

Historic Plates Scheme

This section of the web page is intended to make the current 'Historic Plate' rules and regulations available electronically to club members. In this format it is hoped that it will act as a reference for joining and using the new Historic Conditional Registration Scheme (HCRS). The rules have not changed greatly from the former scheme except that we are on 'conditional registration' rather than the previous unregistered vehicle permit, and the plates look different. In the Mini Car Club the title of 'Historic Plate Registrar' and the 'Historic Plate' committee will not be changed and for us this generic term will continue in general use.

The RTA wishes to leave the day to day management of the Conditional Registration scheme to the clubs themselves. The RTA does not wish to be approached for the information by individuals and any inquiries should be forwarded to the Historic Plate Registrar. If the registrar needs to approach the RTA, this should be done through the Council of Motor Clubs delegate or a chosen appointee.

Following are two documents:

The first is the May 2002 RTA Historic Vehicle Policy.

The second is the new MCC Eligibility Rules for Vehicles and Owners, which spells out the requirements for owners and their vehicles to join the scheme.

In the RTA Historic Vehicle Policy, section 4: Vehicle Use: the following interpretations for the use of the scheme by Mini Car Club of NSW members shall be used:

Cl. 4.1 - In addition to "minutes, or official Day Book" any event listed in the Club Magazine or website shall be considered as a documented official invitation.

Cl. 4.2 - reads *"vehicles can also be used on a road or road related area for the following reasons:*

- *For servicing within a short distance from the place of garaging.*
- *For inspection of the vehicle;"*

In this clause the distance in each case shall be limited to 5 miles or 8 kilometres radius from the place of garaging.

Cl 4.3 - The title of the 'Historic Plate registrar' shall be substituted for the 'Club Secretary' for the purpose of notification of a longer journey. Where members have entered other clubs on RTA form 1259, as per Cl. 5c in the MCC Eligibility Rules, they may attend that club's events without informing the Historic Plate Registrar. However any journeys other than for events, such as maintenance, road tests, etc must be notified to your primary Historic Plate Registrar.

Any enquiries to Historic Plate Registrar: Rob Burns (Buggsy)

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RTA Historic Vehicle Policy - April 2002

1. BACKGROUND

1.1 This Policy has been produced by the Roads and Traffic authority (RTA) in conjunction with the council of Motor Clubs, the council of Heritage Motor Clubs NSW, the Old Motoring Club, The XW-XY Falcon Owners Club, the Classic Italian Motorcycle Club and the Velocette Owners Club.

1.2 The RTA registers historic vehicles under the Conditional Registration Scheme, which provides the vehicle with limited access to the road network and Compulsory third Party insurance cover. Historic vehicles registered under this scheme are exempt from payment of stamp duty, motor vehicle tax and national charges.

1.3 Conditional registration is only an option for historic vehicles if the registered operator of the vehicle is a member of an RTA recognised historic vehicle club and the vehicle's use of the road network is restricted.

2. ELIGIBILITY

2.1 An Historic Vehicle must be 30 years of age as from the year of manufacture.

2.2 Vehicles must be as close to original condition as possible, with NO alterations except for safety features such as seat belts and turn indicators or period accessories and options, if desired.

2.3 the registered operator must be a member of an RTA recognised historic vehicle club. Proof of club membership must be provided to the RTA prior to establishing or renewing conditional registration.

3. VEHICLE ROADWORTHINESS

3.1 A vehicle operating under the scheme must be declared roadworthy by:

- a Safety Inspector Report (Pink Slip) issued by an Authorised Inspection Station examiner ;or
- a Club Declaration of Roadworthiness issued by a member of the Club.

3.2 If the club is over 2 years old, the authorising member must hold relevant mechanical knowledge.

4. VEHICLE USE

4.1 Vehicles can only be used for events organised by their club, another club or recognised

community organisations provided an official invitation has been received and documented by the club in the official minutes, or the official 'Day Book'.

4.2 Vehicles can also be used on a road or a road related area for the following reasons:

- For servicing within a short distance from their place of garaging;
- For inspection of the vehicle;

4.3 If a longer journey is necessary, the member must notify the Club Secretary so that they can enter the details in the Club's official 'Day Book' or minutes.

4.4 Any club member wishing to use their vehicles for the carriage of persons to or from a wedding or reception should first check their legal obligation under the Passenger transport Act 1990 with the Taxi & Hire car Bureau of the Department of Transport, Parramatta on (02) 9689 8888. The club must also authorise the use of the vehicle for this purpose.

4.5 Vehicles must display conditional registration plates and a current registration label.

4.6 Name bars may be affixed to the number plate provided the positioning of the name bar does not obscure the number plate.

5. CONDITIONS

5.1 Historic vehicles registered under the conditional registration scheme are subject to the following conditions of operation:

- "registered operator must be a member of an authorise motoring club."
- "Use only in conjunction with an authorised club event or maintenance."

6. GENERAL

6.1 Motor cars, tourers and limousines can only carry one person per seating position. Seat belts must be worn, where fitted. Buses can carry only 7 passengers except for special events and with specific approval from the RTA.

6.2 This policy applies to NSW clubs. All members must be financial members and NSW residents.

6.3 Vehicles registered under the scheme may operate temporarily in other states and territories, under the same conditions as applies to NSW. temporarily is considered to be 3 months continuously.

6.4 Interstate vehicles (operating under a similar scheme in their home state/territory) may be driven in NSW if they legally comply with the rules and regulations of their permit/registration.

14/May/2002

Historic Vehicle Policy

Roads and Traffic Authority

Mini Car Club NSW Conditional Registration Rules for all vehicles.

To be eligible for the MCC Historic Plate scheme, any vehicle is to be at least 30 years of age, previously able to be registered for the road and either a road vehicle or a historic rally/competition vehicle that is built so that it could be legally used on a public road.

The age is to be determined by the date provided on the vehicle identification plate or compliance plate.

Where there was no plate provided by the manufacturer, other means of determining the age of the vehicle shall be used.

A statutory declaration is to be provided, upon initial application for conditional registration by the applicant, where the age of the vehicle cannot be reasonably determined by the Club Plate inspector, stating the age of the vehicle.

Conditional registration shall be available for any MCC NSW member who has been a financial member for more than 12 months or as determined by the Historic Plate committee.

Should membership lapse, or the vehicle be sold, conditional registration immediately lapses. It is the vehicle owners responsibility to advise any vehicle purchaser that the conditional registration cannot be transferred with the vehicle. The Historic Plate Registrar along with the Historic Plate Inspectors and the Mini Car Club Committee shall decide any disputed eligibility of a vehicle.

All vehicles accepted must be of a suitable presentable standard, condition and age and must reasonably reflect the historic heritage of the vehicle.

Where eligibility of a vehicle cannot be reasonably determined by the Mini Car Club, the owner or Historic Plate registrar may enlist the help of the marque club that the vehicle may be covered under, or the Council of Motor Clubs.

Any vehicle which does not fully comply with the MCC Historic Plate rules as stated may still be accepted onto the scheme, provided the owner undertakes to carry out any changes/ modifications requested by the Historic Plate committee within a designated time.

At all times, the responsibility is on the vehicle owner to ensure that the vehicle complies with the spirit of the Conditional registration rules, and that the vehicle is comprehensively ensured at all times that the conditional registration is current.

Prescriptive Rules

- 1) Colour of car and ancillaries may be any reasonable colour. Discretion as to suitability colours will rest with the Historic Plate Committee and its inspectors.
Sponsorship decals on competition vehicles are acceptable, but should attempt to be of a suitable "period" style..
- 2) Subframes and suspension components are to be dark coloured.
- 3) Brakes are to use only original components. Disc brake systems based on other manufacturers braking systems will not be accepted. However, braking systems on historic competition vehicles shall comply with the rules as laid down in the current CAMS handbook.
- 4) Accessories and "period" modifications, where no Engineers certificate would be required, and where considered acceptable by the Historic Plate inspector should be supported by documentation proving their age.
- 5) Brake lines are to be steel. Original flexible sections are to remain of original materials. Copper, aluminium or other materials will not be accepted, nor will braided brake lines.
- 6) Wheel sizes are to comply with RTA requirements.(see Vehicle Standards Information Rev.3 Nov 2003) Accessory styled steel wheels and alloy wheels are acceptable but must be of a suitable period style to reflect the age of the vehicle.
- 7) Sound Systems, where they are not original or 30 years old are to be fitted in a position in the vehicle where they are hidden to a casual observer. Accessory speakers are to be fitted and coloured to also be reasonably unobtrusive to the Historic Plate Inspectors satisfaction.
- 8) Deseaming on Mini vehicles other than competition derivatives where deseaming can be proved to have been a competition modification, (such as Speedwells, Sprints and Buckles/Monaco's) is not considered acceptable.
- 9) Bodykits and accessory flare kits, not available from the manufacturer, are to be supported by documentation proving their age and availability as accessories.
- 10) Interior trim is required to be of a suitable material for the vehicles age. Discretion as to what is suitable material is with the Historic Plate Inspector. Where rules administered by CAMS allow the removal of certain interior trim, this will be considered acceptable only for competition vehicles.
- 11) Period style racing/rallying accessories and modifications, such as rollcages, sway bars, competition seats, exhaust extractors, gauges,carburettors, replacement

gearboxes, LSD's, Terratrips, Halda's, Intercoms, maplights, fire extinguishers, safety triangles etc are acceptable, where fitted to a competition vehicle in a style that mirrors historic early accessories.(i.e. no gauges on A pillars or attached to the outside of the vehicle.) Engine bay competition modifications and attachments such as oil catch tanks, strut braces etc where required or allowed by CAMS are also considered acceptable.

12) Driving lights, towbars, "nudge" bars, headlight mesh covers, and period bonnet straps and secondary bonnet restraining devices are acceptable but must be legally fitted and comply with RTA and CAMS regulations.

13) Tinted windows are to be restricted to what was available from the factory,(i.e. 1275LS tinted glass)or as allowed for in the current CAMS manual.

14) For Mini's, engine size is restricted to any "A" series engine. For other vehicles engine must be from the same manufacturer as the original, and comply with RTA rules and also CAMS PRC/Group N/groupA requirements for competition cars. Where 1275 engines (or larger) are fitted, disc brakes, complying with rule 3 are to be fitted.

15) Supercharging and turbo charging, if they are to be considered as acceptable, must comply with the age requirements and RTA requirements. No body modifications will be allowed to fit such accessories.(see rule19)

16) Sports Sedans or other vehicles such as racing cars that could not originally be road registered are not eligible for conditional registration.

17) Vehicles are required to have panelsconstructed of original materials. Replacement panels of a different material (such as fibreglass or carbon fibre) are not acceptable.

18) Windows are to be made of glass unless originally fitted with an alternative material.

19) The silhouette or profile of the vehicle is to remain unchanged. Panel modifications, scoops, flared guards, holes etc are not allowed unless either homologated by the manufacturer for rallying (such as roof vents) or proof is shown that these accessories were available at time of the vehicles manufacture.

20) Modifications in line with CAMS PRC/Group N/Group A rules are considered acceptable on historic competition vehicles. However any historic competition vehicle is required to obtain a CAMS logbook

NOTE: Items that require an RTA listed Engineers certification, (other than rollover protection allowed for by CAMS) are considered modifications by the RTA and may render a vehicle ineligible for conditional registration. The onus is at all times upon the owner/applicant to present all documentation to support any modification, accessory or optional extra on the vehicle being presented for conditional registration.

NOTE: This list of rules requires the production of a Safety Inspection certificate ("Pink" slip) from an authorised inspection station prior to acceptance of the vehicle onto the scheme. A safety inspection certificate (pink slip) is to be provided yearly upon renewal of conditional registration. This list of eligibility rules may be added to or modified at any time upon ratification by the current Historic Plate Committee and the MCC General Committee.

The Mini Car Club of NSW

Club Historic Conditional Registration

Scheme Form CP014

Eligibility Rules for Vehicles and Owners

To be Read in conjunction with RTA Historic Vehicle policy of April 2002 and any further policy statements.

1. Vehicles eligible for the MCC scheme shall include all standard mini models and genuine variants such as vans, utilities, mokes, broadspeeds, factory specials and accurate copies of historic competition vehicles etc. Other BMC or Leyland vehicles will be considered at the discretion of the MCC Committee. All owners applying for Conditional registration must meet the criteria laid out in clause 3. below.
2. In every case the final approval of a vehicle for admission to the scheme, or modification thereafter, will rest with a majority vote of the Historic Plate Committee. The Historic Plate registrar may make initial assessments pending and appeals. A Historic Plate Committee Originality Checker appointed by the CP Committee must pass each applicant.]
3. Vehicles under consideration for the scheme should be 30 years old, of presentable appearance and as close as possible to a standard model of its claimed type at the time of manufacture. Paint, Trim and fittings should be as per the original specification or homologation thereafter. Accessories, both manufactures and after-market, together with homologated parts, should be of correct period for the production run of the vehicle. In general. The Historic Plate Registrar, on the individual merit of each application, will consider approval of safety related modifications, such as disc brakes, seat belts, roll cages, wheels and tyres. Any disputes will be referred to the Historic Plate committee. In every case it is essential that the exterior of all major components, particularly the engine compartment, should be visually compatible with a model of the era. The age of the vehicles with compliance plates attached will be taken as the date stamped on the plate.
4. Applicants should be financial members of the Mini Car Club of NSW for at least 12 months and attend at least one meeting and or outings in that period to be eligible to join the scheme. However, the waiting period may be varied at the discretion of the MCC Committee in exceptional case e.g. where applicants have been or are a member of similar clubs.

5. For admittance to the MCC Historic Conditional registration Scheme an owner must have for each vehicle:

a) A Safety Inspection Reports (RTA Pink Slip)

b) An application for Conditional Registration form RTA1246 with all appropriate sections correctly filled in. Ensure that the SIR provider fills in the entry 'Vehicle Identified by:'

c) Two copies of the RTA Conditional Registration Historic Declaration form RTA1259 with all appropriate information entered, including SIR number. One of these copies will be stamped and signed by the Historic Plate Registrar and returned to the owner to obtain HCRS plates. The other will be kept on MCC file. If a member uses the MCC as their primary club they may enter up to three additional clubs which are recognised and registered with the RTA of NSW to issue HCRS provided they are financial members of said clubs.

d) An MCC Vehicle Originality Examination Form CP05 completed and signed by the CP Registrar or a CP Committee Originality Checker. This form is for the MCC files and does not go to the RTA.

e) An MCC CP Inspection & Requirements Form CP01 with basic details filled in, SIR number and insurance details entered, and the acceptance clause signed and witnessed by the CP Registrar. This form is for the MCC files and does not go to the RTA. After all these requirements are met, applicants may then approach the RTA for Conditional Registration and the issue of plates. Plates are currently a one off charge of \$30 and cannot be transferred or put on hold.

6. For renewal of HCRS all vehicles must have a Safety Inspection Report (RTA Pink Slip) and should attend annual inspection day to ensure that the vehicles' originality has been maintained. If a Vehicle does not attend the inspection day for a legitimate reason, an approved Historic Plate Committee Originality Checker must pass the vehicle before it can be re-registered. If there is a legitimate reason the Historic Plate Committee Originality may waive the re-registration checks if the vehicle has recently been under scrutiny in a recognised competition, concourse judging or a similar event. In every instance, a Historic Vehicle Declaration form (1259) must be signed and stamped by the CP Registrar as a requirement for renewal of HCRS. At re-registration each year the owner must produce evidence of a minimum of Third Party Property Damage, or preferably Comprehensive insurance for the coming year.

7. Any modification to a Historic Plated vehicle carried out after the last inspection must be notified immediately to the Historic Plate Registrar for approval at the earliest possible opportunity. If the Last modification is not approved the vehicle must be re-instated to its previously inspected state to remain in the scheme.

8. Sale or Transfer of "Historic Plated" vehicles.

If a Historic Plated vehicle is offered for sale, either to a member of the Mini Car Club or a person outside the club, the Historic vehicle registration is NOT transferrable. (see MCC Eligibility Rules for Vehicles and Owners 5.e)

i.e the registration must be cancelled and the plates returned to the R.T.A. The vehicle shall be then transferred to the new owner unregistered. There are no exceptions to this rule at the moment. The purchaser may then make application to register the vehicle under the MCC scheme, so long as the other normal requirements of the scheme are met.