference serial numbers for this vehicle. Philip Johnstone replied that no, they don't, but that there are other things that can be done.

15 Delegates reports:

Peugeot CC: the committee of the PCCV congratulated the AOMC on the return to Flemington this year for the Classic Showcase, and for the running of the event.

Robert Humphries (Austin 7): Historic Winton is taking place at the end of May, with competitive events for cars and motorcycles. Approximately 1,000 cars are expected in the display area. As a matter of interest, with the discussion of costs to hire venues, it costs \$50,000 to hire Winton for the event, plus a percentage of the gate.

Graeme Keys (Wolseley CC): thanked Mark Fenton who has provided a fantastic membership database system. Graeme fully recommends this system for clubs to use.

Bill Ballard (F.O.R.D.): thanked the AOMC and RACV for the NMHD event at Mornington yesterday.

Robert Greene (Macedon Ranges): thanked all clubs and their members who came to Hanging Rock for this years event. The Local Council pockets \$35,000 from this event. Also, the American Truckers Historical Society has been recognised in the U.S.

Bob Lomas (Austin Healy Sprite): this year marks the Golden Jubilee of the club in Victoria. The club are sponsoring one of the races at Winton later this month, and also will do parade laps during the lunch time break.

16 General Business.

Tim Fegan (Volvo): On SBS television there was a 13 part series on classic cars. Tim asked if anyone knows if there is a dvd available on this series. There was no response.

John King (Packard): The American Motoring Show was a virtual washout with only half the usual cars attending. Plenty of people tried ringing to see if it was going ahead, especially after last year's event was cancelled on the day due to wet weather. John suggested putting up to date details on the website for people to source. Iain Ross responded that any cancellation cannot be done until 6am on the morning of the event, otherwise the \$11,000 pre paid rental is forfeited

John also suggested that AOMC should be able to dictate to Flemington the dates we want. He asked if Moonee Valley, Showgrounds or Caulfield had been considered as venues for the Car Shows. Iain responded that they are all difficult to deal and also have cost implications with but could be considered.

Bob Clarke (CHACA): asked if it had been considered taking the Shows to the country, as there are usually larger venues available there. Iain Ross responded that proximity to Melbourne needs to be a consideration for the events to be viable. Chris Henry (48-84 Holden Cc Gippsland) suggested there are plenty of shires just outside Melbourne that could be approached to use their town for the car shows. Would be a good tourist promotion for those towns.

Bob also recounted how he spoke to a delegate who thought that CPS vehicles could be used to cart goods to a swap meet. Iain Ross responded that VicRoads are not sure what constitutes commercial use for CPS vehicles and are reconsidering the issue.

Bob added that he had not read the CPS handbook for a while, but has looked at it recently and was surprised how many delegates who should have copies of the CPS handbook with all its FAQ's, still ask silly questions at the meetings that are covered by the book. Delegates should order 10 copies for their club and make sure they read one themselves.

Tony Galea (FE/FC Holden): Asked if Toll Holdings back date offending vehicles once they get access to the database. Iain Ross responded that he is unsure of what Toll Holding could or would do, but stated that if people have been knowingly rorting the toll system they have left themselves open to consequences.

Robert Greene (Macedon Ranges): With regards to Police getting access to CPS plate recognition, people need to be careful that they are doing the right thing with log book entries as police will know how many days the cars are being used, and when they are being used.

Graeme Moody (Wangaratta CC): Asked if anyone has thought of doing what they did in New Zealand. Buy some land, fence it off and make their own venue. He also suggested using the Ford factory site in Broadmeadows for events before it gets pulled down.

Ian Clark (Dandenong Valley CC): There is 30 acres alongside the Melbourne Steam Centre that is up for grabs.

Meeting Closed at 10pm

Next Delegates meeting 1 pm Saturday August 13th, 2016 in Seymour.