



# *Federation of Historic Motoring Clubs S. A. Incorporated*

*PO Box 703 Plympton S.A. 5038*

*Ph 0417 847 944*

*www.fhmcsa.org.au*

*Founded 1971*

## **General Meeting Notes Saturday 17th June 2017**

36 Clubs Represented

Normal procedure was suspended to allow for a presentation by  
**Michael Neale Chairman of Bay to Birdwood Committee.**

“I have been a participant in both The Run and The Classic, and one day after a coffee and chat I took over the vacant chair- Why?”

Bay to Birdwood is one of the three great motoring events in the world, along with Pebble Beach and the London to Brighton Run, it is a unique event and we have forgotten how special this event is. My vision is to return this event back to its rightful position as the premier event in Australia – the must do event on every motoring enthusiasts bucket list.

Compare the numbers, Pebble Beach attracts/invites 300 vehicles, London to Brighton, 400 vehicles, The Classic, 1700. Let us convert that to people, 2 people per car is 3500, 2000 at the start and 2000 at Mill makes 7500, now for the big number the spectators, those lining the route, by SAPOL’s estimates, 60000 people- a grand total of 67500 plus people are directly or indirectly involved.

Compare the distance- in some events the vehicles are pushed from the trailer to the judging/display area, here we drive ‘em 76k’s from the start to finish, doing cars, trucks & motor cycles were designed and built for, to be used – seen and heard in their “natural environment”.

*Q: What do we need to do.*

Re-engage with the clubs, the Federation is joint partner in the event and the member clubs are the shareholders of the Federation – It’s the clubs event, they are a key part of the event.

Grow the Event, this growth must come the stakeholders/shareholders in the event, the member clubs. These clubs are the key to growth by supporting the event and encouraging “kindred spirit” club members from interstate and overseas to enter this unique event.

Period around the Bay to Birdwood, this event is more than the “Last Sunday in September” but encompasses Motorfest and hopefully (we are working on it) a Shannon’s Auction on the Saturday, Lord Mayor’s Breakfast on the Monday for our interstate and overseas visitors – “come again next year”

The Media, engage the media to promote the event, “make a program/story about it” and push the right buttons to actually create an interest in the event by the Eastern States media – create the interest and get bums on seats.

Managing the event we very fortunate to have people come on to the committee with wealth of expertise and experience in the chosen capacity, whether it be looking after the dollars, orchestrating the movement of 1700 vehicles or judging the vehicles – we have ‘em.

Financial Capacity, The Run makes a loss, the Classic picks up the difference, we need to improve the viability of the Run to archive at the worst a break even bottom line. How? Improve the “Brand” to attract more sponsorship dollars.

### **Business Arising:**

**Applications for Membership** as tabled at last meeting from  
Adelaide Cruisin’ Classics  
Northern District Motorsport Association

Both club’s applications were accepted by vote of the delegates present.

### **Conditional Registration Scheme Changes**

**Update from DPTI Changes to the Conditional Registration Scheme for Historic, Left Hand Drive and Street Rod Vehicles.**

Now known as Club Registration – a 90 day conditional registration scheme for Historic, Left Hand Drive and Street Rod Vehicles.

Vehicles will no longer need to be inspected by clubs prior to approval (MR334) being granted, although individual clubs are free to impose their own inspection requirements.

Vehicles not previously registered in SA (or previously SA registered vehicles not able to be located on historical records) may still need a departmental identity inspection prior to registration.

Year of eligibility will be a rolling 30 year from 1 January of each year. For example, all vehicles built in 1987 will be eligible from 1 July 2017 when the changes take effect. Vehicles built in 1988 will become eligible on 1 January 2018.

The year of eligibility will be calculated from the date of manufacture, not compliance. In instances where a year may be recorded incorrectly on the registration and licensing database, owners can have the vehicle’s identification plate sighted at Service SA and have the year corrected. Where the vehicle is unregistered it will still need to be presented for a sighting of the identification plate by either Service SA or inspectors at Regency park or Lonsdale inspection stations. An unregistered vehicle permit may be required.

Vehicles will be permitted to be modified and still be eligible to be registered on Club Registration. Modifications must be in line with the requirements in the [Road Traffic \(Miscellaneous\) Regulations 2014](#) particularly Regulation 53. Otherwise an exemption must be obtained from Vehicle Standards prior to registration. For further information see this [fact sheet](#) or visit [www.sa.gov.au](http://www.sa.gov.au). Clubs are not required to confirm if modifications meet with the regulations or if an exemption has been issued, this is the responsibility of the vehicle owner. This includes Street Rod vehicles.

Left hand drive (LHD) vehicles will be permitted to be modified and still be registered in SA. All LHD vehicles will still require a LHD exemption prior to registration, this document may need to include specific references to modifications if the vehicle is modified outside of the [Road Traffic \(Miscellaneous\) Regulations 2014](#) particularly Regulation 53. These same rules apply to general registration and Club Registration.

Left Hand Drives already issued an exemption certificate and planning to make modifications (minor or major) will need to contact Vehicle Standards on 1300 882 248 to discuss. They will need a new exemption issued in either instance. Vehicle Standards will commence a program of identifying exemptions issued and re-issuing with different wording permitting minor modifications but this will take some time. Owners can approach Vehicle Standards in the interim.

All authorised clubs will be permitted to approve any type of vehicle (Historic, LHD or Street Rod) for registration. This will be gazetted on the first Gazette notice after 1 July 2017 which will be 4 July 2017.

All club authorised people will shortly receive a new certificate of authorisation and accompanying letter clearly explaining the change to their authorisation.

New MR334 books will be available from 1 July 2017 with a revised declaration not including physical inspection of vehicles. These should be ordered in the normal fashion through clubs.

The old MR334 books can still be used after 1 July 2017. Although the declaration states the vehicle has been inspected this is no longer a requirement from 1 July 2017. DPTI would prefer old books are replaced within three months of 1 July 2017.

DPTI is happy for logbooks to be issued at the same time as MR334 forms and suggests the person issuing the logbook on behalf of the club completes all vehicle identifiers provided on MR334.

Log books will still need to be replaced every three years. The log book will be re-designed in the coming months.

There is no longer a requirement to stamp registration papers. This applies to first registration and subsequent renewals.

A new Code of Practice will be published shortly (before 1 July 2017) and made available on [www.sa.gov.au](http://www.sa.gov.au) on the Historic, Left Hand Drive and Street Rod page. <https://www.sa.gov.au/topics/driving-and-transport/vehicles-and-registration/vehicle-registration/vehicle-types-and-specifications/historic-left-hand-drive-and-street-rod-vehicles>. At this stage there is no plan to widely distribute as a paper document, clubs are free to print a copy of the electronic version themselves if required.

## **Reports**

### **Log Books:**

“Busy!” All running smoothly

### **Federation Tour “Go West Young Man”**

60 Vehicles took part, number of running repairs on vehicles plus one that came home on the tilt tray. Good media coverage from the local media including live TV interview featuring a “certain very media shy (?) ex-president”.

Next tour is scheduled for 2019 and needs a new “Main Man” to take over the role, ALL help will be given to new organizer.

### **Web Site**

Bay to Birdwood and Motorfest entry forms can be down loaded from web-site.

## **Bay to Birdwood Event**

Entries are now open, and will close in the first week of August. Very good support even in these early stages. An on-line entry facility, emailed entry forms, direct debit for payments are all in place with the greatest take-up via on-line. Nearly 4000 invitations to enter sent out via email. Posted only 500 entry packs for B2B and Motorfest via conventional mail, saving close to \$3,500 in postage costs overall. Targeting a full field of 1750 entries. Stronger interstate marketing and promotion of the event. Committed sponsorships are already at \$25,000 with a number of partnerships still to be finalised.

The Preservation class and award is carried forward for the Classic, and FHMC SA clubs will be called on to provide judging expertise.

Entry fees are set higher for non-FHMCSA club entrants (\$79), with a discount to Federation club members and members of interstate clubs whose governing bodies are part of the AHMF

## **Vehicle Eligibility**

The "Classic" eligibility will be 1st January 1956 to 31st Dec 1981

It is recognised that the "Classic" year, will present challenges in ensuring the vehicle standards are met, particularly from non-club entrants, who are not bound by the Conditional Registration Scheme requirements. The event remains firm on its standing that the B2B is for substantially original vehicles only, save for the fitment of period correct accessories.

It was unilaterally agreed that entrants, deliberately flaunting the rules will be denied entrance, but processes to deal with minor infringements, will required a balanced approach, including education of owners.

## **Route**

Following the removal of traffic restrictions on Hackney Rd, the route for 2017 is planned to use the Anzac Hwy through to the CBD, then on to Payneham Rd, through Campbelltown and Highbury and up Anstey's Hill, as per the 2016 Run. The team are looking at possible deviations through/around the CBD and are in the process of discussion with the ACC, SAPOL, traffic management providers etc.

## **Motorfest Classic**

Rate of entries is ahead of previous years at the same point in time. Day 3 is already 56% booked out.

## **CHVR**

General feed-back from clubs re proposed changes is one of status quo.

## **General Business**

**Vale Peter Stopford** with sadness we note the passing of Peter Stopford on the 15<sup>th</sup> of May aged 89 after a brief battle with cancer

Peter was one of the founders of the Federation of Vintage Car Clubs of South Australia, the forerunner of the Federation of Historic Motoring Clubs and served as both secretary and treasurer. In his capacity as secretary he played a prominent role in the introduction of the Conditional Historic Vehicle Registration scheme in 1992. In addition to his role as secretary he organized the first Federation Rallies in the early seventies.

Another major contribution that Peter made to the historic car movement in this state was his involvement with the Bay to Birdwood Committee, serving as secretary/treasurer from 1981 to 2001.

Peter was also very proud of his working as a volunteer at the National Motor Museum, one of the tasks he undertook was the cataloguing the extensive collection of books and manuals – not a 5 minute task I have been informed!