



Protecting our heritage into the future

17 December 2025

Considering changes to light vehicle inspections
NZ Transport Agency (Waka Kotahi)
Email: rules@nzta.govt.nz

Please find below the NZ Federation of Motoring Clubs Inc. (FOMC) submission on the consultation on considering changes to light vehicle inspections.

The FOMC is supportive of the proposal to move to an annual WoF for vehicles aged over 25 years, which will be beneficial to owners of 'modern classic' vehicles under 40 years of age but which did not benefit from the recent reduction in WoF frequency for 'vintage' and 'veteran' vehicles, but which are similarly cherished by owners and don't travel high mileages.

Background

The FOMC was established in 1994 by a small group of clubs interested in the preservation of their vehicles and the right to use them on public roads without undue restrictions. Over the years since 1994, the FOMC has maintained close communication with Government and transport authorities across many fronts, including Special Interest Vehicles, the LHD permit system for selected vehicles, submissions across a range of Government subjects, and discussions in recent years regarding warrants of fitness regulations.

Today the FOMC comprises 146 clubs, including three particularly large members: the Vintage Car Club of NZ (37 branches and 8,450 members); the NZ Hot Rod Association (109 associate clubs and 4,015 members); and the NZ Motor Caravan Association (112,738 members). The total reach of the FOMC is almost 300 clubs and branches, comprising 142,895 members and 126,095 vehicles.

Proposed WoF frequency changes

The FOMC **supports** the proposed changes to WoF frequency for vehicles aged over 25 years (manufactured prior to 2000). As noted in the discussion document, NZ currently has the most frequent private light vehicle safety inspection regime in the world, with a large percentage of the light vehicle fleet still required to be tested as often as 6-monthly. No other country has ever required vehicles to be tested so often, and yet while our road toll is higher than many other OECD countries, the contribution of vehicle defects to death and serious injury crashes is on par with other jurisdictions (1.7% in 2023) with less frequent inspections (or none at all in the case of most Australian states and Canadian provinces).

The FOMC was very supportive of the recent change to annual WoFs for vintage and veteran vehicles, something we have campaigned for some time. But with a 40-year cut-off, which was practical due to existing vehicle definitions in legislation, it did leave an anomaly for slightly younger 'heritage' or enthusiast vehicles. Typically vehicles around 30 years of age or older are rarely driven daily and regarded as 'classics', and consequently there is little opportunity for wear and tear between the 6 monthly inspections. Furthermore the Vintage Car Club recognises vehicles aged 30 and over into its membership, while insurance companies also provide classic car cover to such 'younger' vehicles, with an annual mileage cap.

Every WoF inspection involves levels of inconvenience and unproductive time for owners travelling to inspections. Some owners of older 'classic' vehicles may have to travel considerable distances if their vehicles are stored elsewhere, or they live remotely with limited choice of inspection agents who are familiar with older vehicles. This frustration is further exacerbated by their realisation they already spend far more time and personal expertise than most other motorists on in-house maintenance, regular checks, detailed inspection and vehicle housekeeping, and more.

Many owners have multiple vehicles requiring 6-month WoFs (the national average is 2.8 vehicles per owner for vintage and veteran cars), thereby compounding the "frustration factor" that thousands of the FOMC members and other historic vehicle owners feel and experience with the present 6-month WoF requirements. Quantitatively the issue is even more serious, given the extra compliance costs being faced, and the loss of productive time and contribution to NZ's economy.

Therefore, these proposals are positive and will mean all owners of younger 'classic' cars and motorcycles will also only be subject to an annual WoF inspection like their older counterparts are now.

However, the FOMC **does not support** the proposal to extend the first WoF date (for new vehicles) from 3 years to 4 years on the grounds that these vehicles may be high-mileage fleet or ex-rental vehicles which enter the private fleet within this period and so should be subject to a safety inspection to verify they are roadworthy.

Further, the FOMC **does not support** the proposal for vehicles aged from 4-10 years to be subject to a biennial WoF inspection instead of annual. We consider once a vehicle reaches 3 years of age, it should be subject to annual WoF inspections as once the warranty expires owners may defer regular maintenance.

Proposed CoF A frequency changes

The FOMC **supports** the proposal for rental vehicles under 5 years old (from year of first registration regardless of country) to only undergo a CoF A once a year instead of 6-monthly.

Vehicle inspection scope

The FOMC **supports** extending the scope of both the WoF and CoF A inspections to include checking Advanced Driver Assistance System (ADAS) warning lights or fault indicators on modern vehicles.

Enforcement and education

The FOMC **supports** the principle of increased education and enforcement, particularly for obvious vehicle defects like non-functioning lights or bald tyres. We think there is scope for more education to motorists about the things that they can do to check their vehicle is in a roadworthy condition, and developing this culture is preferable to the current regime of mandated frequent inspections.

Yours sincerely,



Garry Jackson
President, NZ Federation of Motoring Clubs Inc.

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