



## ***HERITAGE AND CLASSIC VEHICLES***

The sole purpose of this paper is to provide guidance to CHMC affiliated Clubs and their Registrars when deciding whether a vehicle should be conditionally registered under either the HVS or CVS. It is not intended to define vehicles for any other purpose such as eligibility to enter competitions or participate in certain activities.

Some common definitions relevant to NSW conditionally registered vehicles are attached in Annexe A, and comment on CHMC interpretations of those definitions in Annexe B.

### **1) VSI 6 CERTIFIABLE MODIFICATIONS**

VSI 6 lists a number of modifications which require professional certification. CHMC will generally only recommend into CVS those vehicles with Certifiable Modifications that do not substantially alter the appearance or performance of an original authentic vehicle.

***Certifiable modifications that CHMC will NOT recommend include:***

- (a) Replacing motor with the largest one from the same series but more than 20% greater in capacity
- (b) Replacing motor with one from a different series or manufacturer
- (c) Increasing the power of the motor by more than 20%, or fitting a supercharger or turbocharger when such was not an option on the original motor series.
- (d) Fitting of any manual or automatic transmission or transaxle which does not fit within the original transmission tunnel and also does not bolt directly to the engine or original transmission mounting(s) or original tailshaft /or driveshafts
- (e) Fitting of any drive axle assembly (including differential and brakes) from a different make or model vehicle
- (f) Any modification to transmission/driveline involving fabrication of components
- (g) Any modification to the steering involving fabrication of components, modification of mountings, or fitting steering components not original for the vehicle series.
- (h) Altering vehicle ride height by more than one third of the manufacturer's suspension travel in the direction of the ride height change.
- (i) Replacement of tyres that change tyre overall diameter by more than 7% of the overall original diameter.
- (j) Fitting of disc or drum brakes that are not a manufacturer's option for that series.
- (k) Substitution of brake master cylinders, wheel cylinders, calipers and other components with components not equivalent to original for the braking system configuration
- (l) Fitting wheel tubs where the modification(s) involve the alteration or movement of structural members, subframe or chassis sections
- (m) Fitting of fibreglass body panels where the original panels were welded on or where structural integrity is affected
- (n) Change of body style (eg convertible conversions; panel vans to utilities; sedans to coupes and 'tudors'; 'chop top' conversions; and tilt front conversions) or changes to body that affect structure
- (o) Installation of a sun roof (that is not fitted by a manufacturer) where it affects the vehicle's structural integrity.

## **2) CERTIFIABLE MODIFICATIONS ACCEPTABLE TO CHMC**

CHMC is prepared to recommend vehicles with certifiable modifications for Conditional Registration under CVS, but these will generally be limited to:

- (a) Replacing motor with the largest one from the same series of vehicle,
- (b) Increasing the power of the original motor of the vehicle by not more than 20%, but retaining the original type of fuel delivery and exhaust systems.
- (c) Fitting of any manual or automatic transmission or transaxle which fits within the original transmission tunnel and also bolts directly to the engine, or original transmission mounting(s) or original tailshaft /or driveshafts
- (d) Replacement of wheels where the rim width exceeds the largest wheel combination specified by the manufacturer by greater than 25 mm
- (e) Minor alterations to body panels such as mudguard flutes or small bonnet scoops.
- (f) Fitting of a non-original seat belt
- (g) Fitting of seats from a different model series of the same manufacturer, or from an approved aftermarket manufacturer.

## **3) CHMC GUIDELINES FOR POST 1931 VEHICLES**

Should the CHMC Eligibility Committee be tasked to decide the registration category appropriate for Post 1931 vehicles, it appears reasonable, when considering the explanation in Australian Light Vehicle Standards Rules 2015, and manufacturing practices indicated in Annexe B that:

- (a) In cases where a Compliance Certificate is not necessary, CHMC would be primarily guided by the Club's preference.
- (b) A vehicle equipped with alloy wheels when alloy wheels were not a manufacturer's option may be appropriate only for CVS.
- (c) A vehicle with a larger motor from the series range, but without the manufacturers other mandatory options to accompany that motor (see Annexe B) would be appropriate only for CVS.
- (d) Pre ADR vehicles with seat belts would be appropriate for either HVS or CVS.
- (e) Fitting of a power brake booster may be acceptable for both HVS and CVS vehicles.
- (f) HVS vehicles should have correct appearance for the series model and any derivative.
- (g) Vehicles with bodywork modified by either cutting or welding are more appropriately registered under CVS.

## **4) KIT VEHICLES**

For conditional registration through CHMC, Kit Vehicles are those whereby production vehicle drivetrains and platforms are enhanced by the fitting of aftermarket body kits. In some cases, the Kit Vehicle is assembled by the manufacturer of the body, and in others, the body, drivetrain and platform are assembled either by the owner or "local" tradesmen. Typical amongst these vehicles include Bolwell, Purvis, Ascort and Buchanan.

- (a) Kit vehicles will only be considered for registration under CVS.
- (b) VSCCS certification will be required for all Kit Vehicles.
- (c) The body Kit must be one of those volume produced from a recognised motor body manufacturer.
- (d) Evidence that the Kit Vehicle was assembled at least 30 years prior will be required.
- (e) Drivetrain components and vehicle accessories must be from the era during which the Kit Vehicle was assembled.

**SOME DEFINITIONS RELEVANT TO CONDITIONALLY REGISTERED VEHICLES****1) HERITAGE VEHICLES & HISTORIC VEHICLES**

- (a) The CHMC Constitution defines a Heritage Vehicle as: "Any self-propelled road-going vehicle with two or more wheels, intended when new for the carriage of people and/or goods, more than thirty (30) years old and in a condition as near as possible to authentic and original."
- (b) For registration under HVS, RMS requires: "Historic vehicles must be as close to original condition as possible, with no alterations except for safety features such as seatbelts and tum indicators, or period accessories and options, if desired. LPG conversions are allowed providing it is approved by the Roads and Maritime recognised historic vehicle club."

**2) CLASSIC VEHICLES**

- (a) Under the MOU with RMS, a Classic Vehicle is defined as: "A vehicle 30 years of age or older, up to 3.5 tonnes Gross Vehicle Mass, not being a plant vehicle or trailer, and complying with the relevant NSW vehicle standards.

*Note: A replica vehicle or an Individually Constructed Vehicle (ICV) that is 30 years of age or older (based on the build completion date) is included. A significantly modified replica vehicle or an ICV must have a Compliance Certificate.*

- (b) A Classic Vehicle may have modifications requiring Certification as defined in NSW Vehicle Standards Instruction No 6 (VSI 6) which clearly define the vehicle as appropriate for registration under CVS; or modifications not requiring Certification which may result in the vehicle being suitable for registration under either CVS or HVS.
- (c) CHMC has further qualified the definition of a Classic Vehicle for purposes of recommending vehicles for Conditional Registration under CVS to:  
*Classic Vehicle means a Heritage Vehicle which has been modified from its authentic or original condition, but which does not require an Engineer's certification, other than for reasonable or safety related modifications to make it eligible for registration for public road use.*

**3) GOVERNMENT DEFINITIONS****(a) RESTORED VEHICLES**

- i. The Road Transport (Vehicle Registration) Regulation 2007 (NSW) defines a restored vehicle as: "A vehicle that is being or has been restored to its manufacturer's specifications, so far as it is reasonably practicable to meet those specifications."
- ii. Vehicle Standards Information No 53 (2015, but under review) expanded on this with "A restored vehicle must have some original component or components, and use either genuine original replacement parts or newly manufactured parts that replicate the originals. Because of this, a replica manufactured entirely from new parts and components cannot be classified as a restored vehicle.
  - Also it is not possible to build an entirely different vehicle around an original component and call it a restored vehicle; instead, depending on the original component(s) used, such a vehicle is either a modified vehicle or an Individually Constructed Vehicle.
  - If an old component is replaced by one manufactured from a different material- for example a fibreglass body used instead of a steel one- evidence may be required to indicate why it is not reasonably practicable to use a component manufactured from the original material."

**(b) MODIFIED VEHICLES**

Regulations relating to Vehicle modification may be found at:

- i. Australian Light Vehicle Standards Rules 2015 (Parliamentary Counsel's Committee)
 

..."restored vehicle means a vehicle that is being, or has been, restored to the vehicle's manufacturer's specifications, so far as it is practicable to meet the specifications. For the Light Vehicle Standards, a restored vehicle is taken to have been built when the vehicle was originally built and not when the vehicle was restored."
- ii. RMS Vehicle Standards Instruction No 6 (VSI 6) - Light vehicle modifications A guide to modifications requiring certification under the Vehicle Safety Compliance Certification Scheme Vehicle Standards Bulletin 14 (VSB 14) [https://infrastructure.gov.au/roads/vehicle regulation/bulletin/vsb\\_ncop.aspx](https://infrastructure.gov.au/roads/vehicle%20regulation/bulletin/vsb_ncop.aspx)
- iii. Vehicle Standards Instruction No 28 Guidelines for Modifications to Motorcycles

**CONSIDERATIONS RELATING TO CHMC INTERPRETATIONS****1) CHMC BASIS**

The definition in the Road Transport Regulation and explanation in VSI 53 are consistent with the definition in the CHMC Constitution and RMS requirement, but provide some clarification of its intent. It is therefore a logical base from which to determine which category of Conditional Registration may be appropriate for any particular vehicle.

**2) CLUB STANDARDS**

- (a) Some Clubs demand a rigid interpretation of the term "original"; with their constitutions requiring that vehicles must not deviate from manufacturer's specifications in any way.
- (b) Other Clubs have a more liberal interpretation, permitting minor deviations from specification, provided that the appearance and function of the vehicle remains consistent with manufacturer's intent.

**3) VETERAN AND VINTAGE VEHICLES**

Veteran and Vintage vehicles present a number of challenges:

- (a) Australian import regulations meant that until the late 1920's there were very few "factory" bodies. Most vehicles were bodied by a range of coachbuilders or boutique craftsmen.
- (b) Some overseas factory components proved unreliable when exposed to Australian conditions and were replaced by alternatives.
- (c) Some of the original components are no longer obtainable
- (d) Chassis imported from Canada were sometimes different to those for the same vehicle series imported from the USA.
- (e) A range of mechanical options were available from sources other than the vehicle manufacturer. Two speed differentials, overdrives and underdrives; "Rocky Mountain" brakes and wire spoked wheels were common. It is most likely that some of these may have been incorporated into manufacturer supplied chassis by coachbuilders at customer request.
- (f) Vintage tourers were often converted to utilities well after original purchase. Some conversions were completed by coachbuilders whilst many were carried out by individuals.
- (g) Most vehicles had coachbuilt bodies. Very few had steel frames.
- (h) Some vehicles were modified or provided with bodies to replicate "cult" vehicles of a previous era, such as raceabouts.
- (i) Some vehicles were modified for primarily competition purposes to a point where their suitability or legality for road use was questionable.

**4) CHMC CONSIDERATIONS FOR VETERAN AND VINTAGE VEHICLES**

Should the CHMC Eligibility Committee be tasked to decide the registration category appropriate for Veteran and Vintage vehicles, it appears reasonable, when considering the explanation in Australian Light Vehicle Standards Rules 2015, that:

- (a) Those in items 3) (h) and (i) above would generally most appropriately be Classic Vehicles and should be registered under CVS. Exceptions could be where documentation is provided that verifies the vehicle as originally sold was so modified.
- (b) Vehicle makes that were manufactured with coachbuilt bodies, but had been restored with metal framed bodies would most appropriately be registered under CVS.
- (c) All other Vintage and Veteran vehicles could be registered under either CVS or HVS, and CHMC would primarily be guided by the Club's preference.

## 5) *VEHICLES MANUFACTURED POST 1931*

- (a) After 1931, vehicles are classified into five categories: Post Vintage (1931 -1949); 50's; 60's; 70's; and 80's. Very few small scale manufacturers produced vehicles after 1931, and some characteristics of volume produced vehicles were:
- (b) During the Post Vintage Era, some makers marketed more than one variant of the same model. In some cases, English or American bodied vehicles were sold side by side with Australian produced vehicles, and some vehicles had models with bodies by more than one Australian manufacturer.
- (c) In both the Post Vintage and 50's eras, Australian manufacturers generally produced only one basic model. Very few options were available.
- (d) The range of manufacturer's options increased markedly from the late 60's.
- (e) Some options were only available as part of a "package" Higher performance motors were often available only with upgraded braking systems, automatic transmissions, upgraded suspensions or exclusive body styles (eg Monaro GTS 327, Charger 770, Falcon GTHO).
- (f) Some manufacturers discontinued larger motors from later series of a similarly manufactured vehicle. For example:
  - i. Holden's 350 motor was available in HT –HQ series but not in HJ -WB
  - ii. Fords 351 motor was available in XD-XE Falcons but not in XF
  - iii. LH and LX Toranas were available with V8 motors, but these were not available in UC
  - iv. Chryslers 360 motor was not available in CL and CM series
- (g) Some manufacturers offered the option of LPG fuel, but on a limited number of models, and not all motor options.
- (h) Manufacturers generally did not offer the option of alloy wheels until the late 70's.
- (i) Seat belts were fitted to vehicles by dealerships well before ADR requirements were gazetted.
- (j) Power brake boosters were available as options from a manufacturer or aftermarket accessories. An example is the Nasco power brake accessory offered on early Holdens, which appeared to be a rebranded PBR unit which was offered as an accessory to almost all vehicles, particularly those used for towing.
- (k) Fitting of a power brake booster is sometimes necessary to compensate for the increased pedal pressure required for the harder brake linings used since the softer original asbestos based linings are now unacceptable.