

## **FOMC Chairman's 23<sup>rd</sup> Annual Report**

**Welcome to all our Member Clubs and Associations which make up our Federation. And it is important to remind ourselves we are just that; a Federation of motoring clubs. As such we have a large number, some 78,000 affiliated individuals in the many organisations, clubs and associations, who share our interests and purposes. In our small constitution booklet, set out on pages 2 and 3 are the objects, the first of which is “to bond together all the motoring clubs in New Zealand to provide a united voice in dealing with legislative and regulatory authorities.”**

**To that end our Federation executive has discussed a more pro-active strategy to engage with, and therefore have some influence on the policy and practices of the authorities, beginning with the New Zealand Transport Agency and of course helping Government and Ministers understand the value to our country of a positive approach to our hobby, work, and in many cases passion, of preserving and enjoying classic vehicles.**

**During this year we have had what could only be described as a very useful meeting with NZTA officials at Palmerston North and in the coming months hope to build on that with further discussion and visits to Ministers. Following our success in securing changes to the Health and Safety legislation we should be confident in our ability to have some influence on outcomes, particularly if we have member clubs active in support.**

**We have no shortage of issues, the most serious being maintaining the future unfettered use of our vehicles, which in New Zealand is not yet facing any apparent definitive restriction. But if you look at changes taking place in Europe right now it may one day happen here too, as eventually such ideas usually migrate to our part of the world.**

**Some real issues on our current agenda now include:**

- 1. Fuel prices, the variations and margins between 91 and 95 or 98 octane, and also the increases in margins over the last decade.**
- 2. 12 month Warrants of Fitness inspections.**
- 3. Vehicle inspections – the variability of standards/qualifications of inspectors.**
- 4. Heavy heritage vehicle specification changes, CoFs, usage, inspection standards and availability of inspection facilities.**
- 5. Third party insurance.**
- 6. Training of technicians in industry.**
- 7. Encouraging future ownership of our vehicles.**

**All of these have been discussion points at our meetings during this year. Again this past year we have had only 3 executive meetings, rather than our usual 4, to save on expenditure, and we try to have meetings in various parts of New Zealand to involve as many member clubs as possible, usually alternating 2 in the North Island and 1 in the South Island most years.**

**Recently in “Wheel Torque”, our excellent newsletter circulated to member organisations, and in “NZ Classic Car” magazine, “Classic Driver” and I’m sure**

in “Beaded Wheels” too, there have been various articles talking about the future of our vehicles, and about succession planning. Who will want our 1948 Vauxhall J or our 1957 Vanguard, or my 1969 VW Karmann beetle, or indeed any other classic if it is not currently on the cool list or considered a hot car, or a likely massively appreciating asset? Who will take over all of the individually owned collections around the country? They only have any ongoing value if they are wanted.

The most effective answer to that question is in our own hands. We must involve young people in our hobby, both as future participants in the workforce and as owners and lovers of classic, heritage and vintage vehicles. As modern vehicles become more like appliances, and more the same, we have a huge opportunity to enthuse young people; evidence the thousands of younger people admiring the cars at Americana and at Napier Art Deco.

We need to gain positive influences on attitudes and acceptance of heritage motoring wherever possible, so why not personally invite your Mayor or MP to your displays, have them make a “Mayor’s choice”, draw the raffle or whatever. We need to develop more advocates and supporters, attract positive media coverage, and generate encouraging reactions to our activities.

In closing, I want to talk about one person who has been a hugely positive influence for us all. Roy Hughes has been the mainstay of the FOMC as secretary since 2010 I think, long before my direct involvement. I first met Roy quite some time before that as an organiser of the 1st NZ Classic Car Rally which I entered, and on subsequent rallies. Prior to that Roy was involved in journalism, he’s slightly irreverent, always on the button and has a very good nose for the “real story”.

This has been very helpful to the FOMC and Roy has been an excellent secretary. He knows everybody, gets on extremely well with people, and has very ably written many of our submissions to the authorities on various issues as well as editing our excellent Wheel Torque, the FOMC newsletter. Although Roy wishes to step down from the secretary role, he has very kindly offered to continue with his editorship of Wheel Torque and also will continue his astute work with submissions writing. We are all very grateful for his tremendously diligent efforts, and he really is the glue that keeps the FOMC together and focussed. We have a small presentation for him and his most patient wife Ann. I ask you to now join me in showing your appreciation for Roy’s great service.

**Hon Harry Duynhoven**  
**FOMC President**