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THE NEWSLETTER OF THE NZ FEDERATION OF MOTORING CLUBS

WHEEL TORQUE

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Saving Our Heritage in a Fossil Fuel Free Future

By Roy Hughes, Secretary
NZ Federation of Motoring Clubs

What fate awaits our petrol-powered classic and heritage vehicles in a fossil fuel free future?

Along with leaders of forty major cities, Auckland Mayor Phil Goff has committed to achieving zero emissions by eliminating all petrol and diesel fuelled vehicles from his city's streets by 2030. And Stanford University lecturer and energy guru Tony Seba has already forecast the extinction of fossil-fuel powered cars, trucks and buses long before that deadline. He expects that by 2025, all new vehicles produced will be electric and, as a direct consequence, the remaining conventional car fleet will be rapidly wiped out

100 years on and these Ford Model T's can still be driven on NZ roads - but will we be able to say the same in another 100 years about the new cars sold today?

As electric cars replace the existing fleet, he predicts service stations will become as rare as stables, so regular use of petrol and diesel-fuelled cars will no longer be practical.Within just eight years, Seba says, all conventional transportation will have been rendered obsolete by the revolution taking place in batteries, solar power and electric cars. He expects the change to be as rapid and as unforeseen as the switch from horse-drawn carriages to cars back in the early 20th century.

While mainstream forecasting bodies, such as the International Energy Agency, predict petrol and diesel production and consumption will continue beyond 2040, Seba says they have it all wrong and are greatly underestimating the growth of solar power. He is certain development of driverless cars, battery storage and renewable power sources is about to shrink the demand for fossil-fuelled vehicles and aftermarket services at such a rapid rate, few if any of the firms currently meeting the needs of conventional motoring will survive for many more years.

Here in New Zealand the size of the electric car fleet is doubling each year with a target of 64,000 by 2021. Exemptions from road user charges, low registration fees, and other incentives are being offered to encourage a more rapid transition from fossil fuelled transportation. Our Government is even being urged to introduce a "feebate" scheme as implemented in France and Norway where an extra cost is added to the purchase price of "dirty" cars and the money is used to reduce the prices of electric and fuel-efficient vehicles.

After more than a century of enjoying jaunts in our great gas guzzlers and all the other pleasures associated with heritage motoring, it would seem to be inevitable both the pursuit of our hobby and the longer term value of our investments are about to be curbed. While global warming and all the associated

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new environmental rules, restrictions and increased costs may yet fail to remove us from the roads, the clear expectation is that electric vehicle technology and market forces will certainly finish off heritage motoring.

Of course, despite the advent of the first motor vehicles and the resulting disappearance of stables, around the world there are still many people indulging in the recreational use and ownership of horses. If Seba is right we have less than a decade to ensure the right to own and use heritage vehicles is retained in the projected all-electric, emission-free environment.

Key to retaining our rights to drive our fossil-fuelled vehicles on our roads will be official recognition of the overriding rich contribution heritage transport collectors and restorers make to the social fabric of New Zealand.

In advance of any restrictions that may be instituted we must obtain appropriate exemptions to ensure the ongoing use of heritage motor vehicles is not curtailed. For all the same reasons New Zealand's historic buildings are restored and remain in use, as much of our transport heritage as possible must also be preserved.

Sharing the knowledge to preserve our heritage fleet

In addition to the forecast threat to fossil fuel supplies in the emerging age of electric cars, finding the replacement parts to keep our prized classics roadworthy is becoming increasingly onerous.

Tracking down the bits needed to complete a restoration or pass a mechanical inspection can be part of pleasure for some heritage vehicle owners. But for others the failure to find needed spares or services can result in frustration and sometimes even the long term abandonment of a still viable project.

Of course the problems finding the parts needed to restore or repair classic or vintage vehicles are not confined just to New Zealand but are shared right around the world.

So late last year FIVA (the Fédération Internationale des Véhicules Anciens) entered into a global partnership with an online platform to provide members with access to high-quality historic vehicle parts, tyres and wheels on an international scale.

The agreement between FIVA and *classicparts4you* was signed on 18 November 2017 and it is planned for the site to go live just a few months from now, with its usefulness and reach increasing over time. A worldwide federation of historic vehicle owners, FIVA's members include New Zealand through the Vintage Car Club.

As well as offering access to high-quality appropriate parts for older vehicles, the *classicparts4you* website is also planning to assist enthusiasts by providing a database of specialised workshops and garages, as well as producers, experts and assessors.

Senior Vice President of FIVA, Dr Mario Theissen said: "This ambitious and exciting project will have far-reaching benefits for a huge number of classic vehicle enthusiasts around the globe. Our key aim is to ensure that high-quality components are readily available for the widest possible range of classic cars, motorcycles and commercial vehicles."

To directly address the same problems here in New Zealand the executive of FOMC has been developing a project to compile a similar national database of parts suppliers and repair service providers.

We propose to work with member clubs to accumulate the details of reliable individuals or firms known to undertake work needed to preserve or restore historic and heritage vehicles in their areas. This information will be included in a national register of firms and tradespeople involved in the repair or restoration of historic and heritage vehicles and made available to member clubs for the benefit of their members.

Similar research in the United Kingdom by our sister organisation the FBHVC found the heritage motor industry contributed $10 billion a year to the national economy and was a significant earner of overseas funds. With the help of our member clubs, the FOMC hopes to demonstrate heritage motoring in New Zealand is not just a hobby but a major generator of jobs and economic activity which justifies appropriate Government support and exemption from or further reductions in the various costs and fees inflicted on classic motorists.

Winning a prize could invalidate your car insurance

In these perilous times when disasters and calamities are leading to multi-million dollar losses around the globe adequate insurance protection should be a priority for all sensible club committees.

Though many officials of car clubs assume they are protected from personal liability problems by the Incorporated Societies Act, in fact they can still be named, sued and held personally responsible to pay potentially large damage claims for a range of possible accidents and events.

The simplest of these could be if some activity or action of a member causes damage to motor vehicles or other property owned by a third party, such as a club barbecue setting fire to a crop or buildings.

Club officials also have the same responsibilities as directors or officers of limited liability companies to protect the interests of their members and properly manage the financial affairs of their club on behalf of its club members.

They can be held personally liable for losses resulting from theft, fraud or failure to meet the various requirements of Government-imposed rules and regulations. As in the Companies Act, individual club officers can be individually sued or held legally responsible for any defaults by their

club and this type of exposure is normally not covered by personal home/contents or motor vehicle policies.

But as the cost of securing public liability insurance can be significant for individual clubs, some years ago the FOMC arranged a low cost 'Combined Association Liability Insurance' programme. It is provided to member clubs on application for a negotiated premium depending on their needs.

It has been specifically designed and priced for the club members of the FOMC and provides more extensive benefits than standard public liability cover. The additional benefits are:

- Fidelity Guarantee – this will indemnify clubs should an officer or director or executive member steal club funds;
- Accidental Death Benefit – this covers the death of any club officer;
- PR Costs Benefit – covers the costs associated with dealing with media coverage of an event damaging to the reputation of the club;
- Loss of Documentation – this benefit compensates for the costs associated with any loss of documents caused by the officers of the club;
- Forest & Rural Fires Act Benefit – if a club barbecue or other event causes a fire, this provision will pay any resulting fines or costs associated with a callout to the fire service;
- Punitive & Exemplary Damages – should the club or entity be grossly negligent and a court awards damages over and above the liability claim then there is an additional cover available;
- Crisis Loss – in the event that there is a major issue due to negligence an additional $25,000 will be provided to cover associated financial losses.

But while the FOMC liability policy generally covers a club's activities and events, and the actions of its members, should they cause physical damage to another person's property there are limitations.

Perhaps the most significant is that the FOMC liability cover is not in effect when vehicles are moving under their own power or being driven, because they should then be protected by the owner's motor vehicle insurance.

So when club members' vehicles are out on the road participating in a trial or rally or taking part in a gymkhana or circuit event, any damage resulting is the responsibility of the drivers and not covered under the public liability insurance.

But as many standard insurance policies preclude vehicles while they are being used in racing, rallying, hill climbs or competitive events, those owners who regularly participate in club events should check on the limits of their individual motor vehicle cover and how their insurance company defines "competitive event". Winning a chocolate fish for answering the most questions on the route sheet during a club run may just be enough to cancel the insurance cover on your prized classic.

LVVTA Celebrates 25th Anniversary

Just five months after the Low Volume Vehicle Technical Association (LVVTA) processed its 150,000th modified vehicle certification, it has celebrated its 25th Anniversary.

The milestone was marked with an event at LVVTA's headquarters in Porirua attended by many current and past LVV certifiers, Government representatives, current and past Technical Advisory Committee members, and other guests.

As well as recognising the highly-regarded LVV certification system for modified and custom-built vehicles, there was a special celebration honouring long-standing members of LVVTA's Technical Advisory Committee (TAC).The backbone of the LVV system, the TAC is responsible for providing the technical content of the NZ Car Construction Manual, as well as assessing all vehicle design proposals.

Bespoke long-service plaques (made from complex custom-designed water-jet cut artwork symbolic of the type of vehicles that the committee was set up to help) were presented to the volunteer members of the TAC. Recipients of 20-year awards were Graham Walls, John Hinton, Terry Bowden, Chris Litherland and Tony Johnson. And ten-year awards went to John Reid, Alan Smail, Walter Wing, John Ward, Paul Sattler, Geoff Cottle, Kerry Buchanan, Mark Stokes, Justin Hansen and Peter Vahry.

Two new members were inducted into LVVTA's Wall of Honour, which is LVVTA's way of recognising those who have made significant contributions. The Honourees for 2017 were Jim McDonald from the NZ Transport Agency and Graeme Banks from the Sports Car Club of New Zealand.

LVVTA CEO Tony Johnson paid special tribute to the LVVTA staff team and long-serving member, Linda Washington was recognised for her 20 years of service to LVVTA by LVVTA President Steve Keys.

- *For more information on LVVTA or the Technical Advisory Committee visit www.lvvta.org.nz.*

Guests at the LVVTA function enjoy a dragster demonstration

News From Around The World

Electric car batteries major source of CO2

By Johan Kristensson

Enormous hope has been placed in electric cars being a solution to climate change. However manufacture of batteries for electric cars is not especially environmentally friendly. Several tonnes of carbon dioxide are released, even before electric batteries leave the factory.

IVL, the Swedish Environment Institute has, on behalf of the Swedish Transport Administration and the Swedish Energy Agency, investigated the climate impact of lithium-ion batteries from a life-cycle perspective. Batteries for electric cars were included in the study. Lisbeth Dahllöf and Mia Romare produced a meta-analysis, that is, a review and compilation of existing studies.

The report shows that battery manufacturing leads to high CO2 emissions. For each kilowatt-hour storage capacity in the battery, emissions of 150 to 200 kilograms of carbon dioxide equivalent are generated, in the factory.

The researchers have not studied the batteries of individual car brands, just how they were produced or what electrical mix they used. But to understand the importance of battery size here's an example: two standard electric cars on the market, Nissan Leaf and Tesla Model S, have batteries of approximately 30 kWh and 100 kWh respectively.

Tesla Model X and Model S

As soon as you buy one or the other, CO2 emissions of approximately 5.3 tonnes and 17.5 tonnes, have already been released. By way of comparison, a person returning from Stockholm to New York by air creates emissions of around 600 kilograms of carbon dioxide, according to the UN organization ICAO's calculation model.

Another conclusion of the study is that nearly half of the emissions occur during the production of the raw materials and close to half during the production of the battery in the factory. The mining itself accounts for only a small part of between 10-20 percent.

The calculation was based on the assumption that the electricity mix used by the battery plant is more than half generated by fossil fuels. Though in Sweden, power generation predominantly consists of zero-carbon nuclear and hydropower, so as a result lower emissions can be achieved.

The study also reveals that CO2 emissions rise almost linearly with battery size, even though data is scarcer in this area. This means that a Tesla-size battery contributes more than three times as much CO2 as a Nissan Leaf's battery. It is a result that surprised Mia Romare.

"It should have been less linear because the electronics used do not increase to the same extent. But the battery cells themselves are as influential as the production," she says.

The authors emphasise that a large part of their study was about finding out what data was available and in many cases they found it was difficult to compare existing studies with each other.

A colleague at IVL, Mats-Ola Larsson, has calculated how long you need to drive a petrol or diesel car before it has released as much carbon dioxide as just the manufacture of an electric car battery. The result was 2.7 years for a battery of the same size as a Nissan Leaf and 8.2 years for a Tesla size battery.

"It's great for companies and government to embark on ambitious environmental policies to buy climate-smart cars. But these results show that one should not think of choosing an electric car with a larger battery than necessary," he says.

The authors of the report also note that there is still a lack of financial incentives to send the exhausted batteries for recycling. Cobalt, nickel and copper are recycled, but not the energy required to make the electrodes, says Mia Romare.

- *Courtesy of the Global Warming Policy Forum*

Are defunct marques being revived?

Various one marque car clubs belonging to the Federation of British Historic Vehicle Clubs (FBHVC), have noticed a spate of mysterious trademark registrations taking place in the United Kingdom.

The registrations are all of automotive trademarks for manufacturers that no longer exist. Singer and other former Rootes Group marques are amongst recent name registrations.

There have been examples of disused marques being resurrected in the past but usually in connection with a new manufacturing venture. There does not appear to be any such plans connected to the recent trademark activity and it is still not known what the motivation is behind those registrations.

A number of car clubs in the United Kingdom, and also New Zealand, use defunct manufacturers' names both in their titles and on merchandise and parts. So the FBHVC is monitoring the issue with a view to ensuring those clubs' acquired rights are not prejudiced.