

ORGANISORS:

Peter Wright CHMC Registration & TfNSW Liaison
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1. The International Federation for Historic Vehicles, FIVA (the Fédération Internationale des Véhicules Anciens) states in its Charter of Turin, a historic vehicle is "a mechanically propelled road vehicle:

- which is at least 30 years old,
- which is preserved and maintained in a historically correct condition,
- which is not used as a means of daily transport
- and which is, therefore, a part of our technical and cultural heritage."

During further discussion we were made aware that NRMA Historic Insurance limits to 9,000 Klm Annually and Shannon's Insurance allow for usage of no more than twice a week for *Limited Usage* vehicles.

2. Historic/Classic Vehicle Declaration Forms (Forms 1259/1835)

- These are accountable documents. Signing the documents carelessly may be a punishable offence, as the checks are being done on behalf of the registration process for TfNSW.
- Scrutineers/Inspectors are validating vehicle identification for new HVS Safety (Section 3) and the Eligibility (Section 4) information for that vehicle.
- Part of the Eligibility of the vehicle is the confirmation that the Registered Operator is a Financial Member of the Primary Club. Part of Eligibility confirmation is that the vehicle is 30 years from the Month/Year of Manufacture.

3. Responsible Persons

Responsible Persons are accountable positions within a Club, who are authorised to sign on the clubs behalf with regard to Inspection/Registration of vehicles. These names have been advised to and recorded by TfNSW - ais@transport.nsw.gov.au . These signatories can be validated when registration paperwork is being processed. The CHMC recommends that only responsible persons be stamp holder.

At BHCC the TfNSW Responsible Persons are the Registrar and 5 Inspectors holding Inspection Books and Stamps.

3. Club Runs

Log Book entries are not needed for HVS/CVS vehicles during Club sanctioned runs, including Multi night runs and Interstate runs.

A Club Run applies to any Club listed on the Historic Vehicles' *Certificate of Approved Operations*.

The TfNSW accepts that within the subjective guidelines of 'Fair and Reasonable' use, a Club Run or a run the Club has formally been invited to, is

- from where the vehicle is garaged
- the run itself including any change to location due to, say, rain, availability or interest
- and the return home of the vehicle via the most practical route.

The Club Run must be formally recorded in minutes and carry evidence such as text, email, access to website, magazine, etc. in case of a formal request for information. This is normally the Club Magazine.

Due to the generous number of Log Book entries, the recommendation is to take a position of 'If in doubt, fill the Log Book out'.

4. Day Books

The 'Day Book' option is still available for those members not wishing to use Log Books.

HVS/CVS Vehicles using the 'Day Book' can only be used

- on sanctioned Club Runs
- for a reasonable Maintenance Runs after ensuring an entry is in the 'Day Book'

A number of Clubs no longer facilitate a 'Day Book' to minimise the administration effort of Club Officials.

5. Log Books

- The Full Name as shown on the Drivers Licence must be used for Log Book Entries.
- The Log Book is for use for 12 Months. There is no segregation within that period such that so many days have to be used in a quarter. If joining the Log Book Scheme during the registration year, days are allocated on a pro-rata basis, i.e. 15 days per 3 months or part thereof.
- When a Log Book is renewed ahead of time, the days in the old Log Book are still valid until the old Log Book expires.
- There are separate Log Books for Historic Trailers, Caravan, etc. The Log Books must be filled in when they are used.

6. Statistics

- 71,000 vehicles on HVS/CVS plates in NSW
- 1200 Historic Clubs registered with TfNSW
- 650+ Clubs registered with CHMC, CMC and NSW MHA

7. Miscellaneous

- One should not inspect or sign-off their own vehicle. This will raise serious questions should there be an issue with the registration.
- Some Clubs now have procedures such that cars post 1971 must have Pink Slips rather than internal inspections due to the complexities of newer vehicles, ABS, Pollution control, etc.
- Some Clubs restrict types of cars in club – 4WD, Modern, etc. – that do not fit the image the club wishes to portray. There are other clubs that are happy to have them on board.
- Club Stamps should show the full name registered with TfNSW, not abbreviation.
- Led Lights. Basic replacement lights are acceptable. Multi-colour or those that are substantially different to the standard are not acceptable.
- Number Plates must be those issued by TfNSW. Imitation/altered number plates are illegal and subject to fine.
- It is unlikely there will be any digitisation of the HVS/CVS scheme in the foreseeable future.
- AIS (Authorised Inspection Scheme) participants must have a Manual Inspection Book as part of their licence. The TfNSW computer systems are shut down regularly for maintenance and the Manual Book should be used during this period.
- The suggestion is Club vehicle records should include

Operator Details

Vehicle Details – VIN, Engine, etc.

Recommended Records

Rego Expiry

Inspection Pass/Fail Info

Log Book Number

Number of Entries in Old Log Book

David McInroy

Registrar

Bathurst Historic Car Club

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