



MAITLAND CLASSIC MOTOR ASSOCIATION



CLUB BULLETIN NUMBER 1: DECEMBER 2019.

Club Registration

Context

This is the first of the club bulletins that will be sent to members, and published on our website. See: <https://mcma.org.au/>

Due to the recent procedural changes from NSW Roads and Marine Services (RMS), it has been necessary for MCMA to change how we manage 'club registration'. Active members have been part of these negotiated changes for the last two years and understand them well. Non-active members who are isolated from the club and its activities are often ill-informed of our requirements. Please take the time to read this and later bulletins and if you have any queries please direct them to one of our scrutineers whose contact details are in "Give Us a Break", our monthly newsletter. The newsletter is delivered to you electronically or in hard copy. It is also available on our website, as are these Bulletins, at the above address.

Club Registration

Club registration is a superseded term, but a term used by many members of motoring car clubs including members of MCMA. It is formally referred to as **conditional registration**, where there are over 70 types of vehicles provided with this registration by NSW Roads and Marine Services. See:

<https://www.rms.nsw.gov.au/documents/roads/registration/get-nsw-registration/factsheet-new-conditional-registration-september-2018.pdf>

MCMA club members have access to conditional registration through the **historic registration scheme** or HVS (vehicles essentially in their original production state) and the **classic registration scheme** or CVS (vehicles slightly modified beyond their original production state). A vast majority of MCMA members have historic registration. See:

<https://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/index.html>

<https://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/classic-vehicles/index.html>

MCMA Approval

MCMA is approved by RMS to administer both the historic and classic registration schemes. Our club closely follows the guidelines produced by RMS (see above websites) and the RMS acceptable modifications as published in Vehicle Standards Information No 6 (VSI6). See:

<https://www.rms.nsw.gov.au/documents/roads/safety-rules/standards/vsi-06-light-vehicle-modifications.pdf>

Acceptable Modifications

MCMA is affiliated with the Confederation of Historic Motoring Clubs (CHMC) for the purposes of providing access to the classic vehicle scheme for members. In association with CHMC, our club has published a list of acceptable modifications for the historic vehicle scheme before a vehicle would need to move to the classic vehicle scheme. See:

<https://mcma.org.au/> (click on my nose on the home page to open the members' section).

Also on our club website are the essential documents required for registering a vehicle under either of the schemes.

Registering an historic or classic vehicle

In order to register an historic vehicle, a current 'pink' slip is required before making an appointment with a club scrutineer. For a classic vehicle registration, a 'blue slip' is required, and perhaps an engineer's

certificate. If your vehicle is modified, however minor, always consult a club scrutineer before paying for a 'pink' or 'blue slip' at an authorised inspection station.

MCMA processes

During the last three years the MCMA Committee has carefully studied the relevant RMS documents and consulted widely, especially with CHMC and neighbouring motoring clubs. As a result the committee has been able to develop a comprehensive and coherent set of procedures, supported by effective documentation, which have been formally accepted by most club members. Not all clubs have been as thorough in their approach. Indeed some clubs have changed their approaches very little and some vehicles have been de-registered and in a few cases, the club de-registered. This very concerning for the motoring club movement.

In this process, the committee has tried to ensure that:

1. Club members are protected by negotiated and agreed procedures that are compliant with RMS and CHMC guidelines.
2. A club member's vehicles are not modified in a way that invalidates their insurance.
3. Scrutineers are protected in their voluntary role of maintaining acceptable originality, whilst the Authorised Inspection Station (AIS) takes responsibility for roadworthiness. However, whilst our scrutineers' role is to conduct originality inspections and not roadworthiness inspections, if they notice issues that were unidentified through the AIS pink/blue slip process, they have a duty of care to identify and report these issues under due diligence. These must be rectified by the member or referred on to the Responsible Person for consideration and action.

Registration disputes

If a member has difficulty understanding a process, or the originality ruling of a scrutineer, they should ask the question of the scrutineer firstly, and if they are not satisfied, discuss it with the responsible person (head scrutineer) who will attempt resolution by providing the necessary information. If unresolved, the member should refer the issue to the MCMA committee. In the case of referral to the MCMA committee, their decision is final.

Throughout this process members are expected to:

1. Act in good faith and with integrity.
2. Access and read all of the information provided at the website addresses above, and the bulletins.
3. Support their case by having all of the documentary evidence possible regarding the originality of their vehicle. Sourcing this information is the member's responsibility. If it is not provided, the referral will be dismissed.

Ian Scanlon

MCMA President,

December 2nd, 2019.