

FHMC Meeting Notes from Meeting 19 June 2010.

The meeting started out with the normal OHS and W notices.

The FHMC has an application from the International Like Minded Owners, ILMO for short. This is apparently for owners of International trucks and tractors. I think that they made a car or two as well. There is a National "International" club and it makes you wonder why they should start afresh when they could be part of a larger Australia wide club.

The Treasurer says that we have money.

The FHMC is fresh out of log book covers. Does any body out there know of a potential sponsor for another batch of log book covers ? Clubs should ensure that their log book return is up to date before requesting more log books.

The second Regal Ramble recce is about to be actioned. It will start with the Four Clubs South East Rally and go on from there. There are 96 expressions of interest. The Kangaroo Island leg is off to a good start with a 25 % discount for the ferry trip. There will be a surcharge on vehicles over 5 metres in length.

Web Site. Still a "work in action". Some work is being done. Motorfest details have not yet been posted. I think that it would be fair to say that Arthur Clisby would be happy for some other person to take over as Web Master as Arthur has much to do. It would be nice if the FHMC could find some one with a bit of time on their hands to take over as Web Master. Whilst most people who would wish to go to Motorfest events would be in the "system" and have access to the information that they require I have had one enquiry from outside the system for information. I said "check out the Web Site' and they said "there is nothing there", I gave them David Searles postal address. I have not checked with Arthur C about the Web Master position but it seems to be what he says at the meetings. The Mr. Riley (I think that was the name previously mentioned) as a helper has not had a mention lately. If I have got it wrong, sorry Arthur.

The Chairman of the Bay to Birdwood Committee, the National Motor Museum and the History Trust has resigned. All those "organizations" are well supported by underlings capable of making sure everything works as

per usual and only the "bloke at the top" is missing. Every thing else is going along according to plan.

Bay to Birdwood Run. Well supported at the moment, lets keep up the pressure. There are 454 entries at the moment with 27 veterans entered. These figures are well up from the usual figure at this stage. There are still plenty of seats available for the 30 th Anniversary Dinner. Four course meal, entertainment, good band, dance floor and plenty of parking space. Hall located in Windsor Gardens with easy access. Cut off dates for tickets, 31 December 2010.

Motorfest. Entries coming in at a reasonable rate. 71 of the 500 for Uncle Arthur's Film Night taken. 12 to 15 entries per event so far. Any vehicle can be used for Motorfest Events, it does not need to be Bay to Birdwood Run acceptable.

Variations. HVRS review and SIVRS still "works in progress". Still the message, call the FHMC and not DTEI with HVRS problems.

Children in Cars. Still a bit of a mine field. If you are in the RAA check with them and hope that the information that you get is right. Basically it goes like the following. Pre ADR vehicles are presumably exempt. For under 7's fill up the back seat with U 7's before putting U 7's in the front seat. If you are in a pre ADR vehicle fitted with factory fitted seat belt mounts and seat belts are fitted you must wear the seat belts. If you fit seat belts to a vehicle that does not have factory fitted seat belt mounts for insurance purposes you should have the seat belt mounts "engineer approved". Grey area. If you used a commercial seat belt kit that was designed to fit into a pre ADR vehicle with the appropriate reinforcing plates supplied by the manufacturer of the seat belt kit would that have been "engineered" before it was put on sale ? Whilst every one did not sue any likely suspect years ago when these kits first were sold the kits are still being sold today.

Some single make car clubs have been questioned about putting club member's "other make" vehicles on the HVRS. A statement in the constitution saying the HVRS registrars can fill out valid MR334's for other makes of vehicle can clear up any problems with other make vehicles. If you get a challenge talk to the FHMC.

All LHD vehicles registered in South Australia need to carry in the vehicle an exemption permit from DTEI. It comes at no cost and can be obtained from Service SA Offices. If you drive LHD make sure you have a permit.

Customs and Imports. A hot topic at the moment if you are importing a vehicle. It seems that a group of public servants or politicians are pushing an agenda to get all old vehicles off the road in an attempt to raise the average age of the vehicle fleet in Australia and reduce the carbon imprint of old vehicles for Australia. They also throw in air bags and safety as well. Some how or other the carbon print of the vehicle manufacturer manufacturing the new vehicle does not come into the equation. If one was at all paranoid one could sheet the problem home to the activities of the new car makers and importers in Australia who have obviously been lobbying some group to push their agenda, "let's get every one into new cars". One could also tie in the bit about seat belts above and look forward to a law that says "no child under 7 can be a passenger in a vehicle with out seatbelts". The "nanny state" looking after the under 7 children and stopping them from riding in vehicles with out some form of child restraint.

I have added two pages of an information sheet from the Australian Street Rod Federation with regard to the import problem, for "street rod" read "vehicle" in the import context. I do not understand why a modified vehicle given an arbitrary date of manufacture post 1989 can not be imported after paying the duties and taxes of a post 1989 vehicle. Importers can import 2010 vehicles so why is it impossible to import a modified vehicle given a build date between 1990 and now?

It was suggested that some importers were corrupting the system which is why Customs have acted as they have in changing the way the regulations (or what) are interpreted which is the basic problem. Customs have just as much access to the internet and web as any body else and can probably find the same ad that you bought the vehicle from to get a good idea on what you paid for the vehicle. An assortment of Vin, chassis and engine numbers are required for most used vehicle ads. Using "dud" value figures is not the driving force.

I think that we have enough information to get "political" and go to the Minister rather than knocking our heads on the wall with public servants who have said that if they lose a case in the Administrative Appeals

Tribunal they will just get the Regulations (or what) changed to maintain **their new** Status Quo.

Ethanol is not good for the rubbers and other old fashioned gaskets that old vehicles use and you should be careful and do some testing before going over to using ethanol fuels. The 10% used in SA may be all right but some other States allow higher ethanol limits. Ethanol is being pushed by those that sell the feed stock (grains). Just remember that somewhere down the track you may not be able to have your breakfast cereal because all the grain is being turned into fuel for the vehicles around you.

The AHMF is in survey mode again and the survey form can be found on the AHMF web site.

Some space has been reserved at the Ingle Farm Shopping Centre for a display promoting the Bay to Birdwood Run. The dates are 5 to 11 July, 26 July to 1 August and 13 to 19 September. If you have a car suitable for display or can spend some time "personning" the stand contact Steve Henderson, the FHMC President. Contact details on a copy of the FHMC minutes.

It was brought up by the floor that if you are involved in an accident where a person is injured the Motor Accident Commission (who pays the medical bills TPBI) then decides that you are at fault and it will then send you a bill (possibly \$300.00) to help mitigate their costs. In my particular case the computer operator pressed a button and the computer spat out a letter with no regard what so ever for the facts of the case. They got a rather sarcastic letter questioning the state of the knowledge of the road rules of the button pusher and nothing more was heard of the matter.

The FHMC had a report from a car club recently that some person who had dropped out of a car club with his HVRS vehicle eventually decided to get back into the club scene again. The club had written to DTEI telling them of the fact that the member had left the club and that his HVRS should be cancelled. Said person fronts up at Service SA and asks for his vehicle to be put back on the HVRS. Service SA says OK and produces the paperwork. Said person then fronts up at his old car club and asks to rejoin and get a log book. Service SA issued the HVRS paperwork without a valid MR334 on the vehicle. DTEI was informed. As I have written in

the past Service SA personnel are collectors of money they do not necessarily know what is going on.

Now for the Import Information.

WARNING DO NOT SHIP A MODIFIED PRE 1989 VEHICLE TO AUSTRALIA UNTIL YOU HAVE RECEIVED IMPORT APPROVAL

Importation of pre-1989 Vehicles

The Department of Infrastructure has recently, without any form of consultation or advance warning, begun rejecting Import approval applications for the importation of modified pre 1989 vehicles. Many innocent individuals have been caught by this sudden change in policy, and have vehicles in transit or stranded in foreign or domestic ports.

The Department has belatedly placed an Alert notice on their website, and have issued a new version of the Vehicle Standards Bulletin (VSB) that relates to importation.

The Import Alert can be viewed at:

http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/importing_vehicles/general/pre1989scheme.aspx

The revised Information Brochure (VSB10) can be downloaded from:

http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/importing_vehicles/general/pdf/VSB10_11.pdf

New Interpretation of Policy

The policy that the Department has commenced implementing is detailed in VSB10, but can be summarized as follows:

Original and unmodified (factory specification) vehicles manufactured prior to 1 January 1989 can be imported without restriction. Import approvals will be granted as per previous policy.

Restored (factory specification) vehicles manufactured prior to 1 January 1989 can be imported without restriction. Import approvals will be granted as per previous policy.

Modified vehicles originally manufactured prior to 1 January 1989 can ONLY be imported if the owner can demonstrate that the modifications were completed prior to 1 January 1989. Import approvals will only be granted after the Department is satisfied that the modifications are pre-1989.

Modified vehicles originally manufactured prior to 1 January 1989 can NOT be imported if the modifications were completed after 1 January 1989, or if the owner can't demonstrate to the satisfaction of the Department that the modifications were completed prior to 1 January 1989. The date of manufacture will be reset as the date the modifications were completed, and if that date is post 1989 the application will be rejected

Impact on ASRF Members and any one importing.

The revised interpretation of policy is having a significant impact on our members, as they now need to ensure they can PROVE any modifications to their vehicles were completed prior to 1 January 1989.

Assessment Process

The assessment of level of modifications and date of modifications will be made by a Department of Infrastructure staff member based on the following information:

A copy of the vehicle purchase document

A clear picture of the vehicle

A complete list of all modifications and evidence of when the modification were completed

Such additional evidence as the applicant can supply attesting to the level and date of modification, this may include vehicle registration documents, a statement from the converter or evidence that the vehicle was exhibited in its converted form (eg, exhibited as a hot rod) some

time before 1989. The department will make a determination based on a review of the information supplied, and will send you an approval or rejection letter.

Appeal Process

The Departmental documentation states that you have the right to appeal to the Administrative Appeals Tribunal (AAT) and also have the right to request a formal statement of reasons for the decision. The Department must provide the statement of reasons within 28 days of receiving the request.

Rejection letters will also contain advice that applicants can request an internal review of the decision.

Some success has been achieved with such review requests, particularly when additional evidence of modification date is supplied.

Other avenues of redress include, but are not limited to: A complaint to the Department of Infrastructures client service officer, a complaint to the Minister and/or a complaint to the Commonwealth Ombudsman.

Lack of Consultation

Although no transitional arrangements are stated in the policy, applicants who purchased a vehicle in good faith prior to the publication of an Import Alert by the Department on the 4th of May 2010 may benefit by referencing the clear lack of consultation or advance warning relating to this change of policy.

End of ASRF document.

Some devious person has worked out that the modified vehicle could be reduced to components and delivered as vehicle parts, body and running gear separated in two or more different containers (with two or more different importers) to Australia. The parts can be imported but the whole vehicle cannot. That really makes a mockery of the current Customs stance as "grand standing" that has nothing to do with reality.

Gordon Cowley is the author of this document.