



*Protecting our heritage into the future*

## Issue 44, June 2025

Welcome to Issue 44 of Wheel Torque, which features our new logo, announced by President Garry Jackson unveiled at the AGM, and further described in the Secretary's Corner.

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## President's Patter – Garry Jackson



***Welcome to this issue of Wheel Torque and the updates and stories from the NZ Federation of Motoring Clubs Inc. There's certainly a lot going on, and it's keeping us as volunteers rather busy!***

We are all awaiting with high interest and expectation Government announcement on the “Vehicle Standards Compliance Amendment (2025)” aka “Annual WoF/CoF”. Sincere thanks to our clubs and individual members for the great effort with submissions to NZ Transport Agency (Waka Kotahi) on the proposals. We understand that the submission count exceeded 13,000 (!), an all-time record for their regulatory team.

We're aware that many submissions included other suggestions and the NZTA team have advised us that they will be considered for future policy work. We understand that officials have made recommendations on the annual WoF/CoF to the Minister of Transport, and the indicative timetable was for any changes to be announced by mid-2025. We remain realistically confident and we'll let you know as soon as we are able to. You're likely to hear about it from multiple sources.

The key points made in the [FOMCs submission](#) were:

- Supporting an annual WoF for light ‘vintage’ vehicles (aged over 40); but
- Supporting a lifetime WoF for light ‘veteran’ vehicles (pre-1919); and
- Supporting an annual CoF for private motorhomes; and
- Recommending investigating annual CoFs for heavy heritage vehicles aged over 40 and which don't operate on a commercial Transport Service Licence.

Our last two months or more have been focussed on our 30th AGM weekend, held in Christchurch May 17/18, and you'll read much more about this in associated articles in this issue.

The other big subject that is presently foremost on my agenda is a forthcoming introductory meeting with Minister Paul Goldsmith, Minister for Culture and Heritage. The Federation has contemplated such a meeting for many years, to open up discussion with Government officials regarding the importance of recognising

heritage and significant historic vehicles - Moving Monuments - as part of our history alongside the recognition and status awarded to significant buildings, trees and so on. There are major developments being made in these areas in other countries, and my meeting with the Minister in July is an important first step for us. More information to follow!

To all Wheel Torque readers, thanks for your ongoing enthusiasm, support and participation in all the activities across our sectors, even in the winter months. I look forward to catching up somewhere, sometime soon!

Best wishes



Garry Jackson  
President, NZ Federation of Motoring Clubs Inc.

## NZTA WoF/CoF Update – Hon. Harry Duynhoven



Although the Federation Executive had very much hoped to have the Minister of Transport, Hon. Chris Bishop attend our AGM, this was just not possible on this occasion. Having put significant work into the 12 month Warrant of Fitness proposal for over 40 year old vehicles, (and the 12 month CoF for heavy motorhomes) we were hoping to have a decision, following the Minister's announcement at the British and European Car Show in Trentham early in the year. We've been working on these and associated issues for around 5 years and have developed an excellent working relationship with NZTA officials and built up a thoroughly prepared case. We continue discussions on a way forward and hope that announcements will follow, given the support of the officials who have assisted, and the positive comments made by Minister Bishop and the Prime Minister.

(Hon.) Harry Duynhoven.  
Past President, FoMC

**Editors Note:** Harry has also written the next section, including the after dinner speech from Allan Dick, whom Harry has had the pleasure of knowing for over 30 years.

## 30th Anniversary Celebrations and AGM – 2025

– Hon. Harry Duynhoven

The 30th Anniversary AGM was held on the weekend of 17/18th May in Christchurch, and it was decided to increase the length of the AGM, and turn it into a celebration event.

The NZ Federation of Motoring Clubs Inc. is a lucky organisation in many ways; after being founded by several enthusiastic car clubs at Taupo in 1994, we continue to attract a large number of enthusiastic attendees at our AGM. Over all those years we have been able to consistently attract competent and keen executive members and officers. This year's 30th AGM, held last weekend in Christchurch, had a few standout additions to celebrate. Since 1994 we've grown substantially, now 150 individual car, motorcycle, vintage machinery, military vehicle clubs, Hot Rod and motor caravan clubs, with a combined membership of around 150,000 people. Recently I saw a young guy driving an immaculate Standard 10 from the early 1960s; to me that was a great sign of young interest.

It's important to acknowledge the substantial work put in by our President Garry Jackson, our secretary Chris Butler and Chris Dyer (our executive member who lives in Rangiora). They collectively put together the program for the weekend and the surrounding events. Organisations depend heavily on their local people to take care of the details; local transport, venues, catering, displays, excursions etc. Those attending (in very good numbers this year) greatly appreciated all these arrangements. Over the decades the Federation has tried to hold every 3rd or so AGM in the South Island, so that our many clubs there can have easier access and cheaper travel costs. Since well before Covid, the FoMC has been saving costs by having most of our executive meetings on-line, using Teams, and maybe in the future the "other island" can also attend the AGM "virtually".

As club delegates arrived at the Sudima Airport Hotel, they were greeted by a welcoming desk in the foyer, with a great display including two very rare cars, one of which I'd never before seen. Most enthusiasts will be very familiar with the 1886 Benz Motorwagen, the world's first practical internal combustion engine car. Recently I saw "the original" in the fabulous Mercedes Benz museum in Stuttgart, together with a film, including original photos and newspaper coverage. I didn't know that two amazing replicas were constructed in New Zealand, with permission of Daimler Benz AG. It was no surprise to see the one on display was registered and has obviously been regularly driven. For New Zealanders, the other "car" on display was of great interest. It is a replica of the 4 wheeled single cylinder Dennison which was constructed in 1900 by a very talented engineer, originally from Oamaru. On his proving journey he drove it from his workshop in Christchurch to show friends in Oamaru, on the "roads" of the day this was 4 days. Without doubt this was the first practical petrol engine vehicle built in our country. Is it any wonder NZ'ers have such a strong presence in all sectors of automotive and racing endeavours worldwide to this day?

The 3rd vehicle on display was a motor cycle, a beautiful and extremely rare (one of 25 built) Matchless G50 Golden Eagle, 500cc, 1962 model, essentially a racer for the road of its era. New Zealand is blessed with a number of world class vehicle restoration companies. Pre-eminent of them is Auto Restorations in Christchurch.



More details on the cars and motorbike in the foyer are later in this newsletter.

## **Auto Restorations Visit** – Hon. Harry Duynhoven

The AGM commenced on the Saturday afternoon with a visit to Auto Restorations, who have had several of their restored cars compete and win the prestigious US Pebble Beach concours event. Hosted by George Kear and 2 of his employees, all of whom were very generous in showing our delegates all aspects of their amazing facilities and many of the completed vehicles and those undergoing restoration. Virtually any make and model, of any age, can be brought back from a derelict rust pile to a concours masterpiece. Our “hour or so” tour lasted much longer, with several hundred questions answered. A hugely impressive afternoon.

Equally impressive was the associated craftsmanship and skills required to undertake these restoration projects. Also much in evidence, was the pride taken by George and his Team in their work. We should all be proud to have companies like this in NZ, with many of the projects being shipped in from overseas to be restored.

Many thanks to George and his Team (below)



*(Left to Right) Garry Jackson (President FoMC), George Kear (Chief Operating Officer, Auto Restorations) and Apprentices Jessie and Jonte*

## 30th Anniversary Celebration Dinner

– Hon. Harry Duynhoven

In the evening it was back onto the buses to the wonderful Canterbury Vintage Car Clubs rooms for the FoMC 30th Anniversary Dinner. This was a great event with speakers covering the FoMC history and a great after dinner guest speaker. Five former presidents spoke; founding President Carl Pederson described the early years, and then Peter Tibbs filled in the second decade, followed by Jeff Tobin giving us a detailed speech on his years and particularly the Special Interest Vehicle policy development, which I signed off during my time as Minister (taking about another 4 years to be implemented !).

We then moved on to the main after dinner speaker with Allan Dick.

You can watch Allan's presentation here: [https://youtu.be/24g1Rj\\_Okzs](https://youtu.be/24g1Rj_Okzs)

Allan is regarded as the elder statesman of the motoring journalist world and spoke completely without notes. He regaled us with tales of his early motoring years, then covered his career in media, and some highly amusing stories of new vehicle launches at luxury venues around the world. He regarded himself as having been very fortunate to have had this experience. Having told us about some of his journalist colleagues' driving "abilities" and crashes, he was probably fortunate to have survived unscathed! Allan also told us that we were his last speaking engagement, that at 85 years young, he'd decided to retire. I am so pleased he honoured the FoMC with this final favour. I hope he'll reconsider and do guest appearances on occasions, it will be a pity if more young people don't hear of his experiences and enjoy his enthusiasm. We wish Allan and Helen every happiness as they cover many kms in their motorhome around NZ.



*Allan Dick*

To finish the evening my predecessor as President, Malcolm Lumsden, gave a humorous speech outlining what happened when he and I decided to invite Green Party MP and then Associate Minister of Transport, Julie Anne Genter, to be our guest speaker for our AGM. Not only were we all amazed that she was an American classic car enthusiast, but she gave an excellent speech and we were able to raise the issue of 12 month WoFs with her.

As the last of the former Presidents, I had the task of bringing the evening to a close and covered how we have modernised considerably over recent years, and built a very positive relationship with NZTA officials. Although we'd hoped that the Minister of Transport might make an announcement on WoF's at our AGM, that wasn't to be, but we're confident progress is being made.

Many thanks to Mark Stockdale for his MC duties, and to the Canterbury VCC for their hosting of this event.

You can watch the slide show of the FoMC over the years here:

<https://fomc.nz/wp-content/uploads/FOMC-30th-anniversary-Celebration-Slide-Show.pdf>

## **Annual General Meeting** – Hon. Harry Duynhoven

On Sunday we held the AGM itself, where current President Garry Jackson unveiled our new logo, then outlined where the Federation is at and our current challenges and progress, and welcomed our guest speaker Claude Lewenz. Although Claude was not well known to most attendees, he has a fascinating history, being an extremely successful entrepreneur, a self-proclaimed disruptor to traditional modes, a practical environmentalist, and he and his wife chose to relocate to NZ over 25 years ago.

He gave a most interesting and challenging speech, talking of changing our whole view of our vehicles and hobby/addiction, to a view of these being "Collectibles" with a major intrinsic value to NZ and our culture, completely alongside and separate from the economic value identified during our Historic and Classic Vehicle survey of recent years. He made the point that we are only temporary custodians of our treasures and artworks and that these are an integral part of NZ history and culture. Everyone was really fascinated by his address and discussion continued well afterward.

Claude's presentation can be viewed here:

<https://www.youtube.com/watch?v=sl8vjxEURHY>





*(Left to Right) Claude Lewenz (AGM Guest Speaker) and Garry Jackson*

Following Claude's address we had the usual AGM formalities, with all office holder positions ably filled. I went home very satisfied that the weekend had been a very fitting celebration of the FoMC's first 30 years.



**FoMC Committee and Advisors**

*(Left to Right) Hon. Harry Duynhoven, Garry Jackson, Murray McLean, David Raven, Chris Dyer, Chris Butler, Chris Hogg, Warren Pattinson (Advisor), Bruce Lewis, Mark Stockdale (Advisor) and Michael Anderson*

Presentations of the President, Secretary and Treasurer reports can be viewed here:  
<https://www.youtube.com/watch?v=F6E-WQDKlno>



**Editors Notes** (photos also supplied by Editor):

- *Feedback from all who attended on the new format of the AGM was very positive, so we are hosting a similar format AGM at the Sudima Hotel in Rotorua on Sat 17 and Sun 18 May 2026.*
- **Sponsors**  
*We'd also like to thank our 3 AGM Sponsors, whose association allowed us to expand the AGM. They were:*
  - **CarTrack** – *whose advert has appeared in the last 2 Wheel Torque issues.*
  - **Rothbury Insurance** – *who have long provided Insurance services to our members.*
  - **Cumulo9** – *who are bringing us into the 21st Century with digital communications and associated services.*

## Post AGM: The Year Ahead for the Federation

– Garry Jackson

My President's Report to our recent AGM was a deliberately direct assessment of the Federation's current position, achievements and challenges. I outlined the six major tasks that last year's 2024 AGM had discussed and agreed for the year ahead....

- Strengthen FoMC's finances;
- Initiate Heritage discussions with Government;
- Progress annual WoF's;
- Initiate trade training and skills proposals;
- Improve FoMC operating processes and effectiveness;
- Initiate benefits and rewards for individual members (with concurrent funding streams for FoMC)

As per my Report, and being brutally honest, I gave myself a 5/10 assessment on our achievements ... directionally current but much more to do.

And so to the year of 2025/26, for myself personally as your President, and for the Federation in total, I'm committed to lifting our game on the exact same six priorities and work plans that we identified a year ago. Each and every one of them is important, timely and necessary in our collective interests, whether that be individual members and owners of historic and classic vehicles, individual clubs across each of our sectors across NZ, and for the Federation itself and its ability to do its job on our collective behalf in these challenging times.

But there's more!

As noted in the final paragraphs of my Report, in my view there are two additional challenges, one immediate and functional, and one more longer-term and "bigger picture".

The first is the need for all FoMC clubs to have a hard look at how each communicates with its individual members, particularly with regard to timeliness, efficiency, database accuracy, etc. In simple terms, if we are going to make progress on great benefits and rewards for individual members from major NZ brands (which will strengthen both FoMC and each club's membership), then we need clubs to be able to communicate such offers and updates to their members on a speedy and efficient basis. In simple terms, if you as an individual member are reading this Wheel Torque within one week of it being published to your club, that's great! If longer than a week, we implore your officers to send it to members as soon as they receive it.

On a far greater and more strategic level, the challenge we all face is the one that our AGM guest speaker Claude Lewenz targeted, the "Collectible Vehicle Economy". This will be the subject of a more detailed story in the next issue of Wheel Torque. In simple terms, it concerns the huge issues that we all face in a rapidly changing world, especially the ramifications and downstream consequences of the increasing influence of AI, the associated societal changes, and the effects on all of us especially as historic and classic vehicle owners and enthusiasts.

Watch out for more discussion!

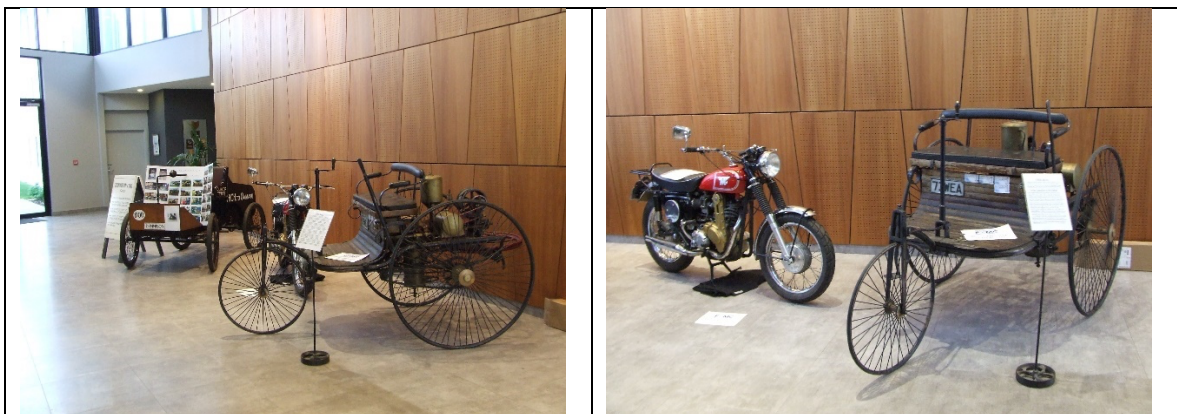
Again, my thanks to all.



Garry Jackson

## Veteran Cars and Matchless G-50 at the AGM

A huge Thank You to Executive members Chris Dyer & Murray McLean for organising this section of the AGM, which proved to be of great interest to both AGM attendees & general Hotel guests alike.



(Left to Right) 1900 Dennison, 1962 Matchless G-50 CSR Motorcycle and 1886 Benz

## **1900 Dennison – Tom Stephens**

Fred Dennison who built one of NZ's first cars was born at Hildethorpe just out of Oamaru 2nd January 1876. His father was the local blacksmith and this is where young Fred was introduced to world machinery and traction engines. Leaving Hildethorpe at the age of seventeen, he moved to Christchurch and worked for Adams, Curtis and Co cycle manufacturers. He moved back to Oamaru in 1897 and opened his own shop in Tyne St. He then returned to Christchurch in 1898 as a cycle manufacturer and engineer at 32 Cathedral Square. It was during this time, after studying designs of motor cars in magazines from overseas, that he set about building his own car. All the parts were built in Christchurch with the exception of the wheels, tyres, rims and driving chains.

In June of 1900 Fred made a pioneering journey in his car from Christchurch to Oamaru, starting in Cathedral Square, taking four days, over-nighting in Rakaia, Geraldine, Studholme and Oamaru. Unfortunately there is not a lot of information about this trip. It was reported in the Oamaru Mail on the 29th June 1900 that Mr F R Dennison arrived in town yesterday in a motorcar which he has constructed from his own model. It is powered by a gasoline engine of his own design. The present car, which admittedly it was only roughly built, can attain 15 MPH to 16 MPH under favorable circumstances.

It must have been a real adventure when you think of the condition of the roads then. Fred Dennison moved back to Oamaru later and became a very successful Ford dealer, with premises back in Tyne St, whose territory included Waimate through to Makarora at the top of Lake Wanaka - a huge area!

The year 2000 was the 100th anniversary of this journey and a group of enthusiasts in Oamaru decided to mark this significant occasion by building a replica and re-enact this journey. A suitable chassis was made and a very early single cylinder engine and transmission were mounted in it. It was planned to follow the original route where possible. As the car had no rego or WOF, a directive from the Land Transport Safety Authority (LTSA) required that the drive from Cathedral Square to the outskirts of Christchurch be made on Sunday 25th June 2000. They also stopped at various primary schools on the way, arriving in Oamaru exactly 100 years to the day from the original date

The Federation thanks the **Whitestone Civic Trust** for the loan of the vehicle and thanks also to **Tom Stephens** for the article.

## **Matchless G-50 CSR Golden Eagle (1962) – Murray McLean**

In 1962, 25 of these G50's were built to meet the USA Racing regulations, so that they could be run in the Classic 200 mile race at Daytona. Fitted with the 500cc Overhead Camshaft G50 race engine, and shoe horned into the twin downtubed CSR frame.

Power output was 50bhp and is geared to run at 110 mph at 7,000rpm.

The G-50 was imported to NZ in 2013 from France by Murray McLean Motorcycles, a Matchless & AJS parts and servicing Company located in Onekaka (Golden Bay). The bike has covered 2,000kms throughout NZ this year including the Rainbow Road and pylon tracks around the top of the South Island.

There have been several mods done to make it tamer on the road, by fitting a 36mm Dellorto Carby, 12v alternator and solid state electrics, Pazon Electronic ignition (in tandem with a PAL Magneto), air filter and adventure tyres. Compression is still 10.5:1 and needs 100+ octane fuel to run reliably.

3,000 rpm is 60mph and it is a fun bike to ride. It is very light and handles well on sealed roads as well as gravel and mud.

### **1886 BENZ – Chris Dyer**

This vehicle is not a replica, but I would call it a continuation model, as it's built using the original plans obtained from Mercedes Benz by Bryan Black of Christchurch in 2001 and is well used by its present owner Peter Lynn of Ashburton, who has done thousands of kilometers since he has owned it.

It is registered as a Moped, so no WoF, now that would have been an interesting experience, as the engine develops a whopping 0.75 HP.

#### Brief history of the 1886 Benz

After years of struggle gaining skills and experience, while supporting his widowed mother and family, the 40 year old Carl Benz opened his own workshop and developed this three wheeler. The first drive around the yard ended in a crash.

Granted patent No37435 on Jan 29 1886, the Benz Patent Motorwagen is recognised today as the first ever automobile.

This engine is 954cc single horizontal cylinder, developing 0.75 hp at 400rpm giving 15kph on a good road. It has spark ignition and pre-dates the modern carburettor, where vapour is drawn from the air space above the petrol in the tank.

For mixture control, the driver adjusts the amount of air entering a bypass directly to the engine inlet pipe.

Starting is by pulling on the horizontal flywheel. Drive is engaged by shifting the flat belt from the freewheeling pulley to the differential pulley. Full off on the drive lever operates a shaft brake.

Owner Peter Lynn says driving is both practicable and economical. Slopes of more than a few degrees are a challenge and cornering stability can be marginal.

The Federation thanks Peter Lynn of Ashburton for loan of this vehicle.

#### **Editors Note:**

*The world's first long distance automobile trip was undertaken by Carl's wife Bertha Benz. Frustrated at Carl's reluctance to promote his invention, on the morning of 5 August 1888, Bertha – supposedly without the knowledge of her husband – took the vehicle on a 106 km (65 mi) trip from Mannheim to Pforzheim to visit her mother, taking her sons Eugen and Richard with her. In addition to having to locate pharmacies along the way to refuel (there were no petrol stations), she repaired various technical and mechanical problems. One of these included the invention of brake lining after some longer downhill slopes she ordered a shoemaker to nail leather onto the brake blocks.*

*Bertha Benz and sons finally arrived at nightfall, announcing the achievement to Carl by telegram, conclusively proving the automobile's practicality. It had been her intention to demonstrate the feasibility of using the Benz Motorwagen for travel and to generate publicity in the manner now referred to as live marketing. Today, the event is celebrated every two years in Germany with an antique automobile rally.*



## AGM Mea Culpa – David Raven

We have to complete this section on the AGM with a “Mea Culpa”. As part of the AGM, we raised 2 Notices of Motion covering the ratification of the New Constitution, and the proposed subscriptions. The Executive had discussed this in some detail, to ensure that it was covered correctly at the AGM. It was latter brought to our attention, that the current Constitution requires this to be by a postal vote. We apologise for this mistake, made partly because we genuinely thought it could be covered under a Notice of Motion at the AGM, and also because we were focused on getting the New Constitution passed.

Therefore, both Notices have been withdrawn, and the following will apply:

- **Constitution:** All clubs will receive a notification in the next few months requiring your reply with a postal vote, which can be either posted back to us, or emailed to the Secretary. This follows a similar process at the 2022 Auckland AGM, where this procedure was used. A Special General Meeting will be held using Microsoft Teams video conference when the votes will be counted by 2 independent scrutineers and results announced.
- **Subscriptions:** After some feedback from clubs that the subscriptions increase was too large, we have gone back to our drawing board, “sharpened our pencil” and come up with a strategy that allows us to run the next year under a 20% increase as allowed under the current Constitution. Member clubs received an email on 29 May from Treasurer David Raven explaining the reasons for this, then invoices for this year’s subscriptions were sent on 30 May.

## Working Groups Update & Club Speaker – Bruce Lewis

Following our extremely successful AGM, the FoMC is excited to update member clubs on progress with our Partner initiatives, in particular, Carwatch.

We were privileged to have Rory Taylor from Carwatch present at the AGM & to give us a brief overview of the advantages of having your valuable vehicle able to be tracked on your phone worldwide.

If this simple security system is of interest, the cost to FoMC Club Members is \$250 installed in your car & \$15/month monitoring fee. The Federation also benefits financially, so you will also be directly contributing to our success.

I heard my phone beep when I was chatting to a member at the AGM & it reported my Wife in our Shelby travelling around Lake Rotoiti enroute from Rotorua to Whakatane, providing real time data on route and her speed, which showed she was being a responsible driver. ☺

We will send the Carwatch from Cartrack special offer to member clubs and Wheel Torque recipients soon.

We are working on the development of a suite of products & services available to members of FoMC member clubs (some 150,000). This can only be successful if officers of member clubs communicate these offers to their members.

Chatting to a number of clubs recently, I have discovered that many members don't receive Wheel Torque. We implore officers to forward Wheel Torque to your members, especially with the upcoming member benefit programme.

If you would like a **FoMC speaker at your Club event or AGM**, please don't hesitate to contact, Bruce Lewis on 027 441 8040 or email [bruce.lewis@fomc.nz](mailto:bruce.lewis@fomc.nz). It would be great to meet & help raise your members awareness of what FoMC can do for you.

Bruce Lewis, Executive Member & Benefits Coordinator

## Secretary's' Corner – Chris Butler



Firstly, a very warm welcome to the [Alfa Romeo Car Club of NZ Inc.](#), the [Datsun Z Club of NZ](#), [Gearhead Gurus \(GG\) Car Club](#), [Minis Waikato Inc.](#) and the [National Street Rod Association](#) as members of the Federation. Two clubs have wound up or are in recess due to dwindling numbers.

Thanks also to the 42 member clubs who have paid their 2025/2026 subscriptions. This really helps with Federation operations and most notably costs associated with face-to-face meetings with Ministers, Government officials and sector groups. Invoices were sent to all clubs on 30 May. If your membership numbers have increased or decreased by more than 10%, please complete the membership update form and an updated invoice will be issued.  
<https://fomc.nz/update-membership/>

As I've previously requested, if you know of clubs or are a member of a club that isn't a member of the Federation, please encourage them to join, as the more members and clubs we can represent, the more significant we are to Government, Agencies and commercial organisations that may want to offer services to members of member clubs.

New Membership Application: <https://fomc.nz/new-member-club-application/>

We said thanks and farewell to executive member Warren Pattinson from the NZ Hot Rod Association. Warren transitions to the role of advisor, Hot Rods and Custom vehicles.

The new FoMC Logo as announced by Garry at the AGM is Pantone's 2020 "colour of the year" 19-4052 "Classic Blue". Pantone describe it as "*a timeless and enduring blue hue, elegant in its simplicity. It instils calm, confidence and connection. This enduring blue highlights our desire for a dependable and stable foundation on which to build as we cross the threshold into a new era.*"

That's marketing at its very finest!

**I announced at this year's AGM, this is my final year as secretary.** It is a most rewarding role and I've enjoyed steadily improving our processes and making best use of technology to streamline our administrative operations.

One particularly enjoyable aspect is working with and getting to know the various member club officers and their members along with other personalities in the sector. I plan to stay on the executive and work on various projects.

**We are seeking applications for this key role**, and if you or anyone you know is interested, please give me a call on 021 506 199. Full training and support will be provided.

### **Subscribe to the Wheel Torque Newsletter !**

As a member of an FoMC member club you can [subscribe to the Wheel Torque newsletter](#) and receive it as soon as it is published. It will be able to be easily read on different device types such as desktop/laptop computer, tablets such as iPad and smart phones.



Chris Butler  
Secretary, NZ Federation of Motoring Clubs Inc.