



THE NEWSLETTER OF THE NZ FEDERATION OF MOTORING CLUBS

WHEEL TORQUE

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Expired WoFs, regos, and licences extended

As we drop down the Covid-19 Alert Levels, classic and vintage vehicle owners have a concessionary period to catch up with the paperwork that expired while they were locked away.

Emergency legislation passed in April granted six months extensions to all WoFs and CoFs, and driver licences, that expired on or after 1 January 2020.

The legislative changes also allow temporary suspension of the requirement to have a current vehicle licence if it expired on or after 1 January 2020. But if a vehicle licence (rego) has lapsed, the owner will still be required to pay the fees for the entire period it remains expired.

While exempted from prosecution for driving with an expired WoF, rego or drivers licence that ran out after 1 January, documents that expired prior to that remain non-compliant and subject to potential enforcement action.

When the Alert Level 4 restrictions were imposed in response to the invasion of Covid-19, it became impossible or impractical for most people to take their vehicles in for periodic in-service inspections and certification, or renew driver licences and endorsements.

The emergency legislation was passed in April to allow vehicles to still be operated lawfully with expired documents, and for drivers to remain licensed and use their endorsements during this time.

Other vehicle certifications issued under the Vehicle Standards Compliance Rule which expired on or after 1 January 2020, including alternative fuel inspection certificates, permits authorising use of

vehicles with conditions, and heavy vehicle specialist certifications of towing connections, and log bolster attachments are extended too. As are endorsements (including drivers with passenger endorsements and dangerous good endorsements held by some truck drivers) that expired on or after 1 March 2020.

While the extension was for a maximum of 6 months (to around 10 October), the NZ Transport Agency can shorten this with notification.

It was recognised that after two to three months of no activity there will be excess pressure on testing stations and garages to catch up with resulting high demand for inspections and repairs. Another factor is reduced access to prompt provision of replacement parts, especially from overseas suppliers, following the shutdown of air and sea freight services from a range of countries.

However, we encourage owners not to wait until October to renew their WoFs or vehicle licences.

It is important to note that the extensions only apply to the laws that require a valid WoF or rego to be displayed. Vehicles must still be in a safe and roadworthy condition. If not your insurance could be in jeopardy in the event of an accident.

WAKA KOTahi **Unitas**

COVID-19 impacts on expiry dates and fees

Changes to the information on your reminder

During COVID-19, we've updated our reminder system to provide information on the new grace period for expired WoFs, regos, and licences. This is to help you understand what you need to do to get your vehicle back on the road. The new grace period is 6 months from the expiry date of the document. This means that if your document expires on or after 1 January 2020, you will have until 30 June 2020 to get your vehicle back on the road. This is a temporary measure and will be reviewed as the situation evolves. The new grace period is 6 months from the expiry date of the document. This means that if your document expires on or after 1 January 2020, you will have until 30 June 2020 to get your vehicle back on the road. This is a temporary measure and will be reviewed as the situation evolves.

Where to go for up-to-date information

www.nzta.govt.nz/covid-19-faqs

What you need to do

Check online if any of the following situations apply to you:

- your vehicle licence (WoF) expires on or after 1 January 2020
- your vehicle licence (WoF) or certificate of fitness (CoF) expires on or after 1 January 2020
- your driver licence expires on or after 1 January 2020
- your passenger (PS) or dangerous goods (DG) driver licence/endorsement expires on or after 1 March 2020
- your motor cycle (MC) licence expires on or after 1 March 2020
- your heavy truck licence expires on or after 1 March 2020
- your heavy truck licence expires on or after 1 March 2020

Your options include important information about:

- what you need to do about expired dates
- how to renew or extend your licence/vehicle
- payment options currently available
- how to get your vehicle back on the road

Keep checking online, as we're updating our information regularly. It also includes important updates about things that are affected by the current situation.

Do what you can do now

You can still drive your vehicle on the road at www.nzta.govt.nz/online.

The expiry of your rego expires, you're still required to pay for the entire time it remains expired. If you can, you should do it online now.

The notice NZTA are issuing with re-licence notices

- *For further information go to: www.nzta.govt.nz/about-us/coronavirus-disease-covid-19-services-update/*



SECRETARY'S CORNER

by Chris Butler

Firstly, thanks very much to those who have provided great feedback on our Covid-19 update notices. You said they were appreciated and to keep up the good work. We have certainly enjoyed researching and collating information we thought you would find useful. The updates will continue until no longer required. If you have any related questions or topics, email secretary@fomc.nz and we will try our best to answer them. Do also share the updates with your club members and others you think may benefit.

Like so many other groups, the FoMC executive has made the transition to virtual meetings. Benefits are reduced costs and the ability to meet in a topical and timely manner, providing additional flexibility and responsiveness.

Before determining the arrangements for the FoMC AGM, we are waiting for the June 22 announcement on the transition to Alert Level 1. The AGM will still be held at the Wellington Vintage Car Club rooms in Petone and we will give those wishing to attend as much notice as possible. We will be in touch with those who registered for the postponed meeting.

Thanks also to the many clubs who have paid their subscriptions.

Finally, in the previous *Wheel Torque* (#31) there was a little quiz asking what vehicle I'm in. The range of answers included many which suggested it was from the Eastern Bloc. It is in fact a 1958 Hansa 2400 Pullman, manufactured by Carl Borgward (of Borgward Isabella fame) in Bremen, north-West Germany. They were a 6-cylinder 2400cc, 100 bhp, 100mph luxury limousine, many of which were used by German embassies and high end hotels. Only 346 were produced between 1956 and 1958, with 12 known to survive worldwide. Three were imported into New Zealand (two of which remain, and are just one chassis number apart, so they could be called the "twins"). Both are scheduled for restoration. The third lived in Christchurch, was exported to England and has been fully restored by John Wallis (nephew of Barnes Wallis of dambusters fame). The full restoration can be seen here: <https://www.borgward.org.uk/Pullman.htm>



- More information on the Hansa is on Wikipedia: https://en.wikipedia.org/wiki/Borgward_Hansa_2400

OBITUARY: NORMAN POINTON - A RILEY GOOD BLOKE

With the recent passing of Norman Pointon the FoMC has lost its longest serving foundation executive member and the cornerstone of the Federation's activities for a quarter century.

Norm was one of a group of classic and vintage vehicle owners who first recognised the need for an organisation to provide a united voice to protect the future of heritage motoring. So in 1994 he was amongst the founder members who met in the Taupo branch clubrooms of the Vintage Car Club to approve the formation of the Federation of Motoring Clubs (FoMC) and elect the first executive with Norm as a committee member.

The longest serving member when he opted to step down from the committee, the impact of losing Norm's knowledge and skills was such that he was persuaded to continue as an advisor and, at a subsequent AGM, was re-elected to the committee.



Norm Pointon with his last Riley - a 2.5 he restored himself

Immediate past-president Malcolm Lumsden, who has served two terms as president, described Norm as a "steadying hand" and "tower of strength" who commanded the "complete respect of everyone who knew him".

"While other members of our committee were sometimes susceptible to wandering off into other areas Norm never failed to remind us of our charter and bring us back on track to perform our mission," says Malcolm. "His economical but incisive contributions to our discussions were always concise and clear, and his understanding of automotive issues invaluable."

After joining the Riley Car Club in 1974 Norm acquired a 1935 Kestrel Sport and a 1951 RMB 2.5 litre saloon both of which he restored to perfection. In recent years the Kestrel has passed into the hands of another enthusiast in its home country but Norm retained the RMB and continued his involvement with the Riley club.

In 1996, following the formation of the FoMC Norm also joined the Taupo Branch of the VCC and was elected Chairman in 2006. He retained this office for five years

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and played a major role in managing the expansion of the clubrooms and library. He was honoured with Life Membership of the Taupo Branch of the VCC in May 2019. In 2007 his ability and knowledge resulted in an invitation to join the NZ Vintage Car Club Vehicle Technical Committee.

A graduate of Auckland's Elam Art School, Norm began his career in Taupo in 1957 as an itinerant art teacher - dividing his time between the district high schools of Taupō and Mangakino. But he is best remembered and respected in Taupo for his pivotal role in the establishment and growth of Tauhara College as its foundation principal from 1976 until his retirement in 1994.

At a national level his administrative involvements included president of the NZ Art Teachers Association, chief examiner for School Certificate Art, an assessor for UE and Bursary Art, and roles on the national executive of the Post Primary Teachers Association.

Along with his wife Jocelyn, Norm started the Taupō Society of Arts and became its first president. He was also the foundation president of Kiwanis in Taupō, and a committee member of the Lake Taupō Yacht Club. In addition to his Rileys he owned a series of vintage launches.

A FOND FAREWELL

As a high school student in the 1970s my then favourite teacher owned a gorgeous pre-war 1930s Riley Kestrel. On becoming the newest member of the FoMC executive, I met the longest serving member, Norman Pointon for the first time and saw he had exactly the same model (stunning) Riley, so I knew we'd get on well.

When I became FoMC President the following year, Norm became a most capable and wise mentor/advisor. In addition to his huge background knowledge of things automotive and legal, his vast experience of life provided him with a remarkable insight into the behaviour of people and organisations. And his pragmatic approach led him to be expert at balancing and dealing with multiple competing interests.

Right up until his last few days he continued his strong interest in the activities of the Federation he played a key role in creating and his optimism and dry sense of humour remained with him. We send our sincere sympathy to Jocelyn and family.



Harry and then-President Malcolm in front of Norm's Kestrel at the 2014 AGM

Norm's contributions to the FoMC have been immense and will be missed.

The Hon. Harry Duynhoven, FoMC President

CLASSIC MOTORING IN A COVID-19 ENVIRONMENT

by Roy Hughes, FoMC Submissions Secretary

As share values, interest rates, and property prices plunge, Kiwisaver and Super funds diminish, jobs disappear by the thousands, and the lockdown shuts down hundreds of businesses, can it still be even a little consoling that our investments in collectable classics may yet turn out to be relatively secure?

Beyond the immediate devastation inflicted by the coronavirus Covid-19, climate change and increasing CO2 emissions remain issues threatening the use and enjoyment of our heritage vehicles in the new normal environment gradually evolving.

While curbing the deaths, and recovering from the job losses and other consequences of the pandemic must be the immediate objective, various climate scientists, such as Professor James Renwick of Victoria University, have noted how the strategies introduced to combat Covid-19 have dramatically reduced greenhouse gas emissions and air pollution in New Zealand and around the world.

It has become apparent New Zealand could make its promised contribution to stopping the planet burning up as well as meet the requirements of our zero carbon legislation if we converted to working from home, shut down our tourism industry, closed our tertiary institutions to foreign students, dry docked all the world's cruise liners, reduced long haul air flights, and cancelled all major international conferences and sporting events. But just how many of the enjoyable aspects of modern life would we willingly forgo in order to continue drinking milk, eating steaks and driving our petrol-powered classics.

Back as far as 1861 it was contended by British physicist John Tyndall that changes in world temperatures were linked to the amount of carbon dioxide in the atmosphere. But the significance of his theory was initially discounted by more than 97 per cent of scientists until people noticed mean annual temperatures appeared to have risen by several degrees in the early decades of the 20th century.

In 1938 eminent steam engineer and amateur meteorologist Guy Stewart Callendar compiled data to support his hypothesis that increases in man-made CO2 were causing the recent rises in temperatures and it is still known as the Callendar Effect in scientific circles. But initially his findings were rejected by virtually all mainstream scientists as any notion that the activities of puny man might affect the climate of the whole world was just too improbable.

Ironically Callendar believed the rising temperatures and CO2 buildup in the atmosphere would be of great benefit to humankind. He expected warmer temperatures would open up colder regions to greater agricultural production and increase crop yields generally and thereby overcome the food shortages then being predicted by the majority of scientists as the world population rose towards 2.5 billion.

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But by the 1960's world temperatures were declining so dramatically climate scientists were predicting an ice age. Callendar died believing the ongoing buildup of CO2 was actually creating a barrier in the atmosphere which was blocking out the needed increase in the warmth of the sun. Over the years, of course, the many forecasted rises in temperatures worldwide have proved to be so unreliable "global warming" had to be rebranded "climate change".

According to recent NIWA media releases on temperature changes the maximum recorded in New Zealand in 2019 was just over 38deg in Gisborne and Hanmer Springs. This is around three degrees less than the 2011 maximum of 41deg reached in Timaru, and more than five degrees below the all time maximums in excess of 43deg which were recorded in parts of North Canterbury on several occasions in 1973.

The recent decreases in maximum temperatures in New Zealand are consistent with the fluctuations occurring around the world. Climate data compiled by the US National Oceanic and Atmospheric Administration has established that since the 1880s overall increases in temperatures worldwide have averaged just 0.07 degrees per decade, or a total of less than one degree over more than a century, while CO2 levels have more than doubled to above 400ppm. Yet according to the latest figures, during the five years since 2015 average temperatures have actually been decreasing at two or three times the previous rate of increase, and by even more in some regions of the world.

It will be interesting to see whether the current cut in CO2 emissions worldwide results in a further fall or another rise in temperatures. But whatever the outcome the campaign against Covid-19 is providing a foretaste of strategies and social changes that could be applied to curb the effects of climate change while still keeping our changed world safe for classic motoring.

BEWARE OF SCAM REGO EMAILS

The NZ Transport Agency is advising car owners to ignore and delete widely distributed emails aimed at enticing recipients to a fake website to renew their vehicle licence (rego).

"These emails are not from the NZ Transport Agency. They are part of a phishing scam which leads people to a counterfeit website. If you receive one of these messages you should delete it immediately," said NZTA spokesperson Andy Knackstedt.

Since NZTA issued warnings about a similar scam in late 2019, several new versions of the original phishing e-mail have appeared. A genuine email sent from the NZ Transport Agency will include specific vehicle details (eg your plate number, vehicle make and the licence expiry date on the rego label on your vehicle).

If any email received does not include specific vehicle details, or there is anything suspicious or incorrect, do not complete the online renewal transaction. Owners who believe they have received a scam email, or are unsure, should email NZTA at info@nzta.govt.nz

NEWS FROM AROUND THE WORLD

FIVA and Covid-19

The Covid-19 crisis is now a pandemic, which seems to have an impact on almost everyone across the Globe.

Many events, including important fairs, are being cancelled, or postponed. We can imagine what a disappointment this must be for the clubs, organizers and participants, apart from all material damage incurred. Our Events Committee has already sent a message to members and organizers about the consequences for FIVA events.

The crisis will have wider unpredictable consequences for the historical vehicle world. Please monitor the impact of the Covid-19 crisis on yourselves, your members and the entire historic vehicle movement in your country, and inform us actively in the coming weeks about aspects like:

- The organization of events, by clubs or by professionals.
- The consequences for businesses in the historic vehicle sector, and if they are in the scope of any financial compensation programmes being offered by governments to mitigate the negative economic impact.

We also invite our professional members to share with us the challenges they are facing. The insight you provide will be used to determine if and how we can give support during the crisis. It will also help to adapt our strategy for the time when, hopefully, the crisis is over and society will start to function again normally.

Whatever happens next, be sure our historic vehicles will survive this crisis, and so will our passion.

Tiddo Bresters
FIVA President

MEETING AGM FILING REQUIREMENTS

The Companies Office has advised that clubs prevented from holding their AGM's by the Covid-19 lockdowns will not be removed from the Register of Incorporated Societies nor subjected to any other enforcement action for non-compliance with filing requirements.

Clubs either cancelling or rescheduling AGMs, must minute the decision, complete form IS4A (request for an extension for filing a financial statement for an incorporated society) and send to the companies office by either post or email.

- *Further details at: <https://www.companiesoffice.govt.nz/news-and-notice/covid-19-update/>*