

NSW Historic Motoring Association Inc. General Meeting Minutes – 2nd April, 2022

Meeting Venue – Gundagai Services Club

Meeting Opening: President, Tony Stove declared the meeting open at 10:00am and welcomed delegates from the 54 clubs in attendance, and 42 clubs via Zoom.

Apologies: Apologies were received from clubs unable to attend.

Matters Arising from the Minutes. President Tony Stove highlighted the following matters, and they will be reported on during the course of the meeting:

- CVS Guidelines to club registrars.
- Various issues with log books.
- Lack of outcomes from TfNSW..

President's Report -The written report was circulated at the meeting and the full text was emailed to clubs prior to the meeting. President Tony Stove briefly highlighted the following from his Report;

- Since gaining AO status for the NSWHMA, the business workload has increased considerably for some Committee members. Firstly, through the establishing and operating the CVS Office, and secondly, dealing directly with key TfNSW staff on a range of conditional registration issues.
- The CVS Office managed by Maxine Hayes is operating efficiently and in the first six months 1,080 CVS registrations have been processed. The CVS MoU with TfNSW calls for specific procedures and reporting and as a consequence we had to introduce more stringent requirements for CVS registrations. Clubs have now come to accept the requirements, however 10% of CVS registrations are delayed because of missing documents or incomplete information.
- Roadshow meetings will resume in early May and we have meetings scheduled for Gunnedah, Glen Innes, Coffs Harbour and Port Macquarie.
- Since the last general meeting in November a further nine clubs have joined the NSWHMA bringing our membership up to 237 clubs.

NSWHMA CVS Office CVS Office Manager Maxine Hayes explained what vehicle owners and club registrars must complete on the CVS Declaration (form 1835) before it is submitted to the CVS office. Unfortunately, some registrars overlook information, like a missing engine number, and that causes a delay in completing the registration process. Maxine pointed out she only deals directly with club registrars. Furthermore, club registrars have her contact number for advice and help. Maxine showed the meeting the file of 42 delayed current CVS registrations; particularly no payments, missing engineer's reports, missing registration renewal form or no engine number. For every registration, copies of documents like engineer's certificates, blue slips, pink slips are filed in the CVS Office as a requirement under the MoU. Once the first full year cycle is completed in September, only new CVS registrations need submit blue slips and engineer's report. Responding to questions,

- All completed registration documents are returned with tracking post.
- Old style engineer's certificates are acceptable providing the vehicle has not been modified since the certificate was issued.
- Use the CVS Helplines, they are on the Website. 0410 226 969 (for compliance/engineering), and 0411 534 564 (for CVS).
- She is available to help through Zoom or onsite training.

ACMC Inc Report. The largest affiliates are ourselves, NSWHMA, and the CMC. Combined we account for around 20,000 vehicles on HVS and 3,800 on CVS.

The other affiliates specialise in 4WDs, street machines, street rods and ICVs. The nine affiliates account for around 750 vehicle clubs of the 1,100 or approved. So, the ACMC's size means it can influence the TfNSW and carries some political clout. He recommended members acquaint themselves with VSI's (Vehicle Standard Information sheets), that can be viewed on the TfNSW website.

Vehicle Standards Working Group (VSWG) This Working Group has 23 members, meets twice a year and Phil Mudie is the NSWHMA delegate. This Group produces documents like VSIs and the Brake Assessment Manual. VSI53 is still bogged down, and another document that making slow progress is to do with suspension adjustments which is being worked on jointly by Qld, Vic and NSW.

Historic, Classic, Industry Working Group (HCCIWG) This is the other forum that is of interest to our Association, and Phil Mudie and Tony Stove represent the NSW HMA at its meetings. With AO status we have direct access to this Group, we use it regularly and the discussions are often long and quite frank. Lack of Outcomes. With the two Working Groups, the biggest frustration is lack of outcomes. We do however, have the opportunity to contribute on a wide range of topics and to make submissions for improvements to the schemes.

CVS and HVS Plates. Ian Browning provided information on one good outcome from the recent HCCIWG meeting: a new, smaller plate for CVS. The plate dimensions are 314mm x 134mm, black lettering on a pale blue

background and have the wording “NSW Classic Vehicle” across the bottom. The plate has to complete Crash Lab tests before going into production. The new HVS plate will retain its present size but adopt a similar background colour to the CVS plate. A Zoom attendee asked whether there is any chance of a “period correct” plate being made available for use on a HVS vehicle. The answer is “no”. Try as we might, we could not influence TfNSW to adopt the proposals for period correct and personalised plates.

The Crackdown. At political and at TfNSW senior management levels, the conditional registration schemes are seen as a mess. It’s full of abuse and the concept was probably wrong in the first place. There are now 15 inspectors who have been working through reports of offending vehicles, clubs breaking the rules, AIS inspectors issuing pink and blue slips without sighting the vehicles. The crackdown is being done in conjunction with the police. They access Facebook and offenders have been prosecuted. Clubs and their members who use these online services can expect to be confronted by inspectors, and prosecuted by the police.

Log Books. There have been recent reports of police insisting a full name has to be inserted in a Log Book. TfNSW have no knowledge of this, and fortunately the practice seems to have quietened down but owners are advised not to use ditto marks or nicknames when making an entry in the Log Book. The Log Book is something we fought long and hard for and clubs must stress to members not to abuse its use. We do not have any sympathy for anyone who is fined for Log Book abuse. In answer to a question, the name in the Log Book does not have to be the person driving the vehicle at the time, nor does that person making the entry have to travel in the vehicle, and there has to be just one entry per day.

HVS Eligibility Compliance List. Almost two years ago TfNSW posted on their website the list of HVS period options, modifications and safety items; commonly referred to as “the List”. It was not received well, deemed as over prescriptive, confusing and conflicting. TfNSW reacted by placing a banner over the list stating it was a draft and open for consultation. Most clubs do not realise the List has been discredited yet TfNSW will not take it down. Version 2 of the list was presented to the AOs at a meeting last year and it was even worse than the first list, so it was immediately binned. At last week’s HCCIWG meeting.

Version 3 was presented, also found to be unworkable, and it too was binned. Since the meeting, the NSW HMA, supported by the CMC and CHMC has submitted a new and much simpler version. Our submission is brief and is based on seven principles for HVS compliance. This matter will be covered later in the meeting.

In the meantime, the NSW HMA advice to clubs is ignore the list on the TfNSW website, and stick to the original principle of....as near to original as possible.

CVS Eligibility and Compliance HVS vehicles are also eligible for CVS but it is the upper limit of modifications that causes concern. CVS vehicles should be eligible for full registration but there are conflicts with the 2017 Road Transport Regulations which causes concern for VSCC engineers. At the recent HCCIWG meeting one item on the agenda took all four AOs, and TfNSW staff, by surprise. The Police member of the Working Group has taken a different interpretation on one of 15 responsibilities for the AO in the MoU. That being, the AO must inspect all vehicles when registered for CVS. Clearly that is not possible with clubs scattered around the State. As is the case with the other three AOs, the NSW HMA CVS Office accepts the authenticity and accuracy of the Blue Slip and the engineer’s report, if applicable. We also accept the club stamp as certifying the vehicle owner is a financial member of a club and the vehicle is eligible for CVS registration. The Police member pointed out that there is one signature on the 1835 form and that is of the Responsible Person in the AO’s office and therefore the AO, in our case the NSW HMA CVS Office,

is certifying it has inspected the vehicle and accepts it complies with CVS registration. If the Police interpretation stands, then all four AOs would immediately cease CVS registrations. Following the HCCIWG meeting, we at NSWHMA identified three solutions to overcome the Police interpretation: have the MoU amended, amend the form 1835 or have club RPs/Registrars sign the form 1835 thus accepting responsibility for certifying the vehicle is acceptable for CVS. The first two options could take years. As a short-term solution, for NSWHMA clubs, we will provide each club with a stamp, the size of the box on the 1835 form, with the club's name at the top and confirming that it is a member of the NSWHMA, with a space for the name and signature of the club Responsible Person/Registrar. There will also be a simple statement on the stamp stating the vehicle meets the requirements of the Classic Vehicle Scheme. Club delegates were then given the opportunity to speak for or against the proposal, or seek clarification on specifics. We at NSWHMA understand some clubs will find this difficult to administer, especially those with members scattered or in remote locations, however, these concerns can be resolved through photographs, mobile phone cameras and the like. It was pointed out by many delegates this is similar to HVS where clubs sign off that the vehicle is acceptable for HVS registration. Following a lengthy discussion, all but three delegates supported the proposal. The NSWHMA Committee will go ahead and produce the stamp.

Log Books. Increasingly, there is evidence clubs are placing a very liberal interpretation and massive abuse of what constitutes a Club Run and there are reports of club providing runs for up to 200 days per year. Such usage can only be seen as flogging the system. The Police also have an interpretation on when a club run begins. TfNSW does not have an established policy on the limits of what constitutes a club event. The average use of the log book is just under 20 days per year. In considering a way to eliminate the abuse of club runs the NSWHMA Committee came up with a proposal to eliminate club runs and opt for a 75-day Log Book. Our proposal was endorsed by the CMC and CHMC (Bush Council). Initially TfNSW rejected the proposal, but when it was explained that a 75-day log book would not lead to increased use by those who average fewer than 20 entries per year but would reduce usage permitted by questionable club runs. The idea of a 75-day Log Book on which all usage including club runs must be entered was put to the meeting to vote on and there was unanimous support for the proposal. Accordingly, the Committee will pursue this further with TfNSW.

HVS Period Options, Modifications and Safety Items List

In consultation with the CMC and CHMC, we have drafted a set of seven principles to replace "the List" on the TfNSW website. The pre-conditions remain unchanged and the proposal expands on the further conditions relating to originality:

- **Originality Requirement:** Retention of the established principle that the vehicle must be as near as possible to original.
- A short list of acceptable upgrades, maintenance or safety items and alterations like left to right drive conversions, radial ply tyres etc.
- **First Life Principle:** Alterations made to a vehicle in its first ordinary life are acceptable.
- **Fit for Purpose:** Where a vehicle is modified after manufacture to fulfil a particular function,
- **Alterations after First Life:** later alterations to a vehicle after the end of its first life would mean that the vehicle could only become eligible for HVS 30 years after the last alteration.
- VSI6 to be the general guide to ineligibility.
- **Discretion:** club registrars and compliance inspectors have discretion to determine the eligibility of a vehicle based on the above principles. The submission is now with TfNSW for consideration and possible further discussion.

Tractors, There are around 700 tractors on HVS and they are predominantly with clubs that are members of our Association. Back in October 2020, with no announcement, TfNSW removed tractors as being eligible for HVS. The Minister intervened and farm machinery was reinstated. Subsequently a focus group was set up to look at usage for farm machinery on HVS. Ian Browning was the NSWHMA representative, and the only person in the focus group with the relevant knowledge and experience. With the emphasis on safety, the focus group agreed on a list of new conditions for HVS registered farm machinery. The three main conditions were: three or more tractors in to have an escort vehicle/signage, tractors to be fitted with a flashing amber light and tractors are not to use freeways/motorways or major highways. None of these recommendations are yet official. In due course, when the conditions are confirmed the NSWHMA website will list the

conditions of usage for tractors. Further Submissions with TfNSW

Phil Mudie mentioned three other submissions the NSWHMA has submitted to TfNSW:

- The GVM weight increase to 4.5 tonnes for CVS vehicles. It is still bogged down in TfNSW.
- VSCCS engineering certificate to be recorded in CVS registration documentation. Good chance of being approved.
- **Electronic transmission of CVS registration documentation.** Under consideration.
- Check club details are correct on the Members page so we can contact you and pass on important information... one of which is when someone reports to us, a vehicle with inappropriate plates we can let your club know before they refer the matter to TfNSW.
- We are about to produce YouTube videos for “How to Register or Renew” for CVS and HVS registrations. The scripts have been written, the story board completed and students from CSU will produce the video.

Technical Matters. Peter Hayes spoke in detail of the active work being undertaken by the 15 TfNSW inspectors. In the past two weeks 180 vehicles have had their VIN cancelled because of compliance infringements, and down on the south coast, 38 vehicles were issued with defect notices. He stressed clubs must have a record on file of every vehicle in the club registered on HVS or CVS, and whenever inspector and police call on a club they will want to inspect the records. In 2018 VSCCS certifiers were directed to write a detailed description of a vehicle’s modifications which is included with the certification documentation. AIS inspectors (pink/blue slippers) can reject/not pass a vehicle if that information is not recorded on the VSCCS report.

National Driver Work Diary. Ian Browning spoke of the requirement that drivers of heavy vehicles with historic registration must also fill in their Diary each day. This is in addition to the Log Book if issued. The Diary applies to trucks over 8 tonnes GVM, and on some specified roads the limit is 4.5 tonnes. The Diary must be in the vehicle at all times, and there are fines for non-compliance.

Red Turn Indicators. A delegate asked whether rear red turn indicator lights, originally fitted to US manufactured vehicles, are legal. The answer is yes.

Capital Gains Tax. The meeting was informed that as of 1st April, CGT was liable on the sale of a second-hand vehicle (not an April fool joke). No other delegate was aware of this piece of information. The Committee will pursue the matter.

Log Books – Parked Vehicles. When Log Books were introduced, it was understood the then RMS agreed to the 50-metre rule whereby a conditionally registered garaged vehicle could be moved up to 50 metres without needing a Log Book entry. This was recently raised with TfNSW and denied. It is also not clear whether a vehicle parked on a road requires a log book entry. The NSWHMA will pursue these and similar issues with TfNSW. Meeting Closure. President Tony Stove thanked club delegates for their attendance and participation, and acknowledged the excellent work done by Maddi Ross and Wayne Croker with operating the Zoom facility.

The meeting was closed at 1:20pm.

Tony Stove President, NSWHMA

XX

A late note...

Question. Please note that from your home to the start you will technically need to fill in your log books under the new ideas of the Transport for NSW and the high way tax collectors as you are not on the tour till you reach the start. Starting the tour from home could cover this.

Answer. Until TfNSW clarify the rules, we recommend a log book entry to join a club event.

Question. what happens if you do not have a log book as I know some members are not interested in them and only bring the cars out once in a while for club tours. What do they do.

Answer. In that case, revert to the old system and have the travel recorded in the club day book.