



Recently there have been a few questions raised to the CMC regarding the possibility of the CMC supporting an application to the NSW Roads & Maritime Service to change our Historic Conditional Registration Scheme (HCRS) to a logbook system of 45 or 90 days "free use" per year.

This would be similar to what they have had in Victoria since 2011 and in South Australia for over ten years.

The facts are:-

- 1) In 2011 the CMC called all club delegates to a meeting where the idea of changing to the 45/90 day system was debated and voted upon. The meeting had the highest attendance ever recorded at a CMC meeting. The delegates present voted on behalf of their clubs (by over 90%) to stay with the current system we have in NSW. That is for club runs and invited events plus short trips to service stations etc. and special trips for repairs and the like when Primary Club permission is granted. We understand that at a similar time the CHMC or NSW "Bush Council" held a similar vote and received the same results.
- 2) Given that the vast majority want to stay with the current NSW scheme and that no group of member clubs has asked for a special meeting to carry out another vote, we are duty bound to continue to support the present system. We would call for, and hold, a meeting if enough member clubs ask for it. But at present, we have only a few individuals seeking information on why NSW stays with the old system.
- 3) The Australian Confederation of Motor Clubs (ACMC) made an application to NSW Roads & Maritime Service for a conditional registration scheme to cover modified vehicles such as Street Machines. That application was put forward in March 2013 and did ask for a similar 45/90 day system to Victoria. There is a similar move in Victoria and they should have their Modified Conditional Registration in place this year. To our knowledge, the NSW application is being opposed within the NSW Government due to concerns regarding the inordinate growth of vehicles and clubs on the Victorian scheme since 2011. Figures supplied to us by Victoria indicate that the number of vehicles has grown from 10,000 to over 50,000 in that period. And the number of clubs has grown by a similar proportion. It does not take much arithmetic to work out that 40,000 vehicles saving a few hundred dollars on rego would cost the state coffers a huge amount; probably 12 to 15 million dollars p.a..
- 4) Many of the new clubs registering with the authorities in Victoria do not seem to pay much regard to the Historic component of the scheme in that state. All sorts of vehicles are now seen with Historic plates on them and they seem to be doing things which have very little connection to club activities. Long trips in campervans and 4WDs for example, is an aspect which the scheme's architects did not envisage when they drafted the rules, we think. This indicates a certain attitude of "let's get this cheap rego" in many cases and is damaging the credibility of the vehicle enthusiast club movement. Changes may well be in the offing to correct these usage anomalies in Victoria. Those changes could impact the true enthusiast's enjoyment of his or her vehicle.
- 5) There is also the important consideration of insurance. All vehicles under the NSW Roads and Maritime Service Conditional Registration Scheme attract very competitive comprehensive and compulsory third party insurance fees, primarily due to the fact that this is limited to genuine enthusiast vehicles controlled by responsible clubs. Any change to the way in which the vehicles are used would definitely see these insurance concessions reviewed.

What may seem to be an attractive proposition to those few club members who want to use their vehicles for anything other than the prescribed HCRS conditions, could ultimately see an overall denigration for the normal club member and possibly the abandonment of the scheme as we know it.

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