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No threat yet to phase out fossil fuel vehicles

by Roy Hughes, FOMC Submission Secretary

Earlier fears of a zero future for heritage motoring as the Government imposed its Climate Action Plan are proving to be pessimistic so far. Contrary to many promises and predictions the much fanfares Zero Carbon Bill contains no provisions that could be applied to phase out or even limit the motoring fraternity's continuing use of fossil fuels.

Fundamentally all it effectively does is establish a Climate Change Commission to prescribe solutions to the climate change problem and set targets for reducing emissions. But the new Act will also require that Commission to curtail programmes designed to achieve those targets if they may cause adverse economic impacts.

As economics pundit Bernard Hickey has said: "The Zero Carbon Act itself does not change a single setting in the policy apparatus that would reduce climate emissions. All it does is create a group of advisors who will then have to depend on the Government and Parliament to create new tools and twist the dials on those tools."



Even a ban on the import of fossil fuel vehicles proposed by the Ministry of Transport was totally rejected by the Government. Despite the Ministry's contention that forbidding fossil fuel vehicle imports from 2035 onwards would result in a net \$2.26 billion economic benefit, Associate Transport Minister Julie Anne Genter confirmed that any fossil fuel ban was "not something we're investigating right now".

A Ministry of Transport briefing document from March 2018, pointed out that France, the United Kingdom, Norway, Holland and Germany are requiring new cars to be emission-free or low emission by dates varying from 2025 to 2040. But our Government has decided against imposing similar restrictions because New

Zealand is too far behind other countries in updating its vehicle fleet, and those lower-income Kiwis not able to afford new or used electric vehicles would be left with too few mobility options.

Meanwhile the forerunner of the new Climate Change Commission has already advised the Government that New Zealand lacks sufficient sustainable generation capacity to power a new fleet of up to four million electric vehicles as well as meet all the existing demands for electricity.

In a report submitted to the Government last year but initially withheld from the public, the Interim Climate Change Committee (ICCC) warned that massive over investment in wind turbines would be needed if fossil fuels are phased out and New Zealand's power generation capacity became totally renewable. The economic effect would be a projected 14 percent increase in domestic power charges while the price to industrial users would be 39 per cent higher.

It would seem a currently unaffordable multi-billion dollar investment in New Zealand's power generation and supply networks would be required if Environment Minister James Shaw's dream of 95 per cent electric vehicles was ever to be realised. Unless of course we shut down the Tiwai Point smelter, increase coal imports from Indonesia, and all cook our evening meals on backyard barbecues.

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Despite the FOMC's previous concerns about the impact of the Climate Action Plan on the ongoing use of heritage vehicles and collectable classics there appear to be no significant plans at present which would curb the continuing enjoyment of our hobby. But as is already happening in the United Kingdom, Europe and Australia there is always the potential for regulatory restrictions to be imposed on the use of older vehicles.

SEEKING REDUCED WoF AND REGO COSTS FOR HERITAGE VEHICLES

by Roy Hughes, FOMC Submission Secretary

Following on the last revisions of the motor registration and WoF regimes it has been the policy of the FOMC to seek further reductions in the costs and inconveniences incurred by classic and heritage vehicle owners.

Because most collectable vehicles cover only limited mileages each year we are pressing for 12 month rather than six month WoF inspections. We are also contending that as probably most vehicles aged between 30 and 40 years are no longer daily drivers they therefore should qualify for vintage registration.

But in concurrence with the policies of the Vintage Car Club the FOMC wants to ensure any beneficial changes do not also result in new limits on our unrestricted rights to use older vehicles on public roads, or any other more onerous requirements.

In the United Kingdom vehicles built or first registered more than 40 years ago are now exempt from the previously required MOT check, the British equivalent of our Warrant of Fitness, as long as no 'substantial changes' have been made to the vehicle in the last 30 years, such as replacing the chassis, body, axles or engine.

And there is no vehicle tax or registration fee payable if a vehicle was built before 1980. But this tax exemption must be applied for and can be described as putting a vehicle into the 'historic tax class'.

However exempt vehicles must still be kept roadworthy and owners can be fined up to £2,500 and allocated 3 penalty points for using a vehicle in a dangerous condition.

In the Australian state of Victoria the club permit scheme allows members of recognised vehicle clubs to make limited use of historic vehicles on the road network.

The fee is only \$153.90 for 90 days usage per year or \$79.60 for 45 days usage, compared with up to \$800 for normal registration. Vehicles must not be driven for more

than 90 days in each 12 month permit period and are issued with specific club permit plates and windscreen labels.

In general, the Club Permit Scheme applies to vehicles 25 years and older. The CPS requires owners to be financial members of a club, and a logbook entry must be made if the vehicle moves more than 100 metres from its garage address.

Any "abuse of the scheme" can result in far reaching implications for the individual and their club such as fines for driving an unregistered vehicle, loss of the individual's Club Permit, or loss of their club's authority to operate the Club Permit Scheme, or even cancellation of the entire Club Permit Scheme for all enthusiasts.

In New South Wales, for an annual fee of \$100, heritage vehicles may be registered under a conditional scheme known as the Historic Vehicle Scheme (HVS) if they are 30 years of age or older and the owner is a member of a recognised historic vehicle club.

To be eligible for the much lower rego fee historic vehicles must be as close to original condition as possible, with no alterations except for safety features such as seatbelts and turn indicators.

To register a vehicle in the Historic Vehicle Scheme, owners must present a completed application for Conditional Registration, proof of identity, proof of registration entitlement (e.g. an original receipt for the vehicle, which clearly shows the buyer's name, the seller's name, address and signature, the VIN or chassis/frame or serial number and the date of acquisition), and a Historic Vehicle Declaration, signed by an official of a recognised and participating historic vehicle club. A vehicle safety check inspection report is also required.

Historic vehicles can be used for events organised by recognised vehicle clubs or community organisations, provided an official invitation has been received and recorded by the club in the official minutes, or 'Day Book'.

Historic vehicles can also be driven on a road for servicing or inspections within short distances from their place of garaging. If a

longer journey is needed, owners must notify their club and arrange for the details to be recorded in the official minutes or 'Day Book'.

Vehicles registered under the Historic and Classic Vehicle Schemes can be used on public roads for no more than 60 days each year, outside of organised club events, with each day of general road use recorded in their log books.

Similar regimes with variations are available to historic and classic vehicle owners in other Australian states. For New Zealand heritage vehicle owners the choice may be whether it is worth surrendering our largely unrestricted freedom to use our collectable cars to obtain a reduction in fees.



Bentley R-Type with an 'Historic' plate in Victoria

SECRETARY'S CORNER

by Chris Butler

A very warm welcome to the Secretary's Corner, where I have been in the role for 9 months now.

In this regular column, I'll talk about what the FOMC is currently working on for you

We've recently initiated a project called the "New Zealand Historic Vehicle Survey" (NZHVS), led by executive member Michael Anderson (MG Car Club, Waikanae).

The survey aims to quantify the economic, social and cultural value of historic and heritage vehicles to New Zealand.

We will use the data to partner with Government and its agencies to ensure our vehicles and events continue to be a significant part of our Kiwi identity. Sector groups such as transport and tourism will have access to the data to assist them with business development.

President Harry Duynhoven, other executive members and Vintage Car Club President Diane Quarrie are preparing to meet with Associate Transport Minister Hon. Julie Anne Genter. Among other topics, we will discuss recognition of historic vehicles in the context of WoF, registration and other regulations.

We're also working on internal efficiency gains, including a website refresh and improved communications, and replacing some of the committee meetings with teleconferencing, resulting in savings in travel costs.



A small quiz for you: What vehicle am I in? Clue: We understand just 12 remain (2 in NZ). Send your answer to secretary@fomc.org.nz

NZ Federation of
FOMC
Motoring Clubs Inc

WoF DISPUTES PROCEDURE

by Murray McLean, FOMC executive member and retired vehicle inspector

When your classic pride and joy fails its 6-monthly Warrant of Fitness (WoF) check you have 28 days to rectify the problems and have it re-inspected at the same depot at no charge. If it then passes, you are legally back on the road (provided your rego is still current).

But what happens when your vehicle fails and you don't agree with the WoF inspector's reason for rejecting it? They don't know everything - do they? Is their decision final?

No, and you do have several options available to you.

1. Ask the inspector to show you the failed item and then if you think they may have made an incorrect decision, ask to see the VIRM (Vehicle Inspection Requirement Manual) which is available online. As all WoF inspection premises are required to have an internet connection in order to issue WoF's this won't be an issue.

The VIRM has all the legal specifications and requirements set out, and also outlines the various reasons why an item should be rejected and thus fail.

2. If still not convinced after consulting the VIRM, you can ask for the manager or another senior inspector to provide a second opinion.

3. You can go to another inspection centre (but you will have to pay the fee again) and get them to complete a check. If your vehicle passes the second check you have good grounds for seeking positive resolution of the disputed issue with the original inspection centre.

Most reputable inspection depots belong to the Motor Trade Association (MTA) or similar, and can provide access to a disputes resolution service through an 0800 phone number.

Another avenue for obtaining helpful advice is a Citizens Advice Bureau.

4. The Consumers Guarantees Act also states that a seller or service provider must be given the opportunity to rectify any problems.

As part of the requirements imposed to become an Authorised Vehicle Inspection Centre (AVIC), they are all subject to regular audits by NZTA inspectors. Having a disputes resolution procedure clearly displayed in the inspection premises is part of the audit requirements, along with the names of all the vehicle inspectors working for that inspection centre.

• VIRM: <https://vehicleinspection.nzta.govt.nz/>



INTERISLANDER & BLUEBRIDGE FERRIES DISCOUNTS FOR TRAVEL

Following on from FOMC's AGM in Taupo in May 2019 we have been able to arrange ferry discounts which cover both the Interislander and Bluebridge for FOMC club members through the MotorSport NZ Discount Booking Agent (MSDA) Tony Hirst.

The arrangement includes the following:

1. All bookings made through MSDA are fully flexible discount rated and payment is not required until one week prior to departure.
2. All bookings made through MSDA are fully refundable providing cancellation is made 24 hours prior to departure.
3. All rates are the best available at the point of booking.

To receive these rates and conditions the bookings need to be made by contacting Tony Hirst on 021 726 711 or email: tony@cookstraitcrossings.co.nz

Make sure when booking to mention you are part of the Federation of Motoring Clubs.

Some of the FOMC Executive have used the services of Tony Hirst already and found the rates and service offered by MSDA to be of a very high standard and therefore FOMC are recommending our members support the services offered by MSDA.



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NEWS FROM AROUND THE WORLD

FIVA rejects electrifying heritage classics

Along with the Jaguar E-Type Zero the Duke and Duchess of Sussex drove away in on their wedding day, various other E-Types, XK120s, Rolls Royces and other higher priced classics are being fitted with electric drivetrains. Because petrol-powered motoring could be under threat in a zero carbon future, enterprising firms are already converting classic cars to electric power.

Some of these vehicles are both rare and valuable collectable vehicles so several companies have been granted permission by the type approval authorities to retain the original Vehicle Identification Number, meaning that the converted car remains legally authentic despite having a completely different drivetrain.

But the Fédération Internationale des Véhicules Anciens (FIVA, or "international federation of historic vehicles") is not happy about the electrification of heritage vehicles.

A recognised authority on historic vehicles FIVA acknowledges that owners have a right to modify their vehicles if that is their "personal choice".

"However, as an organisation dedicated to the preservation, protection and promotion of historic vehicles – FIVA cannot promote to owners or regulators, the use of modern EV components (motors and batteries) to replace a historic vehicle's powertrain.

"Conversion of historic vehicles from their original internal combustion engines to electric power doesn't comply with the FIVA definition of a historic vehicle, nor does it support the goal



of preserving historic vehicles and their related culture. In FIVA's view, vehicles so converted cease to be historic vehicles, unless they are subject only to 'in period' changes."

According to FIVA, a historic vehicle is a 'mechanically propelled road vehicle' that is at least 30 years old, preserved and maintained in a historically correct condition, not used as a means of daily transport and part of a technical and cultural heritage.

"It is not, in our opinion, the shape or body style of a vehicle that makes it 'historic', but the way in which the entire vehicle has been constructed and manufactured in its original form" says Tidde Bresters, FIVA's vice president.

"Hence if any owner, motor engineer or manufacturer chooses to make such conversions to a historic vehicle, FIVA would strongly recommend that any changes are reversible, with all the original components marked and safely stored. In this way, the vehicle may – if so desired in the future – be returned to its original state and may once again become a historic vehicle."

