

## Queensland Historic Motoring Council Inc.

### Minutes - Bi-monthly General Meeting – Thursday 25<sup>th</sup> May 2017

Held at Veteran Car Club Rooms  
1376 Old Cleveland Road, Carindale QLD 4152



President:	Christine Stevens	0419 789 151 (a/hours) (07) 3260 6197 (a/hours)	president@qhmc.org.au
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Webmaster:	Christine Stevens	0419 789 151 (a/hours) (07) 3260 6197 (a/hours)	webmaster@qhmc.org.au

**Christine Stevens** Declared the meeting open at: 7:30PM

**Present:** As per attendance register

**Apologies:** Greg Stevens, Peter Lockhart, Graham Auld

**New Delegates:** Nil

**Visitors:** Nil

#### PRESIDENTS REPORT

Christine reported there has been a growing trend for the meetings to commence with complaints about the committee and its members so the decision was made to start with this so we can get on with the meeting. Yes, there have been times when the minutes have not been emailed to all or on the website within 2 weeks of the meeting and this was the case of the March minutes. Jason was affected by the floods in the Beaudesert area and as a result could get the minutes out on time.

Christine advised she definitely will not be standing for re-election and a new committee is required. Alex being in hospital and laid up added to the workload and this year Christine has been doing president, treasurer, membership secretary, webmaster as well as attending to numerous emails and phone calls.

Shortly after the 2016 AGM, Jason's work hours were changed and he is now rostered on every Thursday. He did not tell us and he did not complain as he had committed to the role of Secretary. Every time he is here for a meeting he is losing income.

Many people here in the room have previously held committee roles within QHMC and I thank you. Cheryl is a very good example. I don't know how long Cheryl has actually been providing us all with supper and, if you were to refer to the QHMC handbook, we are supposed to be having tea and biscuits. Cheryl exceeds this every meeting.

John Greene requested his letter be sent out with the March minutes. Christine thanked John for his support.

Christine stressed, everybody in the room deserves to be treated with respect.

Christine has taken legal advice and she is willing to proceed down that path if it is deemed necessary.

Christine opened the meeting up for complaints against the committee and its members. There were none.

Cheryl Nott congratulated the committee for their continued work even with the criticism of a just a few in the room.

#### SECRETARIES REPORT

**Minutes of Previous General Meeting** As emailed and on the QHMC website.

**Moved:** Jason Dodge That the minutes of the January general meeting (With additions & amendments) be accepted and passed as a true and correct record.

**Seconded:** Tom Lewis All in favour: Carried

**Business arising from the previous General Meeting Minutes:**

Peter Lockhart (BVAC) hadn't been listed in the apologies for January meeting as his email was received a month after the meeting. Peter also was not receiving minutes emailed to him as paperwork received from BVAC still had Rod Graydon listed as delegate.

Neil Spicer (Qld Early Ford V8 Club) advised the minutes were not on the website, and that the last minutes on the site were November 2016. Christine and Jason confirmed January and March minutes are on the website. He also advised neither he or his club's committee have received minutes or any correspondence from QHMC in over 6 months. Christine advised she would do test emails to see if email addresses supplied were correct.

David James (AMVC) objected to the Business arising from the previous general meeting that stated, "No apology was made by David James regarding what he had said." Christine pointed out the comment related to him not apologising for what he said to her and for the manner in which she was attacked by him. No committee should be subjected to a delegate raising their voice to the committee or other delegates and she will no longer stand for this. She advised David it was due to his behaviour that she had taken advice regarding bullying and, if he wishes, she is willing to pursue the matter. David James apologised for raising his voice.

Bailey Rowe (Historic Motorcycle Club Qld) advised David James he had no legal right to request an amendment to the November minutes as he was not at the November meeting. Bailey had moved the amendment at the January meeting in an attempt to keep David happy. Bailey said we need to move on and get on with the meeting.

There were no amendments or additions to previous general meeting minutes.

#### **Inwards & Outwards Correspondence:**

##### **Inwards:**

- Letter re meeting behaviour – John Greene
- Email – Roma Club
- Update of email – Bentley Drivers Club
- Email re membership – Bentley Drivers Club
- Meeting Minutes – Blackhall Range Horseless Carriage Club
- Email re minuted – QVVA
- Details re Asbestos & Luxury Vehicle Tax

##### **Newsletters**

- Brisbane Northside Antique Automobile Assn inc x 2
- Peugeot Club Qld x 2
- Retro Autos
- Sunshine Coast Antique Car Club
- Brisbane Southside Morris Minor Car Club
- Tweed Valley Vehicle Restorers Club
- Austin Seven Register of Queensland inc
- Monaro Club of Queensland

##### **Outwards:**

- Letter re meeting Behaviour from John Green (sent out with minutes)
- Association Liability Declaration

#### **Business arising from the Correspondence: Nil**

#### **New Applications for Affiliation:**

**Moved:** Jason Dodge That the inwards correspondence be received and the outwards correspondence be adopted.

**Seconded:** Greg Skinner All in favour: Carried

## **Treasurers Report**

Opening Balance as at 12 <sup>th</sup> March 2017		\$	1,964.97
Plus Income: Affiliation Fees	\$	1,430.00	
Interest	\$	0.66	
			<u>\$ 3,395.63</u>
Less Payments: Cheryl Nott – Supper	\$	20.75	
Trophies – NQ & SQ Rallies	\$	130.05	
Officeworks – Printing & Stationary	\$	503.71	
			<u>\$ 654.51</u>
<b>Closing Balance as at 24<sup>th</sup> May 2017</b>			<b><u>\$ 2,741.12</u></b>
Term Deposits A/c 20255840 (renewed 21/05/2017 @ 2.25%)	\$	24,231.05	
A/c 215 43420 (due to renew 15/11/2016 @ 2.5%)	\$	10,440.84	
			<u>\$ 34,671.89</u>
<b>Total QHMC Funds as at 24<sup>th</sup> May 2017</b>			<b><u>\$ 37,413.01</u></b>

Christine advised a cheque for \$110 was made payable Australian Websites. They destroyed the cheque and replacement was issued to Barry Armstrong

**Moved:** Alex Connors That the Treasurers Report be accepted and payments be ratified and cheques passed for payment.

**Seconded:** Albert Budsworth All in favour: Carried

## **MEMBERSHIP REPORT**

Christine reported there has been membership enquiry from Chrysler Owners Club and a letter and application for affiliation has been sent. There are currently 116 clubs, with 105 financial clubs and 11 un-financial clubs.

## **WEBMASTER & EVENTS**

There have been several requests for events to be added to the website and all is up to date. If you have any events - i.e. invitational rallies, national rallies, swap meets, etc. you want listed on the QHMC webpage please forward information, along with flyers in PDF to [webmaster@qhmc.org.au](mailto:webmaster@qhmc.org.au)

## **NATIONAL MOTORING HERITAGE DAY**

**The decision was made to cancel National Motoring Heritage Day Picnic in the Park. Queens Park was far too wet to allow vehicles in the park. The QHMC website has reports on the runs and displays by Cairns & District Historic Vehicle Club Inc and Roma Historical Motor Club Inc.**

Neil Spicer (Qld Early Ford V8 Club) drew attention to correspondence from their club. They were disappointed that they only found out Saturday it had been cancelled and requested more notice in future. Christine advised it rained Thursday and it had been hoped the park would be dry for Sunday. She and Greg drove to Ipswich and inspected the park and the decision was made to cancel at approximately 11:30am Saturday. The park was so wet it was growing a good crop of mushrooms and people had already driven on the area causing damage. As we need to protect the relationship between Ipswich City Council and QHMC, the committee was not willing to proceed with the event and risk damaging the park. Christine advised the remainder of Saturday was spent taking down signs promoting the event, creating and erecting signs advising of the cancellation of the event and phoning, emailing and texting people. The cancellation of the event was also on QHMC Facebook page and on the QHMC website. Christine and Greg also attended the park on Sunday morning to advise anyone who arrived that the event had been cancelled. Pleasingly, only a couple of cars arrived indicating that the cancellation communications had been effective.

## **QHMC RALLIES/QHMC SPONSORED RUNS**

<b>2017 SQ RACQ QHMC Rally</b>	Fri 9 <sup>th</sup> to Sun 11 <sup>th</sup> June 2017 Host club - Beaudesert Motoring Enthusiasts Club Inc. Entry forms available: <a href="http://www.beaudesertmec.wordpress.com/">http://www.beaudesertmec.wordpress.com/</a> <b><u>Entry closing date has been extended to Friday 2<sup>nd</sup> June 2017</u></b>
<b>2018 NQ QHMC Rally</b>	Easter 2018 Host Club - Cairns & District Historic Vehicle Club Inc
<b>2018 SQ RACQ QHMC Rally</b>	8 <sup>th</sup> – 10 <sup>th</sup> June 2018 - This is the QHMC 50 <sup>th</sup> Anniversary Host club – Blackall Range Club
<b>2019 NQ QHMC Rally</b>	<i>Host club required</i>
<b>2019 SQ RACQ QHMC Rally</b>	<i>Host Club required</i>
<b>2020 NQ QHMC Rally</b>	<i>Host Club required</i>
<b>2020 SQ RACQ QHMC Rally</b>	Darling Downs Veteran & Vintage Motor Club Inc

## **The Word “Rally”**

QHMC has still not received a response from Suncorp to the letter sent re the word “Rally”.

The SIVS conditions and regulations on the TMR website state a SIVS registered vehicle can be used for ***participating in rallies organised by incorporated vehicle clubs – a rally is a social event whereby a parade of special interest vehicles travel together for competition or to meet at an agreed location. Rallies are usually listed in an incorporated club newsletter or on the incorporated club’s website or social media page***

Craig Williams (VV Chev AAQ) said the QHMC has to get this clarified. Christine advised this is why the committee is working for an answer and has written letters.

It was clarified that Suncorp state in their Driver Protection Cover that they do not cover rallies. DPC only applies to CTP Classes 1 and 6. The majority of vehicles operated by members of QHMC affiliated clubs are Class 5 and are therefore not covered by DPC.

## **AHMF**

**2020 National Tour** – Saturday 28<sup>th</sup> March to Saturday 4<sup>th</sup> April 2020 – Albury/Wodonga Area. Flyers and business cards promoting the event were made available to all delegates. This will also be on the QHMC website with a link to the AHMF site to ensure it is always current.

**Robert Shannon Foundation Trust** – The closing date was 1<sup>st</sup> May and no Queensland applications were received. Joe Ciantar (DDVVMC) gave an update on Jaymin McEwan's Chev. Jaymin was a recipient of a grant in 2015. Christine advised Lachlan Pierce (BVRC) received a grant in 2013 and he is very involved in both the Bayside club and Rootes Group club. His father advised Greg that receiving the grant was a turning point for Lachlan.

**Luxury Car Tax** – AHMF is working toward the removal of luxury tax from vehicles over 30 years old. Christine asked Doug Young (VCCQ) to speak on Luxury Tax.

Doug advised LCT starts to affect purchasers of vehicles from approx. \$54,000 as it is based on the purchase price + freight + customs + GST and, with a purchase price of approx. \$54,000 this totals to approx. \$64,000.

He reported LCT acts as a "one-way valve" to historic vehicles in Australia. They are exported but the cost is excessive to import them.

Doug Young (VCCQ) wrote an article in the VCCQ newsletter. (Article is attached: Annexure 1)

The Museums lobby has achieved the removal of luxury tax for vehicles being imported into museums. As at 28/1/2017 they are GST exempt and LCT free.

John Greene (Mustang) advised, when vehicles are brought in for museum display, if they are later sold, the purchaser has to pay the luxury tax, GST and import costs. Buyers can be caught unaware by these additional expenses.

## **TMR**

### **TRANSPORT & MAIN ROADS (TMR)**

Russell Manning reported communications with TMR in relation to QOCS's request for buses to be eligible for SIVS at 25 years. This is ongoing.

#### **Log Books**

Doug Young advised VCCQ does not think waiting for the NSW log book trials to conclude is acceptable. Doug Young assisted by Russell Manning will look at a Business Plan for Log books. Craig Williams (VV Chev AAQ) supports Log books and said this committee has done nothing for 4 years.

## **GENERAL BUSINESS**

### **Storage 33**

Christine advised, she, Greg and Albert Budworth (VCCAQ) had attended the opening of Storage 33 the previous night. Albert reported that the facility has been built for Vintage/Classic vehicles and has been negative pressured, Vehicles can be serviced and ready for collection to be taken out onto a drive then returned detailed etc and stored ready to be taken out again when required. It is very well setup and you need to contact them for pricing.

### **VCCAQ Club rooms lease**

Christine reported she had a meeting with Peter Arnold regarding the clubrooms lease. QHMC pay for the use of the clubrooms main meeting rooms 12 times pa, committee room 12 times pa and weekend function once pa. QHMC used the clubrooms for 6 bi-monthly meetings only. She advised Peter, she is information gathering and will pass the information onto the new committee. One possible option is to hire the clubrooms on the "5th day of the month" or "last working day of the month" to utilise the rooms when they are currently vacant - i.e. Fri 29/9, Fri 30/11, Wed 31/1, Thu 31/3, Thu 31/5 and Tue 31/7. This may also revitalise the meetings as there would be people that cannot attend on a Thursday but could attend other days of the week. No quote has been offered for this; this was simply a thought from QVVAQ.

David James (AHMC) advised the new committee may wish to hold committee meetings at the clubrooms. Christine advised, this is why she is simply gathering the information to pass on to the new committee.

## **LUXURY VEHICLE TAX MOTION**

**Moved:** Doug Young To have the Luxury Vehicle Tax & GST be removed from the import of vehicles more than 30 years old

**Seconded:** Albert Budsworth All in favour: Carried

## **ASBESTOS MOTION**

**Moved:** Doug Young That the AHMF be supported in seeking an exemption for vehicles of great antiquity from the current asbestos requirements for imported vehicles

**Seconded:** Albert Budsworth All in favour: Carried

## **NEXT GENERAL MEETING FOLLOWED BY AGM**

Will be held at the Veteran Club Rooms (1376 Old Cleveland Road, Carindale QLD 4152) at 7:30pm

Meeting to be held on Thursday 27<sup>th</sup> July 2017

As there was no further business the meeting was closed at: 9:05PM



## **A HOBBY, A HERITAGE, AN INDUSTRY: HOW THE LUXURY CAR TAX IMPACTS THEM ALL**

Doug Young<sup>1</sup>, 29 March 2017 (first published in the April edition of the Vintage Car Club of Qld Inc. magazine)

The Luxury Car Tax (LCT) is a uniquely Australian creation, introduced at the request of the then-Australian car manufacturers, as the second of 2 taxation measures intended to protect them from overseas competition.

The first measure occurred in 1979, when the Fraser government set a limit on the value of a car which could be depreciated for tax purposes. This limit was set at just above the cost of the most expensive offerings from Ford and Holden. The practical effect was that it only applied to imported cars, and deprived business purchasers of the depreciation tax deductions previously available.

The second measure was the introduction of the predecessor of the LCT, an LCT by another name, in 1986. From 1930, until the introduction of the Goods and Services Tax (GST) in 2000, the Commonwealth taxed many things through a Wholesale Sales Tax (WST). The WST was introduced to make up for the drop in Customs Duty receipts, resulting from Depression-induced reductions in imports.

By early 1986, the WST was 20% for new cars. In August that year, the Hawke government imposed a higher rate of 30% for the component of the price above the depreciation limit – the first luxury car tax.

By 2000, the WST on cars priced above the depreciation limit was 45%.

In 2000, the Howard government made sweeping changes to the indirect tax system, doing away with many and replacing them with the GST, a 10% tax imposed at the point of retail sale.

However, had GST been the only tax on new cars priced above the depreciation limit, the price would have fallen substantially. So, among the multitude of Bills which made up the GST package was a suite of 4 Bills which included in their title the words “Luxury Car Tax”. Each was intended to ensure that all available heads of Commonwealth legislative power were invoked, such as the power to impose Customs and Excise duties.

The primary target among of the LCT was new cars (or new cars resold at a profit within 2 years), with the imposition of a 10% GST and LCT at 25%. For imported cars up to 30 years old, there was the additional Customs (import) duty of 10%.

This is where the trouble began for the old car movement in Australia. The problem was that the age restriction of new cars up to 2 years old was omitted when it came to imported cars. Cars of any age were caught in the net. So while second hand cars over 2 years old sold privately within Australia were exempt from the GST and LCT, cars bought privately overseas and imported into Australia were subject to both. And, if under 30 years old, until recently, Customs duty at 10% as well. (It is now 5%.)

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<sup>1</sup> President VCCQ 2012-16; Area Rep AMOC 2009-10; and committee member of various old car clubs from the 1980s to the present; Honorary Life Member and former Chairman, Business Law Section, Law Council of Australia.

international stature, such as Adelaide's Bay to Birdwood. The annual swap meet in Bendigo is likewise an internationally recognised event, as well as a major source of regional economic benefit.

The impact of LCT on the movement has been to restrict Australia's access to the middle and upper strata of old vehicles .the very ones that we have lost most of in the one-way traffic out of the country. They are also the very ones that act in the same way as elite athletes do for mainstream participation in sport; they act as the beacons to inspire and attract new, younger people to the movement."

### **Reviews of and Inquiries into the LCT**

There have been many such reviews and inquiries, some devoted exclusively to the LCT, and others where it was considered in passing. All have represented an opportunity for the old car movement to make submissions and be heard.

The main reviews/inquiries (with dates of final reports etc shown) have been:

22 July 2008 Report The Hon Steve Bracks (leader) Review of Australia's Automotive Industry

August 2008 Senate Standing Committee on Economics Inquiry Report into proposed increase in the LCT rate from 25% to 33%

December 2009 Australia's future tax system: Report to the Treasurer (Henry Review) recommended abolition of the LCT

5 October 2011 Tax Forum, Parliament House. Ken Henry described the LCT as "truly absurd"

31 March 2014 Productivity Commission Inquiry Report into Australia's Automotive Manufacturing Industry – critical of the LCT and urged reform

March 2015 Treasurer Hockey released the Tax White Paper Re:Think – Tax Discussion paper. This called for submissions and was to result in a Green Paper. However, with the change in leadership from Abbott/Hockey to Turnbull/Morrison the project has faded away. However, it is telling that one statement in the paper asserts the LCT does not discriminate against imports. While that may be so for new cars, it is not true for older cars.

February 2016 Vehicle Emissions Discussion paper

There have also been annual opportunities such as the pre-budget submissions etc.

### **Reform opportunities: Opportunities Lost**

So far as I can determine, the only submissions that have been made on behalf of the old car movement about the impact of the LCT (and GST) occurred in 2008, when the Association of Motoring Clubs, the Victorian peak body for historic motoring organisations in that state, made a well reasoned and argued written submission to the Senate Inquiry referred to above. This was supported at the public hearings in Adelaide by John Burt, the then president of the Sporting Car Club of South Australia.

The Inquiry handed down a majority (government) report, and a dissenting report. Both did agree however on the appropriateness of looking into removal of the LCT from cars over 30