

I hope the delegates here this weekend will forgive me, as I'm relatively new to this position within a federal body & hope that my 'L' plates idea is wearing off but according to John Kennett I still have to go through to the 'P' plates time. So hopefully I not only can I receive forgiveness but also get assistance from those who have had more experience in this arena.

The year has flown by with lots of happenings throughout since the 2017 AGM in Perth. Lots of club events & rallies across Australia to participate in with our heritage vehicles. Lots of new vehicles have appeared, some have been restored & on the road for all to see & admire.

A lot of discussion aimed at AHMF for not pursuing certain issues pertaining to the import/export of vehicles in Australia. Certainly, the most controversial issue being Asbestos contained within motor vehicles. The most interesting part of that is the amount of asbestos within vehicles already existing in Australia, which would be in the millions, that at this time the government has not or will not do anything about. But, at the same time restricts those that wish to either import cars or export/import for rallies at their own cost. I see the biggest issue is that the legislation cannot be changed but the regulations may be altered to suit the Heritage movement's requirements.

We are all in a lucky situation where we can use our vehicles not only with sanctioned club runs & invited events, but with the extra benefits of a log book in most states. The 60 day log book trial in NSW, which started in 2015, may be made permanent late 2019.

Another issue regarding modified heritage vehicles has been addressed somewhat in NSW & Victoria with a change to registration/permits along with a different style of plates. Victoria now has an 'M' plate & NSW a 'Conditional D' plate which shows in some way that the vehicles displaying those plates are not true to being totally authentic. Within NSW, these vehicles must apply to an Approved Organisation where there is only two. CHMC & ACMC are the only Approved Organisations within NSW. CHMC guidelines are reasonably strict as to acceptance of vehicles whereas ACMC guidelines, I believe, are much broader in acceptance.

The Robert Shannon Foundation is desperately seeking funds to assist younger members with their restorations. CHMC have kindly donated funds above \$500 interest earned within their banking. My own club has donated \$500 from surplus funds. I would like to see more councils/clubs thinking along the same lines to benefit RSF. We need to do more to encourage our younger members & this is one way where we can assist.

2020 AHMF National Motoring Festival/Tour is going ahead with many thanks to the massive efforts of Christine Stevens & those who have assisted her with arrangements at Albury/Wodonga. Clubs in rural NSW are putting their hands up to assist entrants along the way in various forms. CHMC is willing to put up their hand to assist as required as mentioned by Christine. Hopefully Christine will give us a current update as to where we are at with this event.

Luxury Car Tax is another issue, like asbestos, that we need to try to have some of the regulations relaxed for the import of those vehicles over 30 years of age. The Australian Historic Vehicle Interest Group is working on these issues along with the Roads Vehicle Standards Bill 2018. This group sent a letter to AHMF, tabled at last years AGM, requesting support & funds to assist with their pursuit of

these issues. At that meeting it was resolved to send a letter of support but not to fund anything at that time.

Associate membership applications will be accepted by AHMF, but the delegates had the option of vetting them, prior to acceptance. This was passed at a Phone Link held in February this year. Rather than change/alter our constitution regarding associate membership we can add these issues as by-laws without affecting it. There are rumours around that we may get an application from another NSW organisation.

A group headed by Neil Hogg from Engineers Australia asked me if I would join in with their discussions regarding the loss of the 'old skills' within operating heritage equipment. This involves people within the following groups – aircraft, trains, ships, cars, trucks, motor cycles, steam & other relevant machinery (farm, industrial, etc). About 10 people are involved of which 9 of us participated in a phone link 23<sup>rd</sup> July. What the aim is to engage trade training organisations, such as TAFE or similar, to promote heritage trades hopefully throughout Australia. This may be a way to involve the younger generation we are seeking within AHMF, our state affiliates & our local clubs. I have included a brief precis of the minutes from that meeting & would like delegates thoughts on this matter. Jenny Fawbert has agreed to assist Neil Hogg with the PMCH issues, which at this time is almost waste as things are leaving this country that should not.

To end this report, I would like to thank all those in committee positions, especially Neil who has come out of retirement to fill the role of secretary (be lost without you Neil), Christine who is working very hard, not only as treasurer, but 2020 organiser. John K & Steve H & others who have assisted Christine up to this point. Also, to all those delegates for their participation & who travel great distances to represent their state/territory councils, which in some cases is no cheap feat. The last thing I would like to remind all delegates is to think seriously about succession planning & assistant committee positions. I have enjoyed being President of AHMF albeit a challenge, a steep learning curve & has taken me a little bit out of my comfort zone.

Thank you all

Mike Beale

President 2017/18