



Protecting our heritage into the future

Vehicle Standards Compliance 2025.

Proposal for Extended Warrants of Fitness for “Veteran” Vehicles (vehicles pre1919 registration)

Submission to NZ Transport Authority (NZTA)

This submission has been prepared by Chris Dyer, Executive Committee Member of the NZ Federation of Motoring Clubs Inc, President of the Ford Model T Club of NZ, and member of the Veteran Car Club of NZ. The submission has been reviewed with, and is supported by, the Veteran Car Club of NZ and the Vintage Car Club of NZ Inc.

Summary

The Federation acknowledges and appreciates the recent warrants of fitness rule changes announced by the NZTA, specifically the announcements in June 2025 of annual WoF's for 40 years and older vehicles, and the subsequent proposals and consultation that closed in December.

However, the Federation remains firmly of the opinion that “Veteran” vehicles (1919 and older) deserve special recognition and treatment, consistent with the viewpoint and rationale that we presented in detail in our earlier submission in Q2 2025.

Accordingly, we formally request that the NZTA give further consideration and agreement to the proposal for three-year warrants of fitness for all registered “Veteran” vehicles in NZ, registered in 1919 or earlier. *(Please note that this is a change from our 2024 proposal that requested “lifetime” warrants of fitness for Veteran vehicles)*

Our request is based on the credible and convincing rationale outlined in the points below.

Supporting Data, Analysis and Rationale

1. The number of “veteran” vehicles (1919 and older) is only 650. In relative terms, this is a miniscule but very important part of the NZ car park, especially from the viewpoint of our country's heritage (refer point 6 below).

2. As per the detailed crash statistics and DSI data (NZTA sourced) tabled in our 2024 proposal, there are zero (0) DSI crashes for vehicles 1918 and older recorded over the 20-year period 2003 – 2023. Given this fact, together with the limited usage of such vehicles even over a 3-year period, we confidently believe that the risk of introducing a 3 year WoF period (versus the present 1 year) is negligible if not non-existent.
3. Validating this negligible risk assumption, from a survey with 36 owners of veteran vehicles (approx. 10% of all veteran owners) the following usage data has been compiled
 - Each owner owns 1.5 veteran vehicles
 - Average annual on road distance per vehicle is 345km/vehicle
 - 25 owners (ie 69%) trailer their veteran vehicles to events
 - For those owners who do not trailer their vehicles, the annual mileage per vehicle is just 205km
 - By implication the substantial majority of veteran vehicle mileage is on events and organised outings (ie under controlled conditions) as compared with normal road conditions and open traffic patterns etc.
4. In a simple international comparison, NZ is the only country in the world with a legislated annual inspection for Veteran vehicles. All other countries of similar “automotive culture” to NZ (eg UK, Europe, Australia, USA etc) have zero inspections and requirements for veteran vehicles.
5. Veteran vehicles pose a unique challenge with regard to inspections, be they annual as per the recent rules change or the previous six monthly WoF.

As highlighted and emphasised in our 2024 submission on this subject we made the following point *WOF testers are not familiar with the unique (and varied) starting and driving characteristics and peculiarities of veteran cars and motorcycles. In many if not most instances, the vehicle owner is required to be present throughout the inspection to undertake all dynamic aspects of the process to enable the WOF to be granted. Suspension, braking and steering tolerances are unknown and different and modern regulations are not applicable. This also includes vehicle lighting.*

Respectfully we reiterate (and reinforced from the foregoing usage survey) that inspectors may have difficulty in testing these vehicles due to lack of knowledge and familiarity. Further, extensive anecdotal evidence suggests these inspections are very superficial as most inspectors have not had any training and or have little knowledge or experience of the complexities of these vehicles. We also know (and backed up by discussions that were part of the survey in point 3 above) that the overwhelming majority of owners have an

intimate knowledge of their vehicles and do their own maintenance, and that those that don't, seek expert help from local specialists or fellow club members. (Note, the Federation would be happy to discuss this issue of "inspection expertise" further with the Agency if this would be helpful).

6. The importance and relevance of "Heritage". NZ's veteran vehicles play a key, central role within the wider heritage story and folk-lore of New Zealand, a point that the Federation has tabled with the Minister of Arts, Culture and Heritage, and a subject that governments in Europe, UK and the US are coming to recognise. Even in NZ, the Federation's Historic and Classic Vehicle Survey published in 2024 identified that 70 percent of NZ's public at large see historic vehicles as an important part of our heritage and that they deserve special recognition and support. We believe these sentiments, principles and international developments are consistent with and support the extended WoF terms for NZ's veteran vehicles that we seek through this submission.

Thank you for the opportunity to make this submission on this small but very important sector of the NZ's motoring public. We are happy to meet and/or discuss any points that require further clarification, and we look forward to a positive outcome for NZ's important veteran vehicle sector and owners.

Thank you



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