



Minutes of the AOMC Delegates Meeting Monday November 28th , 2022 at 7.30pm

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

There were 84 delegates in attendance representing 73 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..

Apologies: Allan Fabry (MG Car Club of Victoria), Andrew McDougall (Alvis car Club & Veteran Car Club), Chris Henry (Gippsland Vehicle Collection), David Esmore (Victoria Mini Club Inc), David Smallacombe (Morris Register of Victoria), David Williamson (Rover Car Club of Australia), Fred de Gooyer (Land Rover Owners Club of Victoria), Gabi Mandel (Gippsland Vehicle Collection), Graeme Walsh (Land Rover Owners Club of Victoria), Ian Snadden (Classic Motorcycle Club of Victoria), Lawrence Glynn (BMW Drivers Club Melbourne), Michael Cooper (Murray Heritage Motorists), Chris Pritchard (Moke Owners Association of Vic.).

New Delegates: Lauren Armistead (Heathcote District), Yvone Barker (Western Restorers), Michael Anderson (Bugatti Club Aust.), Ross Hudson (Austin Healey), John Pittman (Victorian Clubman), Stephen Hewitt (Northern Peninsula Classic CC), Daniel Zampatti (Vintage Sports CC), Peter Matthews (Classic Motorcycle Club), Mark Robinson (60s American Muscle CC)

Minutes of the August 2022 Meeting: The minutes of the August delegate's meeting were accepted on a motion moved Graham Keys (Wolseley CC) seconded Rick Cove (EGHAC) and carried.

Bill Ballard noted that the minutes should have referred to small clubs being 'over insured' rather than 'under insured' as recorded in the minutes.

Report on liaison with Vic Fed. Keith Mortimer reported that a very positive initial meeting was held between representatives of both bodies, and it was agreed to hold a second meeting to cover matters affecting all clubs.

Correspondence: There was no items of correspondence relevant to this meeting to report.

Presidents and Treasurers reports will be dealt with during the AGM.

VicRoads / Club Permit Scheme: Iain Ross reported that all is quiet at our end, and it has been difficult to get anyone to answer the phone. AOMC have been addressing issues as they arise, such as the VIN stamping issue and a recent RWC issue.

Luxury Car Tax: This is still a current issue, and Iain Ross noted that in a recent newspaper article vehicle import companies are complaining about this tax as it affects a large number of vehicles.

AOMC Events:

Festival of Motoring Sunday 29th January 2023: This event is open to all vehicles over 25 years old and is to be held at Cruden Farm. This will be a pre booked only event and areas for clubs will be arranged. More details will be sent out to clubs this week. This is an RACV supported event, and all proceeds will go to Beyond Blue.

RACV British & European Show: Will be held on Sunday February 26th February at Caribbean Park. This is a new venue for this event.

Shannons American Motoring Show: Unfortunately had to be cancelled due to bad weather and a waterlogged venue. A new date is still being negotiated with the venue, which will be at no further cost to the AOMC.

Florence Thomson Tour: This women drivers only event is to be held from the 28th to 30th April 2023. Entries have opened and 63 entries have been received already.

National Motoring Heritage Day: This is an annual day set aside by the AHMF for enthusiasts Australia wide to get out and about in their vehicles. In 2023 the date is Sunday May 21st. Once again, AOMC will look at sponsoring an event in Melbourne and several regional events, with the support of the RACV.

Greenfleet Carbon Offset Scheme.

Mark Fenton hosted a power point presentation. This power point presentation can be downloaded from the AOMC website, and we would like delegates to take it back to their clubs to promote the scheme.

This scheme is a collaboration between AOMC and Greenfleet and will allow the AOMC to advocate that the environment and our heritage fleet can exist in harmony.

To play your part:

- nominate how many kilometres you will travel each year in your historic vehicle(s)
- Pay a small annual fee to offset the carbon generated
 - \$18 for 3000km per year
 - \$36 for 6000km per year

Who is Greenfleet?

Greenfleet invests funds by planting and maintaining legally protected, biodiverse forests and since 1997 have planted over 10 million trees, creating 500 native forests and your support enables this work to continue.

All donations to Greenfleet are tax deductible and you will also receive a certificate in recognition of your support.

Greenfleet are a leading Australian not-for-profit environmental organisation protecting our climate by restoring forests. They plant native biodiverse forests in Australia and New Zealand to offset carbon emissions to help fight the impact of climate change.

Forests capture carbon emissions to protect our climate, address critical deforestation, reduce soil erosion, improve water quality and restore habitat for wildlife including many endangered species. Greenfleet forests are legally protected for up to 100 years

Over 25 years over 10 million trees planted, 500 native forests created and over 4 million tonnes of carbon offset.

Greenfleet gives the AOMC and its supporter organisations a practical and tangible way to reduce their carbon footprint and take climate action.

How to go about it: The best place to start is on the AOMC website. You can easily navigate to the Carbon Offset page on the website. Put in your name and your car club then Hit the submit button. This will transfer you to landing page on the Greenfleet website that is focused on the AOMC scheme. You there chose to offset either 3,000 or 6,000km per year. Your offset is added to your shopping cart, click on 'Proceed to payment'.

Check out as a guest, enter your payment details and once processed you will receive a tax receipt and offset certificate.

Why is AOMC doing this? The AOMC understands that there is community concern about the environment, and all too often hears the conversation refer to 'gas guzzlers' and the need to eliminate ALL old cars from the road.

The AOMC wants a voice to join that conversation, and you can help us by demonstrating your concern for the environment with evidence that the environment and our heritage fleet can exist in harmony.

Basically, it provides evidence that the movement is doing something for the environment. A lot more information is available directly from the Greenfleet website.

Questions from the floor:

Graeme Keys (Wolseley CC): If you decide to drop off, will you get constant reminder emails? Mark responded that you will get reminder emails. Graeme also asked if your inbox would be flooded with Greenfleet information every week? Mark responded that there are different levels of participation you can nominate for, some getting information emails and others not.

Michael Anderson (Bugatti CC): Their club have been in negotiations with Greenfleet and have signed up as a club. They have set a per member fee, and there has been no complaints from members. Because the club has a large non owner or driver membership, they have been able to negotiate a very low fee.

Daniel Zampatti (Vintage Sports CC): There is nowhere on the website that states that AOMC is collecting information, and I have concerns about this process as there has been no mention of it previously and this is the first I have heard of it in a forum, there has been no minutes from a previous meeting and no mention by delegates of any of the clubs I belong to. I fully whole heartedly support the idea of helping the environment, but I am concerned that saying that this will bring us to the table for any talk about gas guzzlers is a fallacy.

There should be more study done of the environmental impact over the lifetime of the vehicle to provide true data to support our movement. The AOMC should look at sponsoring a PHD student to study the environmental impact so that you will then have the true data and true knowledge to support our movement.

Mark responded that this is the launch of the program and it is optional. It is not the only thing we are doing and we are looking at doing surveys and studies but they can't all be done at once. We have put all the information on our website to allow an awareness of the scheme, and to give delegates the information to take back to their clubs.

Phil Segat (Swan Hill Vintage & Classic) Are Greenfleet employees or volunteers?

In Victoria there are already many thousands of fruit trees and grape vines growing rather than trees. AOMC have more important things to do relating to clubs rather than pursue this. This has been launched on us with no input from the delegates.

Name not provided: This scheme all sounds very nice, but who owns the land. You don't plant trees in the air. This whole scheme to me smells of the tree planting schemes from 30 years ago.

Mark responded that you are encouraged to look at AOMC and Greenfleet websites to get information about them. They are a registered not for profit organisation and they are all about planting trees. This is not the only way to save the environment, but it is one that the AOMC have chosen as a way of demonstrating that we offset the carbon that comes out of our tailpipes.

Grant (Zephyr & Zodiac CC): just to follow up on what the gentleman just said, you mentioned that the trees are protected for up to 100 years, which seems open ended as it could be 10 years or anything. Is the ceiling 100 years? Mark responded that it is a minimum 100 years locked in by contract with the owners of the land.

Is this a plan that other organisations nationally will take up or is it just the AOMC.

Mark responded that the AOMC is starting this conversation, it is one that we would like to take more broadly. If we see that there is support for a scheme such as this then we would like it to spread to other states through their peak bodies.

Bill Reid (FB-EK Holden): Does sound like a good idea and I know we need to do something about seeing to be doing the right thing. But to me, this has created more questions than answers. Is this scheme going to be a mandatory thing? Mark responded that it is not compulsory at all, it is a purely optional scheme and it is the individual joining to say this is what he wants to do, and if you decide not to in the future you do not resubscribe.

Iain Ross (AOMC) suggested that this is all about perception. Overseas FIVA the international group and the British Federation are all doing carbon offsetting. Clearly, we are going to strike opposition with the public about our vehicles and this is a way of doing some public relations to show we are doing the right thing. Also, if you look on their website where the trees are being planted, a large percentage of it is on public land.

Tony Hall (AOMC) responded to a question that was asked before about whether the scheme would be introduced at a national level. I have been to meetings along with Keith Mortimer with Vic Fed representatives with a view to creating one voice for the Victorian movement, and we spoke about what we are doing here with Greenfleet and they were very interested in that. David Berner (Vic Fed & AHMF) at that meeting said he would bring it up at a national level.

We are not saying that this is the panacea to all the issues that we have with governments in relation to emissions. This scheme is part of our broad strategy that we have in regard to the movement going forward and this is stage 1.

Mark Anderson (Bugatti CC) as a club trying to attract new and younger members, joining up with this scheme as a club has made them more interesting to prospective members. He suggested that if clubs are trying to attract new members, they should try attaching Greenfleet to their mast head.

Robert Greene (Macedon Ranges): Has Greenfleet got any policy regarding fire prevention at all? Farms are getting bought up and locked up with no fire management and it is a big risk to their neighbours. The AOMC have no data or information on the impact of our vehicles and the impact we have and they need to sit down and get this information which will be very minimal. And with these schemes, sometimes you are buying the cheese to put in your own mousetrap.

Peter Kerr (Peugeot CC) I will be supporting this to the Peugeot CC whom I represent. There are some shortcomings. The major problem I see is that the AOMC executive have done a great deal of work to things up to this stage without involving the delegates. There are several delegates here who have been concerned that they have not been informed. I suggest that the AOMC circulate the information about what Greenfleet does and how we wish to relate to them to all the clubs and receive feedback from them, not just from the delegates.

Mark responded that the plan is to send the information out to clubs after this meeting, but it was the case of something had to come first and we have chosen to launch it at the delegates meeting.

Tom Klunig : a lot of delegates here would like to hear Daryl Meek's appraisal of this scheme.

Daryl Meek (AOMC): Is now the Australian representative for FIVA. I have recently come off a 2-day conference that was held recently in Bulgaria, that I did via zoom.

Taking on board what some of the delegates have said, we do have some particular challenges in Australia, but one of the take aways from the meeting (which had 250 delegates from 70 countries) was that the European experience, which tends to be about 10 years ahead of Australia, is that unless you appear to be putting something forward to be seen to be doing something before you will attract the support of all levels of government to be able to run your events. There are some countries already that require some sort of carbon offset before they will allow you to run events.

The AOMC could perhaps have gone about this better, but there was great enthusiasm to be seen to be doing something. Prior to this scheme being launched tonight, there are 4 or 5 other such schemes available in Australia that are for everyday drivers, not for historic. The idea here was to get a better deal for those members in the historic vehicle movement rather than paying the \$40 to \$60 per year that is required from the other organisations. As pointed out, it is not compulsory, it is purely optional. It is also only about offsetting the emissions that comes from your tailpipe.

Name not provided: the information presented only states that the trees are protected for up to 100 years. Is this just a way of planting a private forest that could be logged in 20 years time. Mark responded that Greenfleet unfortunately could not be here tonight to answer those questions, and we will get them along to a future meeting to address these questions.

Name not provided: If most of the trees are being planted on public land, what is to stop governments rezoning the land in the future for a different use.

Mark responded that we can't speculate on that, and we have to start somewhere. You cannot not do anything because of one possibility. You have to give it a go.

Philip Johnstone (TSOA, AOMC) noted the concern that people have that the committee have gone off on this particular exercise without seeking opinion. The committee is made

up of over 12 members representing a range of vehicle clubs and there has been no expense to the AOMC as it has all been done with volunteer efforts. As far as AOMC are concerned, we thought it was a good idea. We have looked overseas at what they are doing and we had the view that this is something that we should try, and this is just one of the steps in our total process that we are looking at using in dealing with the government. There are other surveys we are involved with elsewhere underway looking at Australian industry and the influence of old cars both in the environment and in business.

Name not provided: I am concerned that we are jumping into a signalling scheme without any data. A couple of speakers have already stated that we need to do some work and get some relevant data and have some basis for decision making.

Engine Number Records: Philip Johnstone reported that he has processed over the past few months many dozens of searches, including 3 Vauxhalls, Rolls Royce, MGA, several Mini's, Cooper S mini, Plymouths, Austin A30's, Austin 7, a number of Holden Monaro's, a number of Torana's, a number of Falcon's, and a recent one was for a Morgan which was someone tracing the current status of his family Morgan which the enquirer had only seen pictures of. He is trying to find out what happened to the family Morgan. Some people may ask what is the success rate of searches. The answer is that it is complex. Up until a couple of weeks ago I had managed to process 16 or 17 requests all successfully, it is only in the last couple of weeks that I have had a stumble and couldn't answer the query. We get requests from all over Australia, and if you look carefully in our request for information from the enquirer we ask if the vehicle has been previously registered in Victoria. Some of these requests come in with unsure marked against this so the chances of success are doubtful to start with.

If you go to VicRoads with a Freedom of Information request there is a little box that you fill in to ask your questions.

If you fill in with any question such as to ask the owners name or the previous registration number or previous engines, itemise all your queries marked 1, 2 and 3. When you get your reply from VicRoads which may take 4 or 5 weeks there will be a preliminary phase where they say why they cannot answer all the details and what they are empowered to do and cannot do, and it says in the final few words "*If you are unhappy you may appeal this decision*". That is when you go back with your list of questions and say you have failed to answer questions 2 and 3, and they are compelled to come back to you and you may find they say they have looked further and are able to give you an answer. So don't give in when making an FOI request to VicRoads.

Question from the floor: What do you consider to be a good result? Philip responded that on our part it is to identify the history of the vehicle in Victoria which may be any number of registration or engine changes in that period. There was one I did the other day that had 3 engine changes and 4 registration changes. The person was delighted to learn the history of his vehicle that he thought only had one owner beforehand. When you go back to VicRoads the reference is the registration number, so unless you have all the registration numbers, VicRoads are not going to look very hard. The crucial thing is to give them as much information as possible to get them to look harder.

Delegates Reports

Rick Cove (EGHAC): thanked Iain Ross and the AOMC for assistance in getting funding from the RACV for their event, the East Gippsland Triennial rally on Melbourne Cup weekend. The event could not have happened without this support.

Robert Humphreys (Austin 7): 46th Historic Winton is being held on the last weekend in May 2023, as it has been for many years. Hopefully we won't get bumped off by the supercars who take priority. Some new categories this year so a wider range of entrants. There will be a tour on the Friday.

Peter Welten (Triumph CC): February 10th 2023 will be 'Drive Your Triumph' day. Held all around the world on the birthday of the founder of Triumph, Sir John Black.

Ian Clark (Dandenong Valley Historic CC): Berwick Swap is on, and a flyer has been distributed at this meeting.

Andrew Davenport (Norton Owners): Ballarat Swap has been postponed until 2024. The airport site is no longer available and a new site will not be ready due to drainage issues. Also, the marquees and other infrastructure have been taken away to help the flood affected people. Currently looking for another site

With there being no more delegates reports, chair Iain Ross announced the meeting would break for supper before reconvening for the 2022 Annual General meeting.