



## Minutes of the AOMC Delegates Meeting

Monday May 23<sup>rd</sup>, 2022 at 7.30pm

The meeting was held at the Jaguar/Austin Healey clubrooms, Springvale

**There were 54 delegates in attendance representing 47 clubs.**

Chairman Iain Ross welcomed all those attending to the second meeting of 2022, with the hope of being able to continue meeting after the disruption of the last 2 years.

**Guest Speaker:** Iain Ross then introduced the guest speaker for the evening, Chris Rushen from Bridgestone Tyres.

Chris started by giving an overview and some background of the Bridgestone Company. They spend \$800 million on research and development, and 10,000 tyres are tested per month at 10 proving grounds around the world.

Several tyres were on display, including an off road tyre, a high performance tyre and a fuel saving tyre.

**Responsible Tyre Disposal:** All Bridgestone stores are part of this program. 50 million tyres reach end of life each year and Bridgestone ensure that theirs are responsibly disposed of or recycled.

**Car Club Tyre Program.** Bridgestone have a program for car clubs, and they provide presentations to clubs based around the specific needs of their club vehicles. Clubs and their members are also given a 15% discount off the recommended retail price through the car Club Business Assistance Program. To access this, you just need to contact Chris and you will be given a special code to use when placing your order.

Chris then asked for any questions from the floor.

Q: What is the smallest tyre Bridgestone make?

*Answer: 175/70 x 13. Chris recognised that they probably do not produce tyres to suit some clubs needs.*

Q: As Bridgestone now own Firestone, do they have bias ply Firestone tyres available?

*A: No. It is not worth providing them due to the low demand, and it is also not viable due to the standards that need to be met. Also, Bridgestone have a policy of destroying any tyres that have been in storage in their warehouse for 4 years so slow moving stock would be wasted.*

Q: What is the latest situation on ageing of tyres that do not do many miles, such as on classic and historic vehicles?

*A: Tyres should have a visual inspection after 5 years and should be scrapped after 10 years in normal circumstances.*

Q: A delegate related how he was told that his tyres were too old and needed replacing because they were 5 years old. Chris responded that this is incorrect if the tyres are still in good condition, and the person was just saying that to sell him a new set of tyres.

Another delegate noted that there is no regulation to say tyres need to be replaced after 5 or 10 years, the onus is on the owner. Many vintage cars have tyres that are much older than that. Chris added that his father has a trailer with 25 year old tyres and they are still performing well.

It is also recommended that when garaging your classic vehicle, it is best not to leave the tyres in direct contact with concrete, as the concrete draws moisture out of the tyres.

Q: How does Bridgestone compare with Michelin volume wise?

*A: Bridgestone is much bigger. The Victorian warehouse alone supplies 5,000 tyres per day.*

Q: Are there any tyres made in Australia?

*A: No, all tyres are now imported. Bridgestone was the last local manufacturer in Australia and that plant closed in 2009. That plant produced 6,000 tyres per day. The complex in Thailand produces 100,000 per day.*

Q: What components are used in normal passenger tyres?

*A: That is a trade secret that even local staff are not privy to. Chris has visited the manufacturing plant, and there are certain parts that even he is not allowed to access.*

Q: Do all tyres come wrapped, apparently wrapped tyres can be put away in a dark cool place and do not deteriorate?

*A: No, tyres do not come wrapped except in certain circumstances such as racing tyres.*

Q: What is the average slippage rate now compared to 15 years ago?

A: *Chris did not have that information off the top of his head, but expects that it is better now.*

Q: Is there a correlation between performance and economy in terms of the life of the tyre?

A: *Yes, performance tyres wear quicker due to their better grip. Fuel economy tyres have a much longer life than others.*

Q: When does the 5/10 year life span of a tyre begin, manufacture or fitting?

A: *It is from date of manufacture, and the date is part of the code that is printed on the tyre.*

Q: What is the advantage of a low profile tyre?

A: *Whilst it could be said that having less tyre wall means less stress and 'out of rounding', it really is driven by the car manufacturers who want a particular look, and also to allow bigger disc brakes.*

Iain Ross thanked Chris for his presentation, and noted that if clubs are interested in having a presentation at their club to contact Chris.

Chris also thanked Tony Hall (Nissan Datsun Sports) for facilitating his being invited to this meeting.

**There was then a brief break for supper.**

**Delegates meeting resumed after supper.**

**Apologies:** Alan Lavis (GVMVDC), Alan Benedetti (MotorFrenz), Allan Fabry (MGCC), Andrew McDougall (Alvis & Veteran CC), Bill Allen (ABCCC & Rover P4 Guild), Darren Green (Jensen CC & Aston Martin Owners), Daryl Meek (Goldfields CC & Veteran CC), David Sparks (Austin Healey Owners), Dennis & Esther Healy (Buick CC, Oldsmobile CC & CHACA), Fred de Gooyer (Land Rover Owners), Rick & Jill Cove (GHAC, EGHAC, KVE, VMVC & DVHCC), John Ferguson (Moto Guzzi Club Vic.), Mark Fenton (Chrysler Restorers Club), Peter Welten (Triumph CC), Tony Hall (Nissan Datsun Sports Owners Club), Jim Stephen (Maserati Club of Aust.), Kevin Churchill (Model A Ford Club & CHACA),

**Minutes of the February 2022 Meeting: The minutes of the February delegate's meeting were accepted on a motion moved Bill Ballard (Ford Owners, Restorers & Drivers) seconded Tim Fegan (Volvo CC) and carried.**

**Presidents Report:** Iain Ross reported that a lot of events are happening around the clubs, but covid is still causing issues.

**Treasurers Report:** Mark Fenton was an apology for this meeting, and chair Iain Ross read out Mark's prepared report.

The AOMC finances are currently in a strong position and as of the end of April 2022 the AOMC Cash at Bank is a healthy **\$284,886**.

With good income from the British & European Motoring Show at Yarra Glen in February and, with other AOMC managed events being supported with sponsorship and donations from RACV we will end the current financial year in a healthy state while continuing to fund the AOMC sponsored activities that are now reappearing as COVID draws to an end.

**Correspondence:** There was nothing to report pertaining to this meeting.

**VicRoads/Club Permit Scheme:** Iain Ross reported that privatisation is underway. John Lewis has joined the new private company and will be involved with policy and the processing of club permits. The new contact person within VicRoads itself has not been confirmed yet.

AOMC are due to have a meeting with VicRoads in May, but have heard nothing so far.

Complaints and queries are still coming in each week, and these are passed onto VicRoads and we do get feedback on some of these.

**AOMC Events:**

- **Seminars:**

**Restoration Seminar.** This will be held on Saturday June 18<sup>th</sup>. Howard Billing is organising the presenters, but is having difficulty getting anyone. Clubs are encouraged to nominate speakers on relevant topics. Contact Howard in the office with recommendations.

There was a suggestion from the floor to get someone from the education system to present at the restoration seminar with regard to auto education.

**Management Seminar.** This will be held on August 13<sup>th</sup>. This seminar is aimed at club management and will have presenters on relevant topics.

- **Delegates Meetings:** The August Delegate's meeting will be held in Seymour from 11am on Saturday 27<sup>th</sup> August. The venue will be the Seymour Club, which has been used in the past.
- **Shows:** These are in planning/review stage, with a number of different venues being looked at. We are overdue for an American Show, it is the first priority at the moment. There has been mixed feedback about Yarra Glen as a venue.
- **Florence Thomson Rally:** Maureen Ross reported that AOMC were asked to run this event by the RACV. It was very successful, with 60 cars and 123 people attending. 500 photo's have been loaded onto the website. Planning is about to begin for the 2023 event.
- **National Motoring Heritage Day:** The AOMC promoted 3 events with the assistance of the RACV.

**Gippsland:** The Classic and Custom M/C club hosted an event at the Maffra Shed. 70 – 80 cars and 25 motorcycles attended, not a bad turnout when the Heyfield machinery day was also being held. Local press gave very good coverage.

**Trentham:** Philip Johnstone reported that there were 170 vehicles in attendance, with 50 more in the outside car park as they were modern. The town was very pleased with the event.

**Braeside Park:** Hosted by the Dingley Village Men's Shed, and had approximately 100 vehicles attending.

Ballarat had a Heritage Display with historic vehicles involved, and it is estimated that 30,000 people were in attendance.

Iain Ross suggested that we need to encourage all clubs to run an event on the day to promote the movement, as is done in the UK and USA.

### **Current Issues:**

**Club Insurance:** Clubs should have received a questionnaire about their club's insurance. Clubs are urged to fill out the questionnaire and return it to the AOMC office. AOMC are investigating getting a group insurance that will assist smaller clubs to access insurance and keep costs down.

A question from the floor was that some small clubs that are not AOMC members would benefit from this scheme, could they be involved? Iain Ross responded that they could possibly be, it would need to be looked at.

**VicRoads Rule 79a:** So far 16 responses have been received to this request for responses to this new law relating to speed limits when overtaking emergency vehicles.

Iain Ross noted that the worldwide mood is changing re pollution and carbon emissions from vehicles. As a movement we need to promote positive information regarding our vehicles.

Question from the floor was "How do we lobby the government about roads that destroy cars and tyres?"

Iain Ross responded that Australia is one of the few parliaments worldwide that do not have members with a motoring interest. There is very little interest in parliament in classic vehicles.

Paul Vellacot (Aust. Lancia Register) "Could we approach the new government re the asbestos laws." Response was that this was a federal issue but it is something we should talk about and pursue.

Len Barry (Echuca Hist CC) noted that we need to look to ourselves. If you want an effect on politicians you need to speak with one voice and in Victoria we do not. There is no reason why AOMC and VicFed cannot exist under one body. Will the committee of the AOMC approach VicFed about getting one organisation with one voice to speak for the movement?

Iain Ross responded that yes, we do need to have a single voice and be strong. NSW currently also have 2 representative bodies with a 3<sup>rd</sup> forming. Happy to extend olive branch and speak to VicFed and see what happens.

Chris Henry (GVC) asked if this should be extended to other representative bodies such as VHRA, Hot Rod Association, ASRF, motorcycle groups and any other group that represents clubs. This gives a bigger group and a bigger pool of resources such as a potential lobbyist.

Chris added that Victoria has the most collectable vehicles per capita in Australia according to ASRF statistics.

Robert Greene (Macedon Ranges) pointed out that in the UK there is problems with accessing coal for traction engine vehicles. He then spoke about the issue of the importation of older heavy vehicles, due to the provision that anything over 15 years old cannot be imported.

He also noted that we need to forge links with schools and politicians to educate them about our movement. Need to promote that clubs are about more than just cars.

Chris Henry suggested forming a committee from delegates ranks to figure out how to approach this issue, who to approach and how to approach.

Wandy McIntyre remarked that she travels 4 hours each way to attend these meetings, and there has been a lot of handwringing about "What do we do", and nothing has been done. Need someone to take on a job and get started rather than talk about again at the next meeting.

Iain Ross responded that this will be discussed at the next committee meeting, and look at approaching VicFed about a joint approach.

David Williamson (Rover CC) asked when the next AOMC committee meeting will be held so that clubs can get submissions in to the committee. Iain responded that it is the first Monday in June, so any club submissions are welcome and need to be in by then.

Chris Henry noted that SEMA in the USA have a very big clout politically and have effected legislation.

Philip Johnstone (TSOA) spoke about the federal representative bodies, AHMF & AHVIG. AHMF consists of peak state bodies Not much real action comes from this organisation.

AHVIG is a much more active group which arose from the luxury car Tax and Asbestos issues which they were prominent lobbying federal departments over.

**Engine Number Records:** Philip Johnstone reported that there has been some interesting searches, including a Lagonda, a Land Rover request from Malta, a Buick, Sunbeam Alpine, Leyland P76 and a 1916 Stutz Bearcat (formerly owned by Hugh Guthrie) request from the USA for more information.

Philip then outlined how VicRoads Freedom of Information requests work. VicRoads require registration number to be able to provide information. The ENR are able to provide the rego numbers so that FOI can be proceeded with.

**Minor Funding for Clubs:** Small clubs without an ABN have not been able to get access to RACV funding due to everything now coming from RACV community grants. These clubs can now get access to RACV funding through the AOMC. Clubs still apply to the RACV for funding, but the funds are paid to the AOMC (who have an ABN), which are then paid onto the relevant club.

**Delegates Reports.**

**Mike Barber (Cobra CC):** reported that the Cobra club drove the F1 drivers on their parade at the Melbourne Grand Prix.

**Grant Tasker (Zephyr & Zodiac Owners Club):** Club recently visited the Sapphire Coast CC, who count their partners as members to have more clout when putting in submissions.

**Wanty McIntyre-Leake (Sun Country):** Picnic on the Lake at Yarrawonga attracted 153 vehicles. Great setting on the foreshore.

**Bill Ballard (F.O.R.D):** Noted that there were great celebrations around the Sydney harbour Bridge turning 90, but closer to home the Essendon Airport had its 100<sup>th</sup> anniversary to little fanfare. The Ford Owners & Drivers Club were asked to put on a display for the low key event that celebrated this milestone. There was little aeronautical history involved. Should have been celebrated in a better way.

**Chris Henry (Gippsland Vehicle Collection):** The current British & European display is doing well. Motorcycle display begins in mid July.

**John Howell (Rootes Group):** The 16<sup>th</sup> national Hillman rally is to be held in Warrnambool in October this year.

**Don McGregor (Macedon Ranges):** Recently attended the street Rod Nationals in Ulverstone, Tasmania. Over 400 cars were on display.

Iain Ross reminded delegates that Winton Historic race meeting is on next weekend, 28<sup>th</sup> to 29<sup>th</sup> May.

**With there being no more delegates reports, chair Iain Ross announced the meeting closed at 9.45pm**