

MEMO TO: ALL DELEGATES TO THE A.H.M.F

FROM: NEIL ATHORN

SUBJECT: CONCERNS - MODIFIED VEHICLES

DATE: 31ST DECEMBER 2014

You are no doubt as concerned as every other Delegate to AHMF about the discussions going on around the country within the movement in relation to 90 day log books and Modified Vehicles being accepted into the movement. This follows on from the move by Vic Roads here in Victoria to the log book scheme in February 2011 which from the outside user looks attractive but from the administration side it does have some concerns. Plus the move by ASRF late in 2011 that a Hot Rod must be based on a pre 1st January 1949 chassis or replica thereof.

Like it or not in the past 3 years the fastest growing car industry here in Australia is the Modified Vehicle component and it follows on from more TV shows and exposure of modified vehicles from overseas plus the ever so wide range of accessories to modify a vehicle that are now available either here in Australia or as direct imports via E-bay etc.

I will go over some history in a moment but firstly I would like to call a phone link up meeting of all State/Territory Delegates for mid January on say the 14th or 15th at 7:30 Eastern Victorian day light savings time please. The purpose of this meeting is to discuss a proposal to change the movement across the country into 3 categories of vehicles being:

- . ASRF looking after street rods based on the pre 1949 chassis requirement
- . AHMF looking after the restored vehicles that comply with State/Territory regulations below those of the national modifications to light vehicles regulation VSB14
- . XYZ organisation to look after the modified vehicles compliant with VSB14 and above.

Some 3 years ago Delegates would have heard that a couple of new groups were being formed to look after Modified Vehicles and 4 Wheel Drive vehicles etc across the Country. Group names such as ACMC and AMEP have been formed and have met with Councils in NSW and Queensland mainly. You will also recall that Senator Ricky Muir was elected last Federal election and took up his position on the 1st July 2014. Thus the movement is changing on a day by day basis.

You will also recall that Federation Victoria has been pushing for AHMF to address the national regulation VSB14 since our 2010 meeting in Perth as a National Modified regulation within the movement. Our reason for this is to support the Regulation and to have clear guidelines for modified vehicles to comply with nationally.

Here in Victoria from 2005 to 2011 we discussed the move to a Log Book system that allows the vehicle to be used at any time for any purpose. Since the Log Books started in February 2011 we have seen a number of people doing the right thing as to vehicle use and support back to the Club. We have seen the number of Clubs approved by Vic Roads rise from 380 in 2011 to 980+ today. 50,000 post 1930 vehicles have joined the scheme as well in the same period. But we have also seen some abuse of the scheme with incorrect use, incorrect assessment of vehicles, some Clubs not following the rules of the scheme or Incorporation rules. To overcome this Vic Roads are now addressing the problem with new regulations for the testing of vehicles, much tighter control over the use of vehicles and soon they will address the requirements of a Club that has the privilege of its members using vehicles under the Club Permit Scheme. Recently Vic Roads had to limit the number of applications for vehicles going on the scheme to 2 per day per club member. That is how strong the growth was.

In NSW and Queensland we have seen an increase in the support for those State Roads Departments to allow the movement to Log Books. So far that has not been achieved but the ground swell appears strong.

In my opinion - like it or not Modified Vehicles are gathering strength and we need to assess AHMF's position on these vehicles. Thus my thoughts above to make it a 3 level system across the Country. But has

the Restored sector got the support to survive on its own? Has AHMF got an obligation to the current support that it has to have restored vehicles as a separate category? It may be that we need to distance our sector as we have had a very clean and acceptable understanding between all Governments, insurance companies, road side service agencies etc for many years. Or are we wrong in keeping separate and we should embrace this change and join forces with Modified Groups?

Other matters that come to light as a flow on from this are:

1. Replicas and I think Victoria is the only State/Territory that allows them to come onto the Club scheme from the day they are completed. Federation Victoria is opposed to this and would like to see them on full registration until they meet the appropriate age. This may cause concern if the vehicle is sold interstate
2. And the movement needs at times to come together as a whole (Rods, Restored and Modified) to promote itself and to have meaningful figures as to annual expenditure into Australia's economy.
3. The importing of vehicles and parts from overseas that do not comply with Australia standards and regulations.

I would like to hear other Delegates thoughts on this prior to the meeting so as we can think about the alternatives and have a meaningful discussion in a short space of time. E-mail to all is the best way and list out your thoughts and concerns and experiences as I have done above.

Christine will sort out the date and the numbers to call from the comfort of your own place. If you can please advise of your availability on either date please.

Thanks

Neil Athorn
Federation VVCC