



THE NEWSLETTER  
OF THE NZ  
FEDERATION OF  
MOTORING CLUBS

# WHEEL TORQUE

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## FOMC survey results add impact to Vehicle Licensing Reform submission

The outstanding response to our survey of NZ Federation of Motoring Clubs members has played a key role in providing the feedback needed to persuade the Government the proposed reforms of the vehicle licensing and inspection regime are both justified and desirable.

Thanks to the more than 700 classic, heritage and special interest vehicle club members who took the time and trouble to answer our survey questions, we were also able to distribute a press release which resulted in positive media coverage for the views of heritage and collector vehicle owners, including an item on *TV One News*, to counter the self-serving MTA campaign to retain 6-monthly Warrant of Fitness checks.

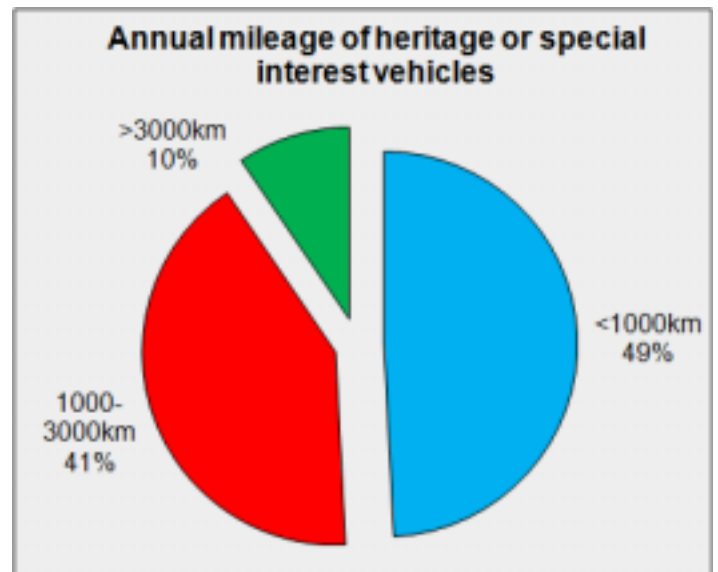
In preparing our response to the Government's discussion document on the Vehicle Licensing Reform, the FOMC asked member clubs to circulate a web-based survey to their members. The widespread grassroots response provided very telling statistics to reinforce the arguments in favour of reducing the frequency of WoF inspections and compliance costs of vehicle ownership.

When preparing similar submissions in the past we have sought and reflected the views of the executives of our members clubs, but this is the first time we have been able to obtain the views of the wider rank and file members. It has proved to be such a useful initiative we certainly plan to do it again.

The survey results confirmed vehicle collectors are incurring considerable costs to comply with the current vehicle inspection and licensing regime to achieve almost negligible road safety benefits.

Nearly half of the respondents (49%) said they drive their collector vehicles less than 1000kms per year, with most of the remainder (41%) travelling between 1000-3000kms. So the vast majority of heritage and special interest vehicles are covering very limited

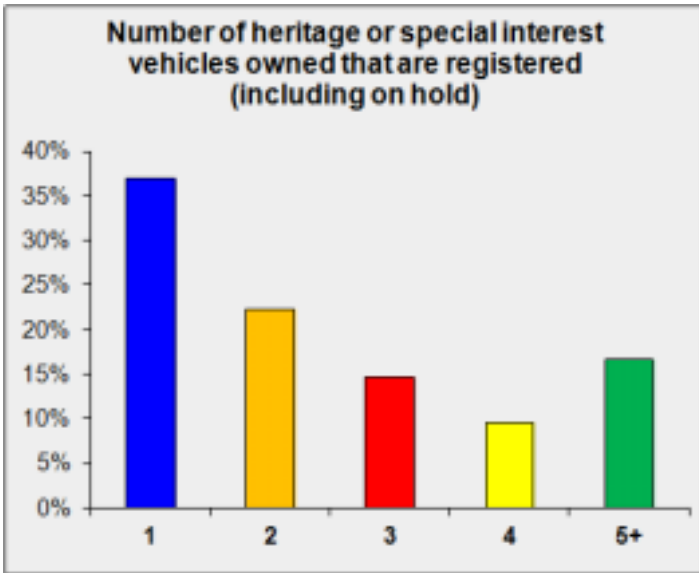
mileages between WoFs, and much less than the average of 12,000kms per year for ordinary vehicles.



As many own and use more than one heritage or special interest vehicle, more than half are paying between \$90 and \$360 in WoF fees each year. But just over 85 per cent reported none of their vehicles had failed an inspection in the last 12 months for brake, tyre or lighting related faults.

So six monthly WoF checks means most vehicle collectors are being subjected to costly and unnecessary inspections which fail to find safety faults or raise any questions about the fitness of their cars to be on the road.

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As the majority own more than one heritage or special interest vehicle, reducing WoF requirements and other costs will have multiple benefits for the majority of owners, whose interaction with the compliance system is disproportionately large and probably only matched by fleet operators who do much higher annual mileages but whose inspection fees are offset as business costs.

More than half the respondents, 54%, estimated they take 30-60 minutes to obtain each WoF, including waiting and travel time, with 28% taking more than an hour. So as well as reducing the actual transaction costs there will be meaningful time savings for heritage/SIV owners if WoF frequency is reduced, further reducing compliance costs.

The majority of the respondents to the FOMC survey were in favour of 12 month WoFs for vehicles aged 30 years

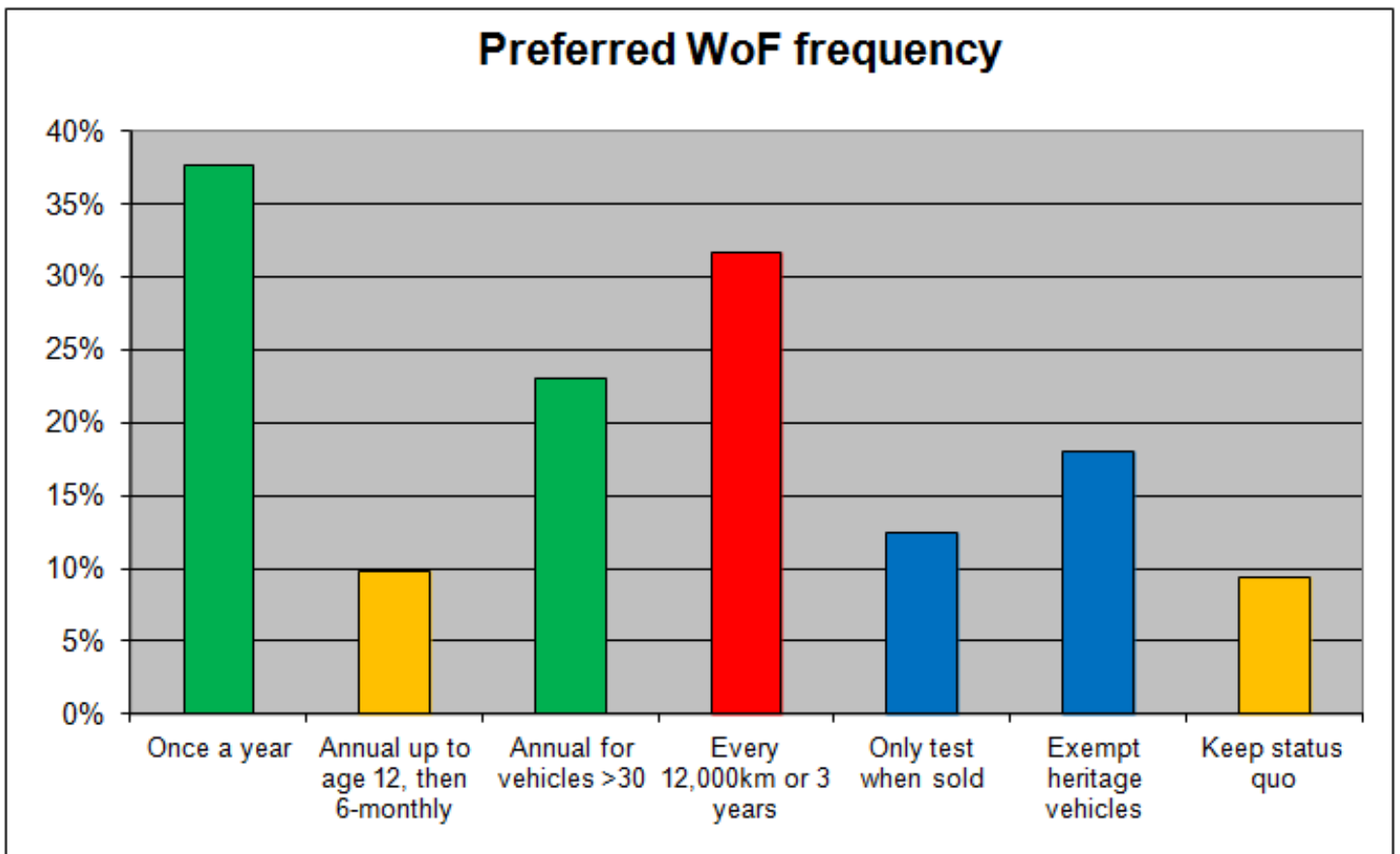
and over. Thirty-seven per cent of respondents supported reducing the WoF frequency for all vehicles to once a year, 23% supported the status quo, but with an annual inspection for vehicles aged over 30, and 31% supported the mileage-based option (a WoF test every 12,000km or 3 years, whichever comes first). Less than 10% supported a 6-monthly WoF for all vehicles over 12 years, while 18% supported exempting heritage vehicles from the WoF altogether.

It can be concluded that the majority of respondents support an annual WoF for heritage/SIV vehicles (including those that support the status quo excluding vehicles over 30 years old). This is strong support for abandoning the current 6-monthly WoF for vehicles aged 6 years and above, especially for heritage and SIV vehicles.

The majority of respondents (56%) believe the current test is too stringent for heritage vehicles, and very few, 3.2%, would support making it tougher. This reflects common concerns amongst the heritage vehicle sector that the current test is not fit for purpose, and demonstrates that there is significant dissatisfaction with the current system in terms of test scope as well as frequency.

There would be strong opposition to introducing roller brake machines or other more invasive checks for heritage vehicles, and a tougher test for such vehicles is not supported by the evidence. Respondents also believe the rules around rechecks could be simplified to reduce compliance costs.

In relation to annual relicence (rego) fees and especially the ACC component, 38% of respondents favoured levying the driver rather than the vehicle, and 22% want to see the fees included in the price of petrol or diesel RUC. This



## VEHICLE COLLECTORS CALL FOR A CUT IN COMPLIANCE COSTS

*The following is a summary of the Federation of Motoring Clubs submission on the Vehicle Licensing Reform proposals:*

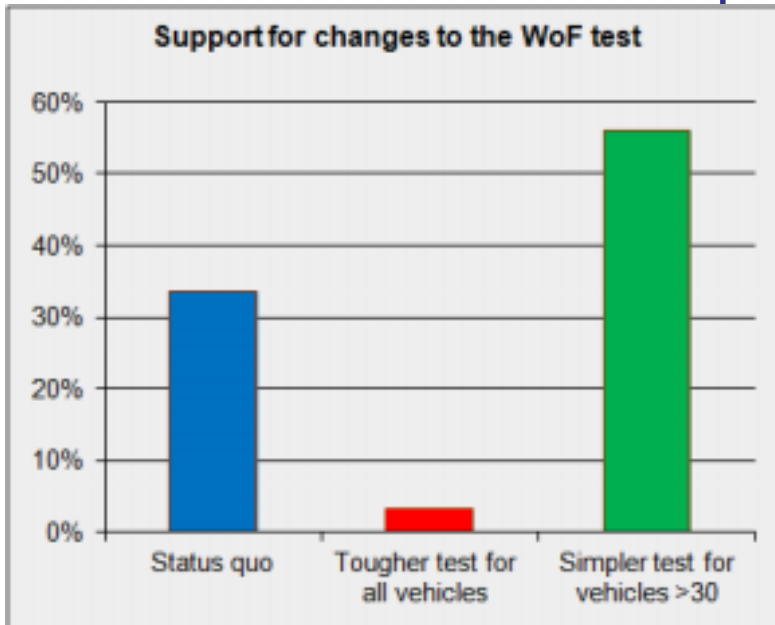
The FOMC supports a 12-month WoF period for all vehicles more than 30 years of age and no periodic inspections for veteran and vintage vehicles (pre-1932). The Federation does not support more invasive checks for vehicles over 30 years for the reason that they do very limited annual mileages, and because of the technical difficulties involved in submitting older vehicles to modern testing techniques.

The FOMC asks that the policy that all vehicles be tested to the standard that was in vogue when the vehicle was new should be reconfirmed. Problems repeatedly arise because some vehicle inspectors have a limited understanding of the vehicle engineering and tolerances in practice at the time of the manufacture of earlier generations of motor vehicles, and so apply unachievable modern standards, sometimes to the detriment of road safety, and also to the unnecessary cost of vehicle owners. The FOMC recommends that all vehicles be tested to the standard that applied in period, with the few sensible retrospective additional checks that already exist such as tyre tread depth, seatbelts, and body and chassis rust etc.

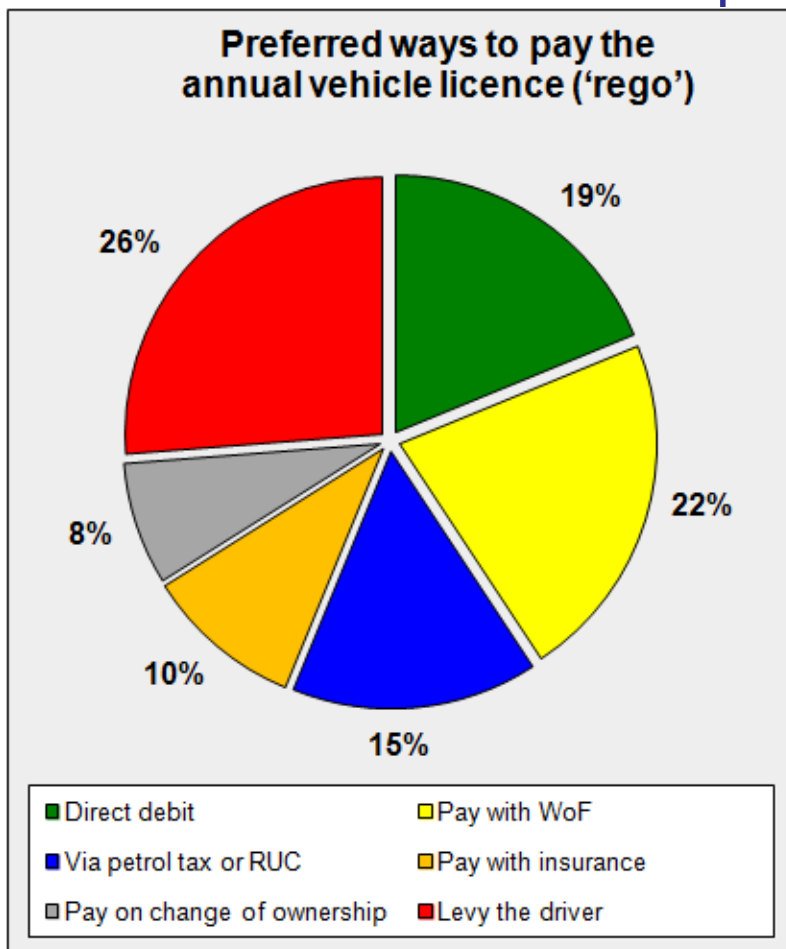
We believe any increase in the rigour of the current testing regime would have deleterious effects. For example, many heritage vehicles require special hub pullers to remove the brake drums. As well, most modern mechanics have limited knowledge of the tolerances and earlier construction methods in the motor industry and are therefore unqualified to work on many heritage vehicles. Placing such vehicles on suspension shaking machines may also exceed some older vehicles' tolerances and cause significant damage which could have catastrophic effects on their roadworthiness.

We also suggest significant time savings could be achieved by implementing appropriate checklists tailored to each vehicle, to be used when it is presented for inspection. Going through the full checklist for all vehicles and establishing what is and is not applicable to older vehicles takes a lot of time and often requires going back to the vehicle and rechecking, and this sometimes takes as long as checking the item if it were fitted. For example a 1912 Model T Ford does not have a spare wheel, chassis number, ABS, speedometer, windscreen washers, seatbelts, seat anchorages, doors, airbags, head restraints, indicators, fog, cornering, daytime running, stop and other lamps. A vehicle specific checklist could be developed from information on the previous check sheets for the particular makes of vehicle.

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reflects the view that the current system is inequitable as vehicle collectors pay multiple fees even though they can only drive/ride one vehicle at a time. The survey results enabled the FOMC to send a message to the Ministry of Transport that this anomaly needs to be addressed.



Nearly 60% of respondents favoured early payment discounts or late payment penalties for rego, and 46% supported improving reminder options (such as email or text), while 36% supported reviewing the infringement penalties, indicating strong approval for the various proposals to make rego easier to pay and comply with.



### Trailers & caravans

The FOMC suggests that light trailers and caravans with a gross laden weight not exceeding 3,500kgs should be subject to only 12-month inspections regardless of their date of manufacture, as most travel very low mileages.

### WoF compliance incentives

In order to reduce the approximately 9% of cars on the road without WoFs, the FOMC supports introducing more roadside checks and incentive schemes such as waiving fines if a WoF is obtained promptly, and imposing demerit points for drivers caught operating unsafe vehicles.

### Certificate of Fitness

The FOMC preference for CoF frequency is for a variable 3-12 month frequency, with 12 months as the default. There should however be a default for high mileage vehicles, e.g. every 50,000km regardless of time. Vehicles over 30-40 years should automatically default to 12 months if not used commercially and/or de-rated.

Provision should be made for de-rating heritage vehicles that are not in commercial use with the provision that a vehicle with a de-rated weight of less than 3,500kgs unladen be allowed WoF compliance.

### Transport Service Licence

The FOMC supports dispensing with the TSL for all commercial transport services except tow trucks, commercial bus operators and taxis. As a secondary position, we seek removing the requirement for a TSL for heavy vehicles that are not in commercial service and not being operated for hire or reward.

### Vehicle licensing

Trailers, boat trailers, and caravans should be exempt from annual licensing given the small distances they travel on average. Vehicle licensing fees should be charged as part of RUC for all diesel vehicles, in accordance with the user pays principle.

- A full copy of our submission is on [www.fomc.org.nz](http://www.fomc.org.nz)

## NEWS FROM AROUND THE WORLD

### Classic cars may be banned from Paris

Some of the most famous cars in French motoring history would be banned from Paris under a law intended to hit gas-guzzlers. The proposal would outlaw cars built before 1997 and motorbikes built before 2002 from 2014.

The proposal the brainchild of Paris mayor Bertrand Delanoe, who has been fighting for more than a decade to cut pollution in Paris and says his efforts – including more bus and cycle lanes – have cut traffic by 25 percent and greenhouse gas emissions by 9 percent.

Paris would not be the first city to ban old cars from its streets. The Indian city of Calcutta ordered cars older than 15 years off its roads in 2008.

– Reuters



### Modified cars may be banned from EU WoF

The European Commission is drawing up plans for a revised “roadworthiness test” which would mean that all components had to conform with those which were on the car when it was first registered.

According to the EU document “Vehicles of historic interest are supposed to conserve heritage of the époque they have been built”. The plans appear to make it impossible for owners of older cars to modify their vehicles to bring them up to modern safety standards.

The EU also suggests that member states should be given the power to set their own standards for “specialised” vehicles, which is understood to include classic cars.

– [www.telegraph.co.uk](http://www.telegraph.co.uk)