



## Issue 47, February 2026

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We are also proud to be supported by 4 organisations, CarTrack, Cumulo9, Rothbury Insurance Brokers & Lux Mapping.

### **President's Patter** – Garry Jackson

#### **New year thoughts from Federation President Garry Jackson**

Welcome to this February issue of Wheel Torque, and happy new year greetings and best wishes to all.

My overwhelming thought as we drive into 2026 is the sheer scale of the activities in the coming months across our historic and classic vehicle sectors..... the year ahead looks to be perhaps the biggest and busiest year we have ever seen, driven by the huge agenda of traditional great events across the country, now complemented by a number of all new or upgraded events including the Ayrburn Classic (Arrowtown, February), the Avid Classic Brit and Euro Canterbury Car Show and the Vero International 6 day VCC event in Nelson (both in March), and the VCC's plans for a substantially upscaled Daffodil Rally event NZ wide in August supporting the NZ Cancer Society. What a year this will be!

From the Federation's viewpoint, 2026 is especially significant, including our ongoing plans to grow and strengthen our organisation, the appointment of new Secretary Steve Hawkins who brings extensive car club experience and a comprehensive business profile (full introduction to Steve in Wheel Torque 48), and ongoing development of our thinking and plans around the heritage story and associated opportunities for NZ's historic vehicles and owners. In addition, we'll continue our efforts to lift the profile of the Federation itself, and all our plans and developments will be incorporated into our AGM in Rotorua in May including specific first-ever focus on the motorcycle sector.

And so, yes, it's "just another year"!

But 2026 is also critically important for another reason. All of the events and actions I've listed or referred to generically are part of the huge \$16.5 billion economic footprint that we are all part of, and it's that same footprint and profile that has proven invaluable in our discussions and successes with Government in the last two years. As we all know, 2026 is election year, and without expressing any specific political direction, what I can say as your President is that we all need to play our part as historic and classic vehicle enthusiasts and owners to at least maintain, if not increase, the energy and profile of all of our events and activities as clubs.

By doing this, we will not only protect, but will build on our interests and our automotive passions and investments to ensure that all politicians, whether they be presently elected or seeking election, will know who we are, what we contribute and what we expect of them.

Very best wishes

Garry

PS: Important note to all Club Presidents/Chairs/Secretaries: When you receive this Wheel Torque, and if your club does not presently do so, please ensure that this issue (and all subsequent issues) are forwarded without delay to all of your members, whether that be via email containing the FoMC link, or by downloading a copy and then sending it as an attachment to an email. We publish Wheel Torque as an important news update for every one of our 150000 individual members, and we need and expect every club to play their part in such communication. Thank you.

### **Road Use Cost Recovery – Harry Duynhoven**

I've deliberately used this heading because it's much broader than simply Road User Charges and petrol tax rearrangements and tradeoffs, as the issues are being portrayed. Last November's announcements by the current government proposed legislation to comprehensively reform the RUC arrangements and the future removal of (petrol) Fuel Excise Duty (FED) possibly around July next year. Many drivers when first hearing this news, will have welcomed it, especially those driving large petrol vehicles, as they would naturally expect a substantial fall in the petrol price when the reforms are enacted. Owners of classic vehicles, which mostly travel low distances per year, should be pleased as many of the larger classic (especially high performance) vehicles are not fuel efficient, so the trade off with paying RUCs might be seen as an advantage because of the anticipated lower fuel costs.

I welcome Minister Bishop modernising the RUC system and looking at the whole issue of road funding and costs, it is long overdue. I suggested such a reform 20 years ago, but in politics timing is everything and the technology now available and developing makes for this being good timing. There are a number of anomalies in the current system and one of the most unfair but little known involves heavy petrol vehicles requiring a CoF. This particularly affects historic military vehicles, as many are required to pay RUCs and FED with the petrol, which is often for heavier vehicles in single digit miles per gallon. Other petrol powered classic and vintage vehicles, usually of commercial origin are also affected. Hopefully the reforms proposed will sort this out.

As you'll expected though, there is a "but".... No other country that I'm aware of, other than Iceland, has adopted the removal of FED and the replacement with RUCs for all road users. Theirs is a special case, only around a half million people, many full electric vehicles and petrol vehicle sales ending in 2030.

On the face of it, the proposal to modernise the collection of road charges and to ensure all vehicles pay a fair amount is a good one, especially when Minister Bishop points out that the system is to "a large degree paper based". Fair enough. I think a lot of people found cheque books very useful, even if most of us happily get by with e-banking etc. His proposals to have vehicles not having to display or carry RUC receipts on the vehicle will simplify things for many businesses, but enforcement may need to become more intensive or possibly intrusive. When every vehicle has some form of RUC requirement, however that is processed, there will be many more transactions. Right now over \$2 billion in FED is collected absolutely efficiently and painlessly by central government, simply through petrol sellers. In 2027 that \$2 billion will then become thousands upon thousands of transactions, all with the chance of error or dispute on top of the existing diesel and EV based RUC transactions occurring at present.

Several commentators have asked the question about whether the RUC monitoring system, (transponders?, or perhaps number plate recognition) could be used to identify the vehicle, travelling from where to where, and at what time? Assurances have been given that the final legislation will protect the privacy and proper use of data.

*Ed's note: a full version of this section can be read in this months' Classic Driver magazine.*

## **Submission on Changes to Light Vehicle Inspection**

Following our win last year with annual Warrants of Fitness (WoFs) for vintage/veteran vehicles aged over 40 years (and annual CoFs for private motorhomes), late last year the NZ Transport Agency consulted again on further changes to WoF frequencies, along with revising the content of the inspection.

Amongst the changes included extending the first WoF for new vehicles from 3 to 4 years of age, and then only requiring a WoF every two years for vehicles aged 4-10 years. Crucially though, from the age of 10 NZTA proposed that vehicles only be tested annually. That would remove the 6-monthly WoF frequency that has been in place since the 1930s once and for all. Until recently, only vehicles built from the year 2000 were eligible for annual WoFs, until the win for vintage/veteran vehicles. But that left vehicles built before 2000, but under 40 years of age (so from 1986 to 1999) still subject to 6-monthly WoFs, many of which could be considered classic vehicles.

The FOMC's submission was supportive of this proposal, reflecting the comments in our earlier submission that NZ has the most frequent private light vehicle safety inspection regime in the world, and that reducing the frequency will save motorists time, inconvenience and money.

We also supported a proposal that rental vehicles under the age of 5 only undergo a CoF A test once a year instead of 6-monthly as at present, plus extending the scope of both the WoF and CoF A inspections to include checking Advanced

Driver Assistance System (ADAS) warning lights or fault indicators on modern vehicles.

However, the FOMC submission did not support extending the first WoF date (for new vehicles) from 3 to 4 years on the grounds that these vehicles may be high-mileage fleet or ex-rental vehicles which enter the private fleet within this period and so should be subject to a safety inspection to verify they are roadworthy. Similarly, we also opposed introducing biennial WoFs for vehicles aged from 4-10 years on the basis that once the vehicle warranty expires owners may defer regular maintenance.

Unlike the earlier review of WoF frequency, the consultation was not a formal Land Transport Rule amendment, so there will likely be a further round of public consultation, with any changes planned to take effect by mid-year.

Submissions made by Mark Stockdale

### **Secretary's Corner** – Chris Butler

Every well-run organisation needs a refresh of team members, bringing new ideas and perspectives. So, at the AGM in May and after 7 years of service as Secretary, I am standing down, to focus on modernising the Federation's Website and operating processes, along with other special projects.

Chris and the executive are proud to introduce secretary-elect **Steve Hawkins**, who we recently onboarded as an advisor. Steve will be known to many of you as a long-time key member of the [Ellerslie Car Show and Intermarque Concours D' Elegance](#), and brings many skills to the role. Steve's profile will be in the next edition of Wheel Torque.

Thanks to all the clubs who have paid their 2025 subscriptions. We only have a few to go. When you have club officer changes, please advise new contact details to the secretary at [secretary@fomc.nz](mailto:secretary@fomc.nz), especially the Treasurer role, as we had to contact quite a few clubs on multiple occasions to follow up on FoMC subscriptions.

Remember to plan for the AGM on Sat 16 & Sun 17 May, based at the Sudima Hotel in Rotorua. This year, on Saturday, there will be public display of our clubs' vehicles on the Lakefront Village Green. Given that May can be a quiet period for many clubs, how about bringing several vehicles and make a weekend of it. Remember that each club can have one delegate and up to two observers at the AGM on Sunday. On Saturday afternoon, the motorcycle clubs will have a dedicated workshop at the Sudima Hotel, discussing topics specific to their sector.

I look forward to seeing you at the AGM!

Finally, for those clubs still to re-register as an Incorporated Society, make sure you get onto it now! The Incorporated Societies registrar has advised the date of Sunday 5<sup>th</sup> April will not be extended.

Once you've updated your constitution, officers declared they are fit to be an officer, and you've moved motions to accept the new constitution and re-register as an incorporated society, the process is very easy. It takes only about 30 mins to perform the re-registration process.

## Flying the Flag



We'll be attending a number of shows over the next few months, including Trentham Gardens, Ellerslie, Ayrburn and both Brit & Euro Shows. Come and visit our stand and raise any points with the Executive member on the stand.

### **AGM – May 2026 (Provisional Agenda)**

**Friday 15<sup>th</sup> Afternoon** Executive meeting.  
**6pm** Drinks & Dinner.

#### **Saturday 16<sup>th</sup> FoMC/Rotorua VCC Car Show at Village Green, Rotorua**

**8.15am** – Executive at Village Green to greet car show visitors.

**10am** All cars parked & public to enter. Opportunity to view the cars & motorcycles, meet & mix with members from North Island member clubs, e.g. Ferrari, Bay & Rotorua VVCC, Rover Club, Waikato, Auckland & BOP Mustang Clubs etc

**2pm** Car show closes & cars free to move out.

**3pm – 5.30 pm** Motorcycle groups begin inaugural meeting at Sudima. Harry Duynhoven will Chair. Attendee welcome to observe.

**6pm** Drinks & Dinner. Guest Speaker to be advised.

#### **Sunday 17<sup>th</sup> AGM**

**10am** Morning Tea – Meet & Greet

**Session 10.15am AGM Start**, speakers still to be decided.

**12 – 1 pm** Lunch

**1 pm President FoMC** Garry Jackson's address

**New Partner Representative**

**2 – 3pm** AGM

## The Village Green, Rotorua Car show

Saturday 15<sup>th</sup> May, 10am – 2 pm

NZ Federation of Motoring Clubs in conjunction with Rotorua Veteran & Vintage Car Club warmly invite your club to attend this car show.

**Show your car then meet & greet all your FoMC Executive Team.**

All FoMC member clubs are welcome & to stay over Saturday evening and attend the **31<sup>st</sup> FoMC AGM on Sunday 16<sup>th</sup> May, 10am – 3pm**



Special Saturday night 16<sup>th</sup> May rates at Sudima Hotel, Rotorua  
Ph 073481174 & Quote "FoMC special" Please advise your Club by 31<sup>st</sup> March 2026 For indicative numbers.

### Focus On Hot Rods (Part 2) – Tony Robinson

*The follow up from Decembers' Part 1.*

#### Events and Activities

NZHRA events and activities range from casual club picnics on Sunday, to National events requiring large budgets.

Each year Hot Rod Clubs participate in various community displays and events, and support many worthy charitable trusts and organizations. Hot Rod runs can be likened to rallies, where touring stages on public roads, lead to sections where off-road games, involving driving skill take place, along with games and entertainment for children.

Hot Rod displays and shows, ranging in duration from a few hours to four days, take place in various centres throughout New Zealand.

Drag Racing took its roots from Hot Rodding, and remains closely associated today. The New Zealand Drag Racing Association (Inc) (NZDRA) is a sister organization to NZHRA. While NZDRA is responsible for 1/4 mile events, NZHRA administers events at temporarily closed road courses of 1/8th mile.

Like all NZHRA driving skill and speed events, these events are always conducted in a safely controlled environment. They are all overseen by a national network of Official Area Stewards and Scrutineers, who apply and enforce the rigid vehicle, participant, and spectator protection requirements set down within the rules of the NZHRA.

All sanctioned events are covered by Public Liability Insurance and are approved by a network of elected Regional Directors, who coordinate the list of events nationally with the NZHRA Office.

### **The Present and Future**

Today's active Hot Rod enthusiast is not the often perceived young man of many years ago, recklessly driving a souped-up jalopy at breakneck speeds. While performance and individuality remain integral with Hot Rodding in the 21st Century, so too is refinement, detail, use of sophisticated and technologically-advanced componentry and construction methods, and innovative styling.

The original vehicles from which the finished product evolves, are still the same as they were over half a century ago, although many are now fibreglass replicas. The componentry used in many cases, also of a modern, high standard in order to comply with the stricter standards required of all road vehicles.

While young people are still, and we hope always will be involved, a significant proportion of members are in their 50's and 60's. Partners and children are a big part of the Hot Rodding scene now in New Zealand, just as they are worldwide.

Hot Rodders today come from all walks of life, with the highest proportion comprised of skilled tradespeople, managers and small business owners. Most are technically minded, and enjoy sharing ideas and learning from others like themselves, as in any other group or society. They also enjoy displaying their vehicles, in order to enable others to share in their enthusiasm and affection for unique and individual motor vehicles.

As with the Hobbie Car Manual (Car Construction Manual) NZHRA can work in with Government and other Organizations when required. Working with other like-minded groups has just gained another positive for NZHRA by being a part of FoMC and all clubs under their umbrella including Motor Caravan Assn and VVCCNZ jointly gained 12 Monthly WOF for 40 plus year old Classics Vehicles by standing together with submissions to the Government.. NZHRA are proud to be part of FoMC and stand alongside all their member clubs.

## Potential Places to Visit – Putaruru Timber Museum

I am not sure if you are aware that we have a perfect site near Putaruru for many of your member clubs to make a visit.

We actually have three attractions on site:

- **NZ Timber Museum** - on 6 hectares of landscaped reserve land - with 9 buildings and 16 exhibitions (and being expanded)
- **NZ Miniature Trainworld** - now one of the biggest and best in the Southern Hemisphere (and being expanded)
- **The Redwood Café** -- but also a **Conference Centre** next door able to handle lunches etc (for >100 people) for larger numbers

You can see a “**What’s of Offer at NZTM**” hyper link -- [here](#)

We wonder if you would be willing to alert you member clubs to our site -- which is **WELL WORTH** a visit

The website is <https://www.nztm.org.nz/>

The Facebook page is <https://www.facebook.com/NZTimberMuseum2016/>

We have already had several car clubs schedule a visit - the last was the North Shore Vintage Car Club last weekend.

They all loved it - every minute!

The owner of the Model A truck so much, that he was very pleased to donate \$100 to us in appreciation.

*Editors Note: the Rover Club visited a few years ago, and can confirm it’s a great place to visit.*

## 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 is easily read on multiple device types such as desktop/laptop computer, tablets such as iPad and smart phones.



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For more information, contact [michael.anderson@fomc.nz](mailto:michael.anderson@fomc.nz)



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