



# WHEEL TORQUE

Issue 41 | July 2024

*In this Issue: Progress on a revision of WoF rules for our members; 2024 AGM reports; how you can use the Historical & Classic Vehicles Survey; update on the Incorporated Societies Act 2022; and meet new Executive Member Bruce Lewis...*

*Note: If you click on a link in this newsletter, you may need to use the back arrow on your internet browser to return to the newsletter.*

## President's Patter

Garry Jackson, FoMC President

**Welcome to this issue of the Federation's Wheel Torque newsletter, with updates across a wide number of fronts.**

From my viewpoint as President, I sense that the last few months are the beginning of new thinking and new energies within the Federation. This is largely borne out of the impact of the NZ Historic and Classic Vehicle Research Survey, but also from the realisation that times are changing and that as a wide-ranging association of automotive enthusiasts we also need to start thinking a little differently. I constantly remind myself of the old saying, "to stand still is actually to go backwards"!



FoMC President Garry Jackson presenting at the 2024 AGM.

Accordingly, the Federation's recent AGM in late May took on some new challenges, and it did so with a new approach. Gone (at least for this year) was our traditional format with a guest speaker, replaced by an interactive workshop discussion with the club attendees on our early, high-level thinking about how we strengthen the Federation for the future. We had discussions across a range of subjects including our finances, growing our membership, developing a plan for membership benefits across our 140,000 members, and more. This session saw us sow some seeds and indicative plans, and then turn the discussion over to our club attendees to critique our thinking, and to brainstorm further ideas and suggestions. A great start for what we need to do in the months ahead.

The other initiative was an interactive presentation of some of the detail of the NZ Survey, a task shared across the entire FoMC Executive, each speaking to their respective sectors of interest and highlighting some of the key results that bring the whole of the 150 page Final Report to life. It was a great session, and it brought home the magnitude of the research project itself and the wealth of data and learnings arising from it. You'll see further thoughts from me regarding the importance of the Survey and how your clubs can make use of the results later in this issue of Wheel Torque.

In the meantime, I hope you find the updates in this Issue 41 useful, and very best wishes to you all. Enjoy the drive!

Garry

# Significant progress towards a revision of WoF requirements for historic vehicles

*Some good progress in our long-running pursuit of revised WoF terms for historic vehicles has taken place in the last few weeks...*

## Meeting with the NZTA

*There have been three important steps taken to advance the WoF issue recently:*

- Firstly, a meeting with Minister of Transport (covered adjacent).
- Secondly, the development of a detailed new proposal for 12-month WOFs for all vehicles 40 years and older, and no WOF requirements at all for veteran vehicles (1919 and earlier).
- Thirdly, a very good (first time ever) meeting with the NZTA's Director of Land Transport and Deputy Director in mid-June.

The Federation's new Proposal Paper is a very comprehensive document, drawing on extensive analysis of crash data statistics by vehicle age (where vehicle condition has been identified as a major contributor) and WOF failure rates, also by vehicle age and annual kilometres driven. These statistics powerfully support our proposal. A summary version of the Proposal Paper was presented to the Minister in April, and an updated version submitted to the NZTA in late May.

Whilst the Minister has indicated strong interest in the Proposal, the actual decision rests specifically with the NZTA, under the statutory parameters of the legislation underpinning the NZTA's role and their decision-making responsibilities. Hence the importance of our meeting with them. Our meeting itself was very cordial, good (and probing) discussion, and we have been assured of "prompt" attention and a timely decision.

Fingers crossed!



FoMC President  
Garry Jackson

## Meeting with the Minister

*On May 15<sup>th</sup>, FoMC Past-President Harry Duynhoven & Vice-President David Raven travelled to Auckland to meet up with the new Transport Minister to fill him in on WOF issues related to historic vehicles.*



Hon Simeon  
Brown

The FoMC Executive had carried out their groundwork, that clearly showed the failure rate on WoFs for all light vehicles (over 40 years old) match the figures for light vehicles up to 10 years old. These show clearly that old cars are as safe as cars up to 10 years old on WoF failure rates. In fact, as new cars have no WoF requirement until 3 years old, the failure rate for 40+ year old vehicles is actually the lowest! The figures for intervening groups show increasing failure rates as the cars age, from 10 years up to 30 years. So we have a solid argument to take to the NZTA.

The Minister was receptive to our requests for an annual WoF and we have submitted more information to the NZTA. We also discussed other issues with the Minister involving WoFs for our vehicles, including the technology differences with more modern vehicles, and again made the suggestion that veteran vehicles be exempt from WoF inspections.



## 2024 AGM Report

David Raven

*The AGM was held on Sunday 26<sup>th</sup> June at the Wellington Vintage Car Club in Petone.*

FoMC  
2024 AGM

We would firstly like to thank the VCC for their hospitality in hosting us, along with their excellent catering.

After welcoming the delegates, the AGM commenced at 10.30am. Unlike previous AGMs, which had keynote speakers, for this AGM the Executive felt that the [survey data](#) was the most important item to be discussed. The morning session therefore covered the survey data, with each member of the Executive being tasked with an 8 minute [presentation of each segment of the survey](#). This proved to be an excellent idea as we all learnt about other sectors of the FoMC: Veteran and Vintage (*Chris Dyer*), Classics 1949 to modern (*David Raven*), Hotrods and Customs (*Warren Pattinson*), Historic and classic motorcycles (*Murray McLean*), Historic Machinery (*Harry Duynhoven*), Military (*Lew Skelton*), Motorhomes and Caravans (*Peter Thompson*) and Other Classes (*Garry Jackson*).

After an excellent lunch, we moved onto the direction that the FoMC now needs to take, with a session called “Strengthening the FoMC for the Future” with open discussions from the floor on the ideas. We have formed Working Groups to undertake this work, and will be covering these in future issues of Wheel Torque.

The AGM then finished with the President, Treasurer and Secretary’s reports. Following last year’s investment in the Survey and the strategic planning workshop, our finances are a little constrained at the moment. We took measures to address this, including the decision to save costs by again holding the AGM in Petone as this assisted with cheaper travel and accommodation costs.



The FoMC was once again grateful to have use of the Vintage Car Club in Petone for our AGM.

## Election of FoMC Executive Committee

The Committee remains almost the same as last year, but there were a few changes:

- We warmly welcome Bruce Lewis (President, Bay of Plenty Mustang Owners Club) onto the Executive, and are positive he will help shift the FoMC into overdrive! Bruce’s introduction is later in this issue.
- We said goodbye to Tony Bartlett and Peter Thompson as Executive Members. We thank them both for many years of service. Tony has been instrumental as our proof reader for most of our communications and the Wheel Torque newsletter, and put in some seriously hard work on research of the Incorporated Societies Act (2022). His eye for detail is legendary! Meanwhile, Peter was our specialist in Regulatory and Motor Homes and Caravans, being the Motor Caravan Association rep. His guidance and wisdom was always appreciated. Peter has transitioned into a technical advisory role to the Executive.

## Looking ahead to 2025 AGM

Next year, we plan to hold the AGM in Christchurch, possibly as a 2 day event. As this will be the 30<sup>th</sup> AGM so we’re considering a few special “optional extras”. Watch this space!



## NZ Historic and Classic Vehicle Survey

Garry Jackson

*As Wheel Torque readers and Federation members will be fully aware, the final results of our first Historic & Classic Vehicle Survey were published in February.*

All details (in both Summary Report and Final Report versions) have been communicated and are available on our [website](#).

The important point for all of us to grasp, and to use, is that the Survey itself and its headline outcomes have an indefinite life and huge relevance. Nothing can change the fact that collectively the historic and classic vehicle sector in NZ has a \$16.5 billion economic footprint! Or that of the NZ public at large (70%) love our vehicles and support who we are and what we do.

I might be a little biased, but I’m totally convinced that in the discussions we have had in recent weeks with the Minister and with NZTA, the Federation has been seen in a stronger, more positive light than before. The Survey is the difference.

## How you can use the Survey results

The role of the Survey, and its benefits, don’t start and stop with Government. Each and every one of the Federation’s clubs, and the members of each of our clubs, now have opportunities and responsibilities from the Survey that were never available before.

Use the Survey and the weight that it gives in your continuous push for new members. Use it to increase the profile of your club in local media, or as you seek local sponsorship support for a local auto show event or similar. Make sure that your club uses its Facebook page to promote the Survey’s headline results and how important they are. Encourage your individual members to do the same on their own personal Facebook pages, to spread the story (and build the interest) far and wide.

And these are just some of the things you can do. Please give this your full attention, maybe by dedicating an upcoming Committee meeting to discuss and brainstorm what you can do to make the Survey work for your members and your club. The Survey in all its detail is the best news ever, and the greatest opportunity, for all of us as historic and classic vehicle owners and enthusiasts. Tell the story over and over again!

## Update from FoMC Working Group on the Incorporated Societies Act 2022



David Raven

Incorporated Societies Act 2022

*The FoMC has been following the new Incorporated Societies Act (2022) since its inception. We formed a Working Group and have attended several webinars run by Christchurch law firm Parry Field that looked into constitution requirements for clubs like ours.*

The Act came into force on 5 October 2023, but existing clubs have until 5 April 2026 to re-register and comply with the rules under the new Act. The new Act requires a much higher level of Committee responsibility and “formality” than the old Act. Club officers and committee members need to be formally aware of the governance responsibilities that they will be responsible for as a managing committee. This includes understanding record keeping, data security and disciplinary requirements.

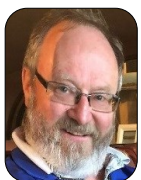
### FoMC guidance to member clubs

As the FoMC Working Group has learned more about the new Act, we have come to the view that we cannot provide the expertise we originally hoped we could to member clubs on how to meet the new Act’s requirements. This is for two key reasons:

1. We don’t have the necessary professional knowledge to offer specialist guidance. Our member clubs are too varied in terms of both size and club make-up to offer a single level of guidance (e.g. we have national clubs, regional clubs, clubs with multiple branches, etc).
2. There are other sources of information that will serve our member clubs better.

Parry Field, and many other legal firms, have now published detailed [Q&A's](#) and other advice online. They can respond to enquiries from clubs and other affected parties with detail that surpasses anything that the FoMC can offer with our voluntary resources.

- ◆ Parry Field has an [Incorporated Societies Information Hub](#) which we encourage member clubs to make use of to aid in updating your constitution.



## Secretary's Corner

Chris Butler

*This is my fifth report as Secretary of the NZ Federation of Motoring Clubs Inc.*

The secretarial office has again run smoothly this year. All but one of the Executive Meetings were held via video conference. We also had many other online meetings on specific topics, resulting in smooth, agile and timely operations. However, at various times the secretary has been rather overloaded and is seeking an assistant for administration tasks, so if you're keen to contribute in this important role contact [Chris](#).

### Website and records management

The website continues to be well used, especially following the NZ Historic and Classic Vehicle Survey results. Plus all AGM registrations this year were processed online, facilitating smooth registration processing. In the past year there have been 9,508 visitors to the site with 23,786 page views. But ... I'm now in marketing mode 😊 ... The website requires modernising, so we are seeking website developers to contribute to the life of the Federation. We certainly would appreciate your expertise. Contact [Chris](#).

## New communications initiatives

As part of our modernisation programme, we now have a [YouTube channel](#) and are considering establishing a Facebook group. The Facebook group will require dedicated administrators to monitor incoming posts, writing regular and topical posts, all needed on a timely (not occasional) basis, so again we are seeking enthusiastic volunteers with skills in this area to manage this communications channel. Register your interest with [Chris](#).

In the meantime, we are strengthening our other email communication channels. Starting with this edition, we are using a new service to distribute the Wheel Torque newsletter. It will be easily readable on different types of devices. Individual members of member clubs will be able to manage their [subscription on the website](#).

## Membership: increase in our member clubs & subscription revision

For the 2023/2024 year, the FoMC has 149 [member clubs](#), an increase of 14 clubs from last year, representing 149,961 members and 126,635 vehicles. We lost two clubs due to dwindling numbers.

The 150<sup>th</sup> club to recently join is the [Manaia Classic Car & Bike Club](#). Even this little town in South Taranaki with a population of 985 has its own classic vehicles club with 40 members!

Income from membership was \$15,496.94 during the past financial year.

Substantial time and effort was required this year in chasing up overdue subs, with 16 clubs still to pay. Could all clubs please advise the [secretary](#) of change of officers and pay promptly, as it has a direct impact on our ability to operate effectively.

To support our operations and special projects, the membership fees are increasing this year by 20% (allowable in the constitution). New member clubs will have a base fee of \$100, as the current \$26 base fee is insufficient to support the Federation's ongoing operations. If your club's membership fee is less than \$100, we would very much appreciate consideration of \$100.

This year we will perform a review of our membership fee structure to support the Federation for the future and we'll present our proposals at next year's AGM for approval.

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## Introducing Bruce Lewis

### New Executive Member & President of the Bay of Plenty Mustang Owners Club

I was raised on a farm in the early 1950s where tractors, cars and our trusty '39 International truck were always on topic, and where starting up one of the tractors to warm up while a cup of tea was enjoyed was mandatory.

I well remember being presented with my first bike when I was about four and a half so I could learn to ride the 2 miles to school by age 5. The bike was a few sizes too big at the time, but it was like buying shoes in those days - you grew into them! Actually, the riding bit came easily, but finding a suitable post or power pole from which to launch and fall off against was a bit more of a challenge. The offer of a girl's bike so mounting and dismounting could be more easily achieved was an option I quickly dismissed, so after a few more skinned knees I acquired the gentle art of 'swinging my leg' (please excuse the phrase).

Following a successful attempt at School Certificate, the offer of a French Polishing trade won the day with 8,000 hours or 4 years' apprenticeship. This quickly turned into just over 3 years with 50 hours a week due to the pending Christchurch Commonwealth Games in 1973 and the advent of 6 new hotels in Christchurch to be fitted out!



Bruce Lewis with his 'pride & joy' in Taupo.

The added bonus of repolishing the Mk2 & Model S Jaguar interior wood trims, due to the huge uptake of the new and exciting XJ6, afforded me an introduction to Ian Archibold and an invite to Ruapuna Motor race days. Once again, these cars captured my imagination, so I worked to go motor racing and watching the heroes of the day such as Paul Fahey, Rod Coppins, Ron Slyvester and of course Ian Archibold whenever possible.

Following 8 years as National Tutor for my Trade, the government of the day announced a 'sinking lid policy' on Trade Training on a number of trades. Sadly we have never recovered from losing such a great opportunity for our sector and for our young people!

The move to Tauranga in 1979 afforded the opportunity to take up the lease on a small Mobil service station in Cameron Road and subsequently we put in a CNG dispensing facility. As we had a workshop at the rear of the service station, we decided very quickly that there was an opening to install CNG and LPG, and given the generous loans being offered by the government of the day to do the installations we made the decision to proceed immediately. The next day I approached the largest fleet owner in town and later that day I had an open order to convert most of the 200 vehicle fleet of Tauranga City Council to either CNG or LPG. The automotive industry was giving me a warm welcome! However, after some 3 busy years, Theo Stanton, an old motor racing identity and Mercedes Benz franchiser made us an offer we could not refuse!

Early in the 1980s an opportunity to purchase the assets of 2 leading corporate polyethylene pipe manufacturers in Auckland came our way, and combine them, which we subsequently did. Shortly following our acquisition, I noted an advertisement in a European Civil infrastructure magazine regarding a new polyethene pipe and fitting system which was manufactured to the European standard. We quickly contacted Thames Water in the UK and offered to manufacture the pipe under license and market the fittings here in NZ, and they quickly agreed! This product was adopted by the local bodies and the pipe is the blue polyethylene pipes you see in the streets today. We subsequently accepted an offer by a corporate and the rest is history.

The blue pipe product started me down the road of interface with local body engineers nationally and included a term on Australian & NZ Standards for all potable water-related products. I did regular presentations at industry trade exhibits and technical consultations and held various management roles, which have kept me busy until my recent retirement from the industry in October 2023.

I am now gainfully employed in our busy 20-plus staff laundry business in Rotorua.

Meanwhile, my ongoing passion for cars of all types has resulted in my involvement over the last 20 years in both the Auckland and Bay of Plenty Mustang Owners Clubs. I've held both Committee and President roles, along with judging at local car shows and National Conventions.

I now look forward to contributing to the good work already underway by FoMC. I see huge potential for us in continuing to represent our wider motoring clubs in providing a progressive and financially sound base in which to better serve this rich heritage-based industry.

*Bruce*



## Subscribe to the Wheel Torque newsletter!

As a member of an FoMC member club you can [subscribe to Wheel Torque](#) and receive it as soon as it is published.

We no longer print and distribute hard copies of this newsletter, but it is able to be easily read on different device types such as desktop/laptop computers, tablets like iPads, and smart phones, and it should print at home easily if you want a printed copy. As always, we welcome feedback at any time on Wheel Torque or our other communications. Contact FoMC Secretary [Chris](#) Butler.

***We hope to be at all major shows this year. Look out for our teardrop FoMC flags. Drop by for a chat!***

## Next Issue...

- **A precis of the new FoMC Working Groups** and the areas they are focusing on.
- **Liability Insurance** - a detailed analysis of liability insurance and information on whether your club needs it regardless of whether your club is planning to remain an Incorporated Society under the new Act or not.