



THE NEWSLETTER
OF THE NZ
FEDERATION OF
MOTORING CLUBS

WHEEL TORQUE

ISSUE 10 | AUGUST-SEPTEMBER 2011

16th Annual General Meeting

Over 40 delegates from 25 member clubs attended the Federation of Motoring Clubs first AGM held in Auckland, at the Vintage Car Club rooms in Penrose, as secretary Roy Hughes reports:

For classic car owners who drive their prized and pristine vehicles only a few dozen miles each year, six-monthly warrant of fitness checks can be something of an onerous and unnecessary hassle and expense.

In fact NZ Transport Agency Senior Engineer **Davey Uprichard** has calculated that, in addition to the fees paid, in terms of our time and fuel used taking our vehicles for testing, the combined annual cost is somewhere between \$250 million and \$437m each year. So a change to once a year vehicle checks could save us all more than \$200m.

One of the guest speakers at the AGM, Davey said the objective of a review of the WoF regime is to reduce compliance costs without impacting on safety. So any replacement test regime is likely to be more stringent and accompanied by increased on roadside enforcement of vehicle safety standards.

Davey revealed the WoF regime was originally introduced in 1937 with the aim of "sweeping the old crocks off the road. But if it has not done that by now it is not working." Indeed he suspected six monthly tests may even be increasing the age of the vehicle fleet as owners were prompted to keep largely worn out vehicles in service for longer to recover the costs of the new tyre or balljoint or other part they were required to fit to pass the last WoF check.



(left) Davey Uprichard talks about the WoF review



In some states of Australia and in the USA where there are no vehicle inspections but owners are held accountable for the condition of their cars, the experience has been that vehicles are generally in better shape than here in NZ. Checks on vehicle condition in the United Kingdom are annual and every other year in Ireland and Germany. Again the vehicle fleets are considered to be in better condition than in our country.

A new annual WoF inspection regime is likely to require a more invasive inspection such as a suspension shake test, mandatory roller brake testing, and removing wheels and drums to check brake linings. So there may be a higher rejection rate and an increase in fees. However Davey assured delegates that any change in the testing regime would not result in older vehicles being required to meet modern safety standards. He suggested the WoF system could be tailored to specific vehicle models and identify items that heritage vehicles could be exempted from.

As the present regime generates somewhere in excess of \$160m in revenue for the motor industry plus an unknown amount in resulting repair

continued on page 2

charges and spare parts sales it is not surprising the Motor Trade Association and other trade organisations are strongly opposing any changes. But on behalf of heritage vehicle owners, the Federation of Motoring Clubs will be arguing for annual checks.

Leo Mortimer, Safety Manager Road and Rail at the Ministry of Transport also presented at the AGM to outline the Governments' *Safer Journeys* strategy which will have an impact on all road users. The strategy adopts the 'safe system' approach to road safety which recognises that it is not only about enforcing road rules but that sometimes good drivers make mistakes, and will see the MoT developing policies that focus on a combination of safer roads, safer drivers, safer cars and safer speeds.

Key areas of focus in the *Safer Journeys* strategy include:

- *Young drivers*
- *Motorcycles*
- *Increasing the safety of the vehicle fleet*
- *WoF criteria and compliance*
- *Rural high-risk roads and speed limit reviews*
- *Road Assessment Programme*



(above) Leo Mortimer

Leo outlined some of the initiatives being introduced to reduce the road toll, such as tougher licensing criteria for young drivers and the KiwiRAP road classification system to prioritise roading upgrades with a goal to having all Roads of National Significance rated at a minimum 4 stars out of 5. Penalties for some infringements have also changed from fines to include demerit points which are more of a deterrent. Blood-alcohol changes will come in from August with a zero limit for young drivers and repeat offenders, and the use of alcohol interlocks as a penalty. In relation to the vehicle fleet, there is concern about the average age of the NZ fleet (13 years) and the Government wants to encourage the uptake of newer vehicles with advanced safety technology like ESC and side curtain airbags. This could be encouraged by incentives in the ACC levy or vehicle insurance, or mandatory features for new and used imports.

– additional reporting: Mark Stockdale

AGM – election of officers

The AGM elected the following officer holders for 2011-12:

President: Ross Hopkins

Vice-President: Malcolm Lumsden

Treasurer: Paul Billings

Secretary: Roy Hughes

Submissions Secretary: Andrew McClintock

Committee: Fred Fellows, John Foot, Tom Ireland, Stan Richardson, Mark Stockdale

Advisors: Norm Pointon, Frank Willett

THE GOOD OIL

By Andrew McClintock. Reprinted courtesy of *Beaded Wheels* magazine.

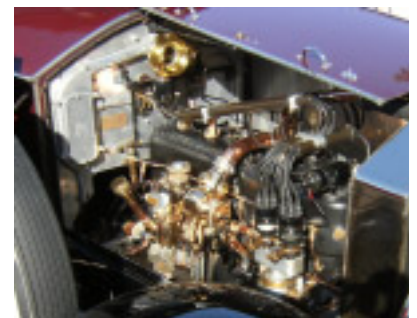
Enthusiasts often ask what sort of oil should they use in their classic vehicle. Some of you will have a favourite brand or grade of oil and I'm not about to try and change your mind but if you genuinely don't know what to use this may be of some help.

Enthusiast vehicle owners make two mistakes. They buy expensive high spec oil for their classic and a cheap take-home pack for their fuel-injected twin-cam high compression modern. The other mistake is getting the car out after it sits all winter, changing the oil and then motoring all summer. Does this sound familiar?

Moisture and acids build up in your oil especially with short runs and cold starts. It's better to change the oil before you put the car away; it minimises condensation in the crankcase and there is no sediment to settle in the sump.

As I don't know what era your vehicle is I will try to cover the field. In the Veteran and Vintage era through to the 1920s oil was fairly basic. You had a choice of heavy, medium or light engine oil and in sub-zero temperatures kerosene was added to thin the oil further (it can't have improved lubrication). In the 1920s most handbooks recommended an oil change every 500 miles. This was because of the oil quality, or more precisely lack of quality.

By the 1930s the Society of Automotive Engineers (SAE) had come up with viscosity numbers to measure the fluidity of oil. It measured the time it took for a given quantity of oil at a specified temperature to flow through a small hole. SAE 30, SAE 40 or SAE 50 were recommended depending on the climate and type of engine. The higher the number the thicker the oil.



After WWII, multigrades came on the market. I will give a simple example – an SAE 20/50 should have a viscosity when cold similar to a cold SAE 20 monograde, and when hot it should have a viscosity similar to a hot SAE 50 monograde. Then letters were added. A letter "w" after the viscosity number denotes winter grade – a 20w for example can be used at a much lower temperature than an SAE 20.

Then there are service specifications such as SE, SF, SG, SH etc. and CD, CJ, CI etc. The S specification oils are normally for petrol engines while the C specifications are for diesel engines. The other letters used refer to the lubrication and detergent properties, friction modifiers and additives. A non or low detergent oil stays clean looking, as soot and carbon sink to the bottom of the sump, whereas a detergent oil keeps these particles in suspension and they are filtered out by the oil filter if they are large enough to cause any harm, or drained out with the next oil change. If you are putting a detergent oil in a motor without a filter

that may have been using non-detergent oil, you must remove the sump and clean it out.

My answer to the type of oil to use is 20/50 SF, SH or SG. It may have CD, CJ or CI service specification as well. This means it can also be used in a light diesel vehicle. All of the above are suitable for Veteran, Vintage and pre-war vehicles. For post-war vehicles use the viscosity recommended by the manufacturer and the same service specification or its equivalent as recommended.

If your vehicle doesn't have a filter, change the oil every 1,000 miles, or if fitted with a filter then every two or three thousand miles, or at least annually (before it's parked up for winter).

Some motoring publications and news reports are reporting a new problem, but I can't find a single documented proven case to back it up. Let me explain. Oil companies have been reducing the amount of an important oil additive called ZDDP (Zinc Dialkyl Dithio Phosphate) which is a combination of zinc, phosphorus and sulphur from engine oils. This additive improves lubrication in high friction areas such as cam lobes, followers, tappets, helical gears and ninety degree drives. A problem may occur with a modified cam or any vehicle being driven faster than the manufacturer intended.

The motor industry is becoming more fuel and pollution efficient and warranties of well over 100,000 kilometres are not unusual. Most modern cars use roller followers; others have their camshafts swimming in oil and can survive without ZDDP. But as it can affect oxygen sensors and block catalytic converters during the warranty period, ZDDP is to be removed from some if not all engine oils and new oil formulas are needed.

I will continue to use 20/50 SG/CD in my Ford Model T, Model A, 1956 Chev, and 1964 Jaguar as well as my wife's 1926 Studebaker with or without ZDDP until I see positive proof of a problem or the need for an additive.

- *Andrew McClintock is the FOMC Submission Secretary and a member of the Institute of Automotive Mechanical Engineers.*

FOMC HELPS GET RARE UTE ON THE ROAD

For collectors keen to bring interesting exotic vehicles into New Zealand the importation process can be complicated and challenging.

Those without a full knowledge and understanding of the rules can easily fall foul of the requirements and run up against a regulatory roadblock. The owner of a 2005 Chevrolet RSR had struck just such an obstacle when he attempted to register his still left-hand-drive vehicle and so it remained stalled in its garage for more than two years.

Acting on inadequate advice he had returned to NZ after spending just 88 days in the USA when the rules at the time required importers of LHD vehicles to personally own and operate them overseas for no less than 90 days. From April 2010 the law changed so all imported left-hand-drive SUVs (not passenger cars) must now be converted to

LEGISLATION UPDATE

A round-up of planned legislative changes that may affect club members:

Retaining old number plates

For heritage vehicle owners looking to put a vehicle back on the road with a lapsed registration and old silver-on-black plates, life has just got easier.

New regulations which came into force in May 2011 will allow vehicles to be re-registered using the old silver-on-black plates that were originally on the vehicle.

However, there are a few conditions:

1. *The number on the plates must be still available (sometimes people use a number from a silver on black plate and put it on a personalised plate – in such cases the old plates cannot be re-used as the number has been “taken”).*
2. *The plates must be in good condition (this is a general rule applying to all plates).*
3. *You must be able to prove that the plates originally belonged to that vehicle. The best evidence is the old ownership papers or other paperwork (insurance policy, repair receipts showing the registration number, etc). As an alternative, a photograph of the vehicle when it was previously on the road showing its number plates would be helpful. Another option is to provide evidence that the plates have been attached to the vehicle for a long time – a close up photo of rusty bolts holding on the plate might help. So if you were about to take the plates off to clean them and replace the bolts – stop and take a photo first.*

If the plates are badly damaged and cannot be repaired but you can satisfy the other two conditions you still might be able to keep the number. The old number would have to go on the new-style black-on-white plates as the old silver-on-black plates can no longer be made. Pre-1964 black-on-yellow numerical plates and previous series cannot be re-used as those plates are no longer legal.

continued on page 4

RHD, although the NZ Transport Agency may grant exemptions for SUVs that were already in NZ on a case-by-case basis.



Thanks to the positive cooperation of the NZTA, the Federation was able to negotiate an appropriate exemption which has allowed the owner to register his rare pickup here.

When called upon, the Federation will take up such issues on behalf of the members of Member clubs, but in the first instance we advise those who want to import vehicles to carefully research the relevant rules or consult the experts in complying vehicles for registration in NZ.

This new rule only applies to vehicles being newly re-registered after being off the road for a hiatus. If your vehicle is already registered you won't be able to re-register it using the original silver-on-black plates if you still have them lying around. But the Federation thinks that would be a good idea, so we will endeavour to lobby the Ministry of Transport to amend these new regulations accordingly. In the meantime if you know anyone restoring or planning to put an old vehicle back on the road, let them know about this change.

- *Anyone wanting to have their black and silver plates reinstated should contact the Transport Registry Centre, Private Bag 11777, Palmerston North 4442. Attention: Team Leader Business Administration*

Third registration plate option

The NZ Transport Agency is providing a new solution for drivers who transport objects that obscure the vehicles registration plates. They now have the option of purchasing an additional smaller 'supplementary' plate that can be attached to the object that temporarily obscures a vehicles permanent plate(s).

The supplementary plates will be useful for people who regularly carry objects like bike racks or dog boxes.



It is a legal requirement for registration plates to be legible and unobscured. Previously a driver was supposed to remove the permanent plate and reattach to the object that would obscure it.

- *A supplementary registration plate costs \$14.85 and can be obtained by going to the www.licensys.com/NewZealand website, or by phoning 0800 736 253.*

The following is a summary of some recent submissions we have completed on Member clubs' behalf:

Omnibus Amendment Rule 2011

This Rule contained a number of miscellaneous rule changes, but the main one from the Federation's perspective was a proposal to allow breakaway brakes to be fitted to light trailers (like caravans) instead of chains, which was proposed by the Federation and Motor Caravan Association (see *Wheel Torque issue 9*) and which had our full support.

The Rule also proposed to align the Special Interest Vehicle criteria under the Frontal Impact Rule with the SIV criteria under the Steering Systems Rule, which covers sub-models.

As the Federation was a lead instigator in developing the SIV exemption, our submission naturally supported this, saying: "the FOMC concurs with the opinion that make, model and sub-model manufactured in annual volumes of twenty thousand or less should be one of the criteria to be met to qualify as a SIV."

Road User Rule Amendment 2011

The main proposal in this Rule is a repeal of the current give way rule which requires left-turning traffic to give way to the right, which was introduced in 1977. The Rule proposes that in future left-turning traffic will have a free turn. Rules at T intersections will also change, with traffic on the terminating road now giving way to traffic on the through road, and that will also apply to public driveways like supermarkets which are currently treated as uncontrolled intersections and so the current give way rule applies.

This proposal has been lobbied for some time by the AA and Institute of Professional Engineers, and is supported by the, Police, Ministry of Transport and NZ Transport Agency. It is expected to prevent about 173 injury crashes each year.



The Federation's submission supported these changes, noting that "it will ensure our left turn versus right turn priority will be the same as most other countries. Our existing rule has been out of step causing confusion for tourists, new immigrants and others on international licences." We also urged that an extensive public awareness advertising campaign be undertaken to ensure all road users are aware of the change to minimise the risk of accidents.

We also suggested it may be necessary to undertake engineering treatments at some intersections: "it may be an advantage to eliminate a few parking spaces either side of intersections allowing longer centre lanes for right turning traffic and longer left turning lanes for left turning traffic. A longer left slip lane would make it easier for cyclists going straight ahead to pass on the right of a left turning vehicle."

On a related topic, our submission also suggested that consideration be given to permitting free left turns at controlled intersections (on a red light) when the road is clear of other traffic. We said "we know this rule works well to ease traffic congestion in other jurisdictions without problems and our feedback indicates it would be widely supported in New Zealand."

The give way rule change is expected to be implemented in April 2012.

Other proposals in the Rule like extending the provisions for motorcyclists and bicyclists to use bus lanes were also supported by the Federation.

- *copies of our submissions can be downloaded from our website: www.fomc.co.nz/current.html*