



WHEEL TORQUE

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In this Christmas 2023 edition we wrap up the year with a column from our new President on the year's successes and a glimpse at challenges ahead. Our past President offers thoughts on the new Government's transport plans; we update you on negotiations to improve WoF/CoF rules for members; there's more guidance on how to prepare for changes under the Incorporated Societies Act 2022; and an update on the FoMC's financial position. We close with news of biofuel for classic cars on sale in the UK and a preview of what our first newsletter in 2024 will cover. So buckle up and enjoy the journey!



President's Patter

Garry Jackson, FoMC President

Season's greetings everyone. As the Federation's newly elected President, it certainly has been a whirlwind five months since the FoMC AGM in June.

Much of my time has been dedicated to the announcement of the preliminary results of the NZ Historic and Classic Vehicle Survey in September. From all reports and feedback, I think the Federation has really grabbed the headlines with the key research results, including the gigantic \$11.4 billion economic footprint statistic! And just as importantly, the fact that over 70% of New Zealanders believe that historic and classic vehicles have a special place in their hearts, and deserve higher levels of heritage recognition and protection. The Survey's full report covering detailed findings and research outcomes is due soon, so please watch out for further news from us on this.

In the meantime, our membership continues to grow with a further 14 clubs joining the FoMC since June. A special welcome to those new clubs!

As President, one of my priority objectives is to guide the Federation to be ready for the challenges ahead in our rapidly changing world. Last month I hosted and facilitated a two-day workshop for our Executive team, refining our vision and key objectives for the next 3-5 years, and building the workplans to get us there. A great but challenging task, but we're up for it, and you'll hear more of those goals and plans in the months ahead. And we have a new government to get to know and work with.

The months ahead look a little busy! But I'm looking forward to the road ahead and our future successes.

Best wishes for the festive season to you all.

Garry



FoMC President Garry Jackson at the Autohaven Museum Collection, Christchurch.

What changes might the new Government bring?



Immediate past President of the FoMC
Hon Harry Duynhoven.

We tap into the knowledge of Past President, Hon Harry Duynhoven, for an explanation of the actual process of what happens when a government changes and what decisions are likely to change or stay in place.

It is difficult to determine what transport policies our new government might implement as with a 3-party coalition there are many possible combinations of policies. Although at the time of writing there is no new Government Policy Statement on Transport yet released, from reading of the various pre-election statements it is possible to make a few predictions (whether accurate or not, only time and the performance of the coalition government will tell).

It seems the agenda won't change too much in terms of road maintenance and safety, but priority and emphasis are likely to. The pre-election rhetoric on potholes was loud and climate damage to large sections of roading will take a lot of money and time to rectify. Despite huge increases in road funding over the past 5 years, the overall condition of many roads has not improved. The damage done by the decision a decade ago to cut road maintenance funding, and at the same time massively increase truck weights, has resulted in real deterioration.

So therefore, with the now obvious difficulty in funding all the coalition government initiatives (and promised tax cuts), it appears that there will be a few programmes put on hold or cancelled. Walking and cycling initiatives, some urban upgrades, light rail projects, and other really expensive and not yet committed developments are already being cut. In recent days the previous government's ferry upgrades have been cancelled to investigate cheaper options. Meanwhile, it remains to be seen what investment continues in rail freight. Long-distance rail is vastly more efficient and has less emissions, so should result in less long-distance trucking. But alternatively, will we see even heavier trucks on our roads? Some in the transport industry are already quietly talking about this and the last National government was quick to initiate this measure. Perhaps we'll see the Police's Commercial Vehicle Safety Team benefit from new technology upgrades such as automated "in motion" weighing.

We've heard already that the incentives for EVs and hybrids are to be removed and the extra levies for high emission new entrants to the fleet will also now be removed (popularly known as the Ute Tax). From 1 April, EVs are expected to start paying their share of costs to use the roads by joining the RUC system. One area of technology that may debut in the next few years is electronic monitoring of all vehicles at all times and in all places (where, when, and potentially speed too) so that accurate road pricing and congestion charging mechanisms can be developed, ultimately aimed at replacing the current RUC system and fuel excise duty. It will be interesting to see when and how this technology is rolled out nationwide.

One initiative making a return is the idea of Roads of National Significance. There are certainly places where these projects are needed to improve road safety and congestion. Meanwhile, I expect we won't be hearing quite so much about the Road to Zero-type safety approach in the coming years.

As a long-ago former minister, I am well aware that there can be a big delay between good ideas and their implementation, so I hope that good ideas are not held up by officialdom. I wish the new Transport Minister, Hon Simeon Brown, every success in sorting the competing priorities of safety, convenience, efficiency, emissions and cost. One thing is sure, transport is always vastly more difficult, costly and complicated than many commentators will admit.



Negotiations continue on proposals to improve WoF & CoF rules



Harry Duynhoven & Peter Thompson

Proposed 12-month WoFs for classic and vintage cars - where are we at now?



The long running saga of the FoMC's efforts to establish an agreement with Waka Kotahi/NZTA for the exemption from 6 monthly WoFs for suitable FoMC club members' vehicles continues.

Since the then Minister of Transport (Hon) Michael Wood's agreement with us that suitable classic and vintage vehicles that are: (1) in very good well maintained condition, (2) owned by enthusiasts belonging to member clubs, and (3) travelling fewer than 5,000 km per year, should be eligible for a 12 month WoF, we have (as he directed) continued to work with officials on how this can be implemented.

This has not been an easy task, and on three occasions we were confident of agreed positions being put to the Director of Land Transport for approval. With several changes of personnel and three Directors serving in that time, although much has been agreed, we are not yet “over the line”.

The new Director of Transport is willing to meet with an FoMC delegation early next year and we hope to resolve any remaining concerns. At present we are awaiting confirmation of a meeting appointment.

Proposed 12-month CoFs for larger vehicles - also still in negotiation



Federation member, the NZ Motor Caravan Association, has had several issues to deal with of late.

The NZMCA continues to advocate for a review of rules associated with 6 monthly inspections of motorhomes over 3,500 kgs requiring a CoF. They want the timeframe between inspections extended if vehicles meet certain criteria. But due to internal changes within Waka Kotahi and the change of government, little progress has been made with their negotiations. Hopefully this might be about to change!

B-pillar remedy for 2006-2018 Sprinters & Crafters

Of some concern over the last 12 months is the discovery of cracks in the B pillars of Mercedes Benz Sprinters and VW Crafters, which share the same body shell, built between 2006-2018. Ongoing research has led to modifications to the B pillar of later models and the introduction of strengthening plates by Mercedes to be retrofitted to affected models. This requires the stripping of the cab interior around the pillar and a process, now approved by Mercedes and Waka Kotahi/NZTA, to install the strengthening “doubler” plates. NZMCA is recommending owners contacting the body manufacturers to arrange the repair and upgrade.

Incorporated Societies Act 2022 Working Group Update



Tony Bartlett & David Raven

Incorporated Societies Act 2022

The FoMC Incorporated Societies Working Group has attended several free online webinars that have been prepared by Steven Moe at Parry Field Lawyers in Christchurch.

Steven presented at this year’s FoMC AGM on the new Act. Parry Field have an information hub on the new Act, which can be found on the following website: [Incorporated Societies Act 2022: Information Hub - Parry Field Lawyers](#)

From these webinars, we would suggest the following approach for Clubs:

- Go to the [Information Hub](#) and watch the webinars.
- **Don’t panic! Clubs have until April 2026 to get their Society registered under the new Act.** This allows time to have constitutional changes ratified through AGMs or SGMs, as the situation may be. However, a particularly worthwhile start on preparation is for clubs to review current amendment procedures for their constitutions (rules). Some clubs have straightforward rules on making changes to their constitutions, whereas some may benefit from updating the timelines for managing amendments, particularly to facilitate the current re-registration task. For many clubs, the opportunity should probably be taken in the current financial year to consider addressing changes to voting methods if necessary so that electronic, online voting methods can largely be used where membership-wide voting is specified in the rules.
- **It is becoming clear that the new Act is much more detailed than the previous Act and puts more responsibility on each Club Executive (Committee)** regarding club records, membership lists, data security, annual reporting and requirements for managing “breaches of discipline”. Clubs need to have a methodical and deliberate plan in place to enable the changes to be implemented without disruption.
- **The FoMC will be engaging Steven Moe to prepare a short questionnaire that clubs can run through to decide if they should remain an Incorporated Society under the new Act.** This will be especially important for the smaller clubs, which are a significant proportion of our member clubs. Note that the FoMC accommodates the involvement and participation of non-incorporated clubs and will be reviewing its provisions in this regard.
- **The FoMC is currently investigating insurance implications with associated experts.** We’re aiming to have information to share with you related to insurance issues ready by March 2024.



Update on the FoMC's financial position

David Raven

The FoMC is grateful for the donations to the recent survey, the results of which will help us in our dealings with government departments and Ministers.

The survey cost over \$70k to undertake, the majority of which was provided by the member clubs, plus we used the term deposit to fund the remainder.

We recently had a Strategic Workshop for the FoMC Committee & Executive to further develop the strategy needed as we forge ahead with keeping our classic vehicles on the road and the attendant lifestyle that accompanies this. The current financial position of the FoMC is stable, but funds will be needed to cover meetings with Ministers. Plus, we have the requirement to provide the most appropriate information to the clubs for the new Incorporated Societies Act. We therefore need to look at subscription rates, and all options will be considered over the coming months in preparation for tabling at the next AGM.

OVERSEAS NEWS - biofuel for classic vehicles on sale in UK



Mark Stockdale

The UK has launched the world's first sustainable fuel for classic vehicles.

The UK's first publicly available sustainable petrol went on sale in June, designed specifically for classic vehicles. The SUSTAIN Classic range allows motorists to fuel their vintage and classic vehicles with plant-based petrol, without any modifications to their engines, with three grades of fuel initially available (33%, 50% and 80% renewable content). The grade with the highest sustainable content promises a reduction of at least 65% in greenhouse gas emissions when compared to fossil fuels.

The sustainable petrol uses advanced second-generation biofuel manufactured from agricultural waste, such as straw, by-products or waste from crops which wouldn't be used for consumption. By doing so, the fuel utilises the CO2 that already exists in the atmosphere, which the plants absorb as they grow, recycling it, rather than releasing additional CO2 that is currently locked underground in fossil fuel.

With an octane number over 98, and bioethanol content under 1%, SUSTAIN Classic has been specifically tailored for classic vehicles, although it can be used in any vehicle that runs on standard petrol. SUSTAIN Classic is priced from £3.80/litre (approximately NZ\$7.78/litre). *Source: Federation of British Historic Vehicle Clubs*

Biofuel situation in New Zealand

Second-generation biofuels or renewable fuels (a 'drop-in' fuel) are not available in NZ.

Fuel importers were investigating retailing renewable diesel as part of a planned sustainable biofuel mandate, but this mandate was dropped by the Hipkins Labour Government.

Unlike first-generation biofuels, second-generation biofuels are petrol or diesel refined from a renewable oil source, a process that's far more expensive than producing first-generation biofuels or fossil fuel, so it struggles to compete with these cheaper options.

Gull NZ retails a first-generation 98 octane petrol blended with 10% bio-ethanol content, which is not compatible with older vehicles (check the owners manual) and any carb-fed engines.

Next Issue...

What's coming up in Issue 41, due out March 2024:

- Latest update on the Incorporated Societies Act & Insurance implications
- Survey update
- Secretary's Corner
- Hot Rod news & views – the NZHRA is a major club in the FoMC so we'll spotlight their enthusiasm for their cars.

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