



THE NEWSLETTER  
OF THE NZ  
FEDERATION OF  
MOTORING CLUBS

# WHEEL TORQUE

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## Commission's planned electric conversion could end classic motoring

The draft game plan prepared by the Productivity Commission to transform New Zealand into a low emissions economy and the threat it poses to classic motoring was a central topic of discussion at the FOMC 23<sup>rd</sup> National Conference and AGM held in Auckland in May.

To achieve the objective of net zero carbon emissions by 2050 the Productivity Commission is proposing to convert our transport fleet to all electric and phase out fossil fuels which would put most heritage vehicles amongst the targets proposed for elimination.

Suggested strategies include a "freebate" scheme by which petrol and diesel vehicle owners will effectively subsidise people buying electric vehicles. Stringent exhaust emission standards would be imposed on cars coming into the country, especially used ones including collectables.

Other suggestions include restricting any ongoing use of fossil fuels to the electricity system so the remaining gas or coal is only available to boost generation when there are not enough "renewables" left to top up all our Teslas at the end of a mid-winter working day.

Interestingly the Commission's report confirms that the manufacture of lithium ion batteries does generate much higher CO<sub>2</sub> emissions than building and using fossil-fuelled vehicles. But as all the batteries are made overseas the Commission says there is no reason for New Zealand to be concerned as the CO<sub>2</sub> emissions created to power our electric vehicles will be added to the totals of other countries.

But the obvious practicalities of replacing

the nearly four million internal combustion vehicles in the New Zealand fleet with electric-powered alternatives by 2050 would appear to be more insurmountable than the Commission apparently expects. With less than 8000 electric vehicles on the road so far and new and used imports being absorbed into our fleet at the rate of around 300,000 a year it would take a much greater economic upheaval than the Commission envisions to achieve anywhere near the net zero carbon target by 2050.



*Guests at the 23rd AGM in Auckland at the VCC clubrooms*

In the meantime the Commission is proposing various measures to make the use of fossil-fuelled internal combustion vehicles much more costly and inconvenient. These include pushing up the price of petrol and diesel by increasing the carbon price by as much as 12 times and basing vehicle registration fees on a vehicle's emissions potential.

Potential policy changes that could endanger the continued use of fossil-fuelled heritage and collectable vehicles were the main focus of debate at the recent FOMC Annual Conference in Auckland.

FOMC Annual Conference in Auckland.

There was unanimous support for a motion initiated by Norman Pointon (Riley Club) that we urge the Ministers of Transport to give due consideration to the importance of heritage vehicles and associated industries and ensure the present unrestricted use of these vehicles is retained and not compromised by any changes in Government transport policies.

*cont'd on page 2*



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It was also resolved that a FOMC delegation to meet with the Ministers of Transport comprise the President, Secretary and one other member, plus a representative of the Vintage Car Club of NZ.

Tony Bartlett (VCC) also proposed that a response to the Productivity Commission "Low-emissions Economy" draft report should be prepared listing bullet points of concern which can be elaborated on later as the debate develops. The FOMC will then be recorded as a submitter and stakeholder for ongoing consultation on proposals potentially affecting the country's fossil-fuelled vehicles and owners.

At a rough calculation it is likely the total value of the accumulated heritage collections of just the FOMC's membership exceeds \$10 billion. For a Government to arbitrarily declare all those cherished vehicles effectively obsolete and unusable would raise constitutional issues which are not adequately addressed in the Productivity Commission's draft report.



There is also a wide range of currently successful firms comprising a nationwide industry which relies on the repairing or restoring of New Zealand's fleet of heritage vehicles to provide jobs for many thousands of highly skilled and valued workers. Beyond the bounds of the restoration industry there are also a vast number of other commercial operators such as magazine publishers, holiday resort owners and restaurateurs who rely on the steady flow of business from motoring enthusiasts to maintain their viability.

## UPDATE ON 12 MONTH WoF INSPECTIONS CAMPAIGN

*At the FOMC AGM in 2017 a motion that the executive engage in meaningful discussion with the NZ Transport Agency (NZTA) on the subject of twelve month WoFs for vintage and classic vehicles was unanimously supported by the meeting.*

*It was moved by Keith Buckley (Jowett Car Club) and seconded by John Warren (Leyland P76 Owners Club) and at this year's AGM they requested an update on progress so far. This was provided by President Harry Duynhoven:*

Following the 2017 AGM it was arranged for myself and incoming secretary Conrad Petersen to meet with key NZTA managers at their Palmerston North offices to discuss various WoF issues. Those present included Mark Pugin – Team Leader Commercial Licensing, Jim McDonald – Chief Advisor Technical Services Delivery

Access and Use, and Richard O'Reilly – Manager Operational Policy (by phone from Wellington).

Amongst the various issues on the agenda were the Intervals for warrant of fitness (WoF) inspections:

- We submitted that 3 year WoF check intervals for more modern vehicles may be creating safety risks as some new vehicles cover very high mileages between inspections – we suggested that both time and distance to determine WoF check intervals would be safer. We suggested that more education was needed to change the current NZ culture of relying on WoF checks to find vehicle faults. Drivers need to be educated by the NZTA to check their own vehicles for safety failures.
- For classic and vintage vehicles that cover very low annual mileages we suggested an annual WoF would be more appropriate. Because, as a rule, these vehicles are kept in very good order by their owners, few safety issues are likely to arise if WoF inspections were extended from six months to yearly.
- But we indicated 6 month WoF checks would still be appropriate for the balance of vehicle inspections. However we also suggested that all drivers should be encouraged and educated by the NZTA to check their own vehicles for safety.

The NZTA managers advised us that deliberate actions to obtain a WoF or CoF illegally were not unusual. Wheel swapping is the most common and to combat it photos are now utilised in some cases.

In 2014 a new regime to monitor persons/organisations that are authorised to perform WoF inspections was put in place. The effectiveness or otherwise of this regime is soon to be evaluated. Richard's view was that any further changes to the testing regime would not be appropriate until the review was completed.

However Conrad and I both felt the meeting had been most constructive and we formed the view that our suggestions would be given positive evaluation and maybe even strong support.

But desired changes to the testing regime still remain subject to Ministerial direction. At the time of the last AGM there was an election pending so we had to anticipate there could be a change of Government and Ministers.

Until the new Ministers had been given time to settle into their jobs and bring themselves up to speed on the issues the FOMC executive was of the view that it would not be constructive to add to the many distractions inflicted upon them. But recently I have made contact with the Transport Minister's office and we are in the process of arranging a meeting.

And we also need to undertake further analysis and preparation of the data we have already collected in order to compile a compelling case to secure the desired changes. In previous discussions apparent discrepancies in the motor registration data weakened our case and we need to research the reasons for those contradictions.



## PRESIDENT'S COLUMN

### Report to the 23<sup>rd</sup> Annual General Meeting

Welcome to all our Member Clubs and Associations which make up our Federation. And it is important to remind ourselves we are just that; a Federation of motoring clubs. As such we have a large number, some 78,000 affiliated individuals in the many organisations, clubs and associations, who share our interests and purposes. In our small constitution booklet, set out on pages 2 and 3 are the objects, the first of which is "to bond together all the motoring clubs in New Zealand to provide a united voice in dealing with legislative and regulatory authorities."

To that end our Federation executive has discussed a more proactive strategy to engage with, and therefore have some influence on the policy and practices of the authorities, beginning with the New Zealand Transport Agency and of course helping Government and Ministers understand the value to our country of a positive approach to our hobby, work, and in many cases passion, of preserving and enjoying classic vehicles.

During this year we have had what could only be described as a very useful meeting with NZTA officials at Palmerston North and in the coming months hope to build on that with further discussion and visits to Ministers. Following our success in securing changes to the Health and Safety legislation we should be confident in our ability to have some influence on outcomes, particularly if we have member clubs active in support.

We have no shortage of issues, the most serious being maintaining the future unfettered use of our vehicles, which in New Zealand is not yet facing any apparent definitive restriction. But if you look at changes taking place in Europe right now it may one day happen here too, as eventually such ideas usually migrate to our part of the world.

Some real issues on our current agenda now include:

1. Fuel prices, the variations and margins between 91 and 95 or 98 octane, and also the increases in margins over the last decade.
2. 12 month Warrants of Fitness inspections.
3. Vehicle inspections – the variability of standards/qualifications of inspectors.
4. Heavy heritage vehicle specification changes, CoFs, usage, inspection standards and availability of inspection facilities.
5. Third party insurance.
6. Training of technicians in industry.
7. Encouraging future ownership of our vehicles.

All of these have been discussion points at our meetings during this year. Again this past year we have had only 3

executive meetings, rather than our usual 4, to save on expenditure, and we try to have meetings in various parts of New Zealand to involve as many member clubs as possible, usually alternating 2 in the North Island and 1 in the South Island most years.

Recently in *Wheel Torque*, our excellent newsletter circulated to member organisations, and in *NZ Classic Car* magazine, *Classic Driver* and I'm sure in *Beaded Wheels* too, there have been various articles talking about the future of our vehicles, and about succession planning. Who will want our 1948 Vauxhall J or our 1957 Vanguard, or my 1969 VW Karmann Beetle, or indeed any other classic if it is not currently on the cool list or considered a hot car, or a likely massively appreciating asset? Who will take over all of the individually owned collections around the country? They only have any ongoing value if they are wanted.

The most effective answer to that question is in our own hands. We must involve young people in our hobby, both as future participants in the workforce and as owners and

lovers of classic, heritage and vintage vehicles. As modern vehicles become more like appliances, and more the same, we have a huge opportunity to enthuse young people; evidence the thousands of younger people admiring the cars at Americana and at Napier Art Deco.

We need to gain positive influences on attitudes and acceptance of heritage motoring wherever possible, so why not personally invite your Mayor or MP to your displays, have them make a

"Mayor's choice", draw the raffle or whatever. We need to develop more advocates and supporters, attract positive media coverage, and generate encouraging reactions to our activities.

In closing, I want to talk about one person who has been a hugely positive influence for us all. Roy Hughes has been the mainstay of the FOMC as secretary since 2010 I think, long before my direct involvement. I first met Roy quite some time before that as an organiser of the 1st NZ Classic Car Rally which I entered, and on subsequent rallies. Prior to that Roy was involved in journalism, he's slightly irreverent, always on the button and has a very good nose for the "real story".

This has been very helpful to the FOMC and Roy has been an excellent secretary. He knows everybody, gets on extremely well with people, and has very ably written many of our submissions to the authorities on various issues as well as editing our excellent *Wheel Torque*, the FOMC newsletter. Although Roy wishes to step down from the secretary role, he has very kindly offered to continue with his editorship of *Wheel Torque* and also will continue his astute work with submissions writing. We are all very grateful for his tremendously diligent efforts, and he really is the glue that keeps the FOMC together and focussed.

**Hon Harry Duynhoven**  
**FOMC President**



*Harry Duynhoven*

## NEW SECRETARY FOR FOMC

After eight years as FOMC Secretary Roy Hughes has handed over to Executive Committee member and former national secretary/treasurer of the Citroen Car Club NZ, Conrad Petersen.

Previously a top level manager in state-owned enterprises and the public sector Conrad is familiar with the machinery of government and drafting legislation and regulations. His private sector experience spans the car, truck and bus body building industries and he was also involved in the start-up of Vehicle Testing New Zealand when it was spun off as an SOE.

Conrad's academic achievements include a Master of Professional Studies in Transport Management and Environmental Management, and New Zealand Law Society qualifications in litigation law, business law and property law.

FOMC President the Hon. Harry Duynhoven, Vice President Tony Bartlett and Treasurer David Raven were all re-elected for another year. As Peter Boys did not seek re-election the president of the national MG Car Club Michael Anderson joins the existing members of the Executive Committee Chris Dyer, Fred Fellows, Murray McLean, and Norman Pointon. Roy Hughes will continue on the Executive as Submissions Secretary and Editor of "Wheel Torque".

Key past members of the Executive, former Secretary Mark Stockdale and the immediate past president Malcolm Lumsden have agreed to continue to serve as advisors.

As was projected at last year's AGM, fare rises and other increased travel costs have turned previous surpluses into a deficit of \$1,566 during the past year and the budget for 2019 predicts a similar shortfall.

To offset the deficit and provide funds for the increased number of face to face meetings expected to be needed in the year ahead Treasurer David Raven advised the meeting a yet to be calculated rise in the 50 cents charge per individual member will be introduced to raise total income by about \$3000.

In appreciation of the work the FOMC undertakes on behalf of all heritage and classic vehicle owners the Auckland branch of the VCC generously waived all rental charges for the use of their premises as the AGM venue.



*Conrad Petersen and the Citroen DS he is restoring*

## NEWS FROM AROUND THE WORLD

### Cities to ban diesel cars

Four of the world's biggest cities are to ban diesel cars from their city centres by 2025, in order to improve air quality. The mayors of Paris, Madrid, Athens and Mexico City announced the plans at the C40 Mayors' Summit on climate change. This bold move could lead other cities to take action, and help to accelerate a shift away from diesel. Diesel engines are seen as major contributors to air pollution in cities, as they emit nitrogen dioxide and tiny particulates.

– [theconversation.com](http://theconversation.com)

### Diesel car ban in Germany gets green light

Diesel cars could be banned from German cities within weeks following a landmark court ruling in Germany's highest administrative court that allows individual municipalities to ban older diesel cars from their streets in order to bring pollution levels down. Hamburg, Germany's second largest city, said it would impose a ban on some of its most polluted streets "within a few weeks", and other major cities, including Dusseldorf and Stuttgart, the home of Mercedes and Porsche, are expected to follow.



### Diesel engines to disappear

Renault has admitted that diesel engines are to disappear from most of its European models blaming tighter emissions standards following the VW scandal. More than 60 per cent of the 1.6 million cars Renault sold in Europe in 2015 had diesel engines.

However, by 2020 more stringent EU emissions standards come into force following a scandal that saw VW admit engineering software to cheat emissions tests. "Tougher standards and testing methods will increase technology costs to the point where diesel is forced out of the market," an anonymous source said.

Diesel engines, pricier but more efficient than petrol, had already vanished from the smallest 'A'-segment vehicles like Renault's Twingo well before the VW scandal, as their extra expense outstripped savings on fuel.

By 2020, Renault now predicts that the toughening of Euro 6 emissions rules will push diesel out of cars in the next 'B'-segment size category, including its Clio subcompact, as well as some 'C' models such as the Megane hatchback, the sources said.

Renault, like most of its contemporaries, will now put more time, effort and resources into developing electrified cars.

– [Daily Mail](http://Daily Mail)

