



ISSUE 42 | November 2024

*In this Issue: 30th Anniversary AGM (and a survey), FoMC speakers at club events, WoF/CoF update, NZTA App, Insurance, constitution update, new sponsor (Carwatch), membership expansion and introducing new advisor Chris Hogg.*

If you were forwarded Wheel Torque by your club officer, **we encourage you to [subscribe directly to the newsletter](#)**, so future editions will be delivered directly to your inbox.

## President's Patter – Garry Jackson, FoMC President

***Welcome to this issue of Wheel Torque.***

***My introductory comments focus on two quite separate aspects of what's been happening over the last three months within the Federation, and in our world of historic and classic vehicles.***

Internally, the Federation has been strengthened by two new members who have joined the Executive team, Bruce Lewis who was elected at our May AGM (his profile was included in the last issue of Wheel Torque) and Chris Hogg who has been appointed as an “advisor” ahead of next year’s AGM. Chris’ profile is included in this issue. Both Bruce and Chris bring wide-ranging business skills and experience to the Executive, together with high personal energy levels and already a host of new ideas and possible initiatives.



Externally, it’s been very evident to me that the activity levels and momentum across our historic and classic sector continue at very high levels, despite some of the economic challenges around us. Recent examples such as the VCC’s nationwide Daffodil Rally supporting the Cancer Society, and the continuing strong turnouts at monthly breakfast and coffee meetings have been really encouraging. On a personal level, I’m a participant in this year’s National Mustang Convention in Invercargill, and the strong entry from Mustang owners from across NZ is very pleasing.

Enjoy the read and the updates in Wheel Torque 42, and very best wishes to you all. And make the most of summer behind the wheel!

## 30th Anniversary AGM – May 2025

***The FoMC Executive have been discussing celebration of the 30th Anniversary at next year's AGM, tentatively scheduled for the weekend of 17 & 18 May 2025.***

We would like feedback from Member Clubs on which of the following 2 options you would prefer. The AGM is most likely to be Christchurch based. The options are:

1. The Regular Sunday AGM – estimated cost \$60 per delegate.
2. An Expanded “special” event (estimated \$125 per delegate) to cover 2 days (Sunday AGM and Saturday afternoon/evening) and visits to:
  - [Auto Restorations](#) (internationally-recognised with vehicles gaining "First in Class" awards at Pebble Beach and Eilerslie Car Show), then
  - The [Auto Haven](#) collection - home to some of the world's rarest and most sought after vehicles. (Meal and refreshments included).

Please note: Both above costs are for the events. Travel, accommodation and meals are at the delegates' cost.

We are planning to be based and hold the AGM at a Christchurch hotel close to the airport, where your classic vehicles can also be on display.

We'd appreciate if you could advise via the quick [survey](#) on whether you prefer a 1 or 2 day event by the end of November, so that we can plan the AGM: <https://fomc.nz/agm-survey>

## FoMC Speakers at Events

***We have members of the Executive spread around New Zealand. They are available to speak to local clubs and national rallies or conventions.***

Club President Garry Jackson recently spoke at the Ford Capri National Rally in Rangiora ahead of their run via the West Coast to Wanaka, and again at their AGM in Geraldine.



Garry will also be presenting at the VCC Bay of Plenty on Nov 11 (invitation from Kaaren Smylie) and she's invited guests from other local clubs to attend.

Garry is also scheduled for the Model A Rally in Masterton late February, and the Zephyr/Zodiac Nationals in Auckland in April.

Secretary Chris Butler, also recently spoke at the Classic Cortina National Convention in New Plymouth.

## WoF/CoF Update – Garry Jackson

*As readers will be aware from prior Wheel Torque issues and from other communications, the Federation has made a major proposal to NZTA seeking one-year WOF's for all vehicles 40 years and older.*



The proposal was presented to NZTA senior management in June, complete with extensive (and in our view, persuasive) data and risk analysis and supporting rationale. (The proposal was also shared earlier with Minister of Transport Simeon Brown.)

Whilst an early response was provisionally indicated, other pressures and priorities have resulted in the current delay. Rest assured, we will share the NZTA's decision with all FoMC members as soon as we know!

We've also seen some associated comments on social media regarding this subject. Please be aware that WOF terms and regulations are not a ministerial decision. The NZTA's charter from Parliament clearly positions all transport regulations as totally and solely within their responsibility, and we all have to accept that.

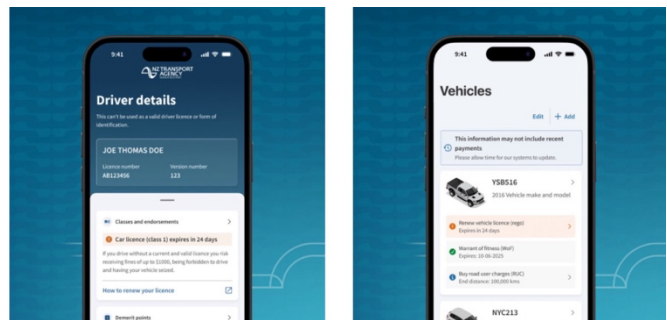
In the meantime, we take confidence from the knowledge that we put forward a very strong and measured case, a point acknowledged by the NZTA themselves. Our fingers are crossed!

## NZTA App – Chris Butler

*The NZ Transport Agency has recently released the “NZTA Waka Kotahi” App for mobile phones and tablets. It provides access to your license and vehicle information.*

It shows all the details on your **driver license** (except photo and date of birth). You can request a License

“Certificate of Particulars” via email, which is useful when needing to provide ID.



Ten **vehicles** can currently be added to the app to see make & model, year, rego and WoF expiry dates and RUC end distance. Rego & RUC has a link to take you to the NZTA Website for payments.

The agency is planning to add more features, including payments within the app, automatically display vehicles registered to you, and notifications of important date such as WoF and Rego expiry.

For more information: <https://www.nzta.govt.nz/about-us/app/>

## Focus on Insurance – Carol Winter (Rothbury Insurance Brokers)

*Carol gives a brief insight into Insurance Requirements, and explains what Public Liability and Statutory Liability will cover Clubs for.*

### PUBLIC LIABILITY

**Accidents & Injuries** – Public Liability Insurance covers the legal costs and compensation claims should someone be hurt due to the Club's negligence.

**Property Damage** – If the Club's activities cause damage to third-party property, Public Liability Insurance helps cover the repair or replacement costs

**Legal Protection** – Defending against liability claims can be very costly. Public Liability Insurance provides the necessary legal support and associated costs

**Compliance and Credibility** – having Public Liability Insurance can be a requirement for obtaining permits to host events. It also enhances the Club's credibility by showing that the Club takes safety and responsibility seriously

### STATUTORY LIABILITY

**Compliance with Legal Requirements** – New Zealand has various statutes that clubs must adhere to, such as the Health & Safety at Work Act. Statutory Liability Insurance helps cover the costs associated with unintentional breaches of these laws, including fines and legal expenses.

**Protection Against Financial Loss** – Unintentional breaches of statutes can be very costly – Statutory Liability Insurance can mitigate these costs

**Reputation Management** – having Statutory Liability Insurance demonstrates a commitment to legal compliance and responsible management

**Support During Investigations** – in the event of an investigation or prosecution, Statutory Liability Insurance can provide access to legal experts, specialist engineers and other professionals who can assist in the defence.

**Coverage for Various Activities** – motoring clubs often engage in a range of activities and Statutory Liability Insurance ensures that all these activities are covered thereby reducing the risk of financial loss from unexpected legal issues

Carol advises that both Insurances cover a range of possible scenarios, and around 25 FoMC member Clubs have both Insurances.

You can contact Carol directly on [carol.winter@rothbury.co.nz](mailto:carol.winter@rothbury.co.nz) or 021 457 427

*Editor's note: NZFoMC have had this Insurance Scheme in place for a number of years for our Member Clubs. We really want to encourage those who are not participating to consider doing so, particularly with the additional risks associated with the new Incorporated Societies Act (2022).*



## Working Groups Update – David Raven & Bruce Lewis

### New Constitution (David)

The first draft of our new Constitution has been completed, and is now being peer reviewed. This ensures compliance with the new Act. Our aim is to have the Constitution completed, and formally reviewed by Christmas, which will allow us to send it out to the member clubs in the New Year for ratification at the next AGM.

### New Sponsorship (Bruce)

As we move the FoMC forward towards having a number of sponsors who are willing to share their products & services at special rates to members of our member Clubs, we are proud to announce the **Carwatch** service from Cartrack.

Carwatch is a virtual car guard, activated quickly and easily via the Cartrack app on your phone. It allows you to remotely monitor your vehicle for any unwanted movements – your virtual car guard, anytime, anywhere.

Carwatch is an internationally available GPS-based vehicle tracking system.

### Bruce's Cartrack Experience

Like many of you when you go away for a few days or even a weekend away to visit family & friends, having locked up the garage & made sure that the car keys are not anywhere in sight, there is still that feeling of relief when returning home & finding the prized car is still safe and sound in the shed.

Recently, I read about a couple in Hawkes Bay who had been away for a short break & came home only to find their house ransacked and the keys to their pride & joy (in this case a late model Mustang) both gone!

I was keen to checkout the Cartrack service, so from initial contact, the unit was quickly installed in the Shelby at my residence by their own installer. It has a phone app so whenever the ignition is activated or the car moved, the phone beeps & the app transmits full details of when & where the car is almost instantly. This is transmitted world wide.

The phone beeped recently when my wife started the car & backed it partially out of the garage so an electrician could access the switchboard. A short time later, another beep & the Carwatch told me that the car was back in the garage & ignition off!

Again, a recent trip from Rotorua to Tauranga was faithfully recorded in full details with time & speed etc.

At a special FoMC cost of \$250 installation plus a \$15 per month charge (\$5 per month goes to the FoMC), I say value for money & most importantly, peace of mind!

Checkout Carwatch at <https://cartrack.co.nz/carwatch/>

FoMC Member Clubs exclusive offer: <https://cartrack.co.nz/carwatch-fomc/>

SUPPORT THE FOMC WITH THE WORLD'S BEST GPS SECURITY SOLUTION!  
 IN 24 COUNTRIES WORLDWIDE, CARWATCH HAS A 92% SUCCESS RATE IN GETTING YOUR VEHICLE BACK!  
 \$5 PER MONTH GOING DIRECTLY TO THE FEDERATION, GIVE BACK WITH CARTRACK




**CARWATCH**

IF WE CAN'T FIND YOUR CAR IN 30 DAYS - WE'LL PAY YOUR ENTIRE EXCESS!  
[HTTPS://CARTRACK.CO.NZ/CARWATCH-FOMC/](https://cartrack.co.nz/carwatch-fomc/)

Contact Rory Taylor - 021582142 - [roryt@cartrack.co.nz](mailto:roryt@cartrack.co.nz)

## Secretary's' Corner – Chris Butler

Firstly, A very warm welcome to the “[Datsun Z Club of NZ](#)”, “[Gearhead Guru \(GG\) Car Club](#)”, “[Minis Waikato Inc.](#)” and the “[National Street Rod Association](#)” to the Federation. Sadly one club has wound up due to dwindling numbers.



If you know of clubs or are a member of a club that isn't a member of the Federation, please encourage them to join, as the more members and clubs we can represent, the more significant we are to Government, Agencies and commercial organisations that may want to offer services to members of member clubs.

A warm welcome also to Chris Hogg, who has joined as an advisor. Chris introduces himself later in this edition and is an Austin Healey and Ferrari 308 enthusiast.

Next year is the Federation's 30<sup>th</sup> Anniversary, with celebrations at the AGM. We are investigating the feasibility of a full weekend event mid to late May in Christchurch, with some very special activities for attendees on the Saturday – it will be well worth adding the extra day, and we encourage as many clubs as possible to make it a road trip to the event – there's nothing quite like an excuse for a road trip, especially with early Autumn colours.

Membership is currently 150 clubs representing 150,000 members and 127,000 vehicles.

Membership renewals have been slower than normal to come in this year (generally due to changes in club officers) with just 50% of clubs having renewed so far. Although reminder emails were sent out on 21<sup>st</sup> September, we discovered that Google blocked many of our

emails. This is now permanently fixed. We have been scouting around clubs and thanks very much to those clubs who have renewed since then – much appreciated. Invoices will be sent to those clubs who have requested them. If possible, we'd really appreciate **all clubs to be paid up by the end of November**, as this really helps Federation operations.

Finally, we are generally observing a number of clubs with numbers reducing due to members age and not so many “youngsters” joining, although a few clubs are increasing numbers. We encourage you to invite other clubs to your events, where this could work. I live in the "Naki", and we recently had an excellent country touring run where the Egmont Classic Car Register invited the Taranaki-West Coast Citroen Car Club and the Rover Car Club to their event. The extra number of vehicles and folk made quite a difference, with good conviviality. It was agreed we should do this more often. It also means that event management can be shared between clubs. New friends are bound to be found also - especially amongst the Holden and Ford crowd, heh heh.

## Membership Expansion News – Garry Jackson

***One of the business strategies adopted by the Federation at our late 2023 workshop, and confirmed in our May 2024 AGM, is to progressively “grow” our membership, to broaden the range of member clubs and to strengthen our position both financially and in terms of our representation and influence with Government and other agencies.***

In terms of a progress report for this Wheel Torque, I guess the terminology is that it's “work in progress”. The Executive team have been set a task of approaching and “selling” the Federation to clubs who are not presently members and that work continues.

At our AGM in May we had 149 member clubs, and we now sit at 150. I also know that there are further clubs with whom we are in discussion and are in the process of joining.

Why is this important? Growth is a vital sign of any organisation's health, and it's particularly important for the Federation given our core mission to protect the values and freedoms we all share in historic and classic vehicles ... the more clubs, and the more members, the better!

All clubs and their members can help us on this important task. If committee members of existing clubs, or even members of those clubs, know of other clubs that are not presently (but should be) members of the Federation, please drop a note to our Secretary [Chris Butler](#), and he will start the ball rolling.

## Introducing Chris Hogg (Advisor and Past President, Ferrari Owners Club)



Chris with Alpha Tauri Wheel – now Visa RB – likely to be used by Liam Lawson! – Bahrain 2023

I've always been around cars and had a passion for them since being very young. My father was involved with the Vintage Car Club and the AA and I remember a few meetings based around the Terminus Hotel in Timaru and rallies to Mt Cook in his 1902 Rambler (that car changed hands again in September 2024 at an auction near Gore).

My first car was a BMW Isetta that I restored with Dad. I remember driving flat tacked down Kellands Hill Road in Timaru and the speedometer was reading 70MPH. It went to a museum in Perth and who knows where it is now.

After Timaru Boys High School I moved to Wellington and got involved with computers. I met my wife, Andrea and we were married and moved to the UK in 1985 for a two-year OE. We ended up staying until 1992.

While there I bought a Wolseley Hornet Swallow at an auction in New Zealand and had it shipped to the UK. The idea was to restore it and make a few dollars. I never had the time and ended up selling it to a museum in the north of England. Around the same time a good friend acquired a stunning 1965 E Type. I thought I'd really like one and started looking. In a pub one night a friend suggested that an Austin Healey would be just as much fun for much less outlay. I got interested and it turned out he was a cousin of Bic Healey who had bought three cars in the USA and was bringing them back to the UK for restoration. Would I like one? Yes! was the response and in 1989 we ended up with a 1965 BJ8 that we had restored by Jim Smith in Deal. This was managed by a bloke called Julian Aubanel who was a real aficionado.

In 1990 our first child was born and in 1992 another was on the way. We decided it was time to start moving home, but only got halfway – to San Francisco, where I did a stint with Visa. Julian arranged for the Healey to be shipped and I remember showing up to the docks in Oakland, showing some bloke the shipping invoice, being escorted onto the ship and driving the Healey off! We spent a couple of years in the Bay area and then moved to Omaha Nebraska where our third child was born. Omaha was a real contrast to California – completely flat, stinking hot in the summer and brass monkey cold in the winter! – but great



people! We had a lot of fun and together with a few colleagues ended up moving to Denver Colorado where we sorted out a software company and it was listed on the NASDAQ. That was exciting – being in New York on the day of the listing and watching our Chairman “ring the opening bell.”

I then assumed some international responsibilities and ended up managing EMEA and APAC with a cottage in Thorpe, Surrey – a few doors down the road from Ron Dennis. I spent the next few years on a plane between Slough, where our UK office was, Budapest, Singapore (where we opened an office), Hong Kong and Denver (HQ) for a week to see the family and debrief with my colleagues. Andrea was driving a GM Suburban as the “Kid Carrier” and I had a leased VW Passat. When the lease was up I thought I would buy a car and looked at a few models. At another pub, a friend said (tongue in cheek) that for the amount of time I would be driving a new car, I should buy a Ferrari. I forgot about that for a week or so and then started browsing Ferraris for sale - this was 2000. I looked at quite a few ranging from Mondials to Daytonas. They were all either ratty or over restored and in all cases, completely over priced.

I started looking at 308s and flew (air miles are a wonderful thing!) to Phoenix, New York and Los Angeles to look at the best of the pick at that time. I ended up making an offer on a 1985 308 QV GTS in the basement of an apartment block in Hollywood. The car had not seen a drop of rain in ten years and was in very good condition. The offer was accepted and two weeks later my neighbour and I flew back to LA and picked it up. We had a blast driving east. First to Las Vegas where we took the roof off and drove up and down the strip a few times. Then through Utah and onto the I70 towards Denver. The car was a dream on the interstate – cruising at 80-90MPH with the roof off. The only problem was we both lost caps to the wind! Driving through the Vail Pass it began to snow heavily. The 308 didn't miss a beat.

The Millenium came and went, our daughter was getting ready for middle school and then 9/11 happened. We decided to move back to NZ and I arrived back in Auckland in September 2002. Andrea and the kids followed a couple of months later. And a couple of months after that a few containers arrived with all the “stuff” we had acquired over the last 17 years as well as the Healey and the 308. Since then, I've had a lot of fun with a few small IT companies as well as getting involved with a local football club (where the kids all played) and the Ferrari Owners Club where I spent 17 years on the Exec before stepping down at our AGM in 2024.

The Healey went through another restoration during COVID – this time with a full engine recondition and it goes like it was brand new. Meanwhile, the 308, which had 40,000 miles on the clock when we acquired it has clicked over 92,000 miles and puts a smile on my face every time I turn the key.

I attended a couple of FOMC AGMs on behalf of the Ferrari Owners Club and liked what I saw. After talking with Michael and Garry, I agreed to help where I can. Hopefully I can provide some momentum to a few of the initiatives that are currently on the table and enjoy the camaraderie along the way.

## Subscribe to the Wheel Torque Newsletter !

As a member of an FoMC member club you can [subscribe to the Wheel Torque newsletter](#) and receive it as soon as it is published. It will be able to be easily read on different device types such as desktop/laptop computer, tablets such as iPad and smart phones.