



THE NEWSLETTER
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MOTORING CLUBS

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Imported vintage and Special Interest Vehicles exempt from Clean Car Standards

Despite much fear mongering and widely shared concerns for the future of heritage motoring there is no immediate serious threat to the continued enjoyment of driving our treasured vehicles in the draft emissions budgets released by the Climate Change Commission.

While the Commission is recommending more electric vehicle imports and further increases in cycling, walking and use of public transport to curb CO2 emissions, there are no suggestions of a ban or any restrictions on the use of fossil fuel-powered cars in the foreseeable future, or for at least fifteen years anyway. Indeed the Commission urges increased production of biofuels suitable for internal combustion engine vehicles.

There will continue to be a need for liquid fuels for some transport uses, such as off-road vehicles and machinery, aviation and shipping. "Aotearoa should take action to scale up the manufacture of low emissions fuels like biofuels or hydrogen-derived synthetic fuels in the first three emissions budget periods," the CCC draft report says.

The Commission believes the budgeted emissions reductions can be achieved by gradually eliminating imports of light ICE vehicles between 2030 and 2035, a timeframe consistent with the phasing out of production of ICE cars in a growing number of other countries.

"While electric vehicle supply grows, there would also need to be a focus on importing more efficient internal combustion engine vehicles, including increasing the share of conventional hybrids. Our path assumes the average efficiency of light internal combustion

engine vehicles improves by 15 per cent by 2035, or around 1 per cent per year," says the CCC report.

While the Commission's draft recommendations

are still subject to the consultation process the Government has already announced the implementation of a 'Clean Car' or CO2 emissions standard. Passing the legislation is scheduled for this year and will apply from 2022, with the target of just 105 grams of CO2/km in 2025 phased in by graduated reductions to give importers time to adjust.

The CO2 emissions of the New Zealand fleet currently average 171 grams of CO2/km so to meet the Clean Car targets will require a reduction of almost 40 percent in less than five years by speeding up the conversion to more EVs

and hybrids. New Zealand is one of only two OECD countries without emissions standards. The other is Russia, while the Australian car industry has adopted a voluntary standard.

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The 105 gram target has nominally been achieved by Japan in 2014 and by Europe last year, although their vehicle fleets are not readily comparable with New Zealand.

The claimed Japanese target includes the sub-660cc 'Kei' class minicars, which make up a third of all sales and don't meet minimum safety standards so can't be sold in NZ. While the European target excludes utes - which are especially popular in NZ - and vans which, being larger and heavier, consume more fuel and so have a less stringent target. Yet despite these differences, from 2025, new cars and light commercials sold in NZ are expected to meet the same so-called target as Japan and Europe.

The 40% reduction in current CO2 emissions of new cars/utes/vans sold in NZ is the steepest rate of change of any country in the world, which arguably no country has yet achieved with an equivalent fleet profile.

Thanks in part to the submissions of the FOMC and other motoring organisations Special Interest Vehicles and Vintage and Veteran vehicles (i.e. over 40 years) will be exempted, although the "20 year rule" will not apply. Being exempt means they can still be imported, without incurring the CO2 penalty for used vehicles that will be set at \$50 per gram of CO2 over the target of 105g in 2025.



Special Interest Vehicles like the new LHD Corvette are planned to be exempt from the new emissions standard

To put the effect of the CO2 penalty fee into context even a Toyota Prius or Suzuki Swift would exceed the target, so once the Clean Car Standard comes into effect thousands of dollars will be added to the cost of importing many later model (under 40 years) petrol powered classics which do not comply with the SIV requirements. For current Kiwi owners of such vehicles an unintended benefit is likely to be an increase in the market value of their collectables.

What remains to be evaluated is how the structuring of other incentives and increases in ETS fees will impact on the price and availability of fuel supplies, vehicles and the other costs motorists incur. It is possible the emissions budget projections compiled by the Climate Change Commission may be seen as too optimistic without the implementation of further restrictions on our freedoms to choose our favourite forms of transport.

So like our colleagues in Australia and the United Kingdom the FOMC will also stay on the case with the aim of ensuring heritage motoring remains exempted from any legislative changes designed to curb the climate change problem.

SECRETARY'S CORNER

We are now preparing for the 26th AGM, to be held on Sunday 16 May at the NZ Vintage & Machinery Club (Canterbury), McLeans Island. We are still determining the guest speakers. Members of all member clubs are most welcome to join us. Registration details, along with recordings of last year's AGM guest speakers the Hon Julie Anne Genter (previous Associate Minister of Transport) and Kane Patena (General Manager, Regulatory Services, NZ Transport Agency) are at <https://fomc.nz/events/agm2021/> Lunch is \$15.00 p.p.

Thanks to all the clubs which have renewed memberships as this has been really useful in helping us prepare for upcoming meetings with Ministers, agencies and our fellow partner organisations. Details to follow.

For those clubs still to renew, one of our team will be in touch soon. Renewal can be done online at: <https://fomc.nz/membership-renewal/>

We encourage all classic, heritage and enthusiast motoring clubs to join the FoMC, so that we can be as strong a voice as possible for you. Spread the word to your fellow clubs who aren't members.

Efficiency (and administrative cost-saving) gains continue to be realised through our technology upgrade programme. Watch this space on our refreshed website for more details: <https://fomc.nz>

Chris Butler
FOMC Secretary



NZ Federation of
FoMC
Motoring Clubs Inc

INTERISLANDER & BLUEBRIDGE

FERRIES DISCOUNTS

The FoMC offers special fare discounts on both the Interislander and Bluebridge through the MotorSport NZ Discount Booking Agent (MSDA) Tony Hirst.

The arrangement includes the following:

1. All bookings made through MSDA are fully flexible discount rated and payment is not required until one week prior to departure.
2. All bookings made through MSDA are fully refundable providing cancellation is made 24 hours prior to departure.
3. All rates are the best available at the point of booking.

To receive these rates and conditions the bookings need to be made by contacting Tony Hirst on 021 726 711 or email: tony@cookstraitcrossings.co.nz

Make sure when booking to mention you are part of the Federation of Motoring Clubs. Some of the FoMC Executive have used the services of Tony Hirst already and found the rates and service offered by MSDA to be of a very high standard.



The advertisement is set against a dark blue background with a stylized white wave logo at the top. Below the logo, the text 'interislander' is written in a white, lowercase, sans-serif font, followed by 'NGĀ WAKA · NEW ZEALAND'S FERRIES' in a smaller font. Below this, 'BLUEBRIDGE' is written in a large, bold, white, uppercase, sans-serif font, followed by 'COOK STRAIT FERRIES' in a smaller, bold, white, uppercase, sans-serif font. In the center, a dark blue rectangular box contains the text 'TONY HIRST' in a large, bold, white, uppercase, sans-serif font, followed by 'DISCOUNT BOOKING AGENT' in a smaller, white, uppercase, sans-serif font, 'MOB: 021 726 711' in a white, uppercase, sans-serif font, 'tony@cookstraitcrossings.co.nz' in a white, lowercase, sans-serif font, and 'www.cookstraitcrossings.co.nz' in a white, lowercase, sans-serif font. At the bottom, the text 'BOOK NOW!' is written in a large, bold, white, uppercase, sans-serif font.

NEWS FROM AROUND THE WORLD

UK heritage motoring grows 50% in 4 years

Despite the projected phasing out of fossil fuels in the United Kingdom, heritage motoring has increased by almost 50 per cent over the last four years and now makes a contribution of nearly NZ\$14 billion to the UK economy.

According to the latest National Historic Vehicle Survey released last November, the fleet of registered heritage vehicles in the UK has risen to 1,538,927 from 1,039,950 in 2016 and the number of owners and enthusiasts has increased from 493,000 in 2016 to 683,967.

Usually undertaken each 5 years, the last being in 2016, the survey was advanced to cover the more typical year of 2019 and leave out the distorting impacts the Covid 19 pandemic is having on heritage motoring. The most detailed survey of historic vehicle ownership carried out in any country, the results have provided the Federation of British Historic Vehicle Clubs with vital facts and figures needed to assist in protecting the future of transport heritage in the United Kingdom.

Growth in the sector has been the result of an increase in the number of historic vehicles registered with the DVLA to an unexpected 1.5 million vehicles of all types from cars, buses and trucks to motorcycles, agricultural, military and steam vehicles. This represents 3.4 per cent of all registered vehicles in the UK.

Ongoing use of those historic vehicles and their need for services and supplies has lifted related commercial activity, with the historic vehicle sector now contributing an impressive £7.2 billion to the UK economy – that is more than the UK equestrian sector and significantly up on the £5.5 billion in 2016. This revenue is being generated by nearly 4,000 businesses which employ more than 34,000 people. As well as ensuring the future of the movement, over a third are either employing or are considering adding an apprentice.

The value of individual vehicles in the survey is widely spread, with 51 per cent having a market value of less than £10,000. Approximately 44 per cent are registered as on the road and ready for use. But the survey also reveals that more and more historic vehicles are no longer used for daily transport.

In fact the average mileage covered during the course of a year is just 1,200 miles, which equates to all registered historic vehicles accounting for less than 0.2% of the total miles driven on UK roads each year. Yet 35 per cent of owners are either contributing to carbon reduction schemes or are willing to do so.

Despite the concerns about the impact of climate change and the uncertainty around Brexit, the historic vehicle movement in the UK has continued to grow, develop and contribute an increasingly sizable sum to the economy.

"The significant value to the United Kingdom that the historic vehicle industry generates simply cannot be

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ignored by those in power,” says FBHVC Chairman David Whale. “We face the most challenging times ahead over the next few years and these results give us the justification to ensure that our freedoms to enjoy our transport heritage continue unhindered. As a sector we cannot be ignored and will be instrumental in the recovery of our nation’s economy post-Brexit and post-COVID. The most heart-warming news was that there are more enthusiasts than ever who are immersing themselves in our community and that is really positive for the future.”

Like the FoMC, the Federation of British Historic Vehicle Clubs exists to protect the freedom of its members to use historic vehicles on the public roads, and its campaign message is: ‘Yesterday’s Vehicles on Tomorrow’s Roads’. The FBHVC has more than 500 member clubs representing over 250,000 individual owners. In the UK a historic vehicle is defined as any motorised vehicle manufactured 30 or more years ago.

UK to ban new ICE cars from 2030

The UK Government is planning a ban on all sales of new petrol and diesel cars by 2030 followed by imposition of the same sanctions on hybrid vehicles in 2035.

The planned bans have raised huge concerns in the motor industry. But a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles has been promised.

The strategy suggests UK Government policy will allow continuing use of private vehicles as a mode of daily transport, but not when they are powered by fossil fuels.

The Federation of British Historic Vehicle Clubs is considering the implications of this policy on the historic vehicle movement, but is not concerning itself with debating the ‘for and against’ arguments around certain technologies and power sources for new vehicles used purely for commuting and transportation purposes.

It recognises that in a decade or two, early Nissan Leaf and Tesla models will be joining the ranks of historically important vehicles and be referred to as ‘classic cars.’

Forward to the past?

The FBHVC says there are already a significant number of electric vehicles represented within the historic vehicle community and some examples of these were displayed on the ‘Village Green’ area of the NEC Classic Motor Show in 2019 on the Federation stand.

The exhibits included a 1912 Baker Electric Car, 1974 Zagato Zele (right) and a 1940 Moteur Électrique created by the French manufacturer Lucien Rosengart as a direct replacement for the Austin 7 engine he used in the cars built under license in Paris.

In the early part of the twentieth century electric vehicles made up a larger proportion of the total vehicles on the road than they do today. In 1900, 20 per cent

of cars on the roads in the USA were electric and iconic manufacturers such as Studebaker actually entered the market initially building electric vehicles.

“So, we must recognise that electric vehicles have been as much a part of the history and heritage of road transport as they are its future.”

In light of the announcement of the intended 2030 ban on the sale of new ICE vehicles the focus of the Federation’s activities will be limited to:

- a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and ‘future historic vehicles’ yet to reach the rolling 30-year classification of historic.
- b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.
- c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation is urging the historic vehicle community not to panic that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of the bans. As the 2020 National Historic Vehicle Survey revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of Britain’s national heritage.

“Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK’s economy,” says the FBHVC.

The National Historic Vehicle Survey also shows the use of historic vehicles makes up only 0.2% of the total annual miles driven in the UK which is a very small contribution to overall transport carbon emissions. Nevertheless, the Federation has appointed an Environmental Director to its board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

“The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.”

