



THE NEWSLETTER  
OF THE NZ  
FEDERATION OF  
MOTORING CLUBS

# WHEEL TORQUE

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## **Saving Heritage Motoring from Climate Change Crisis** **NZFOMC Submissions Secretary - Roy Hughes**

***As New Zealand confronts the climate change crisis and the possible adverse impacts on heritage motoring a pressing need for the Federation of Motoring Clubs to change up into overdrive has become increasingly apparent.***

Since 1994 the NZFoMC has grown to 130 member clubs covering 140,000 individuals and more than 122,000 vehicles and comprising six broad sectors of recreational vehicle ownership, vintage and veterans, classics, vintage machinery and military vehicles, veteran, vintage and classic motorcycles, hobby off-roaders and 4x4's, and motorhomes and caravans.

Formed to provide a united voice to liaise with the authorities in order to prevent regulatory and legislative changes imposing excessive restriction on our involvement in heritage motoring, so far various successes have been achieved with relatively minimal expenditure of both money and time. But much more intensive action is now required.

As early as 2011 our fraternal equivalent in the United Kingdom, the Federation of British Historic Vehicle Clubs has conducted five yearly economic surveys of the contribution the commercial activities generated by heritage motoring make to national wealth. In 2021 those findings were complemented by a business survey undertaken by the newly formed Historic and Classic Vehicles Alliance.

The most recent FBHVC national survey estimated total spending by its members was adding £7.2B to the British economy annually, but the HCVA research has now identified total yearly business spending across the sector at around £18.3B. This research has shown that every year in the UK more than £2 Billion is invested in buying classic cars, £1.08 billion is spent on just insurance alone, and

the heritage motoring sector generates £2.9 billion in tax.

The UK classic and historic vehicles sector supports more than 110,000 jobs - often highly skilled and well paid. There are also 650 apprenticeships granted each year which create opportunities for the younger generation to maintain vital skills into the future.

As previously outlined the NZ FoMC has been planning similar research to determine the economic, social and environmental footprint represented by our membership. We believe it will be the first-ever such survey of the multiple beneficial impacts the historic and classic vehicle sector has on the New Zealand economy.

The survey will be undertaken by one of New Zealand's leading market research agencies, following a comprehensive briefing from the NZFoMC Project Team. Plans are advanced to appoint an appropriate agency with the research commencing in February /March, and the initial results scheduled to be available later in the year.



NZ Federation of  
**FoMC**  
Motoring Clubs Inc



## INTERISLANDER & BLUEBRIDGE FERRIES DISCOUNTS

The FoMC offers special fare discounts on both the Interislander and Bluebridge through the MotorSport NZ Discount Booking Agent (MSDA) Tony Hirst.

The arrangement includes the following:

1. All bookings made through MSDA are fully flexible discount rated and payment is not required until one week prior to departure.
2. All bookings made through MSDA are fully refundable providing cancellation is made 24 hours prior to departure.
3. All rates are the best available at the point of booking.

To receive these rates and conditions the bookings need to be made by contacting Tony Hirst on 021 726 711 or email: [tony@cookstraitcrossings.co.nz](mailto:tony@cookstraitcrossings.co.nz)

Make sure when booking to mention you are part of the Federation of Motoring Clubs. Some of the FoMC Executive have used the services of Tony Hirst already and found the rates and service offered by MSDA to be of a very high standard.



The advertisement features a dark blue background with a stylized white logo of a bird or wing above the text 'interislander' and 'NGĀ WAKA | NEW ZEALAND'S FERRIES'. Below this is the 'BLUEBRIDGE COOK STRAIT FERRIES' logo. A dark blue box contains the text 'TONY HIRST', 'DISCOUNT BOOKING AGENT', 'MOB: 021 726 711', 'tony@cookstraitcrossings.co.nz', and 'www.cookstraitcrossings.co.nz'. At the bottom, the text 'BOOK NOW!' is displayed in large white letters.

Initially the project team has concentrated on scoping out and identifying the range of businesses that provide products and services to the heritage and recreational vehicle sector, including repairs and restoration, and the provision of museums and events.

We are moving into an era of increasing challenges and uncertain change, with our ongoing enjoyment of heritage, classic and recreational vehicles under developing threats, either already existing or still potential. Those threats and challenges traverse at least three dimensions, ever growing government regulation, the policies and philosophies within central Government departments and agencies, and the pressures of issue manipulation/posturing in the news media and public opinion.

Misguided and uninformed arguments have fermented widespread misconceptions that heritage motoring is environmentally unfriendly and should be limited or even banned. When the reality is it promotes sustainability, preservation, restoration, and reutilisation of the world's diminishing resources.

While the planned survey will require considerably more investment of money and time than the NZFoMC's previous activities the knowledge and data accumulated will be essential to continuing our efforts to fulfil our commitment to preserving a future for heritage motoring.

## New Incorporated Societies Act 2022

Updating of New Zealand's incorporated societies legislation became law last April but there is no rush to comply with the revised requirements because the Ministry of Business, Innovation and Employment is still working out what new regulations will also be needed.

From October 2023 existing clubs will be able to apply for reregistration but between now and then, in order for it to function as intended, the Act must first be supplemented by revamped regulations.

Those regulations will determine details of the new regime, such as how clubs will apply for reregistration, and what penalties could be imposed for breaches of the new Act. Initial consultation with clubs has been completed and around April the draft regulations should be available for further feedback.

So, while reregistering will be possible from October onwards clubs will have until April 2026 to rewrite their rules to meet the more complex dictates of the Incorporated Societies Act 2022 and apply for reregistration.

The NZFoMC has a team preparing guidelines for distribution to our member clubs on how to comply with the requirements of the new Act once the supplementary regulations have been finalised.

# Government Delays Biofuels Mandate Start

Implementation of the Sustainable Biofuels Obligation which will compel fuel wholesalers to mix biofuels into their petrol and diesel supplies, is now being put back a year until 1 April 2024. Announcing the postponement Energy Minister Megan Woods said, “while biofuels will account for a very small part of the overall fuel price, we recognise that motorists don’t need any extra costs in the current cost of living crisis.”

In expectation fossil fuels will continue playing a crucial role in New Zealand’s transport system for an extended period, Minister Woods said other initiatives to achieve the proposed emissions budgets are being developed. The delay also allows wholesalers more time to instal the necessary infrastructure and source high quality feedstocks.

From the launch of the mandate fuel wholesalers will be required to achieve emissions reduction targets of 2.4% in 2024 and 3.5% in 2025. Provisional targets will be set for 2026 and beyond, increasing up to 9.0% by 2035, with adjustments in the intervening years to offset the delay in implementation.

“Biofuels are a great way to reduce emissions without replacing existing ICE vehicles. Biofuels alone won’t get us to net zero, but they are an important part of the toolkit to help us manage a fair, inclusive and equitable transition to a low-emissions future,” says the Energy Minister. “The Sustainable Biofuels Obligation will play a significant role in supporting this and delivering the Government’s Emissions Reduction Plan (ERP); it will prevent around one million tonnes of emissions from cars, trucks, trains and ships over the first two years and up to nine million tonnes by 2035.”

## Sustainable Biofuels Obligation

Biofuels are renewable, low-emissions fuels derived from biological matter such as plants, animal wastes, forest residues and other organic material. As some biofuels are more environmentally sustainable than others the Government proposes to introduce regulations to set strict sustainability criteria such as limiting the total amount of food and feed-based biofuels and excluding feedstocks that have caused deforestation of old-growth forests such as the development of palm oil plantations.

The Sustainable Biofuels Obligation Bill had its first reading in Parliament in November with the Select Committee consideration of submissions continuing into January. Regulations are also being developed to support the Bill.

Strict emissions reduction targets for the first 2 years of the Obligation will be included in the new Act, with provisional targets set for 2026 to 2035. It will also establish strict sustainability criteria for which biofuels will be able to be used and exclude or limit the use of feedstocks associated with indirect land use change (such as those which cause deforestation) and those which could impact food production or indigenous biodiversity.

And it allows regulations to be developed to determine which products may meet the sustainability criteria, and what types of waste products may be excluded.

Transport Minister Michael Wood has committed the Government to ensuring fuels suitable for use in heritage vehicles will continue to be available after the mandate is in place. Use of biofuels can damage vehicles manufactured prior to 2010.

## Are Modern EV’s a Great Leap Backwards?

**Roy Hughes, Submissions Secretary, NZFoMC**

While it is now almost forgotten, the most pressing transport pollution problem afflicting humankind in the 19th century was not the unseen CO<sub>2</sub> of today’s world but the rising layers of solid and odorous horse emissions, plus their expired carcasses filling the streets of rapidly growing industrial towns and cities

So, by century’s end, the fast-developing phenomenon of motorized travel was attracting wide public support as a means of cleaning up the

polluted streets and making cities liveable again. Not one but three methods of propelling vehicles were evolving to replace horses - steam, electricity, and the internal combustion petrol-powered engine.

What was probably the first electric vehicle with its own power source to transport people was tested in Paris by French inventor Gustave Trouvé in 1881. After improving the efficiency of a small electric motor developed by Siemens and hooking it up to the recently developed rechargeable accumulators, he fitted it to a tricycle built by English cycle manufacturer James Starley, founder of the firm which became the Rover Car Company.

Although the test was successful, unable to patent his electric trike Trouvé adapted his battery-powered motor to propel a 5-metre prototype boat, confusingly called Le Téléphone, which reached a speed of 3.6 km/h going upstream and 9.0 km/h downstream. As he made the little electric engine





portable and removable from the boat, he also effectively invented the outboard motor.

In the United States the first practical electric vehicle was built in September 1890 in Des Moines, Iowa and within ten years 38 percent of American automobiles were electrically powered, far surpassing the modest 22 percent of petrol-powered vehicles, and nearly catching the 40 percent powered by steam.

By 1900, an electric car had won the world's first hill climb and held the world record for a "flying kilometre." The first road fatality caused by an automobile is said to have occurred when an electric car ran over a pedestrian, and it was an electric ambulance which transported the mortally wounded President William McKinley to an emergency hospital in 1901.

A forgotten early "Elon Musk" of the 20th Century, commercial chemist Oliver Parker Fritchle moved into electric vehicle repair after pioneering a method of refining tungsten. He realised any future for electric motive power would depend on upgrading the performance of rechargeable batteries. His experiments resulted in a twenty-eight-cell, 400- to 600-pound battery pack that powered an eight-horsepower motor. On one overnight charge, a one-ton Fritchle could travel 100 miles or so and no other electric cars had batteries like the Fritchles.

By 1912 the range of Fritchle models included a five-passenger brougham for \$3,600, a four-passenger roadster for \$2,500, a two-passenger

roadster for \$2,100, and a half-ton truck for \$2,000. But petrol-powered Fords of the same era cost \$440 to \$550. And with Charles Kettering's invention of the electric starter which replaced the difficult and dangerous hand-cranking previously required for ICE vehicles, electric cars lost their major marketing advantage.

So, by 1917 Fritchle had closed down electric vehicle production and his company became involved in wind-powered electricity generation. During the next five years his company constructed eighty wind-generating electricity plants in 20 states and overseas, before he ended up working for Buick.

Considering that in earlier times there were more than 500 EV manufacturers in the world and their production numbers initially exceeded ICE vehicles it is perhaps perplexing that today vintage electric vehicles appear to be even rarer than Betamax video recorders.

But as the various shortcomings of EV's which finished off the Fritchle such as price, weight, range, and charging time are still yet to be effectively resolved the inherent continuing market disadvantages of the latest derivatives are currently being offset by excessive government subsidisation. Taxing the poor to transport the rich must become increasingly unpopular with the voting public. So, there may still be a revival for fossil-fuelled vehicles or perhaps we will learn how to breed lower emission horses.

60 MOTOR AGE

## THE 100-MILE Fritchle Electric IS GUARANTEED

to travel 100 miles to the single charge — over city streets or country roads.

We are now ready to close 1909 Agencies. Write for our proposition.



**VICTORIA PHAETON \$2000**  
Complete line includes all styles

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**CENTRAL GARAGE**  
1310-12 NEW YORK AVE.  
GASOLINE AND ELECTRIC CARS  
STORED AND REPAIRED  
PHONE MAIN 9444  
WASHINGTON, D. C. December 10, 1908.

TO WHOM IT MAY CONCERN:

This is to certify that we charged Mr. Fritchle's Electric Automobile and assisted in running down the car.

When the car left the garage, the odometer registered 2254 miles and when it returned the next day, it registered 2259 miles, showing that 101 miles had been run on one charge.

We are positive that the car was not recharged anywhere in the meantime.

*Roll C. Fritchle, President*

The above letter is respectfully submitted as absolute proof of our "100 mile per charge" claim — in this particular instance, however, the mileage having been made by a Fritchle Electric immediately after the completion of an overland tour from Lincoln, Neb., to New York City, thence to Washington, D. C. through hundreds of miles of mud and over the Allegheny mountains.

Art Catalogue showing entire line of open and closed cars mailed on request

**The Fritchle Automobile & Battery Co.**  
1449-1455 Clarkson St., Denver, Colorado