



THE NEWSLETTER
OF THE NZ
FEDERATION OF
MOTORING CLUBS

WHEEL TROUPE

ISSUE 35 | SEPTEMBER - OCTOBER 2021

FoMC Meets Transport Minister Progress Promised on Resolving Regulatory Issues

Fast resolution of at least some of the key regulatory limitations irritating heritage motoring enthusiasts looks likely as a result of a pre-lockdown Federation of Motoring Clubs meeting with Minister of Transport the Hon Michael Wood.

The FoMC delegation comprising President the Hon Harry Duynhoven, the President of The Vintage Car Club of NZ, Diane Quarrie, and the President of the NZ Hot Rod Association Tony Robinson was warmly received by the Transport Minister who was clearly engaged in seeking successful resolutions. The meeting was also attended by Nicole Botherway, who is Senior Manager, Safer Vehicles at the NZTA Waka Kotahi's Hamilton office.

The four main issues on the agenda were changing classic and vintage vehicles to 12-month WoF's and CoF's, parade permits, biofuels, and the difficulties involved in applying WoF standards to veteran and vintage vehicles.

Minister Wood made it clear he understands the importance to the New Zealand community of both the hobby/interest and economic roles of the classic and heritage motoring sector and was keen for the FoMC to continue to have input into policy considerations. He also encouraged his officials to liaise with the FoMC executive on how to quickly progress the resolution of the issues raised if this can be done without rule changes or new legislation. To assist in achieving that end further meetings involving the FoMC, NZHRA, NZVCC, NZTA and the LVVTA are being held. The FoMC deputation also sought an annual meeting with the Minister to discuss ongoing and emerging issues and he readily agreed. The Government has previously indicated a major review of road funding is coming up, which will include vehicle licensing amongst the other issues, and the Minister concurred that reducing the impost of six-month warrant costs and multiple licensing fees on those who own seldom-used multiple vehicles should be considered.

As well as seeking only once yearly safety inspections, the deputation also raised concerns about the declining availability of suitable testing agencies in smaller centres, particularly those equipped to perform CoF checks on historic military vehicles and heritage heavy commercial vehicles. As a possible part solution, it was suggested some heritage military and commercial vehicles could be "derated" to allow them to qualify for a WoF, provided they are not loaded or used commercially.

Amongst the reasons regularly advanced for rejecting requests for annual warrants for vintage and classic vehicles has been safety issues created by the continuing numbers of well-worn older vehicles still being used as daily drivers. The Minister was shown an example of the NZVCC's VIC card and it was suggested it could be applied to identify those which are clearly enthusiast vehicles and not in daily use.

A growing disappointment for the public, especially in smaller communities, has been the almost total disappearance of heritage commercial trucks and historic heavy military vehicles from ANZAC Day commemorations and other civic parades. Many of these military and commercial vehicles are probably now in better condition than when they were in full time active service, but the compliance costs, inconsistent inspection practices (and in some cases flat refusals to inspect) has sadly resulted in keeping an increasing percentage permanently off the road. They remain stored in their owners' sheds "on hold", as too much hassle and expense is required to keep them both mobile and road legal.

It was suggested to the Minister that this problem could be overcome by empowering the Police to

issue "Parade Permits", after checking brakes steering etc. to ensure the vehicle could be safely driven at slow speeds in parades.

The FoMC delegation confirmed the Minister was already aware ethanol-based biofuels are not a viable alternative fuel for older vehicles. And he has been asked to endorse previous assurances that suitable fuels for older vehicles will continue to be made available at an affordable price, so that classic, heritage, vintage and other enthusiast vehicles may still be driven, seen, and appreciated.

At the instigation of Canterbury VCC member Colin Hey, it was put to the Minister that expecting vehicle inspectors to apply modern WoF standards to veteran cars has become completely impractical. All veterans are now more than 100 years old, and because of their specialist nature, their owners are usually vastly more knowledgeable than the vehicle testers about how to ensure they are functioning safely.

It was submitted that the VCC would be a more appropriate safety check agency than the NZAA or VTNZ testing stations, which mainly deal with relatively modern vehicles. Though it may probably be more sensible to exempt veteran vehicles from WoF checks altogether as so many current safety standards are simply inapplicable.

It was especially encouraging for the FoMC delegation that despite the disruptions imposed by the immediately pending lockdown Minister Wood had rearranged other priorities to ensure their scheduled meeting went ahead.

Machinery Club Hosts FoMC AGM

In recognition that the FoMC is not just about classic cars and trucks we accepted the invitation of long-time member, the New Zealand Vintage Machinery Club to generously host our 26th Annual General Meeting at their impressive club HQ in McLeans Island Road, Christchurch.

Main feature of the morning session was a presentation on the professional restoration of vehicles by George Kear, latest COO of classic vehicle rebuilders Auto Restorations. Formed in 1973 by three Canterbury vehicle enthusiasts looking for a suitably skilled panel beater to carry out repairs on their own cars, it is now an internationally recognised team of 25 specialists whose world class concours winning restorations for overseas owners contribute several million dollars a year to the New Zealand economy.

Following lunch Ministry of Transport Senior Advisor on Environment and Emissions Sigurd Magnusson joined us by video link to expand on the Government's Clean Car proposals, and the implications for classic motoring in adjusting to climate change. Since 1990 CO2 emissions in New Zealand have increased by 90% of which 47% has been created by Transport activity. Sigurd not only detailed the changes the Ministry is planning to reduce those emissions but also assured us

restrictions on heritage motoring are not amongst the immediate proposals being considered.

New Executive Member

Apart from the elevation of NZ Hot Rod Association delegate Warren Pattinson from advisor to committee member to replace Peter Boys, the executive remains unchanged this year. But new advisors Chris Jones (Hamilton Vintage and Classic Car Club and Auckland Triumph Club), and Garry Jackson (Canterbury Mustang Owners Club) have joined Mark Stockdale, Malcolm Lumsden and Conrad Peterson as advisors.

A member of the NZHRA for 39 years, Warren Pattinson was National President between 2013 and 2019 until he stepped down and became the Zone 1 (Northland) Director. In 2019 he was awarded both Life Membership of the NZHRA and an RSH Award for Voluntary Service to recognise his long-standing dedication to hot rodding.

A qualified builder and self-employed since 1985, Warren was resident in Whangarei until 1995 and then moved to Waipapa, near Kerikeri. A member of the Whangarei Rod & Custom Club since 1979 he has served in all positions on the committee at, various times, and was rewarded with life membership in 1996.

Along with his current daily driver a 1955 Chevrolet acquired in 2003 Warren still owns his original 1955 Chev bought in 1980, and a T bucket purchased in 1989 now on its third rebuild. Other cars owned include a 1972 2-door Viva with a 215cu in Buick V8 which he regrets selling, and an altered Fiat Toppolino which he raced during the 1990/1993 seasons.

A family man with three adult children Warren enjoys involvement in all forms of motor sport from V8 supercars to drag racing and speedway, as well as hot rod shows, and rod runs.



A recreated 1932 Alfa Romeo 8C 2300 built from scratch by Auto Restorations was displayed at the FoMC AGM

President's 26th Annual Report

Even though by the calendar it has been a short year as our last AGM was severely delayed by Covid it certainly has not seen any reduction in activity. Interest in our

world has not diminished at all, quite the opposite in fact - car, motorcycle, and vintage machinery shows, and other motoring activities are all more vibrant than ever. One of the clubs of which I am a member just had its largest rally for many years (if not its largest ever). The New Plymouth Classic Motorcycle Club is soon to have its annual motorcycle show, and as at last week it was already at 99 entries and I'd be surprised if the final number is not well past 120. Americana this year had to be capped at 700 vehicles and the Inglewood Rotary Club Charity Car show had, I'm told, the largest turnout in its 30-year history.

The Eilerslie Car Show was simply spectacular. Well done to the organisers of all our clubs' various events. Following Covid we've seen a real reinvigoration. In passing I should congratulate the Porsche Club of NZ, who once again won the team prize at the Eilerslie Concours with 2 spectacular Porsche 356's. Being my favourite car and as I am also from Taranaki, I also want to congratulate Revive'M Auto Restorations of Inglewood, who restored these two team winning Porsches, I think their 4th time in the winner's circle. Managing Partner Dave Hermanns, tells me their biggest problem is simply getting the skilled people needed to do the work, no issues with finding customers - they've always had more work offered than they can handle.

Covid, together with the economic situation worldwide has caused a rethink by many people. They are looking at their lifestyle, re-evaluating their assets etc. Many have seen the attraction of investing in an asset they can drive and cherish, something that makes them feel special, rather than simply numerical entries on their bank statement, share portfolio or spreadsheet. As returns on bank deposits approached zero percent, many people have thought differently about their investments which has resulted in benefits for sectors of our hobby.

Dave's problem finding top quality staff is widespread, with a shortage of heritage-trained skilled people worldwide. We must continue to emphasise, through our involvement with MITO, the Workforce Development Council, and the MTA etc, the importance of ensuring there are thoroughly trained young people filling the spots as older workers finally retire, many of whom have continued working well past retiring age. It is very appropriate then that executive member Michael Anderson is leading an FoMC project which will clearly identify the extent of the value to the New Zealand economy of our sector, so that we can have more thoroughly informed input into Government decisions affecting us. Later he will update us on how that is progressing but the recently released British Heritage Vehicle Study shows the significant input into their



economy and the considerable increase over the past year. I'd be willing to bet that it is even bigger here. I never fail to be amazed at just what is hidden away in New Zealand garages that I never previously knew existed - in the past 2 weeks I've seen 3 significant classic cars within a couple of kilometres of my home that I didn't previously know of. Interest in the FoMC is also growing. In the last few months I have spoken to four clubs with three more in the next eight weeks. This AGM is well attended, and we have over 100 paid up member clubs and new ones joining.

In recognition of this can I express my thanks to Chris, who has worked extremely hard over Covid, and has not slowed down since, so our Federation is now in very good shape with a thriving website, totally up to date records, electronic billing and recording of membership, and instant communication with clubs. This has been very useful in responding to issues. All of this has been Chris's work or led by him, well done and he deserves our applause.

The second person I'd like to thank is Roy Hughes whose submissions and "Classic Driver" columns and the "Wheel Torque" newsletter are always to the point and thought provoking. He continues to have a major input into our responses on behalf of our membership on important issues such as the current Clean Car Standards.

The third person I would like to thank is Tony Bartlett, our Vice President whose sage advice, business-like approach and good humour, plus his considerable experience are immensely valuable. (We do need to make a small amendment to our constitution to regularise the position of Vice-president, which we discovered during the year has not been formally notified as one of our officers on the copy filed with the registrar, despite the position having been in place for many years.)

Our treasurer David Raven has, as always, "delivered the goods". We've used updated technology to make our transactions easier, we've met by Zoom to save costs, and even though it seems the ASB are still using MS DOS or something similar as their banking computer system architecture, we are coping well. David will report fully on our finances later in the meeting.

These four guys, together with the executive, have made it possible for me to continue doing this job as your president. Quite frankly, without them we couldn't function unless we employed staff which would be a significant change in cost structures for our members.

Since our last AGM we've had three meetings of the executive by Zoom, with resulting savings in costs & travel time. We've also forged a stronger relationship with the NZHRA and the LVVTA over the past year or two. You may notice our past secretary and advisor Mark Stockdale's absence today. His career has gone in a new direction, but he continues to offer his considerable expertise as and when required. Another

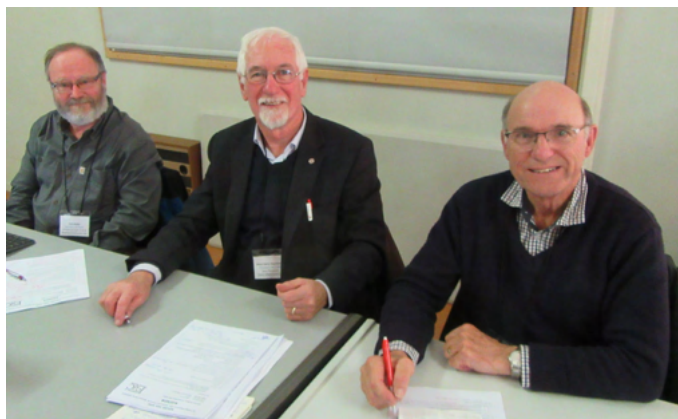
apology today is from past president Malcolm Lumsden, who has been unwell but tells me he is recovering strongly. He may be following us on the computer link as we speak.

That is another technical innovation organised by Chris. A temporary cell site with internet coverage was specially set up for us today so that we may benefit from a presentation by Sigurd Magnusson as our (virtual) guest speaker. One of the key people involved in drafting the Government's proposed responses to climate change, he will ensure we are solidly informed on the ramifications for us. We will get the facts "from the horse's mouth" so to speak, rather than the inaccurate rumours etc that some people are accepting "as gospel".

Finally, may I thank the executive for their patience and their work. Even though it was shorter than usual, we've had a huge year which sets us up very well for the future.

Thank you all.

(Hon.) Harry Duynhoven, FoMC President



FoMC executive members Chris Butler (Secretary) Harry Duynhoven (President) and Tony Bartlett (Vice-president)

Finding A Safe Pathway to Net Zero

Roy Hughes Submissions

Secretary NZ Federation of Motoring Clubs

As the constantly cascading reports on combatting climate change continue to accumulate the FOMC executive has focussed on how to counter any adverse impacts on heritage motoring.

While reassured that, so far, no direct official consideration is being given to either banning or phasing down the use of classic, collectable or vintage vehicles, in the longer term the proposed changes recommended by the Climate Change Commission will have significant consequences.

For instance, the Ministry of Transport followed up the Commission's recommendations with its own report "Transport Emissions-Pathways to Net Zero by 2050" which suggests fossil-fuelled vehicles should be removed from the fleet over time by introducing "a rolling age ban for used vehicles and/or a vehicle scrappage scheme" and it is even proposing restricting the use of

ICE vehicles from 2050.

Depending on how such proposals may eventually be applied they could become the kiss of death for heritage motoring and hot rodding, so it will be essential to ensure appropriate exemptions and protections are included in any resulting legislation.

As it leads us down the Pathways to Zero Emissions the Ministry appears excessively confident that transitioning to "sustainable" biofuels will help decarbonise our existing light vehicle fleet.

But a wide range of mainly pre-2005 vehicles are not bio-fuel compatible. If they have not been upgraded with modern braided fuel lines and newer composition gaskets the ethanol in biofuel can seriously corrode the metal components and rubber parts in the fuel systems of older vehicles.

The loss of 100 per cent petrol will seriously impact on classics, pre-2005 Japanese vehicles, motorcycles, hot rods, lawn mowers and chainsaws as well as marine transport and propellor aircraft. If we are to be deprived of unlimited access to fossil fuels at any time along the path to 2050 urgent and adequate investment in the development of second-generation biofuels will be needed to create affordable carbon-neutral synthetic alternatives to petrol and diesel which are not yet available in New Zealand but can be used in all vehicles.

In the continuing absence of suitable replacements there will be ongoing requirements for non-blended 95 octane petrol but the practicalities of how those will be met are likely to prove difficult to resolve.

If you are old enough to remember all the anxieties we endured with the phasing out of unleaded petrol you will also recall the petrol companies could have but refused to invest in supplying a leaded option as was done in the United Kingdom. So how do we guarantee provision of at least one brand of a non-biogas fuel if no agency is willing to meet the probably limited market demand?

But even if we do succeed in retaining access to sufficient supplies of compatible fuels we can also expect a net zero future will significantly change the world in which we have enjoyed our club and motoring activities. So innovative approaches to addressing the issues will become increasingly necessary.

In the United Kingdom the Federation of British Historic Vehicle Clubs is considering a scheme to offset their carbon dioxide emissions by linking with partners to undertake land acquisition and forest management. Here in New Zealand there are already clubs like the Canterbury VCC growing trees on their properties, so trading trees for fossil fuels or their synthetic alternatives may yet become the sensible solution for all of us to support.