



Australian Recreational Motorists Association

ARMA Delegates Meeting Minutes

Date: 20th of July 2022

Chairman/President opens the meeting at 7:06pm AEST and 5:06pm AWST.

Meeting Chair (President): Bruce Fenwick.

Attendance and Apologies

Attendance: Bruce Fenwick (NSW), Geoff Couper (WA), Peter Cole (WA), Roger Sheath (NSW), Paul Ryan (WA), Jeff Trewick (WA), Shane Rose (QLD), Tony Collins (QLD), Rin Klasen (NSW), Ashely Mabbitt (Vic), Aaron Secombe (Vic), Michael Lake (WA), Brian Summerville (NSW), Kieran Lomas (Vic).

Quorum achieved: Yes

Apologies: Richard Cooper (WA), Derek Mikolaj (SA). Bruce Brinkley (WA), Ray Mackaway (NSW), Malcolm Harrison, Ben Davidson (Vic).

Preface...

The President made an executive decision to read the agenda from the bottom up, basically reading the agenda upside down.

This approach to allow the delegates to focus on where they see ARMA going leading into 2023, being ARMA's AGM is scheduled for September 2022.

The new incoming committee will then have a few things to consider and work with moving forward.

General business then onto the more formal segments of the meeting, most of what was discussed during general business would fast track the formal segments of this meeting.

General Business:

All

Topic... Direction of ARMA

Starting with Michael Lake (Mitsubishi 4wd Club of WA also WA delegate for Vehicle Modifications):

Communications – motorised recreation users to comply with other States and Territories federally, ARMA be set as a conduit between Departments of Transports across all States and Territories so that modified vehicles remain within legislation parameters moving anywhere across Australia.



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The opportunity for a certificate of engineering that could be recognised in all States and Territories so vehicles or even those contraptions being towed are not turned around, back to where they came from.

GVM and GCM upgrades also on the radar for the vehicle modifications portfolio.

Vehicle modification being led with Miles Brennan who has involved for the best part for 8 – 9 years in the vehicle modifications portfolio.

Needing more vehicle modifications representation in all States and Territories.

Feedback to ARMA's vehicle modifications portfolio's team is imperative, letting the team know of issues related to restrictions on vehicles movement due to recognised unacceptable vehicle modifications not being permitted to travel from State to State, from Territory to Territory, from State to Territory.

Brian Summerville (All Wheel Drive Club of Sydney)

Introduces himself to the delegates.

Roger Sheath (ARMA Membership Officer):

Whilst we've got the authorities doing these checks, I think we need to get these checks across to the public.

It's not so much the club members that are the issue, it's always the nonaligned individuals that create the problems for us, I mean we've all seen them touring up and down this country.

You look at some vehicles, you've only got to look at them, they're overloaded.

How do we engage with these people to try and get the message home, whether that's through training, publicity, magazines, whatever?

It's a problem we have been faced with the 4wd arena for many, many years and it is the 10% or 5% of the idiots that ruin it for the balance of us.

So that's where I'd like to see a bit of focus this year on that sort of thing trying to engage in the general public.

Rin Klasen (NACC)

You have tapped into concerns that are universal, not necessarily related to only four-wheel drives.

In terms of caravan, there's a very good program that the CMCA www.cmca.net.au running now, they received a federal government grant of a million dollars which they are using to conduct what they call an RV SAFE program.

They are creating videos and educational materials.

They've got a website called RV safe www.rvsafe.com.au, and they're pushing very strongly the notion of education to explain to people how to load your van so that it is not going to end up flipping over when the van is incorrectly loaded.



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A couple of other concerns we've have, if you own a motor home and you decide to have something towed behind it, the regulations are different in every state.

I'm told that that Western Australia is the most difficult of all.

The registration and engineering requirements for New South Wales are probably one of the strictest across the country, but at the same kind of problem that you guys are facing.

In other words, if it's engineered and certified in New South Wales, am I free to be able to drive anywhere else In Australia and not get pinged because the local regulations are different to what they are in a particular State?

A more recent example, which is interesting and probably worth trying to get more involved with, I have been liaising with Mark Brighton who's runs North Coach. He has been stopped placing tabs on bull bars where they can connect those to motorhomes using the predator tow hooks.

Now the reason for that is because there have been a couple of failures of bull bars where the actual tab (which has got two bolts) let go.

You can imagine that this causes a great deal of concern when that situation happens.

Brain has now instructed all his installers that no longer will you be able to put tabs on your bumpers because as far as he's concerned, that is now illegal and again, it's not in every State.

So, he's just made a blanket ruling from where he sits as a businessperson, he doesn't want some of these issues to come along.

A lot of our members have concerns with being pulled up on the road with the being checked against loading regulations, that's always of concern.

Most of our Caravan Club members haven't got a clue what their vans weigh, even our local club that I belong to, we were down at Gundagai (en.wikipedia.org/wiki/Gundagai) on a rally last year.

All of us took the opportunity to get our caravans weighed in the park and I think out of the 12 people that went over those scales, they were over overweight.

So, that gives you some idea of the I mean, even if you just said 50% of caravanners are overweight in one shape or form or another, that probably gives you some idea of the kind of scale.

I'd love to think that the initiatives that Miles was handling, where you could get cooperation amongst the States to come up with a universal scheme and so we don't end up with all these separate rules.

I wish him the best of British and I'm happy to support him but oh man, what a difficult task that will be impossible to work with some of them.

They just don't want to know, they only want to look within their territory and as far as they're concerned, what they can get away with in their State, that's what they'll do.

Peter Cole (ARMA Treasurer and Mitsubishi 4wd Club of WA)

With regards to vehicle and towing load constraints, in Western Australia we've got a significant unofficial weighing system throughout the State.



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Would it be worthwhile that ARMA partners with CBH (Commonwealth Bulk Handling - www.cbh.com.au), because at almost every grain terminal there are weigh bridges and as an example, our 4wd club goes up to a WA country town called Koorda and we go up there for the drive in theatre, hot meals, lots of drinking and that sort of thing, but part of the weekends activities is we have free access to the towns CBH weighbridge.

Is it worthwhile ARMA approaching those corporations to partner up so that we can promote their facilities for people weighing their rigs, It's a free service.

It's better to get weighed in a grain terminal than it is by the guys with red and blue lights.

It is something we can aim for, I think.

I don't know how it works in some States.

Roger Sheath (ARMA Membership Officer – NSW)

To summarise; Roger highlights – to the registration of a vehicle and to what is being towed, legislation in NSW measures each individual axle weight to arrive at the designated legal Gross Vehicle Mass (GVM) and then calculated to the Gross Combination Mass (GCM).

Paul Ryan (ARMA IT and Mitsubishi 4wd Club of WA)

To summarise; Vehicles and what's being towed, the loads vary from the time travellers leave home and during their travels before they return home.

The CBH weighbridges would be a good opportunity for these travellers to get an overall weight calculation, to be confident that the load weights have not exceeded regulations during the time away.

Kieran Lomas (Melbourne Jeep Owners Club - MJOC)

Just to deviate a little, probably one of the things that we're concerned about is in relation to the GVM stuff is engineering.

So, if I get something engineered in Victoria and pay that money, say 10 grand, if you can find an engineer and somebody that's approved to do this, my engineering stuff is not necessarily recognized in another state.

So, I can get my stuff engineering in Victoria, and I'm fine driving around in this state, then when I head over to Queensland and drive around Fraser Island, its then when you get stinged and you get booked.

So, a GVM upgrade or engineering can be achieved on a brand-new vehicle but not on an existing vehicle – why?! That's the kind of stuff that we have some concerns over.

Ashley Mabbitt (Eureka 4wd Club Victoria)

We have got a big roads weigh station out on our country roads that we can just drive on and it's opened the whole time so we can do that.



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You can spend the time to disconnect and do a bit of axial weighing and everything like that, if you know what you are doing.

it's a concern for everyone with vehicles all over the country.

So yeah, obviously it's something that needs to get across and I don't know how we fix it.

Obviously, ARMA has been working hard at it for a while now and I think you're on the right track, but obviously States will do what States want to do and they'll change their mind at any minute.

Feedback from Shane Rose (ARMA Committee Member – Qld 4wd President) and Bruce Fenwick (ARMA President – NSW) to Ashley.

Major political parties have been liaised with and there is our written correspondence with concerned politicians that agree that the current varying regulations isn't logical.

Bruce Fenwick (ARMA President – NSW)

ARMA has letters of support and agreements that these politicians will campaign and bring the issues of vehicle standards to a campaign to raise that as part of their political briefs.

Roger Sheath (ARMA Membership Officer NSW)

RTA in NSW at the time, on the safety side, stated that they will set our own rules.

Now, I think that that has changed in the past 10 to 20 years that in fact, the move towards more harmonized regulations, I think is getting better.

I mean, the NCOP and the VSP's are basically in existence to follow up with regulations.

In my view, we need to put more pressure on our National politicians to get this resolved.

This is a silly system where you get the States overriding what the Commonwealth are doing.

It's crazy, but that's my thoughts.

Rin Klasen (NACC – NSW)

Just another one that's coming up certainly amongst Caravaners is (and it's getting a bit of a play) is having special licenses or a special endorsement on your license to be able to tow a caravan of various weights, etc.

That's obviously different States have different interpretations on that, but there's certainly some groundswell amongst some States to say, perhaps we should be looking at some sort of licensing system for people to be able to tow caravans.

So, it's an interesting one because I mean, I can see the danger that friends just retired, he's never driven a 4wd before, he's in his late 60s.

Just to pick an example, he goes out and buys a three-and-a-half-tonne caravan, hooks it up to a 4wd vehicle and sets off into the sunset, never having any experience of the 4wd dynamics, etc.

You've got that sort of extreme where you've got a complete novice newbie who's going to be a menace on the road because he simply got no experience and you've got other people of course, who have had plenty of experience either with 4wd's or caravans or combinations thereof.



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I would think that any blanket arrangement to impose a license requirement would be difficult.

There are certainly some and when you see caravan, rollovers, etc, being highlighted on current affairs and such like programs, there's certainly a push from the media and places like that, to pick that up, highlight it and say, 'hey, guys, we've got a problem'.

How do you fix the problem? This is how you fix the problem.

That's a concern,

It's that whole harmonization process, do we say look, let's maintain something universal across all the States? Do we need some sort of graduated thing to be able to say if you can tick these three boxes or five boxes, then you're right to go you can get a license endorsed to say yes, you're right to go? If not, you must go and do some training or whatever?

There are some options there certainly about the way we could go and if we were to be proactive, then perhaps it's better for us to suggest a methodology and some processes than letting bureaucrats come along and say, 'oh, there's been another caravan rollover, hey? Guess what? We've got this brilliant idea, everyone's going to have to have a special license'.

Shane Rose (ARMA Committee Member and QLD 4wd President)

To add to the mix of what is being towed out there, a wide range such as boats on boat trailers as well, there are horse floats, as we've said before, it's a lot wider reaching and just caravans.

Tony Colins (ARMA Insurance Officer – 4wd QLD)

A couple of things here about towing and caravanning regarding licensing, in Europe and certainly the UK, they are looking into licensing.

But related to that, is the difficulty in getting insurance for caravanning and one of the reasons for difficulty in getting insurance for caravanning is not about what happened in this country, it's about what is happening overseas with caravanning incidences and that feeds into our global insurers that ultimately are the underwriters, this impacts on our ability to get insurance

So, it does relate to difficulty or otherwise in getting insurance.

The other thing about licensing is what do you think the caravan sellers and/or manufacturers are going to say about any hint that a licensing might be required?! I think that their response would be a rather savage reaction.

My view is that our best stance is probably the most effective stance from ARMA's perspective, but this is just a personal view, is we should certainly promote training in towing and that's one of the things that I've promoted within 4wd QLD and we're kicking off some courses later this year with those who have requested it.

I've done it commercially in the past, but I've got nothing to gain anymore from delivering such training.

Not just about being legal, it's about being safe. Reversing of a 6x4 won't kill anyone.



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Ashley Mabbitt (Eureka 4wd Club - Vic) I'm against the licensing

You are controlled by the vehicle of what you can tow, right? So basically, every guideline goes from the vehicle that you can tow that you're towing with.

Basically, if we were going to be serious about it, we've got to control some sort of training or have some sort of influences in the States to say that we need to have at least a certain module of towing to be completed prior to purchasing a vehicle.

A 6x4 trailer, anybody should be able to tow a 6x4 trailer but once you get up to a certain weight range, then?!

Brian Summerville

I guess we are a conservative club in terms of vehicle modifications.

I've got a note here to ask from our membership about whether they've been directly defected or approached by highway patrol either within New South Wales or outside of New South Wales because we haven't had any feedback about any of our vehicles, so that's something that we need to do and pass that on.

One of the things that has come up in this discussion that a lot of our members are concerned about, is the inconsistency across state borders and I'm still not clear from the conversations tonight that if we are legal in New South Wales, can we drive in Queensland where the regulations are different?

Shane Rose responds that yes you can travel over state borders if the modified vehicle has been engineered plated. If it isn't, then no, the vehicle and occupants will be turned back.

Brian Summerville

Thankyou Shane for that bit of information which will be taken back to my members.

We have a lot of members that have vans and camper trailers, so there are issues of weights and axle loads and packing of vehicles.

I think it's more the inconsistencies across from state to state, we don't have a lot of dealings with Club Members moving out of the state or into the state or getting things reengineered and I can understand the examples that were given tonight, that's all very relevant and they do match our top two or three items what our club is concerned about.

Our club had two or three top items in terms of anything else that ARMA can do for us.

We've got some local issues in New South Wales in terms of permits to traverse through State Forests or even camping in State Forests, participation to club events in relation to member numbers, what is the threshold of numbers to permit applications.

Bruce Fenwick responds I have I have an email with an exact specific answer from NSW State Forests that I will share with you.

Brian Summerville Excellent, perfect, that's always been a definite concern.

Bruce Fenwick responds That's why my club did leave the New South Wales State Association because they couldn't answer that specific \$5 per member question.



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Brian Summerville Exactly and that's been raised because one of the issues was, why did we move away from the NSW Association to ARMA and people have said, well, this is what the Association offers, and do we need to be concerned about getting permits for NSW State Forests so if we can answer that, that will be great.

Insurances is a big thing, that's fine, that's a financial decision. I think insurance was on the agenda tonight. And I've got a specific question about that, so I'll leave that until later.

So, yeah, we're very happy where we sit with ARMA and we are very happy with the feedback that we're getting, as I said, we've got some local issues with the Newnes and Wolgan State Forest.

Bruce Fenwick responds ARMA is working on both local issues along with Motorcycles Council of NSW.

Kieran Lomas (MJOC) Brian, I think you've touched on something that I was going to bring up as well, which is particularly about track management and what's happening when things are closed and estimated time when they might be open again.

I sort of think that there is a solution here, which is a bit more of having a website, maintaining it, and having a thing where it's saying this is closed here, for between here and there.

There are usually some pretty good reasons as to why things are closed, we have in Victoria seasonal track closures between the Queen's Birthday and November.

It's nice to know we've got some pretty good things that say this is when this is closed.

I understand that these things tend to be under resourced and understaffed, but I also think that having websites that these forest workers and folks that are going out managing state forests, etc, having something that they can just say this is closed because if you ask them, they know and they can tell you, we graded this, we're doing this here, we've had some people that were camping and they left some trash so we've had to close it for that reason.

I just think that it helps build a bit more of that cohesion between users of the tracks and managers of the tracks.

I think if we have a website that's a bit more open and there is some already but like trying to dig for it and find it and use it especially when you haven't got great reception and it's just not well maintained.

These are the sorts of things that we've had that come up lately. It's like, this track is closed, why is that track closed? We can't tell you when will that track be open? It's been closed for three years, that was my favourite track.

Bruce Fenwick, Can I make this just a suggestion to the table, would you all mind if we shared contact details of all the clubs with each other and all the association with each other so that you know for instance, Brian just made a point then if he's members are going up to Queensland, Shane, could they contact 4wd QLD or one of the clubs in Bundaberg or whoever?!

Ashley Mabbitt With track closures here in Victoria, the associated down here has an alliance with the government obviously for monetary gains.



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They also have a lot to say on what tracks are open or closed, it's a real concern here for us because it affects our areas as Kieran (MJOC) said, you get to go back to your favourite tracks, you get there, and it's got a track closed sign across it you never get to go back in there again.

So, the association needs to find a way in politically to have some sort of voice with track management come forest management, same in New South Wales, Queensland, obviously Shane, you've probably had the same issues up there with them closing tracks down.

What you've got over us Shane (4wd QLD) are 4wd parks, we don't have anything like 4wd Parks over here in Victoria, except for the other big clubs and the other Association have their own properties.

But for us around Ballarat, there's been a major push to close a lot of bush down around our area, so we're getting very restricted on where we can go for an hour's drive to have a bit of a play.

We're getting pushed out to say two hours for tracks.

We need the help to get back in there to make sure that we can have a say on those tracks because they're our tracks.

Bruce Fenwick Speaks of introducing Memorandum of Understanding (MOU's) with other recognised key stakeholder be it not for profit, Governments, profit-based organisations.

Shane Rose In QLD there has been a change from name from MOU to 'collaborative agreements'.

One of the things you've got, as you've said Ashley, one of the things we try and do in Queensland, which Tony attest to, is we push back a lot against things, not that we always win, but we do push back a lot.

Because we're not relying on any funding from any government 4wd QLD are self-funded.

Last time I was involved with stuff down there, the 4wd Council had decided it was okay to close off some tracks because it didn't know members would want to go there, which created a massive outcry because it also affected many other users.

Because they're getting paid \$250,000 a year, they seem to be pandering to the wants of the governments rather than pushing for what's right for their members.

I think that's a bit of a common theme across a few states now.

That's where ARMA was always intended to come in and be able to sit across the top of that and not be funded by governments either, so that we can, therefore, be very independent and look after our members writes rather than like backing down to worry about losing your brand.

Ashley Mabbitt Its not just tracks, it's camping areas as well and even motorbikes riders, even down to mountain bike riders get restricted in certain areas.

I know we've got an ecological issue in Australia, and we must be aware of that, but we can't just shut tracks and places down and then forget about it, we'll end up with a bloody great bushfire and no one will have control over it.



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Kieran Lomas Has a chat about what 4wd Victoria does in terms of clubs volunteer efforts to assist, as an example, to keep areas and tracks open to help such organisation as fire fighter maintain access to fire trails to fight fires.

Remove rubbish being dumped by commercial and non-commercials.

Offering volunteer hours that offsets to project funding to maintain historically significant structures and even areas, placing fences around ruins etc.

Tony Collins Yeah, so a couple of things to add to what Kieran already mentioned about track clearing.

I think we need to do better in promotion the great work that our various members do and just as an example, you can't directly cut trees in state forests that fall over tracks using a chainsaw unless you have approval from HG plantation.

I've jumped through hoops with one of the 4wd clubs (because I teach chainsaw use among other things) we eventually got them to approve chainsaw use by producing the risk assessment.

They wouldn't approve that other clubs use chainsaws because they didn't have the relationship with them.

I've got no doubt that other organisations like caravan clubs, for example, probably do community service in various areas too.

But it just needs a bit of focus and bit of direction on how all those wonderful activities can be portrayed to promote the cause of motorised recreation.

So that's my point.

Jeff Trewick (Isuzu WA) asks of NACC what they would like ARMA to their members.

Rin Klasen Gathering his thoughts on the question and requested a bit of time to respond.

Bruce Fenwick outlines what has already been discussed and then focus's on the training aspects.

Shane Rose (4WD QLD) Talks about the training they do in Queensland as a Registered Training Organisation (RTO).

There is a potential avenue to forward additional UOC's to scope to include aspects of caravan training via 4wd QLD.

Shane forwards an explanation of how training – the QLD RTO works particularly the structure in a monetary sense. A fair bit more discussion with coming meeting within training portfolio and training subcommittee to come after the AGM.

Tony Collins makes mention that he achieved the transfer from 4wd QLD moving from the State training regulator to the National training regulator, this allows for 4wd QLD to train and assess in other States and Territories. 4wd is not regulated by the Australian Skills Quality Authority (ASQA).

Rin Klasen responds to Jeff Trewick by giving a thorough outline of how NCAA is structured and operates to assist other members of the ARMA's management team to better understand NACC's structure as a national body that is now members of ARMA.



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From Rin, one of the issues and I think all clubs have this particular concern is how to retain membership and get people to be willing to participate on executive committees.

We've lost probably over the last five years 15 clubs across Australia purely and simply because they can't get enough people to put their hand up to say I'll be part of an executive committee.

Presidents, Secretaries, Treasurers are the three primary committee members on most of our clubs, and some clubs struggle to maintain that membership, so that's an ongoing problem when we look at our clubs across each of the States, we lose them primarily for that reason.

In time I would humbly suggest that an organisation like ARMA would sit well to be part of RV Clubs Australia because you represent common interest because a lot of you have caravanners and tow trailers, which is similar or the same to what we're concerned about, and it would be good to have a representation from all the clubs.

We've got a meeting next week and I'll certainly be putting that through our directors to ask them a question about the potential of inviting our RV clubs and it's the idea then that you can tap into the CMCA (www.cmca.net.au) they are a fairly well-heeled organisation in terms of dollars and cents.

They're also fortunate in as much as they have got a CEO and lots of paid staff to work the organisation.

They are very capable of doing lots of things and supporting their members.

We in a sense, share some of the journey with what the campervan and motorhome club are doing, we along with minimal cost involved because we're not funded enough to be able to do that.

So, you've probably heard about some of the low-cost camping parks that CMCA have set up?! They're very proactive in that area.

Western Australia is still to be developed but they're very proactive.

So, we've got that common interest in that area, I hope that helps to understand a little bit where we are and what we represent.

Bruce Fenwick thanks Rin for his input.

What I'm going to do now folks is we're going to get back on topic just for a little while we've run the meeting already just on two hours.

I think as I said, what I wanted to do was, and please forgive me, I really did surprise my committee who are going to give me an arse kicking later and went completely off topic, but I think this was an incredibly good learning exercise for us tonight.

There is some amazing commonality in what you've all given back to the table about what ARMA should and could be doing for you in the next 12 months.

There are certainly things that all our members share the same sort of concerns, and a lot of it is about purely the legality of our vehicles.

That's the first and foremost thing, we could go on and other topic, it seems to be apparent that it is something that minor or major is a concern to our members.



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Brian said, that his members are fairly conservative group but I'm sure that once the discussion was held and Brian went to the Melrose bowling club next week and said, guys, I had this wonderful meeting and there's a chap there from the 4wd Association, there was a chap there from the Caravan Association, we talked about this and that, all of a sudden people put their hand up and say, "You know what? I was at a campsite, and I was at such a place with such a person was talking about an ARMA led meeting, is there any way we can find out some more information?"

So, where it leads from Michael's excellent suggestion initially at this meeting, it wasn't just the question of time to align, it wasn't just the question of Miles running the time to align campaign, you raise the concern about education and communication.

That highlights what we're all talking about here, Shane can tell us about what's going on in Queensland, Paul Ryan can tell us what's going on in Western Australia, Kieran tell us what's happening in Victoria about all these topics we have discussed tonight.

The problem we've got is talking to each other and then alerting our members to it.

So there just seems to be some common elements that ARMA needs to work on and help in that matter.

So, Kieran, you got your hand up?

Kieran Lomas (MIOC) Yeah, you mentioned that you threw in your agenda out and you threw it to us.

And I just like to, and I don't know if this is mentioning something contentious here, but I appreciated what we've done tonight because for me, that is the stuff that is most relevant.

I think probably to other members here as well.

Yeah, so just being able to discuss what is going on with us to be able to get some feedback is from the previous items because to be honest, I think the financials and the other stuff, we trust you guys to manage that type of stuff.

Maybe if you shoot it out in an email, like we can have a look at the last months and that was interesting stuff, but it's not necessarily something that I need to talk about.

This to me is what I do need to talk about.

Ashley Mabbitt (Eureka 4wd Club - Vic) just a couple other things that we probably would like to try and see down this way, because we've only got the two clubs here in Victoria that are ARMA members and I understand that it's a process to get it going, I'd like to see where the ARMA could promote itself.

So, along the line (in Victoria) to try and get a few more clubs to stick their nose in and see what ARMA do.

Then the other thing is whether ARMA can put a newsletter together, whether it's monthly, bimonthly that can go out to the actual members.



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Bruce Fenwick (Sydney Districts 4wd Club) One of the problems we suffer from is bandwidth, you know, with 11 to 13 members at the table and what we can do, we suffer a little bit from getting as much action done as we should.

I don't apologize for it because you know, we're all volunteers as you guys are on committees, but we certainly need to move to the next direction.

This tonight for me and Geoff Couper, I do apologize because you did an amazing, amount of work on the agenda and the insurance products report and land management portfolio.

So maybe you can give me an arse kicking after the meeting.

But I've got to agree that I think this was far more worthy for us to just sit down and have a chat and work out what you want your members want us to be, not what we're trying to be but what you want it to be.

I think if we can continue with the feedback and we can get members involvement, whether it be volunteer projects, whether it be time to align, whether it be track closures, whether it be national parks, whether it be state forests, that feedback is going to help the management of ARMA steer this organisation.

Geoff Couper (All Tracks 4wd Club WA) We have three minutes, I repeat, we have three minutes to pass out the minutes the correspondence and the Treasurer's Report.

Minutes of the Previous Meeting

15th of June 2022

Accepted as tabled

Moved: Geoff Couper

Seconded: Michael Lake

Carried: Unanimously

Business Arising: Nil

Correspondence

As per the presented statement. Inwards received and outwards endorsed.

Moved: Geoff Couper

Seconded: Rin Klasen

Carried: Unanimously

Business Arising: Nil

Treasurer's Report

As per attached report

Moved: Peter Cole

Seconded: Jeff Trewick

Carried: Unanimously

Financial report sent to delegates.

Business Arising: Nil



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Insurance Products Portfolio:

Tony Collins

Insurance report sent to all delegates.

Vehicle Standards Portfolio:

Miles Brennan

No report and already engaged with throughout the meeting.

Volunteer Projects Portfolio:

Bruce Brinkley

Mundaring Powerline Track clean-up date scheduled for the 10th of September 2022.

Richard Couper meeting with Paul Udinga of Hills District Parks and Wildlife Services.

Land Management Portfolio:

Malcolm Harrison

Gardens of stone management plan submission sent to delegates.

Some discussions initiated by Brian Sommerville on who can deliver the submission, everyone? or just the key stakeholders? answer given was anyone can forward submissions.

Discussion continues from the NSW chapter with local issues related to the submission.

Membership Portfolio:

Roger Sheath

- Associate members 101
- Group members 7820
- Individual members 40

Website IT:

Paul Ryan

Nothing to report

Geoff Couper (All Tracks 4wd Club WA) wishes the Sydney 4x4 Show sub committee team all the best and that it all goes well.

Brian Sommerville (All Wheel Drive Sydney) asked the question on membership increases, has COVID bubble bust yet for other clubs, answer is most clubs are increasing their memberships.



Australian Recreational Motorists Association

Meeting closed at: 7:30pm AWST and 9:30pm AEST.

Next delegates meeting Wednesday the 17th of Aug 2022.

Start times (Daylight saving has ended for some States and Territories).

• Adelaide	6:30pm	ACDT	UCT + 9:30
• Brisbane	7:00pm	AEST	UCT + 10
• Canberra	7:00pm	AEDT	UCT + 10
• Darwin	6:30pm	ACST	UCT + 9:30
• Hobart	7:00pm	AEDT	UCT + 10
• Melbourne	7:00pm	AEDT	UCT + 10
• Perth	5:00pm	AWST	UCT + 8
• Sydney	7:00pm	AEDT	UCT + 10

ACDT	Australian Central Daylight Time
AEST	Australian Eastern Standard Time
AEDT	Australian Eastern Daylight Time
ACST	Australian Central Standard Time
AWST	Australian Western Standard Time

Meeting Chair: Bruce Fenwick

Signed:

Minutes by Geoff Couper