



THE NEWSLETTER
OF THE NZ
FEDERATION OF
MOTORING CLUBS

WHEEL TORQUE

ISSUE 33 | NOV-DEC 2020

Transport Minister sympathetic towards heritage motoring

In what was a major landmark in the 25 year lifespan of the FoMC, Associate Transport Minister Julie Anne Genter generously accepted our invitation to attend this year's annual general meeting and offer positive support for the future of heritage motoring.

While governmental programmes to improve roads, reduce road deaths and combat climate change were the primary focus of her presentation, the Minister was positive about permitting well maintained heritage vehicles to continue using our roads though she would like to see the average age of the New Zealand light vehicle fleet lowered by reducing the number of unsafe old dungs still on the road. However she noted the average age of the United States light vehicle fleet is 12 years which is only fractionally less than New Zealand at 14 years.

She also foreshadowed a revival of the Clean Car feebate scheme following the election but indicated Special Interest Vehicles would be exempted.

Kane Patena and Davey Uprichard from the NZ Transport Agency provided an overview of progress so far on the current reform of the agency's regulatory functions which



Associate Transport Minister Julie Ann Genter addresses the FoMC annual general meeting with Secretary Chris Butler and President the Hon Harry Duynhoven to the left

will include a revamp of the rules around vehicle compliance, WoF's and certification for the motor vehicle register. For all motorists the proposed changes could mean a whole new approach to how we meet our legal responsibilities as vehicle owners and drivers.



Delegates at the AGM at the VCC clubrooms in Petone

Executive changes this year include the lamented loss of founding FoMC member Norman Pointon and the retirement of long serving Motor Caravan Association representative Fred Fellows who has been replaced by Peter Thompson.

Following preparation of the FoMC's submissions to the Productivity Commission and Ministry of Environment consultations in the lead up to the introduction of the Zero Carbon Bill it was expected it would also require an extensive further response as the widely forecasted restrictions on future access to fossil fuels could have had a crippling impact on heritage motoring. But multiple readings of what became the Zero Carbon Act failed to find any provisions which could directly

cont d on page 2

from page 1

impact on heritage motoring and prevent or limit the continuing use of fossil fuels.

It would be gratifying if our submissions had been sufficiently persuasive to ensure heritage vehicle owners were exempted from all of the expected restrictions. But the more likely reason is that New Zealand currently lacks sufficient renewable generation resources to recharge four million battery-powered vehicles as well as satisfy all the existing demands on the power network. Importing coal from Singapore to fuel the Huntly power station to charge up EVs would somewhat defeat the objectives of the Zero Carbon Act.

Ongoing monitoring of Government reports has indicated New Zealand will be following some way behind other countries in switching to EVs. Because of the considerable investment needed to electrify the New Zealand fleet a Ministry of Transport proposal to ban the import of fossil fuelled vehicles from 2035 was vetoed by the Cabinet. But the FoMC will continue addressing potential threats to heritage motoring as they arise.

CHANGE UNDERWAY AT WAKA KOTAHİ NZTA

by Michael Anderson

Regulatory Services General Manager Kane Patena joined Waka Kotahi NZTA in April last year to lead the regulatory compliance group and help reshape the future of land transport regulation in New Zealand. His background includes extensive regulatory experience in the public and private sector including Director of Strategy and Governance at the Wellington City Council and as a Partner and Crown prosecutor with the law firm Meredith Connell.

His role at Waka Kotahi NZTA is the development of a new strategy to strengthen its approach to regulatory services and build a new way of working. He talked about the need to make the regulatory system safe, effective and efficient so it functions well for everyone in New Zealand. The goal is for Waka Kotahi NZTA and the NZ Police partnership to jointly contribute to a 40% reduction in road deaths and serious injuries by 2030.

Other key objectives include higher levels of compliance, improved capacity and capability to deliver regulatory functions, and increased public trust and confidence in the agency's abilities as an effective regulator. To achieve that over the next five years key capability shifts will concentrate on:

- Strong Governance and Accountability*
- Trusted and Valued Relationships*
- Robust and Consistent Decision Making*
- Thriving Regulatory Culture and Courageous People*
- Innovative Technology and Intelligence*

The regulatory services group is being restructured into six business units: Safer Vehicles, Safer Commercial Transport, Commercial Licensing and Revenue, Vehicle and Driver

Licensing, Safer Rail, and Systems Integrity with the purpose of ensuring the system is safe, effective, efficient and functioning well for everyone in New Zealand.

Kane said there are no plans to change WoF and CoF requirements at this stage. However, they will be ensuring Vehicle Inspectors are conducting WoFs and CoFs correctly and that all Inspecting Organisations or Vehicle Inspectors are being visited within a 3 year period - with high risk organisations or inspectors reviewed as a priority.



Kane Patena, Waka Kotahi NZTA

This may result in a perception that inspections have got tougher when it's actually about getting it right and putting safety first, he said. We're also encouraging vehicle owners to report any situations where they feel vehicle safety may have been compromised.

Clearly a lot of work is being done in driving a new system and Kane indicated they would welcome any input the FoMC would like considered and were happy to have joint meetings to discuss the further development of these aspects.

Manager of Vehicle Standards and a member of Kane's overall team Davey Uprichard outlined various aspects of his role and how the changes being developed would be rolled out in the future. Davey indicated he would be happy to talk to the FoMC about any specific issues brought to our attention by our members.

All in all it was a positive session and members present were assured about the future direction of Waka Kotahi NZTA and its desire to become a much more responsive and professional organisation.



CHAIRMAN S 25TH ANNUAL REPORT

First it seems that this has been a period of considerable change for the classic motoring community but a quiet year for the Federation. Naturally the onset of the restrictions following the worldwide Covid-19 virus outbreaks has severely curtailed not only the Federation s activities but also many of our member clubs usual events and meetings.

That said I want to thank our executive, Vice-President Tony Bartlett and especially our new Secretary Chris Butler who has certainly hit the ground running. Together we produced regular advisory newsletter updates distributed electronically to all clubs. They provided advice, information and links to official sources and, by all accounts, were very well received. In addition to enduring a long recovery from a serious accident Chris has dramatically reorganised our website and our filing systems, revamped our membership renewals etc. and organised our regular meetings.

During the year we held three executive meetings, September 14 at Southwards Museum, December 14 at the AA HQ in Wellington, and May 14 by Zoom. It would be fair to say we are all now comfortable using Zoom and our decision to save on expenses by using this medium is working well. The executive has also had several other discussions using Zoom which has enabled better communications and planning with substantial savings.

Wheel Torque has continued in the capable journalistic hands of Roy Hughes who has agreed to continue as Editor and Submissions Secretary. In the most recent edition he included a fine tribute, by means of an obituary to founding FoMC member Norman Pointon. Norm remained involved and contributing to Federation affairs right up until his last weeks. He had a fine grasp of legal and practical matters which, along with his ability to draw the best out of people, often guided our discussions to achieve the most worthwhile outcomes. Our sympathy is extended to his wife Jocelyn and family.

Another change in the executive lineup this year is the retirement of long-serving member Fred Fellows who has done an excellent job of representing the Motor Caravan Association and has assisted the FoMC with his unparalleled technical knowledge. Fred s replacement as MCA delegate Peter Thompson was a successful candidate in our recent election and we welcome him to the executive.

Another change to our executive is that I have asked Past-President Malcolm Lumsden to not only continue his involvement (because there are many times when his wisdom and advice are invaluable) but also to take on an advisory role in the field of historic military and commercial vehicles which he knows inside out.

On the weekend of July 11/12 we held our *Victory over Covid* events. May I thank all those clubs who organised outings. In my own area we had two, one in Hawera for MCA members and one in New Plymouth organised by the Classic Motorcycle Club which, despite the poor weather attracted about 40 vehicles from Mustangs to

Morris Minors, including sports cars, VCC members, vintage speedway and classic motorcycles, along with a good crowd and local newspaper coverage. We will be interested to hear details of how *Victory over Covid* events went around the country and the charitable donations made as a result.

Finally during the year I have personally visited six clubs to talk about the Federation and its activities and I have been pleased just how much our work is appreciated by our member clubs. I don t think we are likely to be short of issues to work on. Thank you to all our executive members for their contributions and support.

The Hon Harry Duynhoven, FoMC President

WHAT CONTRIBUTION DOES CLASSIC MOTORING MAKE TO THE NZ ECONOMY?

Reinstatement of WoF and rego renewals and the return to the road at the end of the lockdowns has also revived the intermittent requirements for repairs and replacement parts.

Like so many other commercial activities many suppliers of parts and services to the classic vehicle community have been impacted by the various restrictions imposed as part of the global campaign to curb the Covid-19 pandemic.

As classic motoring enthusiasts confront the growing perils imposed by the pandemic and climate change we can anticipate both the pricing and access to the parts and services we need to become an increasing challenge.

While the FoMC advocates on behalf of classic and heritage motoring clubs in New Zealand the historic vehicle movement worldwide is represented by the Federation Internationale de Vehicules Anciens (FIVA). It maintains a watching brief on legislative changes and other issues such as access to fuel supplies etc., which could impact on the preservation and use of our historic vehicles. As the Vintage Car Club is a long-standing member, NZ is already one of the 71 countries represented by FIVA.

About every five years FIVA conducts a socio-economic survey to determine the extent of the financial and employment benefits the historic vehicle movement adds to all the economies of the participating countries. The purpose is to equip FIVA with up-to-date information, which can be used when negotiating with governments in order to preserve the continuing use of historic vehicles and their contribution to society.

A similar survey is conducted by the Federation of British Historic Vehicle Clubs (FBHVC) every five or so years. The 2016 survey established that the historic vehicle movement contributes around £5.5 billion annually to the UK economy and generates significant employment for more than 34,000 people in hotels, food venues, service stations and in repair and restoration businesses. The

continued on page 4

NEWS FROM AROUND THE WORLD

FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) poses the biggest question facing the historic vehicle community today: In 20, 30, or 50 years time, will we be allowed to drive historic vehicles at all?

We can't afford to be complacent when it comes to our future motoring freedom, said outgoing FIVA President Patrick Rollet. Congestion, pollution and road safety issues – all legitimate concerns – are contributing to the potential demise of motorists at the wheel of their own vehicles. Yet it's the historic vehicle that is most at risk, despite their almost negligible effect on pollution and congestion, and our excellent safety statistics – while generating significant economic, social and tourist benefits.

But it's not just a question of whether we'll be allowed to drive. Perhaps the even bigger question is whether there will be drivers to use them; or, with the advent of autonomous vehicles, are drivers becoming ever more historic themselves?

For the enthusiast, the answer is obvious, says Rollet.

The pleasure we get from owning, maintaining and using our classics is beyond description, but there's a far wider social importance to keeping historic vehicles on our roads. They are part of our technical, scientific and cultural heritage, and the world would be a poorer place if such vehicles could only be seen in static museums.

The future of historic vehicles isn't simply that of used vehicles, but of recreation and pleasure; ownership isn't based on economics but on passion, said Rollet. We see several simple steps to help us keep driving, 50 years from now.

First, we must target the young. Clubs around the world are arguably in the last throes of a golden age, seeing a sad decline in new members because of the lack of younger people. Young petrolheads still exist, but all they need to organise a gathering are a few Facebook messages: no road book, rally plates or fuss. Likewise, they use their informal network to find a mechanic or surf the web for parts, so why join a club?

Too many clubs ignore these profound technological and sociological changes, mismanaging their efforts to attract young people, to welcome them and satisfy their desire for informal, fuss-free events. Many clubs ostracise youngtimers, both vehicles and members. They organise hidden outings, almost out of sight, whereas a display of historic vehicles offers a marvellous museum in movement – free of charge – to delight and fascinate passers-by.

We won't renew our numbers waiting patiently for them to come to us because, like Godot, they will not come. We must change our habits: create a young section in the club, run by a younger person, to design simple, dynamic and fun outings; ensure there are several under-40s on the main committee; enjoy the Vintage movement (fashion, accessories, etc.); organise free presentations at events – with commentary – for the public; team up with popular events run by others (planes and

old cars, rail and yesterday's road); exhibit at hypermarkets or fairs, wherever there is an audience, especially young people. We must show our vehicles.

Next, we must tell a story, because every historic vehicle has a fascinating tale to tell, of much more interest to the general public than the cubic capacity or number of valves. And it's vital that we avoid being too narrow in our definition of historic motoring. You might only be interested in Vintage Bentleys, but please don't criticise your neighbour's passion for mopeds, or microcars, or buses, or customised American muscle cars in fuchsia with turquoise stripes. They're all an important part of our history, our culture, and the rich diversity of classic vehicles on our roads. No one disputes the value of authenticity – and FIVA will continue to applaud it – but beware the risk of seeming elitist, when young people often want to own a historic vehicle simply because it is different: quirky, unique, even iconoclastic.

At a recent seminar, Michael Abele, in charge of social networks at Mercedes-Benz Classic, proposed an answer to the authenticity-vs-inclusiveness debate. Indicating a 190E with big chrome wheels and low-profile tyres, he suggested, Don't criticise; respect. Listen – and then educate. Very wise advice.

Finally, and above all, keep enjoying your motoring, and communicate that pleasure to others, because it's down to us, as individual enthusiasts, to ensure we don't lose the right and the ability to drive on the roads 50 years from now.

continued from page 3

survey data has enabled the FBHVC to successfully negotiate revisions to legislation which could have had adverse impacts on heritage motoring.

But similar comprehensive data on the direct economic impact of classic motoring in New Zealand has not been available. So FoMC executive member Michael Anderson has begun compiling a survey of the contributions heritage motoring make to the New Zealand economy. He has been in contact with our equivalent organisations in Australia and the UK to establish what model to follow and the resources needed and has begun talking to New Zealand firms associated with the historic motoring industry.

In addition to fuel suppliers, restoration and repair workshops, and parts stockists there are also venue operators, accommodation and holiday resort owners, magazine publishers, restaurateurs and a range of other commercial firms dependent to varying degrees on the purchasing power of classic and heritage vehicle owners.

Based on the results of the UK survey it is probable any curtailing of classic motoring in New Zealand would result in a multi-billion dollar loss in economic activity and the elimination of hundreds if not thousands of jobs.