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QUEENSLAND HISTORIC MOTORING COUNCIL (Inc)

(affiliated with Australian Historic Motoring Federation)

QHMC BULLETIN 2 of 2013

To: QHMC Affiliated Clubs
Subject: Queensland Motoring Councils

INTRODUCTION

You will already be aware from QHMC Bulletin No. 1 dated 19th February 2013 that QHMC has been approached independently and separately by two organisations. Each of them has positioned themselves as State-level representative bodies for a wide range of motoring/hobby groups in Queensland. They are Australian Confederation of Motor Clubs Qld (ACMC (Qld)) and Queensland Motorised Sports Council (QMSC). Each of these organisations has requested and invited QHMC to work with them. The theme upon which ACMC (Qld) is based had its beginnings in NSW about 18 months ago with the establishment of ACMC (NSW). QMSC on the other hand has been in operation in Queensland for the last couple of years.

BACKGROUND

Australian Confederation of Motor Clubs (Qld):

ACMC (Qld) started in Queensland with a stand against the new, tougher hoon laws brought in by the Queensland Government, although the founders of the NSW branch have plans to expand to every state. The primary organisations supporting ACMC (Qld) are Qld Four Wheel Drive Association, Australian Street Rod Federation, Australian Street Machine Federation, Australian National Street Machine Association, Japanese/Euro Representatives and a proposed motor sport area group based south of Beenleigh. In New South Wales, the supporters of ACMC (NSW) are Drag-Ens Hot Rod Club, Australian National Street Machine Association, Australian Street Rod Federation, Australian Street Machine Federation, Australian Show Car Association, 4WD NSW & ACT, and the Council of Motor Clubs (NSW), (which is the NSW city clubs equivalent of QHMC).

ACMC (NSW) grew out of discontent with the NSW government on the part of motoring hobbyists. One of the primary goals of ACMC is to represent enthusiasts in order to consult with government, industry and other motoring organisations. It also supports conferring and liaising with other organisations which support the motoring enthusiast in Australia. ACMC further supports the display of vehicles and the provision of suitable museum buildings and facilities to do so.

The objects in the ACMC constitution are generally in line with those of QHMC but without specific reference to "historic" vehicles.

You are urged to view both the ACMC (NSW) and ACMC (Qld) websites. The NSW link is as follows:
<http://www.confederationofmotorclubs.org.au/>

The Qld reference point is within another website, run by Warrior Films, called Grunt Files.
<http://www.gruntfiles.com.au/>

The meeting notes from the first ACMC (Qld) general meeting are on the following website:
<http://www.gruntfiles.com.au/index.php/discussions/first-meeting-acmc-qld>

To find this from the Grunt Files Home Page, go to Discussions, then ACMC.

The websites listed above will provide your members an insight into the organisation.

Queensland Motorised Sports Council (QMSC):

QMSC was started by motoring enthusiasts and related business people all generally with motor sport backgrounds. They are based around the two motorsport venues of Lakeside Parkway at Kallangur and Queensland Raceway at Willowbank. QMSC offers membership and access to public liability insurance to participants and clubs engaging in all forms of motor sport and motoring activity including power boats, model aircraft, in fact any activity that involves something with an engine or motor in it.

The QMSC website is: <http://qmsc.org.au/index.html>

QMSC is primarily focussed on any motorised activity which requires a special venue for its conduct, like a vehicle display park or paddock, racing circuit, motocross facility, drag strip, a lake for model power boats or even a field for model aircraft. While the QMSC roots are in motor sport it has held a number of shows and swap meets at its venues conducive to the attendance of 'our' historic and heritage vehicles. The event that means the most to our clubs is the National Motoring Heritage Day (promoted by our national body, AHMF) event at Lakeside Parkway, Maclean Bridge at Lakeside, conducted by one of our own affiliated clubs, Triumph Sports Owners' Association.

You are urged to visit the above mentioned websites and to discuss this as widely as possible.

GENERAL COMMENTARY:

QHMC has been invited by QMSC to 'work with', 'cooperate with', 'collaborate with', 'and interface with', not to 'affiliate with'. In fact, the President of QMSC, Mr Kevin Bartlett, in his address to QHMC delegates on at our general meeting on 29th March 2013 agreed that affiliation or membership of QMSC was not on the agenda. When questioned further he confirmed that QMSC has no vision of becoming a 'peak body' but that a good mutual working relationship would be the ideal outcome.

A similar invitation has been issued by ACMC (Qld).

ACMC, QMSC and our own QHMC all have the common object to represent their own members and affiliated clubs. For ACMC that translates to motor vehicle clubs and motor vehicle enthusiasts without prescribing a specific part of the wider movement; for QMSC it relates to protecting the interests of its members, clubs competitors, officials and venues associated with motor sport; for QHMC it relates to fostering interest in the history and preservation of historic vehicles and to promoting and supporting the preservation of items associated with motoring. All three organisations exist to represent various elements of motor sports/hobbies with all levels of government, big and small business and individuals on matters of interest to each of them.

Discussion Points in Favour of Working Together

QHMC should have an even stronger voice by bringing a greater number of Queensland clubs to the table on selected issues, but only where prudent and necessary.

Could allow QHMC to monitor and intervene where appropriate in the actions of the other organisation/s if there was any suggestion that their actions might be detrimental to QHMC and its clubs. Without mutual cooperation there may be no option to intervene.

Would allow the two new organisations to benefit from the considerable work already done and the goodwill created by QHMC over many years thereby making the wider enthusiast motoring community stronger, and that would be a good outcome. The following question is worthy of consideration: "What will mutual cooperation with these groups bring to QHMC that we can't achieve on our own or have not already achieved? The answer is potentially a stronger QHMC with a totally new and potentially younger membership recruitment base opening up to our clubs.

Discussion Points Against Working together

Neither of the two new organisations are a 100% fit with QHMC. APMC appears to primarily represent the interests of 4WD and modified vehicle groups, while QMSC is largely about amateur motor sport.

QHMC has worked hard to build relationships with government and other stakeholders and there is a danger that should a new group/s come along and be seen to be speaking for QHMC, it/they could, without understanding the relationships and background, compromise the good work already done by QHMC. If this were to occur, it could have adverse consequences for our clubs. We therefore need to be careful that only our elected QHMC committee members speak for us on matters affecting us.

Questions

What's in it for QHMC and its clubs? It could be argued that there is more in it for the other organisations than there is for QHMC, however working together in harmony for the greater good can only be beneficial for all concerned.

Do these organisations share our views and values? QHMC represents the historic vehicle community and the two new organisations represent other components of the wider enthusiast motoring and motoring hobby community. To that end, all three organisations share similar values but will not necessarily agree on all issues.

If we find our views on any given issue are incompatible with those of the other organisations, will we find that we ultimately have no say in what they were doing? No. If we don't agree with a particular stance taken by either or both of the other organisations, we can opt out of supporting that issue.

Would either of these groups be agreeable to accept QHMC taking a lead role in policy formulation if we represented the bulk of affiliated clubs? If not, why would they want to be involved with us? This is not a valid question because we will retain our identity and our right to act independently at all times.

How do we mitigate the potential risk presented by working with a group we don't know all that well and which may have different views to us? We make our views known to them and ensure that stakeholders are aware of our position.

QHMC is disappointed that the Queensland hoon laws have been touted as a central plank of both groups' platforms, because it is generally not an issue that worries the historic vehicle clubs affiliated with QHMC? However, the QHMC committee believes that there exists a broad enough constitution base and a sufficient amount of goodwill within APMC (Qld) and QMSC for this not to be a major impediment to peaceful co-existence and working in co-operation.

Noting that the various Rod and Street Machine federations have joined in with the ACMC, is there space in Queensland for a number of what could be described as 'peak bodies' representing different aspects of the broader hobby? ACMC is free to go about representing its affiliated clubs and associations; however the President of QMSC has emphatically stated that QMSC has no intention of being a 'peak body'.

Are we being invited to affiliate? **NO**.

Are we being invited to become members of the two other organisations? Initially, the understanding was 'Yes', but it is in fact '**NO**'.

Are we being invited to 'work with', 'co-operate with' 'collaborate with', 'interface with'? **YES**.

COURSES OF ACTION AVAILABLE TO QHMC

So that there is no possibility of any misunderstandings it is essential that we are all 'on the same page' in considering the courses of action open to QHMC; one must first be aware of the dictionary definition of a number of words:

Sport: to amuse oneself with some pleasant pastime or recreation.

Affiliate with: to receive into close connection or association especially as a subordinate; adopt as a member.

Associate with: to connect or join together.

Co-operate with: to work or act together toward a common end or purpose.

Collaborate with: to work together on something with someone or a group.

Interface with: to enable separate and sometimes incompatible elements to coordinate effectively; to meet or communicate directly, interact, coordinate, synchronize, or harmonize.

The courses of action available are as follows:

To remain independent from both organisations [virtually no contact];

Affiliate with ACMC (Qld) and / or QMSC [join as a subordinate or not, voting rights];

Associate with ACMC (Qld) and / or QMSC [join, voting rights];

Co-operate with ACMC (Qld) and / or QMSC [each retains its own identity, but works together on selected issues];

Collaborate with ACMC (Qld) and / or QMSC [each retains its own identity, but works together on selected issues];

Interface with ACMC (Qld) and / or QMSC [each retains its own identity, but works together on selected issues];

Delay a decision on ACMC (Qld) and / or QMSC and review in 12 months in light of its performance;

RECOMMENDATION FROM THE PRESIDENT

I believe that it would be a mistake to turn our backs on these two organisations. All members and clubs within all three organisations have one thing in common and that is they are all interested in their own particular part of the wider enthusiast motoring hobby/sport. All have engines, motors and wheels in common. Research and discussion with each of these organisations clearly shows that we are not being asked to join, affiliate or associate with them. The question is about working with them and cooperating with them.

Let me make it quite clear that I don't believe QHMC as an entity should be joining these organisations as a member, affiliate or associate, but read on.

My recommendation is this: **I support and encourage QHMC involvement in co-operation with, collaboration with and interface with these organisations, i.e. QHMC retains its own identity, but works with the others on selected issues where prudent to do so.** To work in cooperation with these organisations is not a big issue however I want all of our clubs to have a say on the matter just the same.

Many of our clubs have complained in recent years that their membership base is aging and member numbers have fallen. We can use this opportunity to advantage and we might even gain a younger membership stream in time. A Memorandum of Understanding can come later.

Conclusion

Opportunities to work with the extended motor vehicle hobby movement do not present themselves every day. Working with such organisations is something on which the committee would normally make a routine decision and get on with it, however I wanted to be inclusive. I see this as a once-in-a-generation opportunity and it is requested that each QHMC-affiliated club conduct its own informed discussion with its members and respond to the QHMC committee by letter or email by no later than 18th July 2013. The results will be collated and presented to the QHMC July GM of Club Delegates. It is important that we receive a response from each and every club on this issue.

Yours in historic motoring,

Graham Allum

President QHMC

15th April 2013.

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