



# *Federation of Historic Motoring Clubs*

## *S. A. Incorporated*

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*Founded 1971*

## **General Meeting Notes**

### **Saturday 30<sup>th</sup> November 2019**

40 Clubs Represented

### **Business Arising**

#### **Bay to Birdwood Entries**

Total number of vehicles will remain at 1750 and vehicles will be selected from various decades with selections being weighted in favour of the traditional participation from the veteran, vintage and classic periods.

Approximate numbers of vehicles per “block” will be

800 Veteran, Vintage and pre '56 Classics (the “B2B Run” vehicles)

800 1956 to 1980 vehicles (the “B2B Classic” vehicles)

100 1980-1990 vehicles with the emphasis on the earlier 1980's vehicles and “special interest” vehicle marques from that decade.

50 places will be reserved for special interest vehicles from all eras.

All groups will be filled from the bottom up, oldest to newest and if necessary topped up with the oldest entrants from the next block.

### **Historic Vehicles converted to Electric**

Topic has been raised at AHMF tele-conferences, “vehicles converted to electric power are deemed no longer to be historic” an opinion also shared by FIVA. We will list this topic as an agenda item at our next meeting with DPTI.

### **Reports**

#### **Log Books and Conditional Registration**

Rush of orders of late, some orders were delayed because the club hadn't paid their 2019-20 membership renewal! Other orders were delayed due to time frame between club placing the order via the web-site and the payment arriving in the mail, EFT is the quickest and easiest way to make the payment.

#### **Federation Tour 24<sup>th</sup> Mar-7<sup>th</sup> April**

71 Expressions of Interest have been received, to date 26 confirmed entrants with a projected total of 40 entrants.

### **Web Site**

File is “Up to Date” with the information that we are given. If your club is having an open event please send the details in, this serves two purposes, advertises at no cost your event and lets other clubs know something is on that day and may just stop multiple events being staged on the same day in the same

### **General Business**

**Application for membership:** HK-HT-HG Owners Club, constitution meets Federation Criteria and application will be voted on at February meeting. Club will be included in the 2020 Directory of Member Clubs.

### **Vehicle Theft.**

Reports from the Eastern states on the theft of classic/historic vehicles which appear to be on the rise, and one instance where after a vehicle had been on display at an event a tracking device was found attached to the vehicle!

### **“Wolseley Facia Panel”**

Know someone who has purchased a Wolseley that is missing a wooden dash panel? If so please have them contact Brian Davey on 0400 826 969 he may be a bearer of glad tidings.

### **Meeting Dates 2020:**

8<sup>th</sup> February, 18<sup>th</sup> April, 20<sup>th</sup> June, 15<sup>th</sup> August (AGM), 17<sup>th</sup> October, 28<sup>th</sup> November

### **Luxury Car Tax Petition.**

*Following petition re the removal of Luxury Car Tax has been included in the minutes at the request of the organiser, Federation will leave each club to make their own decision on the request.*

“We need the Australian Federal Government to Remove the Luxury Car Tax (LCT) on Historic Cars. Australians take immense pride in our heritage buildings, historical artefacts, famous artworks and other items of cultural significance. Our motoring heritage is just as important. Because of their significance, many examples of our early motoring history have become valuable, sought-after and have, in many cases, left the country. The LCT has proven to be a major barrier for many of these vehicles ever returning to Australia.

The LCT was introduced in 2000 as part of a sweeping reform of the taxation system and replaced the previous Wholesale Sales Tax (WST) and was intended to continue the degree of protection to the local car manufacturing industry. The WST, however, was never intended to apply to the importation of historic vehicles.

Historic motor vehicles often offer little in the way of creature comforts and can prove challenging to drive. These vehicles are, for the most part, anything but luxurious and have never presented a competitive threat to the local motor manufacturing industry.

The LCT is having a negative impact on the importation, or re-importation, of many historic cars. Not only that, but historic cars currently contribute very little to LCT revenue (less than ¼ of 1% of all LCT collected). It is proving to be a one-way valve to our unique motoring heritage and is a major blow to Australia’s vibrant Historic Vehicle Movement. Not only does it affect the enjoyment of our hobby, it limits the provision of opportunities for our historic vehicle repairers, allied trades and suppliers.

As like-minded individuals who pursue their love of historic motoring, we should not have to suffer this punitive tax. It no longer serves the purpose for which it was intended and generates little in government revenue. The removal of LCT on historic cars is also supported by the Australian Historic Motoring Federation Inc.

We are asking for your support in removing the LCT on historic cars 30 years of age and older by signing this on-line petition. You can do this by clicking on the following link <http://chnng.it/PqC6kxF4TS> or if the link is not working (this happens sometimes) highlight the link and right click and select “open” or copy /paste into your browser.

The petition will be used to encourage immediate bi-partisan political action to address this issue.”

## **Next Meeting 8<sup>th</sup> February 2020**