**MINUTES OF THE MEETING OF SOUTHERN NSW MOTORING CLUBS**

**HELD AT WAGGA WAGGA**

**SATURDAY, 31st JANUARY 2015**

**Meeting Opening**

Phil Mudie declared the meeting open at 10:00am. He welcomed the 85 club delegates in attendance. He especially welcomed the following guest speakers;

Alan Hay – Founder and Patron of the Australian Confederation of Motor Clubs (ACMC)

Garry Warnes – President of the Australian National Street Machine Association (ANSMA)

Mark Saunders – President of the ACT Council of Motor Clubs

For the benefit of delegates who did not attend the first meeting, Phil Mudie outlined the purpose of convening the first meeting, and what ensued. Namely;

1. To consider recent changes and consequent experiences in other states for the registration and usage of historic and classic vehicles, and to determine the need for the introduction of Log Book usage and M plate registration schemes in NSW.
2. The first meeting also spent considerable time discussing the implications to club By-Laws to accommodate any changes introduced in NSW for the usage and registration of historic and classic vehicles.
3. The meeting also sought to measure the level of support, from clubs represented, for changes to the registration and usage of historic and classic vehicles along the lines of what has been introduced in Victoria, ie Log Book usage and soon, M plates.
4. Delegates aired concerns that their respective Councils were not aware or ignoring the need for change.
5. Phil Mudie acknowledged the tremendous amount of information provided by Mark Saunders during the course of the first meeting.
6. To date, 68 motoring and machinery clubs have been contacted in southern NSW. Only 6 have declined to be involved with our Group.

**Confirmation of the Minutes**

Minutes of the meeting held on 8th November 2014, having been distributed to delegates present at that meeting, were confirmed as a true record of the meeting on the motion Moved by Greg Salvestro (GC&CCC) and Seconded by Allan Parker (CMC of Wagga Wagga). Carried.

**Matters Arising from the Minutes**

Chairman, Phil Mudie advised there were no matters arising in the Minutes.

Phil Mudie did however mention the Bush Council. The Bush Council (CHMC) obtained a copy of the meeting Minutes from some source which is of no consequence. However in its newsletter to affiliated clubs there is one item that warrants correction, and that is the matter of participating in a Secondary Club event. To clarify the matter, Mark Saunders contacted the RMS and it is confirmed that a member of a NSW motoring/machinery club can participate in an event run by a Secondary Club, that a member is a financial member of, without the need to gain approval from the Primary Club. Further, Garry Warnes (ANSMA) confirmed the fact, though out of courtesy it is advisable to inform the relevant authority in the Primary Club.

Tony O’Donnell (Shannons) has also confirmed that should a vehicle be involved in an accident

whilst participating in a Secondary Club event it has full insurance coverage. The foregoing was provided to delegates in the event of any confusion resulting from the Bush Council newsletter item.

**Progress on Resolutions of the First Meeting**

Chairman, Phil Mudie summarised the resolutions passed at the November 2014 meeting.

Firstly, the adoption of a M plate registration scheme for modified historic vehicles.

Secondly, the desire to have a Log Book usage scheme introduced in NSW, similar to that operating in SA and Victoria. This matter will be covered by Garry Warnes.

Thirdly, to seek affiliation with a “council” as a means to promote the need for change. At the November meeting, it was thought the CMC would serve us best, however subsequent discussions have indicated that this not to a viable option, and now the ACMC may be a better option and also with some association with the ANSMA. Alan Hay will cover this matter.

**M Plate Scheme for NSW**

Garry Warnes began by acknowledging the large number of delegates in attendance, distances travelled by many which indicates there is a genuine desire by clubs wanting changes in NSW.

He spoke briefly about the ANSMA which was established in 1985. In NSW many H plated street machines are in the “grey area” because of modifications so the ANSMA saw the need to push for a new plate to accommodate modified vehicles. He acknowledged the H plate scheme operates well for the “purists” and they fit well in the ANSMA. The ANSMA, through the ACMC, has lodged a submission with the RMS seeking changes to registration and usage regulations. Specifically the original submission provides for;

1. The introduction of a 45/90 day log book usage scheme for vehicles manufactured prior to 1988.
2. All CRS historic and classic vehicles registered with the RMS be included under the new scheme.
3. Vehicle inspections, be they through club inspectors, pink slip or a registered motoring engineer is dependent on the originality or level of modifications.

The submission is slowly progressing through the RMS with some modifications.

Garry Warnes concluded on an encouraging note by speaking of the RMS’s willingness to seek advice on the level of modifications appropriate for street machines.

**The Australian Confederation of Motoring Clubs (ACMC)**

Alan Hay then addressed the meeting. He also acknowledged the large attendance and enthusiasm for change demonstrated by delegates present, and encouraged feedback that he can take on board for consideration at the ACMC or RMS.

In 2011, the then RTA had plans to severely limit the eligibility for registration of historic “specialist” vehicles: historic, classic, street machines, tractors, motor cycles etc. It was then that the ACMC realised it needed to be a representative voice to simply say “no” to what the RTA wanted to do. As a consequence the Vehicles Standards Working Group was formed within the RMS(RTA), and we are well represented on that organisation.

Alan Hay then spoke of the meeting’s desire for the introduction of M plates and a Log Book scheme. Presently both will not happen because the overall historic vehicle movement in NSW is dysfunctional and not working as a cohesive group towards the adoption of these schemes. The RMS and Minister will not implement the wholesale changes we are seeking until they are convinced a significant majority of motoring clubs want the sort of changes we are seeking. Rather than push for wholesale changes, opt to do it little by little, and in that regard the best course of action is either to push for a modified vehicle plate scheme (the M plate), or opt for changes to the H plate scheme to incorporate further modifications. Alan Hay’s advice to the meeting was to push for the introduction of the M plate at this time. Of course the H plates would be retained under the existing CRS guidelines.

Summarising, Alan Hay suggested we do not give up on Log Book registrations, but keep it for the next phase of the campaign for change.

As for the Southern Motoring Group (SMG) seeking affiliation with a council, association or the like to have an influence on changes to RMS rules for the usage and registration of “specialist” vehicles, Alan Hay stressed the decision rested with this meeting and he did not want to have any influence on that decision, save to say the ACMC would welcome the SMG, and on the otherhand the objectives of the SMG fits well with joining forces with the ANSMA.

In response to questions from Phil Mudie, Alan Hay confirmed that should the M plate registration be introduced there would be no change to the existing H plate scheme. It is well known that there is abuse through vehicle modifications within the H plate scheme and the M plate option will eliminate most of that abuse. Again he made the point: leave the Log Book proposal out of the mix till the future.

**Open Forum/Questions**

In endorsing the introduction of M plates, Mick George (Culcairn Classic Car Club), provided examples of H plated vehicles modified purely for safety reasons. There were also some vehicles in the Club where the owners were happy to abide by the H plate scheme. So there is a need to have the option of either H or M plates within his Club.

In response to a question from John Mathias (Braidwood Motor Club), Mark Saunders confirmed that police on highway patrol have instant access to registration information for CRS vehicles. The suggestion that this is not the case is a myth.

A question was asked whether a vehicle on customised plates could retain those plates if the owner switched to conditional registration. Garry Warne responded that this was not possible. Another delegate asked whether, with a personalised plate, would it be possible to add a “M” when M plates are introduced, eg EH1964 with a “M” attached. Alan Hay replied that is unknown as yet because of the present negotiations with the RMS.

Chairman Phil Mudie then put to the meeting that we support the introduction of M plates, give ground on some of the other contentious items in the ANSMA submission, and let Garry Warnes and Alan Hay get on with the negotiations. Delegates were unanimous in their support for this course of action.

Col McRae (Bega Heritage Motor Club), asked with the introduction submission’s proposed changes, whether the Club Registrar/Inspection Officer would still be able to inspect H plated vehicles. Garry Warnes, Alan Hay and Mark Saunders all had input in responding: H plated vehicles will retain options for annual inspections by club inspectors or Pink Slip. For modified vehicles (M plate), it would be preferable to remove the onus/responsibility from a club and go for pink slip or a certified engineer’s certificate.

**The Question of Affiliation for the SMG**

Chairman Phil Mudie told members of the progress made so far in forming the SMG. Of the 68 motoring and machinery clubs have been contacted in southern NSW, 62 have indicated support for and SMG of which 30 have confirmed they are willing to join. Of the 62 supporting clubs, 23 have no affiliation with a “peak” council/association, a further 16 are affiliated with the CHMC (Bush Council), 13 are with the NHMA (machinery clubs), 7 are affiliated with Victorian organisations, 1 with the CMC and 2 with the NSRF. Presently the SMG are a diverse group of clubs interested in H plates, M plates and log books.

Presently on the RMS website there are 722 clubs on the RMS CRS register, of which 355 are affiliated with a peak organisation, and 367 that have no affiliations. The non affiliated clubs are therefore worth contacting with a view to joining the SMG, with possibly 100 being within the southern region of NSW, that is, all clubs below say the Sydney-Broken Hill line. The larger we become and with a unified voice the greater the weight of opinion in negotiations with the RMS.

Phil Mudie recommended clubs presently affiliated with the Bush Council and other peak bodies should retain membership in the hope they can influence those organisations to support changes to the NSW CRS.

Based on what has been presented and discussed at the meeting, Phil Mudie summarised the way ahead for the SMG as follows;

1. Initially our priority is to support the M plate scheme with its authorised modifications for historic and classic vehicles, and in the long term push for the introduction of log books. By a show of hands a significant majority of delegates supported this course of action
2. Determine whether we stay close to or affiliate with the ACMC or ANSMA because these organisations are the channel of communication to the RMS and NSW State Government Minister. There followed considerable discussion on which organisation to join, and on many points of clarification/advice delegates questioned the three guest speakers. There being no further discussion on the matter the following Motion was presented;

*“That the Southern Motor Group (SMG) formally approach the ACMC*

*with the objective of joining as an affiliated organisation”.*

The Motion was Moved by Allan Parker (CMC of Wagga Wagga Inc), and Seconded by Alan Cutting (Wagga Wagga Rod & Custom Car Club Inc). The Motion was carried unanimously.

**SMG Representative**

Alan Hay recommended the meeting formally appoint a representative for the SMG in its negotiations with the ACMC. Accordingly, the following Motion was presented;

*“Phil Mudie be elected to represent the SMG in negotiations with the ACMC”*

The Motion was Moved by Tony Stove (SCHVC Inc), and Seconded by Col McRae (BHMC Inc). The Motion was carried unanimously.

**Formal Establishment of the SMG**

Tony Stove pointed out that the meeting needs to formalise the establishment of our organisation so the following Motion was presented;

*“The organisation be known as the NSW Southern Motoring Group”*

The Motion was Moved by Tony Stove (SCHVC), and Seconded by Greg Salvestro (GC&CCC Inc). The Motion was carried unanimously.

**Club Support**

Phil Mudie mentioned the 30 clubs that have already formally advised of their membership of the NSW Southern Motoring Group (NSWSMG), and there are still some clubs who have indicated support but yet to formalise the arrangement. Further, there are clubs represented today attending for the first time. Accordingly he requested delegates from clubs yet to formalise their affiliation with the NSWSMG to do so as soon as convenient. A simple email response is all that is required.

Phil Mudie also urged delegates to assist with our membership drive by contacting clubs in their locality with a view to attending the next meeting and joining the NSWSMG. Alternatively, contact Phil or Tony Stove and they will contact respective clubs. Email addresses are;

Phil Mudie [philipmudie@hotmail.com](mailto:philipmudie@hotmail.com)

Tony Stove [the.stoves@bigpond.com](mailto:the.stoves@bigpond.com)

**Further Questions/Comments from the Meeting**

A delegate (name inaudible), sought to clarify the structure and lines of communication for clubs, peak bodies and the RMS. Phil Mudie advised he did email an organisation chart to delegates and a copy is available to view after the meeting.

Tony Stove (SCHVC), pointed out that most of the delegates present were from clubs that have H plate registrations and the views expressed by most speakers reveal a common thread whilst we want to retain the H plate scheme, there is an overwhelming desire to see the introduction of M plates, and log books in NSW.

A delegate (name inaudible), stated the introduction of M plates will take a lot of pressure off club inspectors. She cited examples in her club where there is constant argument and debate of what is an acceptable modification, accessory or safety item and what is not.

There was a question on affiliation fees for clubs to join the NSWSMG and the ACMC. For the ACMC the affiliation cost to the NSWSMG would be $500. For clubs to join the NSWSMG, the affiliation fee will be determined by delegates at a meeting in the future.

A delegate (name inaudible), asked why there are objections to the introduction of a log book scheme. Garry Warnes prefaced his response by asking who has control on the usage of your vehicle. With the present arrangements it is the club or it’s registrar that control the use of your vehicle. With a log book scheme, the owner of the vehicle has the choice of when to use the vehicle, though some clubs will stipulate in their By-laws minimum attendance/participation requirements with club events. So with log books there is more flexibility on vehicle usage and it also takes pressure off club registrars.

**Meeting Closure**

Before formally closing the meeting, Phil Mudie led delegates in acknowledging the considerable contribution of the three guest speakers, Alan hay, Garry Warnes and Mark Saunders.

The next meeting of the NSWSMG will be held at the same venue (Wagga Rules Club) **on Saturday, 18th April at 10:00am.**

Meeting closed at 12:45pm.

Tony Stove

Meeting Secretary