



THE NEWSLETTER
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WHEEL TORQUE

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MINISTER COMMITS TO MAINTAINING SUPPLIES OF COMPATIBLE FUELS FOR CLASSIC VEHICLES NZFoMC Submissions Secretary - Roy Hughes

Widening concern about the damaging impact of ethanol on heritage vehicles when the blending of biofuels into New Zealand's petrol and diesel fuels increases next year, were allayed by Transport Minister the Hon Michael Wood at this year's NZFoMC AGM in Auckland.

While the planned Biofuels Mandate is now considered an essential part of New Zealand's strategy to reduce carbon emissions, Minister Wood assured the NZFoMC conference that "the Government is working very carefully to ensure there is an ongoing supply of suitable fuels for all vehicles". And he promised the mandate will be designed "to ensure petrol companies will be able to supply the fuels you need."

Though he did not detail how this may be done, Minister Wood did indicate the options could include supplies of alternative "drop-in fuels" which can be safely used in older vehicles.

The Government's Biofuels Mandate will come into force in April next year and be applied to all liquid fossil transport fuels produced or imported into New Zealand. It will require fuel suppliers to reduce their greenhouse gas emissions by a set percentage which increases annually, but they will have the flexibility to deploy any type of biofuels in any location in New Zealand, as long as they meet the sustainability criteria.

Bioethanol can damage or accelerate deterioration in the fuel systems and other mechanical parts of a wide range of vehicles built before 2005 or even as late as 2010. By and large, bioethanol is not safe for use in any engine with a carburettor, and this includes boats, aircraft, and garden machinery.

New Zealand's four current fuel importers, BP, Gull, Mobil, and Z supply the other chains so they will also market the same product mix as the

importer/supplier. It is not yet determined how the fuel companies plan to meet the requirements of the mandate. So, as the mandate comes into effect, the NZFoMC will maintain contact with the various fuel retailers so we can advise members on which grades of petrol will be on sale, with or without bioethanol.

In many older vehicles even a blend as low as 3 per cent ethanol can seriously corrode metal components and rubber parts in fuel systems. The key areas of concern are corrosion of metal components, swelling, shrinking, and cracking of elastomers (seals and flexible pipes) and other unsuitable gasket materials, and air/fuel ratio enleanment.



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Ethanol contains approximately 35 per cent oxygen by weight which causes fuel mixture enleanment and increased hydrocarbon pollution when blended into petrol for use in older vehicles. For example, a 10 per cent ethanol blend results in a mixture-lean effect equivalent to approximately 2.6 per cent, which may result in a power loss, driveability issues (hesitations, flat spots, stalling), but can also contribute to slightly hotter running.

As part of a comprehensive speech and wide-

ranging question session Minister Wood also provided the conference with an update on the work being done by his officials to streamline the vehicle inspection process in order to implement twelve-month WOF and COF regimes for older collectable vehicles. A recommendation prepared for the Director of Land Transport is under consideration and the Minister believes further progress will be achieved over the next few months.

President's 27th Annual Report

This past year has been difficult for many member clubs but even though Covid has caused their activities to be changed, or modified in scope, or indeed cancelled, on reflection it has been a period of solid progress for the NZFoMC and, overall, a very good year.

As you will hear from Secretary, Chris Butler shortly, our membership is increasing with several new clubs joining, and involvement and enthusiasm is high. So, at this point, I think it is appropriate to sincerely thank Chris for his huge work in so many areas over the past year, from all the preparations for this AGM, to the complete revamping and upgrading of all aspects of our organisation. Every aspect from billing to our website has benefitted from his considerable energy and diligent attention to detail.

We have managed to increase our activities while holding costs and one benefit had from Covid is the increasing use of Teams and Zoom for executive meetings and other necessary functions of the executive.

We also owe congratulations to our Submissions Secretary, Roy Hughes, whose sterling effort on behalf of member clubs, and his very strong reasoning exercised during the Parliamentary Select Committee process, contributed significantly to securing beneficial changes to the Incorporated Societies Bill which has passed into law this year, only 114 years after the previous Act was passed. This will be an important piece of law for all our clubs and naturally, after 114 years, there are a number of significant changes each and every club should note. Roy's submissions and columns written on our behalf, and the Wheel Torque newsletters, are always interesting and often thought provoking. We greatly appreciate his experience and his efforts, even if he ruffles feathers occasionally.

Our Vice-President, Tony Bartlett has really stepped up to handle our constitutional matters, and his fine analytical mind, his attention to detail, including the grammar, has launched our ongoing focus on renewal of the NZFoMC constitution, which like all our member clubs, will need a substantial refresh before

the end date in 2025. It was Tony who spotted the problems and devised a very pragmatic solution to the archaic constitutional voting process specified in our 1996 constitution, which our clubs have now had the opportunity to vote on. And Treasurer, David Raven has once again very capably managed our financial affairs and kept us in good shape.

One area that may need considerable expenditure over the coming year is our NZ Historic & Classic Vehicle Survey project. I thank Michael Anderson for the work already done and for the considerable work he will lead in the coming year. Yesterday's Executive Meeting has set up a Project Committee to manage this significant undertaking.

Two other important areas will require ongoing work in the year ahead. The Biofuels Mandate will be an important issue, as many of our vehicles will be somewhat, or even violently, allergic to ethanol in petrol. We have been getting our heads around this issue and we especially thank Mark Stockdale for his advice and research in this area.

The other major area of activity this year has been our involvement with NZTA/ Waka Kotahi on the issues raised by members in recent years, involving WoFs, CoFs, vehicle inspection & compliance, etc,etc. I would like to acknowledge the considerable efforts of Regulatory Services Senior Manager Nicole Botherway and her staff for their determined efforts find solutions and working so constructively with us to find practical acceptable outcomes.

I would also like to thank the presidents of both the NZ Vintage Car Club and the NZ Hot Rod Association for their support in our meetings with the Minister and ongoing work with NZTA. As we have seen with efforts from the NZ Motor Caravan Association, if we tackle issues one by one in a methodical way, good outcomes can result. We continue to engage with NZTA officials to jointly progress our issues.

I wish to thank the members of our Executive and Advisors Group for their ongoing support, interest, enthusiasm, and even at times their tolerance and

patience, not to forget their considerable combined experience. During the coming year we may request information from you. Please do not simply ignore the request, as it will be important to us all that we have accurate advice and information to put forward a strong case on whatever issue is presented.

Finally, can I take this opportunity to thank those clubs who have invited me to speak on NZFoMC activities, either in person or by Zoom. I do try to do this whenever possible. Despite the challenges ahead we remain in good heart, and confident the core of the vehicle enthusiast hobby and industry in New Zealand will be preserved. As you can see, our voice does get heard and changes are made when it counts. My gratitude to all member clubs for your support of the Federation and it's now my pleasure to move acceptance of this annual report.

- The Hon Harry Duynhoven



Secretary's Annual Report

The secretarial office ran smoothly again this year, with ongoing efficiency and cost-saving gains continuing to be realised. All but one of our executive meetings were held via video conference. Several other sub-meetings on specific topics were held, resulting in timely responses and outcomes. We received great feedback and appreciation from member clubs for sending out regular news updates via email.

The Wheel Torque newsletter is also now emailed to member clubs, so it can be conveniently forwarded to the members of clubs. Paper copies continue to be posted to stakeholders and associates.

Website and Records Management

The website continues to be developed. In January, all member clubs were added to the website, (along with their website and Facebook addresses), allowing prospective members and others interested to easily obtain contact information about appropriate clubs. Several clubs have thanked us for this.

All AGM registrations this year were submitted online, facilitating a smooth and accurate registration processing. In the past year there have been 10,648 visitors to the NZFoMC site. Last month, 1,677 people visited and last week there were 262 visitors.

Planned enhancements to the website include:

- A more modern look and feel
- A plan to establish a presence on the social media sites
- Online membership renewal and possibly payment online
- Establishing a discussion board on current issues and topics, where clubs will be able to contribute, allowing members to actively engage with other NZFoMC members. It will be available only to member clubs (not the public) via club logins to ensure secure and free speech within our forum.
- Email notification of new postings on the website
- Enhancing the publications section

We also plan to Webcast next year's AGM to members of member clubs nationwide

Membership

For the 2021/2022 year, the NZFoMC had 116 member clubs, an increase of 15 clubs on the previous year, representing 89,409 individuals and 131,850 vehicles.

Income from membership was \$12,814.70 (an increase of \$2,081.15).

Subscriptions have been increased 10% for the 2022/2023 year to cover projects and planned expenses.

- Chris Butler, Secretary

Submissions Report 2022

Emissions Reduction Plan

In contributing to the public consultations on the Ministry of Transport's "Pathways to Net Zero" and Climate Commission's Emissions Reduction Plan our primary objective was to prevent the adoption of any policy proposals which might limit the use of our heritage vehicles and so far, so good. Previously promoted initiatives to ban ICE vehicles, phase out fossil fuels, and go all electric, have either faded into the background or vanished into a far-off future. So, at this stage the provisions outlined in the finalised Emissions Reduction Plan will have only gradual impacts on heritage motoring.

Biofuels Mandate

However, for many heritage vehicle owners, the use of biofuel is still not a safe option. There have been positive indications our submission on this issue resulted in official acceptance that provision must be made to ensure convenient access to supplies of petrol and diesel fuel is maintained. But how and whether this will be done remains to be finalised.

Incorporated Societies Act

The other issue dealt with during the year was the long pending update of the Incorporated Societies Act initiated by National and completed by the current Labour Government. Over the years our suggested revisions have largely been adopted including our recommendation that the ban on members receiving "financial gains" should not restrict clubs from subsidising activities and events, or supplying members with discounted parts and services, or providing adequate recompense for members making major voluntary contributions to the overall betterment and welfare of their clubs.

In the last draft of the proposed Act circulated for comment last year the definition of "Small Society" was set at those with revenue and assets totalling less than \$10,000. Our submission that this was unnecessarily restrictive was acknowledged and the limits raised to \$50,000 which exempts many more of our clubs from the financial reporting requirements imposed on large ones.

- Roy Hughes
NZFoMC Submissions Secretary

Global Organisations Combine to Protect Heritage Motoring

Two leading global organisations are joining forces to more effectively safeguard and promote a future for the world's historic vehicles and industrial heritage. FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) and TICCIH (the International Committee for the Conservation of the Industrial Heritage) have signed a Memorandum of Understanding which will lead to them working closely to promote their shared objectives to a wider audience. They will stage joint and co-ordinated events, promote training courses and freely share information.

Both groups realised some time ago that there was much common ground between FIVA's aims to protect and promote the future of historic vehicles and TICCIH's efforts to better understand and preserve key aspects of the world's industrial heritage. So, after two years of online meetings, they have agreed on a strategy of mutual support.

The joint Memorandum of Understanding was signed at the Rétromobile classic vehicle show in Paris by the presidents of both organisations, Tidde Bresters of FIVA and Dr Miles Oglethorpe of TICCIH. FIVA's Chairwoman of Culture and Youth, Nataša G. Jerina, played a key role in bringing the two organisations together and formulating the new agreement. After two years chairing the online meetings, she says: "This collaboration will now make it easier to exchange information and research. It will also enhance our efforts to raise wider international

awareness of the importance and value to society of the living preservation of the world's industrial and transport heritage."

A key objective is to encourage more young people to take an active interest in the work of both organisations. A renewed effort will now be made to find effective ways to make this happen. The next step for this collaboration is to raise wider awareness of the aims of both organisations as drawn up in FIVA's Charter of Turin and TICCIH's Nizhny Tagil Charter for The Industrial Heritage. FIVA's Culture and Youth Commission will now prepare a working plan for the coming year that will begin once it's approved by TICCIH.

Both heritage organisations say they are looking forward to working hand in hand to protect what they see as important elements of global technical, economic, and social history. FIVA is the worldwide organisation dedicated to the protection, preservation and promotion of historic vehicles and related culture, as well as their safe use. Since 2017, FIVA has been a non-governmental partner of UNESCO. TICCIH is the world organization for industrial heritage. Its goals are to promote international cooperation in preserving, conserving, investigating, documenting, researching, interpreting, and advancing education of the industrial heritage.