

COUNCIL OF MOTOR CLUBS
FORUM ONE/2009 - HCRS
Held at the Western Suburbs Australian Football Club
6TH JUNE 2009

President, K. Toovey welcomed delegates and club members to the meeting.

DATE: 6th June 2009 **TIME: 10:45 am**
IN THE CHAIR: K. Toovey, President
ATTENDEES: 70 Delegates and members attended.

K. Toovey addressed the Forum and advised delegates to please be aware that the Forum is not an opportunity to complain about the RTA and that any legitimate complaints should be dealt with in the appropriate manner by providing details to the CMC who will then contact the RTA.

Delegates were reminded that HCRS is a privilege, which allows historic motoring enthusiasts to use their vehicles at a lower cost and that members need to present the Historic Movement in a positive light to the General Motoring Public.

K. Toovey then invited the Secretary General Mr T. Thompson to address the Forum re the HCRS and former Club Plate System.

T. Thompson advised that the system began in the mid 1950s, through the DMT as a Permit to Move Unregistered Vehicles or Club Plates as we knew them. The new HCRS was created out of the National Roads and Transport Commission's desire to bring all States into line to operate via a standard set of rules. The present NSW system came into being in 2002 after much consultation. A further decider was the need for the RTAs computers to process individual registrations which could not be done with the old Club Plates as there were many similar numbered plates separated only by colours so the system had to change. CMC is very aware of many issues with the processing of HCRS paperwork incorrectly by various RTA offices and every time we get concrete evidence of such things we report them and, on the whole, they are fixed. The problem is that many cases come to us as anecdotal stories and nothing can be done about such things. The RTA is not interested unless they can pinpoint the problem.

- T. Thompson briefly explained the 1259 Form with the need for Clubs to be aware that by signing the right hand side of the form they are authorizing the owner/ member to use a vehicle complying with the HCRS rules. This should not be taken lightly. He stated that the RTA advises they are happy with how our clubs currently handle HCRS and have no intention of a review as yet.
- There is a lot of documentation on the CMC and RTA website regarding HCRS. This includes a very good article by John Hewitt regarding the beginning of Club Plates many years ago via the Veteran Car Club.
- The CMC endorses and recommends the set of rules formulated by the Mercedes Benz Club. This set of rules is on the CMC website and is titled *Recommended Model Rules for HCRS*, under *Information & Coming Events*.
- The CMC has drafted a form and sent it to the RTA regarding out of date statistics and contact details. The current list of authorized clubs on the RTA site has some weird and wonderful entries on it and they should be sorted out. The name and phone number of the Club Registrar should be kept private. Also in this regard T. Thompson advised that Post Office box addresses were better as permanent club addresses because peoples' home details should not be on the list for security reasons. A few clubs have been re classified as country area by the RTA simply because the home address of their Registrar falls outside the general Sydney area (i.e. Penrith etc). It is hoped that the form will be OKd for circulation soon. Clubs will be asked to provide accurate current details.
- The CMC requested some years ago that the RTA allow NSW members of ACT clubs, who live just outside the ACT, to have those ACT clubs recognised and they did so. Other clubs just across the borders of Vic. Qld. SA etc were not allowed for some reason. Main thought was that ACT is "landlocked" by NSW but others are not.
- Unauthorised use of HCRS vehicles needs to be stamped out. Strange interpretations of rules

require clearing up as the operator can be charged with using an unregistered vehicle on public roads. The club in question can also lose their authority to issue HCRS.

Who is eligible for HCRS plates and how do you get them?

- Owners of vehicles on HCRS must be a 'paid-up' member of an RTA-recognised club in order to hold valid HCRS, and be allowed to take their vehicles on club runs. Lapsed membership during the HCRS year would void the registered status of the vehicle.
- Vehicles should be as close to standard as possible and must be a minimum of 30 years old. Run-on models, replicas and kit cars do not fit the 30 years old requirement. It is all based on the YEAR (not the month) of manufacture of the specific vehicle being put on HCRS.

How are vehicles inspected and authenticated?

- When authenticating vehicles for HCRS, the criteria to be followed is stated on the Eligibility Form and says that HCRS-eligible vehicles must be 30 years or older from the YEAR of *manufacture*.
- The RTA has advised that they do not wish to arbitrate on standards, options and accessories. They want the clubs to remain self governing in this regard. The CMC also will **not** arbitrate in this area, though they are happy to assist regarding accepted standards, when required. Only opinions to the best of CMC knowledge will be given. If clubs cannot sort out such issues internally then they should question their ability to have the RTA authority in the first place.
- If a vehicle is built up or restored from various components of the same age then proof of ownership may be authenticated by producing two receipts for major components together with a Statutory Declaration describing the process of the rebuild. A letter from the Club Registrar saying the vehicle has been known to the club for however many years can also be a big help.
- A blue slip is not required to first register on HCRS. Proof of ownership is needed.
- Club Safety Inspectors should provide their club with a resume of experience suitable for holding the position. Clubs should have this available as evidence should any questions arise. It is an onerous position and those without RTA AIS licenses could be at risk. There is no known insurance to cover such people and their work. Many clubs have an AIS authorized Inspector as a member and they are fortunate to have them. Those without such a member should be very careful.
- Register the name of your club's Inspector with the RTA stating he/she is nominated and approved by your club to inspect vehicles for HCRS. This will be a question on the soon to be released form.
- Pink Slips are strongly recommended by the CMC for HCRS vehicles, especially post WWII vehicles. A list of AIS Pink Slip Inspectors who know about older vehicles and are generally a part of our movement will soon be available on the CMC website.
- All AIS Pink Slip Inspectors must have a book to enable them to issue manual Pink Slips. They cannot say that they can only do computer generated inspections as that is against the RTA rules.
- Brake testing on older cars is not absolutely necessary. However, the notation "BRAKE TEST NOT CARRIED OUT" should be written on the 1259 white forms if pink slips are not used. If there is no dual brake system, a test is required.
- If your club holds an annual inspection day for all HCRS holders within your club, the Declaration of Roadworthiness is valid for 42 days so the members have that time to go and process the HCRS at an RTA.
- A Safety Inspection Report (pink slip) from an AIS is required on vehicles if your club is less than 2 years old or has not been an RTA authorized club for two years.

What restrictions are placed on the use of HCRS vehicles?

- HCRS vehicles must only be used on gazetted club events, invited runs or for road testing following repairs (see below) as authorised by your club Registrar. How your club documents those authorized events is up to you. Some clubs have changed to emailing of magazines and that is acceptable to all authorities as written advice.

- When road testing vehicles on HCRS, following repairs, adjustments or when a vehicle has been unused for a period of time, the term “reasonable distance from place of garaging” applies and can be set by your club. There are no set kms or miles as country clubs need to be flexible for out of town folks to get to a service station. The CMC advises that phoning or emailing your club Registrar for permission is best practice. Running in a new motor is a doubtful need given today’s technologies and attending a few club runs should be adequate..
- If your Registrar is unreachable, it is suggested that a message left on an answering machine, or sending an email to advise of a “maintenance run”, would be appropriate.
- HCRS vehicles are only allowed out of the State for 3 months at any one time.
- The CMC endorses the set of rules authored by the Mercedes Club governing HCRS, a copy of which is on the CMC website and is titled *Recommended Model Rules for HCRS*, under *Information & Coming Events*.
- Third party or green slip insurance is covered by HCRS as it includes a CTP component. The minimal number of claims has kept the rate very low.
- With regard to school formals and wedding, you should apply for permission from your Club Registrar for direct family involvement. No remuneration should apply in either situation. The RTA rules advise you to check with the Wedding Car Hirers Assoc. before doing such things.
- HCRS vehicles used in film or television should accept a fuel allowance only; again no remuneration should apply and Club Registrar authorization is needed. Trailering the vehicle to the “set” would possibly negate such restrictions provided it is not used on public roads.

What constitutes an event under HCRS?

- Any event listed in your Club’s magazine is acceptable. It is a good idea to carry a copy of your clubs’ magazine / events list when on runs, as authentication to any Police or RTA that the event is legitimate.
- Club Committees should document approved events because unlisted events can be problematic. Magazines may be emailed these days and that is acceptable as written documentation by all Authorities.
- Some clubs have not allowed members to attend CMC organized events in HCRS vehicles as the CMC is not registered as ‘a club’, with the RTA. This is incorrect as the CMC invitation to your club is all that is needed. Once your club accepts, the event is approved. This is no different to all CMC clubs “accepting” our invitation to the Shannons Eastern Creek Classic.
- You may or may not need permission from your primary club’s Registrar to go on another of your clubs runs, assuming that club is listed on your 1259 form given to the RTA and your primary club. Refer to your primary club’s rules for clarification if in doubt.

Invitations from clubs/community groups to their events?

- A community event such as a school fete requires the Club Registrar of your **primary club** to give permission for members to take part and the community organisation should send a written invitation to the event, which should again be presented to the Registrar of your **primary club**.

What responsibilities do clubs have regarding records?

- 1259 Form. Clubs should keep a photocopy of it once signed. A log of movements and records of mileage should be kept by the member and presented at renewal time to the primary club Registrar.
- It is good practice to have a HCRS Sign-On sheet at club events. This is an ideal record of how many times HCRS vehicles are used.

Q & A

- Roll cages and roll bars are not acceptable in most instances. Some open or convertible sports cars had them available as options in the era they were built and these may be accepted but fully welded in “cages” should not. They do not comply with RTA rules to begin with.

- Where period options, accessories and modifications are involved, refer to you club's rules. But, they must comply with RTA guidelines. Clubs should keep / collect sales brochures and magazines from the era of their vehicles to "authenticate" such items.
- Regarding the eligibility of 'look-alikes'; again this is a club decision. There is no rule against changing paint colours, chroming items and adding stripes or badges on a vehicle as that happened in the day in many cases. It is the given club's prerogative to accept a particular vehicle.
- Individuals cannot add a model to the RTA list. This is up to the RTA. It is difficult to have anomalies corrected. If the type of vehicle you have was never imported to this country by a company then it is unlikely that it will be on the RTA list.
- An AIS Safety Inspection Report (pink slip) is required on your vehicle if your club is less than 2 years old or has been an RTA authorised club for less that two years.
- Aftermarket style seat belts should be fitted to vehicles by an authorized professional. Having seat belts fitted to a HCRS vehicle is matter of personal choice, but they MUST be used once fitted. If they were fitted originally and are removed, you are liable to be booked. You cannot be booked if there was no seat belt fitted when the vehicle was originally registered.
- A Club sets the rules applying to acceptance of non-marque vehicles if they are a one marque club. Your members decide what vehicles are acceptable. The RTA and CMC have no concern with this issue.
- It is the responsibility of clubs to ensure that events are documented and that members in HCRS vehicles behave in a safe and responsible manner when taking part in events. You must have the "gumption" to discipline those stepping out of line or you are putting HCRS under threat.
- There are no changes to eligibility for HCRS being considered to CMC knowledge.
- Modifications, if permitted, should fall into the rules at the time of manufacture, not current day rules. Such things as fitting of other engines and transmissions to commercial vehicles may well be acceptable if it can be proven that such alterations were common in the era to overcome problems such as availability of parts in wartime, manufacturers disappearing etc. However such alterations to simply improve performance should be questioned.
- Vehicles fuelled by LPG are not eligible for HCRS unless it was originally fitted, such as old taxis etc or trucks. There is no rebate for fitting LPG on HCRS cars, only fully registered vehicles. Why would you spend thousands of dollars having it fitted when the vehicle is for low mileage HCRS club use?
- As stated previously it is up to individual clubs to decide what modifications are acceptable. However, it is the clubs responsibility to ensure that such modifications can "pass the test" of period options and accessories if questioned by the RTA or others.
- Not all clubs have common registration dates. 3, 6 or 12 months is available to bring new vehicles into line if you wish to have a common expiry date.

K. Toovey asked for suggestions from the floor, for future forums.

The meeting closed at 12:30