



THE NEWSLETTER
OF THE NZ
FEDERATION OF
MOTORING CLUBS

WHEEL TORQUE

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FOMC 13th Annual General Meeting

The 13th Annual General Meeting of the NZ Federation of Motoring Clubs (FOMC) was attended by over 34 delegates representing over 22 car, motorcycle, military vehicle and vintage machinery clubs from throughout New Zealand. Held, as usual, at the Vintage Car Club rooms in Taupo on May 4th, the AGM featured several keynote speakers in the morning, followed by the usual AGM elections in the afternoon, reports from the executive committee, and the opportunity for clubs to raise pertinent topics.

Malcolm Lumsden, from the FOMC executive, spoke about the need to develop a strategy for the future of heritage vehicles in NZ. He noted that regulations have made the enjoyment of heritage vehicles more difficult, requiring groups like us to be more professional in our lobbying to seek a more sympathetic regulatory system.



commissioned research which showed that nearly half the fleet was not compatible with ethanol blends above 3%, while carb-fed cars weren't compatible with any blend. But he said the solution was relatively simple – require an alternative 100% mineral grade fuel to be available nationwide, something the FOMC may have to lobby oil companies for.

- *We'll publish an article on biofuels in the next newsletter.*



Mark Stockdale, in his capacity as senior policy analyst for the NZAA, presented a background on the introduction of biofuels into NZ, and what it means for classic car owners. He spoke about compatibility issues with ethanol-blended petrol for older cars, and the possibility that oil companies will end up selling 10% ethanol blends in all petrol grades in the near future. He said this was contrary to Government-

Rod Brayshaw, from the Vintage Car Club, gave a history on the development of the Vehicle Identity Card (VIC). He said this was the most significant initiative undertaken by the VCC in the last decade. Since its introduction in 1999, approximately 6000 VICs have been issued, along with 1000 date of manufacture and authenticity statements, and over 400 lighting endorsements. Rod also summarised proposals to replace the term 'scratch-built' under the Low Volume Vehicle code with new sub-categories of 'historical replica', 'reproduction', and 'unique' vehicles.

Topics discussed after the AGM included the unavailability of 98 octane fuel in Nelson province, and the new rules requiring tie-down points on heavy vehicles being transported on ferries. Roy Hughes, on behalf of the Association of Rover Car Clubs, which raised the 98 octane issue, commended owners in the region to use Shell or Challenge 95 which has a higher RON rating than 98 and is preferred by Rover and Jaguar owners in other regions anyway.

The ferry tie-down issue was referred to the FOMCs heritage military/commercial vehicle sub-committee for further investigation.

- A copy of the minutes of the 13th AGM has been included separately with this newsletter, and can also be downloaded from www.fomc.org.nz

Reminder – subs are due

Please note the annual subscriptions for the 2008-09 financial year are now due. All clubs were sent a renewal form with the AGM papers in February, and reminders are now being issued. Thanks to all those clubs who have already responded. Don't forget also to include any revised contact details, including email addresses (if we're sending material to the wrong person, please let us know).

The FOMC is a non-profit volunteer organisation, and contributions from members clubs are essential to continue the Federation's work on behalf of special interest and heritage vehicle enthusiasts.

If you don't have a subscription renewal form, contact the FOMC, or download a copy of the membership/renewal form from our website: www.fomc.co.nz/join.html

Graeme Letica

It is with sadness that we record the death of longstanding FOMC executive committee member Graeme Letica, who passed away on June 16th aged 73.

Although not a founding member of the FOMC, Graeme became involved with the Federation soon after its inception in 1994, and had served on the committee for most of that time, including holding the post of Treasurer.

Those who knew Graeme will recall his struggle with Parkinson's during the last few years, but this did not prevent him from remaining active in classic car circles.

Graeme was also Secretary of the Buick Enthusiasts Club, and a supporter of the Left Hand Drive Enthusiasts Federation. He was a recognised marque expert who had published a book on Buick's which received international exposure.

The Federation sends its condolences to his wife Ann and family.

EDITORIAL

Welcome to the new - look Federation of Motoring Clubs newsletter, and a new editor.



As you probably know, the FOMC works hard behind the scenes to represent the interests of "responsible special interest and heritage motoring enthusiasts", but the executive committee is aware that we sometimes don't communicate the lobbying we do, or the successes we've had, as well as we could.

The executive has recently embarked on plans to improve the Federation's profile and communications to member clubs, and the first part of that process was the launch of our website last year: www.fomc.co.nz. The next part is to improve the quality and presentation of information in this, our newsletter, and in turn, its relevance for your members. Other tasks in the pipeline include making greater use of email to communicate with member clubs, and developing promotional material for use at club events and stakeholder meetings.

As your new editor, I'd first like to thank Terry and Bev Pidduck for their efforts over the past few years at the helm. As anyone who edits club newsletters will know, it's often a thankless task, and is sometimes difficult finding enough interesting material to publish.

By way of background, I have some experience in publishing newsletters and trade magazines, as well as writing numerous transport-related articles and submissions, and as FOMC Secretary, I am well abreast of the issues affecting the motoring enthusiast and heritage sector. It's my intention to help member clubs be similarly informed of all the issues the FOMC is dealing with by summarising these in the newsletter. In turn, we would like your club to reproduce any articles of interest in your own magazines. To help you, copies of the newsletter will be available on our website, or you can email me for a text version of the article in question. Otherwise, you could photocopy the story from our newsletter, which is why we're keeping it as an A4 format with large font, so it can be reduced to A5.

As with anything new, it is early days yet, and inevitably there will be some fine-tuning of the newsletter over the next few issues. We certainly welcome feedback on what you think, what else we can do to keep members better informed, comments on the layout, as well as suggestions for topics you'd like covered. Feel free to drop an email to editor@fomc.co.nz

Mark Stockdale
Editor & Secretary

PRESIDENT'S REPORT

The weekend of 3rd and 4th May was a busy time for the Federation with an Executive meeting on the Saturday, and our AGM on the Sunday. The formal minutes of both meetings are available on our website: www.fomc.org.nz

The Executive meeting dealt with a number of topics that are now almost permanently on every meeting agenda. I refer particularly to:



Re-registration difficulties: this topic was raised with Land Transport NZ at a departmental visit in April, which also included a meeting with MoT staff. We intend to meet again with officials to document the existing process and identify impediments and seek ways to overcome them. Subsequent to the AGM, we met with Harry Duynhoven and reiterated the difficulties we experience.

Looking at the relevant regulations covering vehicle registration, I note that all of the requirements identified to Registrar are discretionary and s/he shall have regard to what "may be reasonable in the circumstances." This indicates no change of legislation is needed, simply a revised method of implementation. We'll be pursuing the matter!

De-commercialisation of heritage commercial vehicles: a working group has been set up to look closely at the legislation and assess the difficulties experienced with heritage commercial and military vehicles. This group co-ordinated by Mark Stockdale consists of Malcolm Lumsden, Ross Hopkins, Terry Pidduck and co-opted member Ray Ryan. I am sure they would welcome input from affected members.

New Rules: we are aware that new Rules are in process of preparation with regard to exhaust noise and motorcycle safety. Initial indications are that issues affecting exhaust noise and compulsory daytime lights or motorbikes could affect some of our member clubs.

The AGM followed what has become our usual format, with guest speakers in the morning followed by the formal process held in the afternoon. A summary of the AGM is contained elsewhere in this newsletter. Following the AGM elections, your officers for the coming year are:

President: Jack Hindess
Vice President: Ross Hopkins
Immediate Past President: Malcolm Lumsden
Treasurer: Paul Billing
Secretary & Editor: Mark Stockdale
Committee: Andrew McClintock, Roy Hughes, Jeff Tobin, Ivan McCutcheon, Terry Pidduck
Appointees: Norman Pointon, Ron Tuck and Stan Richardson

LEGISLATION UPDATE

The following is a summary of some recent submissions we have completed on members' behalf:

Traction Engines Rule. Earlier this year, Land Transport NZ issued a draft of this new Rule, which primarily converts the existing regulations relating to traction engines into a Land Transport Rule. The Rule will continue the requirements and standards for safe operation of traction engines in public places, with some proposed changes around operational requirements.

After consulting vintage machinery clubs in the Federation, our submission noted that the driver of a traction engine or similar machine should have a Class 1 licence along with an engine drivers qualification or equivalent. But if a different person was steering, there was no need for them to have a unit standard qualification as the Rule proposed, as this would be the responsibility of the driver.

The FOMC also endorsed the proposal to have the traction engine pressure equipment tested and certified every two years instead of annually.

Vehicle Equipment (Immobilisers) Rule. This draft Rule will require all new and used cars (manufactured from 2000-on) to have an immobiliser retro-fitted upon import if one was not fitted as standard at the factory. Immobilisers prevent an engine starting without the correct coded key which is unique to each car. The initiative is intended to ensure that, in the near future, the majority of the fleet will have immobilisers, thereby reducing opportunistic theft.

As the majority of FOMC clubs membership is primarily interested in vehicles older than eight years, the Federation's submission was generally supportive of the proposal, given the worthwhile goal of reducing joyrider-type theft. Nevertheless, the proposal has the potential to affect anyone buying a new or late-model fresh import, and we noted that the widespread adoption of immobilisers could lead to greater home break-ins by thieves looking for car keys.

We also called for the draft Rule to specifically exempt any vehicle re-entering service after a lay-up.

Steering Systems Rule. You will have read the article in the last *FOMCall* on Special Interest Vehicles, the new classification for exempting less-than 20-year-old enthusiast vehicles from certain Rules. At the time we published the article, the SIV criteria applied to the newly-amended Frontal Impact and Emissions Rules, but now Land Transport NZ have issued a proposal to exempt late-model left-hand-drive cars from complying with the Steering Systems Rule.

According to Land Transport NZ, "Left Hand Drive vehicles currently make up a very small proportion of

New Zealand's vehicle fleet, and there is no evidence that LHD vehicles are over-represented in crash statistics. The aim of the proposed amendments is to ensure that the rules don't disadvantage left-hand drive vehicle enthusiasts, while retaining acceptable safety levels."

The FOMC have played a key role in the development of this Rule, led in particular by the Left Hand Drive Enthusiasts Federation.

Consequently, the proposed Rule contains no surprises, and reflects the successful lobbying by the LHDEF and FOMC during the last few years. As such, the FOMCs submission was very supportive of the proposals.

The new Rule does away with the existing requirements, which meant you either had to own the vehicle overseas for 90 days, or convert it to right-hand-drive.



There are couple of differences to the SIV criteria in this Rule. The main one is the additional requirement that the model not have been made in right-hand-drive. The annual quota is also raised to 500 units.

LHD enthusiast vehicles aged over 20 years continue to be automatically exempt, and are not subject to a quota, although the Rule proposes to remove the current cap on an owner registering more than one of these vehicles in a 12-month period. The SIV criteria only applies to vehicles less than 20 years of age.

We hope the new Steering Systems Rule will be signed off later this year, meaning left-hand-drive SIV permits may be available from 2009 (although no date has been given). Until then, the existing rules apply. We will publish details on our website when they change.

SIV update. Speaking of Special Interest Vehicles, LTNZ have so far processed about 20 applications for SIV permits under the Frontal Impact Rule (application forms can be obtained from compliance agents like AA and VTNZ). Almost all have been approved, but we understand not all cars have subsequently been able to be registered. This is because the owner has been unable to prove the vehicle complies with all the other applicable safety Rules (e.g. lighting, tyres, seatbelts etc.).

So just to make it clear: the SIV permit criteria *only* applies to the Rule(s) in which that classification is offered, i.e. the Frontal Impact and Steering Systems Rules (all SIVs are automatically exempted from the Exhaust Emissions Rule). An SIV is *not* exempted from any of the other dozen or so Rules, so the owner (or importer) is responsible for producing documentation showing that it was built to the relevant international standards – and if not, it won't be able to be driven on the road, SIV permit or not.

Note also that applicants have to meet certain criteria, including not selling an SIV for four years, whilst also owning another (non-SIV) for primary-use.

Please advise any of your club members contemplating importing a late-model enthusiast vehicle.

For more information, go to: www.landtransport.govt.nz/factsheets/44b.html, and www.landtransport.govt.nz/factsheets/44.html, or contact the FOMC for advice.

- Copies of our submissions are available on our website: www.fomc.org.nz/current.html

FOMC MEETING WITH HARRY DUYNHOVEN

The FOMC President and Secretary met with the Minister of Transport Safety, Harry Duynhoven, on 15 May for our annual discussion of Federation matters.

Amongst the issues we raised included the re-registration of restored vehicles or cars built from a collection of spare parts, and a full discussion of the difficulties encountered by owners of historic commercial or military vehicles. The Minister was well aware of these issues, and had first-hand experience, himself owning a rebuilt motorbike with unknown prior registration history.

The Federation also took the opportunity to present a final draft of its Vehicle Identity Card (VIC) classification process to the Minister, noting the key variations from the parent Vintage Car Club card were the inclusion of vehicles under 30 years of age as well as heavy commercial and military vehicles.

We also had a frank discussion with the Minister on proposed new rules for motorcyclists.

Although not yet released for consultation, the Minister had announced in a press release in March (see www.beehive.govt.nz) plans for new rules around power restrictions for novice riders, and the mandatory use of headlights in the daytime.

FOMC submission secretary, Andrew McClintock, had already spoken to some motorcycle member clubs, who pointed out the difficulties with this latter requirement. For example, some bikes do not even have lights, whilst vintage bikes may have dyno or acetylene powered lamps which are not practical for permanent operation.

We explained this to the Minister, suggesting the Federation's likely position would be that daytime running lamps not be made mandatory. However the Minister noted that the high accident rate for motorcyclists demanded stricter safety measures like this, which made them more visible to other road users. He did however propose a possible concession, namely an age-based exemption for the older 'bikes referred to above. We did however note that this would not prevent riders of such bikes being pulled over by police enforcing the new rule.