



Issue 46, December 2025

In this issue;

Presidents Patter, "Moving Monuments", NZTA Submissions, SGM Report, Inc Soc Act update, Peter Thompson Obituary, UK Classic Car Scene, Flying the Flag, Hot Rod History Part 1, Subscribe to Wheel Torque.

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President's Patter – Garry Jackson

Welcome to Wheel Torque Issue 46, and to the Summer months ahead.

This year has possibly been the most significant in the 30 year history of the Federation, given the progress we have finally made on the long-standing issue of changing the 6 monthly warrants of fitness on historic and classic vehicles over 40 years of age.

For me personally, the year kicked off with energy and promise with the announcement of Chris Bishop as the new Minister of Transport in late January. The previous Minister was Simeon Brown and the Federation had established great contact with him in mid-2024 on the WoF issues, and this carried forward into Chris Bishop's "reign" with an even greater sense of energy. As Federation President I reached out to the new Minister within a day or so of his announcement, and we quickly "connected" at the Brit and Euro car show at Trentham (in the Minister's local electorate) in early February. He had already come to grips with the issues the Federation had been raising with regard the need to increase the 6 month WoF terms on historic and classic vehicles over 40 years old, and he took the lead to announce from the Trentham show the Government's intention to implement new 12 month WoF terms, inviting me to join him on the exclusive news telecast from Trentham announcing the new proposal, together with MCA CE Bruce Lahore. A great time to be Federation President!

Fast forwarding from that, and via the necessary consultation and submission processes, the Trentham announcements finally became the Government's formally announced and legislated decisions in late August, a great result after the Federation's efforts dating back 7 years or more.

And beyond the August WoF announcement for 40 year and older vehicles, the Minister has recently announced further refinements for WoF regulations for more modern vehicles including recent classics, and the Federation is currently working on our response ahead of the December closing date (see more details elsewhere in this issue). There's no doubt that Minister Bishop has grasped the issues, and the fact that the Federation's 2024 NZ Historic and Classic Research Survey confirming our \$16.5 Billion economic footprint has stood all of us as enthusiasts in good stead.

What else has been happening?

I certainly know there's been a lot of talking! In my role as President I've attended great gatherings and addressed attendees at the National Ford Model A Rally in Wairarapa in February, the VCC National Management Committee in March, the National Zephyr and Zodiac gathering in Auckland at Easter, the Federation's own AGM in Christchurch in May, the Vintage Car Club of NZ AGM in Invercargill in August, being present with VCC Coordinator Kaaren Smylie and Ford NZ Managing Director Annaliese Atina in Auckland at the VCC Daffodil Rally (and their wonderful \$129000 fundraising for NZ Cancer Society), a presentation to the newly formed Christchurch Brit and Euro Carshow Committee in October, an upcoming appointment with the VCC Bay of Plenty branch in early December, and then the Federation attendance at the Ayrburn Classic event at Arrowtown next February.

Perhaps the most significant opportunity in the last year was my meeting with Minister Paul Goldsmith, Minister of Heritage, Arts and Culture alongside his other portfolios including Justice, Treaty Settlements and Broadcasting. The purpose was to commence discussions regarding possible initiatives regarding the role of vehicles (and the associated people) in the history and heritage of NZ. It's a wide-ranging subject, and significant progress is being made in Europe and the US as governments and national agencies come to realise and accept the role that noteworthy vehicles have played in economies and society over the years. Minister Goldsmith was open to ideas and possible work plans, so watch this space! (More details in this Wheel Torque issue)

Cheers, and very best wishes to you all for the festive season.

Garry Jackson

President, NZ Federation of Motoring Clubs Inc



Eds note: FoMC President Garry Jackson relaxing with a Christmas drink after a hard and successful year helming the FoMC

“Moving Monuments” – Garry Jackson

For several years the Federation have had the subject of “heritage” on its work plan, driven by the strong component of historic vehicles across our membership and the underlying thinking that such heritage values need to be protected. To be honest, whilst we all agree that such “heritage” work is important, as a Federation we’ve made little progress as subjects such as extended WoF’s and other matters have occupied all of our volunteer time and effort.

In our strategic workshop in late November 2023 (one of my first initiatives in my first year as president), “heritage” received strong support across our Executive as one of the Federation’s top 5 workstreams, and this year I’ve made it one of my personal assignments to pursue.

There are three driving motivations behind this new initiative.

1. Firstly, we live in times that are changing, rapidly and unforgivingly. None of us are getting any younger, and this alone puts a lot of the stories (that we all enjoy and treasure) and history at risk, let alone the future of some of the vehicles themselves. Further, the rapid expansion of AI will possibly leave the veteran and vintage sectors isolated, including the proud and pioneering stories that they represent.
2. Secondly, the highly impactful 2024 NZ Historic and Classic Vehicle Market Research Study undertaken by the Federation confirmed that NZ public opinion is very much on our side. Seventy percent of all New Zealanders believe that historic vehicles are an important part of NZ’s unique character and culture, and 69 percent agreed that historic vehicles are part of NZ’s heritage and that it’s important to protect and maintain them.
3. The third motivation is that NZ is now lagging behind the advances in heritage recognition and protection now occurring in Europe and the USA, particularly the initiatives being taken by FIVA (Federation Internationale des Vehicules Anciens) with European governments, and by Hagerty Insurance in the USA and the National Historic Vehicle register that Hagerty has pioneered.

With all of this background, and with Executive support, I recently initiated a first ever meeting with the Hon Paul Goldsmith, Minister of Arts, Culture and Heritage amongst his many other portfolios including Treaty Settlements and Justice. I developed a broad discussion document for this meeting with the Minister, and importantly I involved George Kear, President of the Vintage Car Club of NZ in preparing the discussion paper given their role as FIVA’s representative in NZ (the NZ VCC is a founding member of FIVA). George was hugely supportive and encouraging of the Federation to take this lead at this time.

The objective of the meeting, given the Minister’s limited time, was to establish both the profile of the Federation and the significance of the subject, given that he (and the two Ministry officials who attended) were coming from a “zero base”. My post-meeting summary was that the Minister was interested, even more so when

he learned that the historic and classic sector represents an economic footprint of \$16.5 billion (the headline from NZ Survey), he understood the concept that historic vehicles are “moving monuments”, and that NZ folklore is full of great stories of vehicles and kiwi pioneers and their exploits. As we talked about some of these stories, the Minister himself even brought the story forward to modern heritage, with reference to NZ pioneers and innovators such as John Britten and his motorcycles, and, of course, Bruce McLaren.

The meeting concluded amicably and positively, with the ball in the Federation’s court to develop some specific possibilities and opportunities for Federation (and VCC) and the Ministry to work together to bring some of NZ’s “moving monument” stories to life.

Watch this space!

NZTA Submissions Update

We are currently making submissions to the NZTA for their proposed changes. More details in the February Issue

Special General Meeting Results

Many thanks to the Clubs that responded to the SGM for the ratification of the new Constitution. A quorum was achieved, and the vote was unanimous to accept the resolution that the new Constitution be adopted.

We have now formally registered the New Constitution with the Incorporated Societies Register.

Incorporated Societies Update – David Raven

For Clubs that are re-registering under the new Incorporated Societies Act (2022), they **must** register their new Constitution with the Registrar by **5th April 2026**. An extension to this date has been requested, but rejected, on the grounds that Societies have had a couple of years to prepare for this change.

For clubs that have decided not to re-register, they **MUST** understand the following:

- Their Club will **legally** cease to exist from 6th April 2026.
- Banks require that accounts under the former Incorporated Societies Structure be closed. New Accounts must be opened in the name of the new entity (e.g. unincorporated association).
- Early engagement with the bank is crucial early in the transition process. The bank will advise on their specific requirements for credit cards, Eftpos terminals and lending arrangements, as these may need to be re-applied for under the new entity’s name.
- Updating Signatories, you will need to provide the bank with updated names and identification / proof of address for the individuals who will have access to and authority over the new accounts.

We’ve asked Parry Field for their input into this, and their advice is as follows:

1. Firstly, set up your new Unincorporated Society Bank Account
2. Transfer the Society assets to it.

3. Wind up the Incorporated Society and its current bank accounts.

Here is an article that explains the differences between an unincorporated group and an incorporated society, for reference:

<https://www.parryfield.com/unincorporated-societies-what-rules-apply/>

NB: MBIE contacted me recently in my local Club role, and advised the following:

*As discussed, if your incorporated society has decided it is not going to reregister under the Incorporated Societies Act 2022, it must be wound up and removed from the register, and you will need to do this before **5 April 2026**.*

Before applying to remove your society from the register, your society must deal with any financial matters as specified in its rules and the requirements of the Incorporated Societies Act 1908. You will also need to hold a general meeting and pass a resolution to dissolve the society.

You may find the information on [Applying to remove your society from the register | Incorporated Societies](#) helpful.

Peter Thompson, FoMC Executive Committee 2020-2024

With great sadness I'm writing this farewell for good friend and fellow Exec member Peter Thompson, who passed away in late October.

Peter joined the Federation Executive in 2020 as the elected representative of the NZ Motor Caravan Association (MCA).

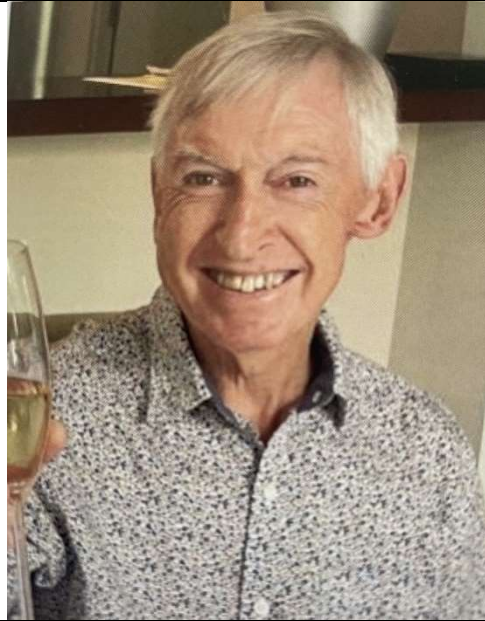
In my time as President since the 2023 AGM, Peter became a trusted friend and supporter to me personally across a range of issues and opportunities facing the Federation, let alone his detailed knowledge, trusted role and great contribution in specific MCA matters. Yet he was quite a private person and rarely talked about his wider automotive experiences and vehicle interests that gave him such great wisdom across most of the spectrum of the Federation's areas of interest.

Some of the high points of Peter's wonderful experiences and his insights include his time as a leading service station owner and operator in Christchurch, as the entrepreneurial owner of full service auto shop deeply involved in tyres and the full range of automotive servicing, and his time and very high regard within the MTA.

Perhaps the most amazing (and jealous on my part) aspect of Peter's life for me was his deep interest and passion for motorsport, particularly his time racing single seater Formula Ford racing cars in the early days of this worldwide formula in the mid 1970's. Peter raced extensively in both New Zealand and in the UK and Europe, the latter being especially important given that Formula Ford racing was sometimes a "scene setter" race ahead the F1 races of those days!

Perhaps more important than all the foregoing, Peter was a wonderful husband to Ann, and a loved father and grandfather. I will miss Peter greatly, no longer available for the great one-on-one discussions we would have on Federation affairs, challenges and opportunities at his favourite coffee shop in Merivale, Christchurch.

Farewell Peter, and God speed my friend.



Flying the Flag

The FoMC were pleased to be invited to join the NZHRA at their stand for the recent **Chrome Show** in Auckland. A decidedly different flavour to the regular classic car shows that we're used to. Great to catch up existing and potential new members from another area of the Car World. NZHRA have been invited to display some cars at Ellerslie next February as the organisers look to the future.

We also attended the Bay of Plenty Mustang Owners Club hosted **All USA Day** at Classic Flyers in Mt Maunganui. This amazing venue holds huge intrigue for both heritage aircraft and vehicles of US origin, for kids to those who can scarcely remember even being a kid.

Some 190 cars of US manufacture from a 1930 Ford Model A 1 ton truck (complete with operational hoist) to the latest Corvettes & a 3 month old Mustang GT Convertible were all part of the display.

Flying the FoMC flag at events such as this prompts exhibitors to not only ask what is the connection with FoMC but to also ask if our car club is a member. Some healthy discussion were had with one of the Corvette Clubs who were intent on finding out more about FoMC and an appreciation expressed about the 12 month WOF for the older cars.

It is vitally important that FoMC is represented at as many vehicle events as physically possible over the busy upcoming summer season. Such events attract a wide demographic of people who obviously have an appreciation of all makes but are certainly attracted to older 'heritage' vehicles. As an example, older 1st generation Mustangs (1964 – 1973) certainly attract more attention than the latest cars.

While the US has supplied the world with some truly great cars, the number of marques manufactured in the USA is falling fast and sadly the model range is constantly being reduced. It was great to see one-time common marques such as Packard & Studebaker represented, these along with many other brands are sadly no longer being manufactured.

Some marques now found in NZ have been manufactured from all points of the globe such as older Japanese classics. These are fast becoming 'very valuable' & deserve to take their rightful place in our rich tapestry of heritage vehicles.

Unfortunately, our list of Member Clubs does not include many from Japan as yet but are fertile ground for us to target? While these cars are part of New Zealand's heritage, the proud owners of these cars are the very demographic that FoMC needs to have in our future membership. Like it or not, our Executive is not immortal.



Members Benefits

Keep an eye out on this section as we are working on bringing significant Member Benefits in terms of:

- Better Public Liability Insurance for your Clubs &
- More competitive Insurance premiums on classic & heritage vehicles with GPS tracking to name a few.

UK Classic Car Scene – David Raven

I've seen a large number of items recently, both in UK press and on You Tube (including from some reputable companies), that suggest many of the concessions for classic cars are ending in the UK. As many of our members will have seen these as well, I've carried out some research.

Main Change: The DVLA has confirmed a major policy overhaul for how repaired, restored and modified vehicles are registered. The new rules came into effect on Tuesday August 26, 2025, in the wake of a long campaign spearheaded by the Historic and Classic Vehicles Alliance (HCVA). The change basically codifies what constitutes as "substantial change"

Vehicles that do not need an MoT (From DVLA website)

- the vehicle was built or first registered more than 40 years ago
- no 'substantial changes' have been made in the last 30 years.

Changes not considered "Substantial changes"

- **Chassis:** Chassis replacements of the same pattern as the original.

- **Monocoque bodyshell:** Replacements of the same pattern as the original are not considered to be a substantial change (including any sub-frames).
- **Axles and running gear:** Alteration of the type or method of suspension or steering is a “substantial change”.
- **Engine:** Alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered to be a substantial change.

Acceptable changes

It does not count as a “substantial change” if:

- changes are made to preserve a vehicle because the original type parts are no longer reasonably available
- they are changes of a type which can be demonstrated to have been made when vehicles of the type were in production or within 10 years of the end of production
- axles and running gear have been changed to improve efficiency, safety or environmental performance

Feedback

Feedback looks positive as it now codifies changes, e.g. replacing a rotten chassis with a new version, is now no longer a structural change. Same goes for replacing sills etc on most classic cars.

UK Budget Classic Car Tax Exemption

The tax exemption for cars over 40 years old remains in place, but is “under review” for the next few years.

Focus On Hot Rods (Part 1) – Tony Robinson

We asked NZHRA President Tony Robinson to write an article on the history of Hot Rods in NZ. Due to its size, we’ve split it across 2 newsletters. Part 1 this month.

A Bit of History:

For as long as man has owned and driven the automobile, beginning at the start of the Twentieth Century, the more adventurous amongst us, 'Auto Enthusiasts' have constantly strived to put a personal stamp on our vehicles. To set it apart; make it a step above the masses; give it the ability to perform beyond original design, in many ways become an extension of our own personality, individuality and ability. In and around the State of California USA, especially where sunny weather, long uncongested roads and a number of vast dried up lake beds, allowed these early 'Rodders' to test their modified cars, which were easily recognised by their stripped down, bare bones appearance. Initially early engine modifications were few, a milled head, a second carb always with an unmuffled exhaust; the die was set, Hot Rodding had begun!!

Organised hot rodding came to New Zealand in November 1961 when New Zealand Hot Rod Association (Auckland) was incorporated. A group of motoring enthusiasts in Auckland had been concerned that young people, cruising the streets of Auckland at nights, were giving motor sport a bad reputation. They approached some hot rodders with the idea of helping them set up an organisation.

New Zealand hot rodding has its roots in the post war United States when drag racing and modified vehicles became popular, and movies, songs and magazines spread the car culture beyond USA. Young New Zealanders started modifying old cars, and if they couldn't afford American cars, they used whatever was available including Morris Minor's, Austin A40's or Mark 3 Zephyr's. Some budding rodders formed groups such as Ellerslie Hot Heads in Auckland, Rodbenders in Christchurch and Conrodders in Dunedin, while others just met up on the main street of towns around New Zealand and cruised. Not too dissimilar to the new era of Japanese and European car scene we see today.

A challenge for NZHRA during the early 1990s was the introduction of laws aimed at improving the safety or the demise of modified vehicles. Tony Johnson, then president of NZHRA, became a driving force, working to put regulations into place that would ensure the continued existence of modified vehicles, which included the introduction of a Code of Construction manual in 1992, now known as The New Zealand Car Construction Manual.

Mission Statement

"The New Zealand Hot Rod Association (Inc) is dedicated to encouraging and enhancing it's members participation and enjoyment of safe Hot Rodding and its related activities, to foster the development, achievement and success gained through involvement with unique and individual automobiles and, in doing so, positively promoting the sport of Hot Rodding to those outside of our organisation"

Vehicle Profile

Like their owners, the vehicles have evolved into a more dignified and diverse group, to the point where it is difficult to actually define a Hot Rod. Hot Rodding is perhaps a culture, as well as a description of a vehicle type, and a definition will vary from owner to owner. The most popular definition of a Hot Rod would be "a modified vehicle of American origin, originally manufactured prior to 1949".

NZHRA members constitute the largest group of special interest and classic vehicle owners in New Zealand. The vehicle types range from 1920's style cars, such as Model T Fords to modern day vehicles. Most have been modified in some way to reflect the taste and style of their owners, however in more recent years, many members have moved towards the trend of restoring those glamorous machines America produced during the 1950's and 60's as much as those building the more traditional "Hot Rod", based on pre 49 American body styles. Some of our 110 clubs are very diverse, including brands of cars from different countries and different decades as well as the absolute Traditional. Hot Rods are identified by different peoples interpretations.

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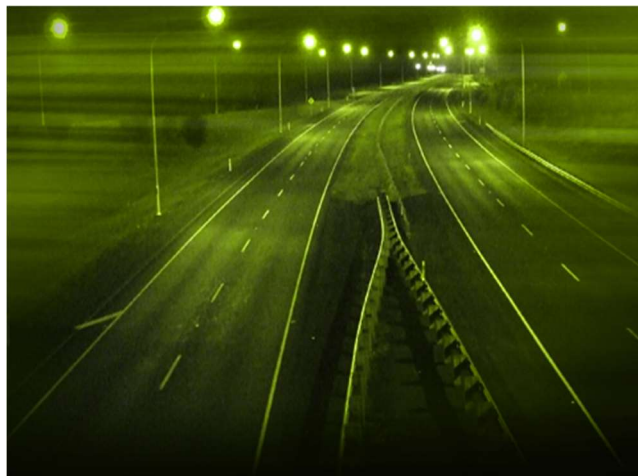


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For more information, contact michael.anderson@fomc.nz



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