



THE NEWSLETTER
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FEDERATION OF
MOTORING CLUBS

WHEEL TORQUE

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12 month WoFs called for by FOMC AGM

A motion from the floor seeking 12 month Warrant of Fitness inspections for all vintage and classic vehicles was passed unanimously at the 22nd FOMC Annual General Meeting held in Christchurch in May.

Moved by Jowett Car Club delegate Keith Buckley and seconded by Leyland P76 Owners Club delegate John Warren, the motion calls on the FOMC to engage in meaningful discussion with the NZ Transport Agency on the subject of twelve month WoFs for vintage and classic vehicles and report to members clubs on a regular basis.

Earlier at the conference both NZTA Regional Relationships Director Jim Harland and Repairer Sector Specialist Graeme Swan of the Motor Trade Association indicated a likelihood of a positive official reaction to requests for a further review of the need for 6 month inspections for heritage vehicles.



Jim Harland, NZTA

Along with VCC Technical Committee members Norman Pointon and Tony Bartlett they took part in a wide-ranging discussion of the WoF inspection and compliance issues impacting on heritage vehicle owners and restorers.

Jim Harland explained the regime for updating inspectors, the problem of under or over inspection, failure rates, the age of the vehicle fleet, and advised that there are 125,000 new vehicles being added and 150,000 old ones removed from the motor vehicle register each year.

Most WoF failures are for lights, usually blown tail, park or indicator bulbs that were then reported as a failure to boost the rate to 36 to 38%. Issuers of WoFs are vulnerable to audits if their failure rate is less than the industry average.

Graeme Swan said the MTA had modified its previous opposition to introducing 12 month WoFs for vehicles older than 30 years. The expected loss of income if this were to happen was no longer considered a significant factor, and the MTA now accepts that keeping older vehicles on the road all the year round was better for the vehicles brakes, steering, electrics, tyres and the owners.



Graeme Swan, MTA

Amongst the compliance issues raised was the current process required to re-register a vehicle that has previously been registered in New Zealand but evidence of this has been lost. This is partly due to the action of Motor Vehicle Register in 1996 destroying old non-active registration details, thereby removing the evidence of previously registered vehicles. So it is now almost impossible without original registration papers, a number plate or WoF details to put a vehicle back on the road.

Both the NZTA and MTA representatives made notes about the difficulties encountered by owners seeking to have a deregistered NZ vehicle reinstated when there was no paper trail of recent registration. The FOMC plans to raise this matter with NZTA and the Minister of Transport following the gathering of suitable material to support our claims.

The outcome of the panel discussion was a better understanding of how the system works for both the NZTA and MTA representatives and those delegates present.



FOMC CHAIRMAN'S 22ND ANNUAL REPORT

In the past year we made a deliberate decision to meet less frequently as the previous year had been one with more than the usual share of issues to deal with, especially the still pending changes to Incorporated Societies Act and the revised Health and Safety legislation, and had involved extra costs. But the work done regarding the Health and Safety Act was highly successful with positive changes made to the proposed legislation.

While there has been nothing as significant this year there have still been a number of submissions made to government agencies on a range of issues. It is interesting to note that when we are sitting in a politician's office being politely listened to as we explain our view on some particular government proposal, just how suddenly the attention leaps up when the penny drops that the FOMC represents the views of more than 75,000 members.

But the expenditure of our many thousands of members on their hobby and interests are only a relatively small aspect of just how valuable heritage motoring and vehicle preservation are to the overall New Zealand economy.

Early on in the past year we made what I believe was a very sound submission on the Incorporated Societies Bill, especially on the provisions which could prove too onerous for smaller organisations reliant on volunteer office holders if effective changes are not made to the wording of the draft. We can expect the revised draft to be forwarded to Parliament following the election and we shall be ready to ensure any potential adverse impacts on our 130 or so member clubs are addressed.

We made submissions on the ACC levy portion of the motor vehicle relicensing fees particularly noting that the petrol tax levy rather than the rego fee is a fairer means of apportioning costs. We noted the anomalies arising from the diesel vehicle situation, and once again stated our view that vehicles over 30 years old should qualify for the same discount rate as the 40 year plus vintage category instead of being subjected to the imposition of the highest rego fees of the entire New Zealand vehicle fleet. And our submission on government proposals to offer concessions and incentives to electric vehicle owners warned of the longer term possible consequences.

As usual the yearly list of Omnibus Amendments to our Land Transport Rules provided room for all sorts of changes which at first sight may appear boring and inconsequential, but often the devil is hiding in the detail. Our latest submission on Omnibus Amendment Rule raised issues with revisions to rules relating to door retention systems, seatbelts and anchorages, vehicle lighting disconnection and high mounted stop lamps. Not riveting stuff maybe, but it can become very problematic for individual owners if the result of the changes is that your vehicle is then deemed to be non-compliant.

Indeed compliance looks to be shaping up as an issue we will have increasing problems with on several levels. Vehicles entering the fleet after restoration or brought in from overseas are sometimes faced with what seems to the owners to be totally unreasonable requirements or hurdles. I've even heard "vandalism" being used to describe some of the inspection requirements inflicted on our heritage vehicles. Older vehicles going through the CoF or WoF process are also, on occasions, expected to exceed standards they would have struggled to meet when new and are well above what was previously acceptable. But sometimes inspectors just do not know what level of wear is permissible or what degree of clearance is required in kingpins, link pins, trunnions, steering mechanisms, transmissions, brakes etc as they are simply unfamiliar with older vehicle technology. It does seem that in cases of dispute we do need some wise arbiters in each area or province.



The contrast between the current requirement of six month warrants for older vehicles and 12 month for post-2000 vehicles is also shaping up to become something of a dichotomy especially when many newer vehicles are covering high annual mileages while exempt from frequent inspections. Yet conversely many classic vehicles only cover very modest mileages each year and are seldom used during the winter months. Clearly there is scope for further discussion and refining of the vehicle inspection process.

During the past year the FOMC also joined MITO, the Motor Industry Training Organisation. Clearly it is in the best interests of all heritage motorists that instruction in the craft and trade skills needed to preserve our vehicles is continued. Perhaps we may see the development of some special training programmes as this relationship grows.

In Europe there is now significant recognition of the economic importance of the restoration and servicing industries for classic, vintage and special interest vehicles. A thorough analysis of the importance to our economy and the jobs provided by our interest or hobby (some call it an affliction) is well overdue.

My sincere thanks to our long serving, extremely knowledgeable and capable secretary Roy Hughes and our executive members for all their efforts which has seen another good year of progress for the FOMC. I think the footnote on all our submissions is entirely appropriate and worth restating. "Representing the responsible special interest and heritage motoring enthusiast." Because that's what we do.

Hon Harry Duynhoven
FOMC President

RICHER FUTURE FOR CLASSIC MOTORING

For clubs afflicted with aging memberships and falling numbers guest speaker at the FOMC AGM Jesmond Micallef of Waimak Classics had some radical recommendations to help them rejuvenate the future of heritage motoring.

For many years, passionate heritage vehicle enthusiasts have formed clubs in order to share their passion and social outings, he said. But new members joining nowadays roughly equal the number leaving, especially from those clubs representing vintage type vehicles, such as the Vintage Car Club.

The largest and most significant motoring club in New Zealand, with 8000 members the VCC presents itself as 'The Historic Vehicle Authority of New Zealand' and 'caters for all cars, trucks and motorcycles over 30 years'.

"Shouldn't we then be asking why is the VCC attracting so few new members?" Jesmond said. "The VCC should revisit its constitution and change it as necessary to attract new progressive blood of any age and sex. As things stand, I believe the term 'Vintage' by itself is contributing to its demise, as it portrays an old boys club. This discourages new blood from joining and prevents new ideas coming in. So perhaps the VCC should consider including the word 'Classic' along with the word 'Vintage' so the Club would then become known as the VCCC instead of the VCC.

Jesmond said it can be argued that the VCC already recognises this by stating, that it caters for all cars, trucks and motorcycles over 30 years and has already acknowledged that without new members it has no future.

"My answer then would be that VCCC is more suitable for the time and age we live in because this minor change in name will serve as a bridge - it extends a hand to new members or at least compliments the message on the club's website."

But the club needs to mean it and educate its current members accordingly. Existing members should engage with new members wholeheartedly, irrespective of what wheels they drive, and make them feel welcome. It is not enough to nod heads - to say "hello" and "bye" around new members - they need to be made to feel welcome.

"The point I try to make here is that like many of you I have a genuine interest in classic and vintage vehicles and often wonder what is going to happen to our cars - especially Vintage and early Post War Vehicles," Jesmond said. "I personally do not wish to see all our beautiful cars systematically deteriorate or heading overseas simply because clubs lack the management skills - or the energy - or the discipline to pass control from one generation to the next.

"It is my belief that historic vehicles and classic cars can do so much more to benefit our country's economy. We all want a future for our cars in this country and we past, present and future classic car enthusiasts have the power to make things happen; to make this hobby of ours a wonderful adventure, whilst at the same time an investment for ourselves and for future generations.

"We need to dream big and in my view most of our car clubs lack sufficient vision. In fact, it might be best for preserving our heritage if some clubs became part of a more progressive body with new rules and strategies. What we currently need is a new movement, not an authority. We need one solid new movement, that can bring the past and the present together to build the future with policies that work for all," he said. "Let's just imagine that I was the founder of this new movement and that every person present here was part of its foundation. Let's refer to this as "our movement". Our movement would work to interest our offspring in the world of classic and vintage vehicles irrespective of era and get them to experience the magic of enjoying a car of days gone by. By doing this our movement would indirectly be investing in the wealth of our country.



Jesmond Micallef is founder of Waimak Classic Cars a specialised professional service catering to classic & vintage car vendors and buyers. At the special invitation of the FOMC Executive he agreed to share his vision of how to build a richer and more enjoyable future for classic motoring at our recent AGM. This is an edited and condensed version of his presentation.

"With historic vehicles, especially the older ones, comes not just a vehicle, chassis and wheels but a lifetime of events and memories. I consider myself very lucky to still be in possession of my grandfather's first VW Beetle, the only car he ever owned. It is more than a classic car, more than a VW to me - it has memories of my grandparents who have since passed on - it represents the days at the beach with my parents and the picnics on a Sunday with my kids.

"Many cars are leaving our shores today because past and upcoming generations have not been involved in the pleasures of classic motoring and as a result are nowadays not interested in carrying forward the legacy of their forefathers.

Even with all the TV shows, newspaper write-ups, online blogs etc portraying the industry as a glorified hobby, the message is still not reaching our younger generations.

"Our movement would establish and introduce more local themed events with the aim to preserve and protect our heritage in this country. This movement would work with local councils and organisations in every region to create world class events like the Napier Art Deco Rally. Every region would become better known for its heritage; every region would get to showcase its produce, businesses and services. With these events every region would be investing in its own community because every event would be promoted nationally and internationally.

"I resent it when people say the vintage car market in New Zealand is dead; that it's almost impossible to sell

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vintage cars nowadays because new generations are not interested in these older vehicles and as a result, current owners have no one to pass these vehicles to," Jesmond said. "But unfortunately there is an underlying truth in this, which to a large extent, though not intentionally perhaps, is self-generated by clubs. So we need guidelines and an overall strategy to create new rules before most of our automotive heritage ends up overseas or deteriorating in someone's shed.

"When markets are flat or going nowhere - as is the case with our automotive heritage nowadays - one needs to find a better alternative. My view is that innovation is the only sensible way forward. Unfortunately, admonitions to develop creative strategies are rarely welcomed, and a vision can be successful only in an environment that permits it. This new movement must absolutely create that environment.

"For the last fifteen years, I have been paying attention to this market, observing market trends and patterns, and have thought long and hard about how we can save our automotive heritage from definite extinction. There will eventually be no members and no authority representing our heritage in New Zealand if we do not do away with what's obsolete; if awareness is not raised," he said

"Mate's rates deals where cars are offered to club members first at reduced prices. Members waiting for another to pass on so that a car may be snatched from their naive widow for next to nothing. This mentality is unprofessional, unethical, cheeky and inappropriate. It is unacceptable and will have no place in this new movement because such practice only serves to ruin the value and credibility of our heritage."

Instead, this new movement would direct its efforts to establish the correct incentives to preserve our vehicles in New Zealand and to pass them on sustainably to future guardians at fair market prices, he said.

"This movement will look for patterns in the way one can create a new market and/or perhaps re-create the existing one. Most of us tend to share a conventional wisdom about who our customers are or can be and what they value. Our movement will design and create that customer to suit the need of the industry it represents.

"It would re-create this industry by regenerating it; by creating a market that turns our vintage cars into investments just like art, fine wine and diamonds," he said. "Restoration costs would become subsidised by government and the movement would insist on our industry becoming appropriately recognized by our education system."

Along with internationally promoted localized themed events such as the Art Deco in Napier, the Beach Hop in Whangamata it will also recognise that vehicles are only the bi-product because few products and services are used in a vacuum - in most cases, other products and services affect their value.

"This is how we will raise the value of our heritage. This is how we would attract the right members to our movement by creating something that everyone yearns to be part of. This new movement will work with local government to ensure our heritage remains protected in our country; to

ensure that importing heritage to our country is facilitated to ensure that exporting our heritage out of our country is penalised or taxed," he said.

Making New Zealand the classic and vintage car Mecca of the world will bring more international runs and events to our shores and our country and we will become the envy of many which will help boost our economy.

"Unless this happens the problems we face today will remain and as a result we will continue losing our cars to overseas buyers. We will continue losing an industry that can be saved by simply turning it into a fun, trendy investment scheme."

No CHANGES TO FOMC EXECUTIVE

In the absence of other nominations FOMC President the Hon Harry Duynhoven, Vice President Tony Bartlett and Treasurer David Raven were all re-elected for a second year and, as required by the constitution, reappointment of Roy Hughes to the role of Secretary was approved by the AGM. Immediate Past President Malcolm Lumsden will also continue to serve on the Executive ex officio.

The six serving members of the Executive Committee Peter Boys, Chris Dyer, Fred Fellows, Murray McLean, Conrad Petersen and Norman Pointon were also re-elected.

Mainly because of a decision to reduce the number of executive meetings held during the year to save on travel costs a surplus of \$4867 was recorded in the 2016/17 accounts.

With a return to a normal meeting schedule in the year ahead and recent fare rises previous surpluses are projected to be more than eliminated by increasing costs.

The executive recommendation to keep the annual subscription at \$20 per club plus 50 cents per member was adopted.

In order to meet the expected increases in costs the Federation will initiate a programme to attract additional member clubs so financial reserves can be expanded without increasing current membership fees.

NEWS FROM AROUND THE WORLD

Classics exempt from emissions surcharge?

Historic vehicles are likely to be exempted from London Mayor Sadiq Khan's planned emissions surcharge. The second round of public consultation proposes to adopt the same exemptions that apply to the London Congestion Charge Zone, which includes taxis, motorbikes and historic vehicles.

The charge is set to affect pre-Euro 4 petrol and diesel cars - broadly those built before 2005.

