



THE NEWSLETTER
OF THE NZ
FEDERATION OF
MOTORING CLUBS

WHEEL TORQUE

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FOMC 15th Annual General Meeting

The NZ Federation of Motoring Clubs held its AGM in Taupo on May 2, attended by over 30 delegates representing various car, motorcycle, military vehicle and vintage machinery clubs from throughout New Zealand. In the usual format, the AGM featured guest speakers in the morning, followed by the business of elections in the afternoon, and reports from the executive committee.

Glenn Leonhart, from Goodyear Tyres (*right*), gave an informative lecture on tyre technology.



He began by explaining the core functions of tyres, which include:

- *load carrying capacity; 97% of load is carried by air, 3% by the actual casing*
- *cushioning ability*
- *transmitting driving and braking torque*
- *low noise level*
- *flotation (off-road tyres, tractors etc.)*
- *resisting abrasion*
- *providing steering response*
- *producing cornering force*
- *low rolling resistance to improve fuel economy*
- *being durable and safe*

Glenn cautioned about tyre age, saying Jap-import tyres often perish shortly upon arrival in NZ. He urged delegates to check modern tyres over 6 years of age, although older-design tyres will last longer subject to damage from the sun, moisture etc.

Discussing legal requirements, Glenn said tyres must be of the same construction for



cars registered after 2002, but this doesn't apply to vehicles over 30 years old. He also explained the new WoF rules re. snow tyres – if fitted they must be on all 4 wheels and have a minimum tread depth of 4mm to pass a WoF (1.5mm for normal summer tyres). Snow tyres are identified by the symbol of a mountain and snow flake.

Goodyear can source tyres for classic and specialist vehicles, and Glenn recommended www.vintagetyres.com



The next guest speaker was **John Barley** of Barley Insurances (*left*), who updated delegates on the Federation's liability insurance scheme. For member clubs the annual premium remains at \$330 + GST, and John urged clubs to encourage others to take up the scheme to help reduce levies. He noted the public liability policy only covers static risk and not club shows or gymkhanas where vehicles will be travelling under their own power although this can be arranged.

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John also discussed queries from clubs about other liabilities like property damage at club show venues or rally accommodation, and specialist insurance such as fire cover which is included in the Federation's club liability policy. New types of cover are being developed for member clubs for consideration by the executive committee.

AGM – election of officers

There has been a slight change to the committee line-up for the coming year, with Roy Hughes taking over as Secretary from Mark Stockdale, who remains as editor of the FOMC's newsletter. Long-serving members Terry Pidduck and Ivan McCutcheon also retired from the committee this year.

The AGM elected the following officer holders for the coming year:

President: Ross Hopkins

Vice-President: Jeff Tobin

Treasurer: Paul Billing

Secretary: Roy Hughes

Submissions Secretary: Andrew McClintock

Committee: Mark Stockdale, Tom Ireland, Malcolm Lumsden, Stan Richardson

Advisors: Norm Pointon, Frank Willett

In a change from the last 15 years, the FOMC committee agreed to hold the next AGM in Auckland. Details of a date and location will be advised closer to time.

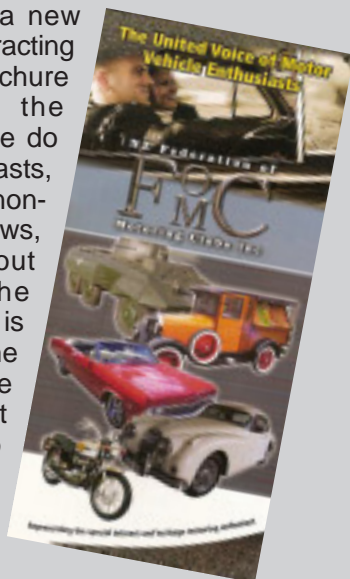
- A copy of the minutes of the 15th AGM can be downloaded from www.fomc.org.nz

FOMC MEMBERSHIP BROCHURE

The FOMC has released a new membership brochure for attracting prospective clubs. The brochure gives a background to the Federation and the work we do on behalf of vehicle enthusiasts, and will be used to target non-member clubs at various shows, as well as a direct mail-out during the year. The development of the brochure is part of a strategy to grow the representation of the Federation as well as boost our resources to enable us to undertake more lobbying on behalf of clubs.

A copy of the brochure is enclosed with this newsletter and a PDF version is available on www.fomc.co.nz/join.html

- more copies can also be ordered from secretary@fomc.co.nz



OBITUARY

John Henry (Jack) Hindess, 1937–2010

The Federation of Motoring Clubs is saddened to report the death of its past-President Jack Hindess, who passed away just before Easter.

Jack was involved with the Federation for twelve years, and served as President from 2005-2009.



When the late Phil Andrews came to Taupo and mooted the idea of setting up a branch of the Vintage Car Club there, Jack was one of the first to put his hand up. In 1967, along with Graham Mock they formed the Taupo branch of the VCC with Jack as Secretary. He in turn took the offices of Chairman, Club Captain, and for many years was a scribe to *Beaded Wheels*. In 1969, Jack helped found the Vintage Austin Register, and was quite busy in the early years with that organisation too.

Later he would become active with the FOMC, and was still on the committee at the time of his passing. During his time at the helm, Jack oversaw a rise in the membership of the FOMC and its public profile as the national voice of vehicle enthusiasts. Jack was instrumental in seeing the Federation take on a greater importance with key policy makers, and he attended several meetings with the Minister of Transport Safety and ministry and agency staff.

Jack became interested in vintage cars back in the mid-1950's, and his first car was a 1928 6-cylinder Durant. In 1965 he bought his first Austin 7 – a 'Chummy' – and joined the Vintage Car Club, and later would become a long-serving member of the Vintage Austin Register.



Jack and his beloved Austin 7 Special

Over the years Jack acquired a 1928 Chevrolet sedan, then a Fiat Topolino, another Austin 7 Chummy, followed by a Ford Capri Turbo convertible and a Riley. But the 1934 Austin 7 Special that he rallied for many years was his pride and joy.

Jack's quiet, gentlemanly yet firm demeanour endeared him to everyone and he will be sorely missed by the vintage and classic car community.

– Norman Pointon, additional text Mark Stockdale

New rules for importing left-hand-drive vehicles

Club members may recall the introduction of the new Special Interest Vehicle category in 2008 which eased the rules around importing late-model enthusiast vehicles.

Those rules initially exempted low-volume sports cars like Morgan's and TVR's from having to comply with the Frontal Impact Rule. But from April 2010, the SIV criteria has been extended to certain left-hand-drive vehicles.

The change is part of an amended Steering Systems Rule, which previously required people to either own a LHD car overseas for 90 days, or convert it to right-hand-drive.

A brief history

To recap, most people will be aware that to import a late-model vehicle, it has to comply with a number of Land Transport Rules like frontal impact safety, steering, and emissions. These Rules have been in place for years, since when no one has been able to import a car unless it complied with international frontal impact standards, or import a LHD vehicle except through the '90-day' overseas ownership, returning citizen or immigrants' exemptions.

However, imported vehicles older than 20 years are automatically exempt from these rules, on the assumption that a vehicle that old is an enthusiast vehicle and would not therefore be imported in large numbers nor used as daily drivers and so shouldn't have to meet modern safety and emissions standards.

But in a classic case of unintended consequences, in one fell swoop these new Rules also prohibited the import of similar less-than 20-year-old

specialist vehicles like those Morgans or TVR's. Why? Because they're produced in such limited numbers that they aren't built to modern frontal impact standards. Then you have the case of new LHD muscle cars, produced in larger volumes – and frontal impact compliant – but not available in RHD and thus not permitted under the Steering Systems Rule. Unless of course the owner chooses to convert them, which, besides costing heaps, may not be feasible, could compromise frontal impact safety, or is simply unacceptable to purists.

Thus we had a problem. Suddenly all these newer specialist vehicles disappeared off the market. It's been that way for over 10 years – when was the last time you saw a new Morgan or LHD Mustang?

Enthusiasts to the rescue

In fact, that's how the SIV definition originally came about, with a group of owners of muscle cars and other LHD vehicles like Mustangs, Corvettes and Ferraris frustrated that they couldn't register new or late-model examples unless they converted them, or spent time overseas. These enthusiasts banded together to form the Left Hand Drive Enthusiasts Federation to lobby for a change in the Rules, and the SIV definition was the result.

LHDEF co-founder and Federation of Motoring Clubs vice-president Jeff Tobin explained that he became aware of a pending review of the Steering Systems Rule, and felt this would be an opportunity to make some positive changes for enthusiasts.

Jeff, already the owner of a 1969 Mach 1, had imported a new Mach 1 Mustang in 2003. "It didn't make any sense to have to convert the new 'Stang to right-hand-drive just because I hadn't been exiled overseas for 90-odd days. Seems a lot other left-hook enthusiasts shared the same view," he said.



What's wrong with this picture?

Both these LHD Mustang Mach 1's are identical, but the blue car was able to be complied and registered while the red car couldn't be unless the owner converted it to RHD. Under the new SIV rules, the red Mustang has since been registered – without conversion

vehicles aged over 20 years. Therefore, it made sense that non-compliant enthusiast vehicles aged under 20 years could also be exempted on similar grounds."

Initially, the SIV definition exempted certain specialist cars from complying with the Frontal Impact Rule, but it was always envisaged that the SIV category would extend to exempting LHD enthusiast vehicles from complying with the Steering Systems Rule which requires passenger vehicles to be RHD.

What is a Special Interest Vehicle?

SIV refers to those cars, aged under 20 years, which otherwise could not be registered in NZ because they don't

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meet certain regulations, like Frontal Impact, Steering Systems, as well as the Emissions Rule.

But just as those rules have always provided a blanket exemption for any car aged over 20 years (or built before 1990 in the case of the Emissions Rule), on the assumption it was likely to be an enthusiast vehicle, so too is the SIV criteria only intended for enthusiast vehicles and not just any late-model LHD or non-frontal impact compliant car. So specialist muscle cars like Mustang Mach's, Corvette ZR1's and Dodge Vipers will be exempt, but not mainstream variants like the entry-level Mustang V6, Chev Malibu or Dodge Ram truck.

In order to qualify for a LHD Special Interest Vehicle permit, the car must not have been produced in RHD, and meet three of the following four requirements:

- i. the vehicle (or make, model and sub-model) is identified as a collector's item in a commercially produced motoring publication;
- ii. the vehicle's make, model and sub-model was manufactured in annual volumes of 20,000 or less;
- iii. the vehicle is, and was manufactured as, a coupe or convertible;
- iv. the vehicle is, and was manufactured as, a high-performance vehicle.

The owner of an SIV must also meet certain conditions, including not having obtained another SIV permit in the last two years, and not selling the car within four years of first registration in NZ. The car in question must also comply with all other applicable Rules such as lighting, seatbelts and tyres, which are not exempted under the SIV criteria.

Up to 500 LHD permits can be issued each year, and 200 permits under the Frontal Impact exemption. For some models, owners may need to apply for both permits, e.g. a Ferrari Enzo which was only built in LHD, and in such limited numbers that it didn't need to be crash tested for safety compliance.

SIV permit application forms can be obtained from vehicle entry certifiers like the AA, Vehicle Inspection NZ and Vehicle Testing NZ.

An important point to note is that any LHD vehicle aged more than 20 years of age (in NZ or not), or any younger LHD vehicle already registered in NZ, *does not* need to apply for an SIV permit.

- more information: www.fomc.org.nz/special

LEGISLATION UPDATE

In addition to the amended Steering Systems Rule, The Minister of Transport has also approved a number of other Rule amendments in recent months.

These include minor changes to the Frontal Impact Rule, Vehicle Equipment, Vehicle Standards, Exhaust Emissions and the Driver Licensing Rule, which the Federation submitted on as part of an 'omnibus' rule review last year. None contain changes of significance to the historic vehicle sector, but the other rule change of note is the introduction of a new Traction Engines Rule, which is of interest to our vintage machinery clubs.

This Rule came into effect in April 2010, and replaces the *Traction Engine Safety Regulations 2006*, which were put in place as an interim measure until the Rule was completed. The Rule only applies to the operation of a traction engine in a public area, whether it is being driven or not. The key provisions in the Rule are:

- a person in charge of a stationary engine must hold a full Class 1 driver licence, as well as an approved qualification for operating steam pressure equipment;
- when the vehicle is in motion, any person in charge is required to hold a specialist qualification for driving a traction engine;
- the vehicle must have a valid certificate of inspection that was issued within the last two years.



The Rule says a person without the appropriate steam qualifications may drive or steer a traction engine provided they have a valid driver licence (of any class) and are supervised by person who holds the required qualifications.

- www.nzta.govt.nz/resources/rules/traction-engines-2010-index.html

NEWS FROM AROUND THE WORLD

Seatbelts compulsory in vintage cars

In Queensland, unlike here in NZ, it is an offence to travel in a vehicle not fitted with seatbelts, such as vintage and veteran cars, but a recent regulatory change inadvertently created a loophole that allows children to legally ride in older cars without wearing a seatbelt.

The Queensland transport minister was warned several months ago that the state Government's new road safety package required urgent attention after it "lowered the level of safety" for some children after the regulations came into affect in March.

The loophole allows children aged between seven and 16 to travel in older-style cars not fitted with seatbelts. The Queensland transport agency is now working to urgently amend the law to restore the original regulation prohibiting travel in any vehicle without seatbelts for every passenger.