

A GUIDE TO FREQUENTLY ASKED QUESTIONS ABOUT HISTORIC VEHICLE REGISTRATION SCHEME



MEMBER WALLY FINALLY GETS A TICKET FOR NOT
HAVING DONE THE RIGHT THING



Federation of Historic Motoring Clubs SA Incorporated
(Founded 1971)

THE WALLYS GUIDE TO THE HISTORIC VEHICLE REGISTRATION SCHEME (HVRS)

Q: Why the Wallys guide?

A: Because that could be an apt name for some members who ignore or break the rules of the HVRS.

Q: So are many members of our club doing the wrong thing in how they are using their cars on the scheme?

A: Not many, but often the same very small number who tend to be in the group that do not attend meetings or events. Sadly, these members are unlikely to read or heed the warnings.

Q So what are the major problems that clubs such as ours have?

A: The major problem would seem to be operating the vehicle on the public road without a valid log book that has been correctly filled in BEFORE the journey.

Q: What do you mean by a valid log book?

A: Your log book is valid if you have paid your club subscriptions for the forthcoming year, got it stamped by the Club's Authorised Persons and it shows when your current registration runs out. It should be signed by you and up to date as regards your current address and other details. You will need to buy a new log book after a certain time.

Q: I know we get 90 days a year to use our cars under the scheme, but is that per club year or in the registration year?

A: You have 90 days in the registration year.

Q: So I even have to fill in the log book and lose one of the 90 days, if I take the car onto the road so as to get another car out?

A: When you are given your rego under the HVRS, it will say Historic Vehicle + Extns. These "Extensions" mean that you can drive your car within 500 metres of your home address, without a log book entry.

Q: What if I driving overnight?

A: You should record a signed entry for the both the days

Q: What's this about getting my green rego slip signed and stamped?

A: Your latest green rego slip should be signed and stamped by the club's Authorised Person as soon as possible, after you have acquired it.

Q: Does that mean if I renew the rego after I have paid my subs and got my log book stamped, I have to get the new green slip stamped and signed by the club?

A: Yes. The club will have a record of when your rego is due for renewal and also whether or not you've brought it along for stamping.

Q: I was asked if I wanted by the rego office if I wanted to have the rego for 1, 2 or 3 years. Wouldn't that save me having to get my log book done each year?

A: No, your log book needs to be processed by your club each year, in order to show that you are still a financial member of an approved club.

Q: Do I need to carry the rego slip and log book with me?

A: Your vehicle should show your latest rego sticker and the view is that to leave the log book and the rego document together could be risky, should the car be stolen. You must have your log book with you.

Q: So what about when I am about to buy another car? How do I deal with the paperwork?

A: First of all, if your car has come from interstate or abroad, a Police check has to be carried out when you get it home. In certain cases, it may be necessary for a vehicle to be inspected at the Regency Road Depot in Adelaide. But Wally, as you're finding it hard to just fill in a log book, we'd better not over-complicate the subject!

Q: Yes, but can I drive the car home, whether it's from another State or here in SA.

A: Various options here—If the car is on full rego in another State, you should be able to drive it home to SA. However, if your purchase is on another State's club rego scheme, you are faced with getting a permit both for that State and one for SA, once you hit the border.

If the car is from SA on full rego, no problem provided you register it in your name within 14 days, but if it is on HVRS with another club in SA, you and the seller have things to do. First of all, your seller needs to get his log cancelled by his club. Then you get a permit to drive it home or use a trailer. You might strike an arrangement with the seller that he delivers it to you before he cancels his club rego on the scheme, but technically you would have to prove that the transfer has not been made until arrived at your chosen home. In some cases, you might even be able to get the vehicle registered on the HVRS whilst remaining at the previous owner's house. It all depends on distance and whether you are both members of the same club.

Q: Do I get the historic rego he has paid transferred over to me?

A: No, you start the process again and he loses any balance of his HVRS rego. The seller should ensure that his log book for the car is duly cancelled by his club, if it is on the SA HVRS.

Q: So the car is home— what do I do now?

A: You speak nicely to your club's Historic Registration Officer, bearing in mind that he has a job and a life of his own and that your enthusiasm for the 1942 Blogmobile may be greater than his! Arrange with him to view the vehicle in order to ensure that it complies with the Code of Practice. No, Wally, the '25 Chev did not have disc brakes, chrome rims and flamed paintwork! Don't forget that if he has had to travel some distance, an offer of petrol money would generally be considered good manners. He will, if the car is suitable, give you a completed MR334 form in the name(s) you request subject to you being a paid up member of the club. Those proposing a car in joint names should know all the names have to be bona fide club members.

Q: So are there lots of rules about what cars are given approval by the club's Historic Registration Officer?

A: The major points are that the vehicle is 30 years old and is equipped as it was when it was first made. Some modifications are permitted but they have to be agreed. The Federation oversees the policy of what is permitted and the HRO may need to discuss a particular point with them.

Q: Does anyone check up this area?

A: Some official inspections of cars have been noted at major shows. Also, it is also possible that a club may lose its permit to provide its membership with historic rego, if it is seen to accept a car that does not comply with the Code of Practice

Q: What about the Police check?

A: Again, ask your local friendly policeman to come along and inspect your vehicle, so as to issue a MR29 Vehicle Inspection form. Again, if you are in the country, your local policeman may well call round and do this at your home. Don't be tempted to drive to the Police Station if you have no rego or permit. You might well get a fine to add to your cost! Please ensure the officer can clearly see the engine number he will be looking for, remembering that he might not like getting oily or down on his knees. Well, unless you are a lady owner, wearing a mini skirt. No, Wally, your legs are too hairy!

Q So what do I do now?

A: You take your MR334 form plus the copy of the MR29 and go to a Transport SA Service Centre where you will have to complete an application form to register the vehicle in the name(s) of those on the MR334. Make sure you have your driving license with you and be nice to the clerk on the desk as they could spoil your day! Be prepared for some not to understand the intricacies of the HVRS and for them to consult another staff member. With any luck you'll get your green rego slip and the sticker to go on your screen once you get home.

Q: So you mean I cannot drive the car to the TSA office?

A: Look Wally, have you been listening so far? If the vehicle does not have valid full rego for SA and you have not got a valid log book, you'd be driving the car illegally both to and from the office, with no valid rego.

Q: Well, I've jumped through all these hoops. What's next before I can use the car?

A: You contact your club's Historic Registration Officer and he will issue you with a log book for \$1 that should be completed by him and signed by you. Then you are one of the many who are able to make use of this scheme.

Q: Am I obliged to go to club events?

A: Various clubs have different rules. Some put conditions on members to attend a certain number in one year. Others have provisional membership or waiting periods before they process a for the MR334 form.

Q: Why all this fuss about completing log books etc? After all, it's only a hobby interest!

A: Wally, are you so thick that you would avoid registering your everyday car? You know the risks and penalties for that and your car on HVRS has just the same!

Q: Yes, but that's between me and the authorities!

A: True, paying the fines are your worry but the club is concerned where any member is seen to be abusing a scheme that has been produced after a great deal of work by all those concerned. If you are seen to be abusing it, the authorities may well take action against all those enjoy the privilege of HVRS, a scheme envied by other States.

Q: So how do the authorities know if I am unfinancial member or that I have not had my log book stamped?

A: Towards the end of the club's financial year, you will get a reminder that your subs are due and you should ensure that you pay these on or before the due date. That keeps you financial. You should also follow the instruction about how and when to get your log book stamped. After a certain time, the club's Historic Registration Officer has to send a report of all the log books being used by members of the club to the Federation of Historic Motor Vehicle Clubs SA. At the same time, the HRO is obliged to send to the Registrar of Motor Vehicles, a list of unfinancial members that have vehicles on the HVRS via the club.

Q: But what if I am away on holiday during this time?

A: Wally, you make arrangement to get other bills paid in such cases don't you? If this is likely to happen, pay your subs as early as possible and make arrangement with your club's officials before you leave.

Q: So can I get my log book stamped by post, as I might live a long way from the club?

A: Individual clubs have their own arrangements. The first thing is to make sure that you club gets your subscription well in time, in order for you to be recorded as a financial member for the forthcoming year. Generally, you will be given various days on which you are invited to attend the club, in order to get the book stamped as well as details as how to do it by post. If you opt to do it by post, always ensure that you included a suitably stamped self addressed envelope. During the time your log book is being processed by your club, you cannot legally use that vehicle for journeys under the scheme.

Q: So, if I don't bother to comply with the rules, what are you going to do about it? - you're not the Police!

A: Wally, nobody likes dobbing someone in, but if after a few chosen words you still don't change your ways, that is one option for the club officials but no one at our club would want that to be an automatic reaction. At certain times in the year such as renewal time, comparisons on when your car is known to have been used and those recorded in your log book may be made. Having that lime green Spyker in town twice a week gets you noticed! Both the local Police and the Registrar of Motor Vehicles might be involved. The fines involved could be \$750, plus the differences in the registration costs.

Q: Any tips on how I should remember to sign my log book?

A: If your vehicle is locked away safely, why not put the log book on the seat or clipped on the steering wheel?

Q: OK, so if I decide to change my car to another club or sell it, what rules apply then?

A: If you decide for whatever reason to transfer your cars on HVRS to another club the Federation suggests that you see the new club and have your vehicle(s) checked, and an MR334 issued, then you get your log book cancelled by the current club, they note in it the number of day used from the current registration year. A new log book will be held by the new club until they have sighted the old cancelled log book. The remainder of your rego remains valid but you must get the green rego document stamped and signed by them. The new club will mark how many days you have left in the rego year.

Q: So what if I sell the car?

A You notify your club and they cancel the log book, it remains your property, the clubs records show the sale and you notify TSA of the sales, HVRS is NOT transferable.

Q: So when a log book is cancelled, what happens?

A: Some club HRO's cut the corner of the book or stamped it so that the pages cannot improperly used, but the easy way is for the HRO to draw two lines through pages.

Q: What's all this fuss about me being a paid up member of the club?

A: If your subscription is not paid on the due date, you are deemed not to be a financial member of the club. That also means your log book has not been appropriately stamped and recorded, so even if you complete the log book, your are using the vehicle in contravention of the HVRS rules. Think about it- you get you car registered for about a quarter of the going full rate and your club subs are small proportion of this year, so it's great value for money , especially if you have a number of cars.

Q: You've been on a lot about signing my book before I take the car out each time. Sometimes, I don't know where I'm going!

A: Give us a break! You'll have some idea of the area, so you can put a general note such as Adelaide Hills region or Yorke Peninsula. The rules are not that difficult.

Q: What if my mate drives the car? Who signs the book?

A: If your mate takes the car out on his own, it's probably better to let him fill in the book and sign it. If you are with him, so long as one person signs it, that seems to be OK.

Q: So do the Police ever pull you up and check the log books? After all, most of us are not tear ways!

A: You are just as liable to be stopped in a vehicle on HVRS rego as any other car. Whilst some Police officers may not appear too familiar with the scheme, chances are that if they are looking to add to their "customer contacts", Someone will latch on to it. I've been stopped, coming off the Freeway and others as they left a major event.

Q: Well I'd like you to remember that some of us are getting older and we cannot remember all these rules and regulations so what about that?

A: Wally, most clubs are run by people who do all the jobs for free and because they want to. They also know that once in a while, members make the odd mistake, but even allowing for old age, would you drive your modern car without rego? Also, it so often seems it's the same people every time and they don't seem to take the matter seriously when it's mentioned. Added to that, the problems are generally caused by the folk who simply pay their subs in order to get the cheap rego and that gives club officials reasonable cause to feel the club and the system are being abused.

Q: You seem to make a fuss about members attending club events and meetings. Why's that?

A: For most clubs Wally, the subs you pay barely cover all the costs of running that club throughout the year. There's rent, insurance, newsletters to give just a few. So most clubs need to make a little extra money by way of raffles, trading tables or similar. That means the regular attending members actually subsidizes those who simply join in order to get the cheap rego.

Q: So do all the clubs make the same fuss as you do and if so, why and who oversees it all?

A: In South Australia, we have the Federation of Historic Motoring Clubs. All the clubs who are eligible to have members participating in the MVRS are members of this Federation. In turn, the Federation liaises with the Registrar of Motor Vehicles Department. Only approved clubs can provide the process needed for you to obtain the Historic Registration. If a club was seen to have failed to have acted within the terms of what is called the Code of Practice, then the club could lose its approval and the members would then have look to another club. That is why our club takes its role seriously.

Q: Well I've got a mate who's got a car with flash alloy wheels and a some other modifications, so how come he gets away with it?

A: Well Wally, if your mate has got a car that is 30 years of age or older and he wants to have what might be termed as non conforming items, he can still be in a club but should not be allowed the rego under the HVRS. At the same time, a small number of clubs might appear to be somewhat easier on the vehicles they give approval to, but that is their choice and if this is the case, they runs the risks involved. The HVRS does have sensible provisions for certain cars to have items fitted that were not original, simply because they are no longer available. These cases are dealt with by the club involved and the Federation, in the best interests of preserving the heritage of our motor vehicles and the owners.

Q: Is this a complete guide to the Historic Vehicle Registration Scheme?

A: No, there's bound to be odd cases and the club's officers may have to consult with the experts at the Federation.

Q: Well, these club Historic Registration Officers and Authorised Persons seem to have lots to keep up with, so what can the members like me do to help?

A: Well, Wally, the club officials generally like to attend and enjoy meetings and events themselves, so I'll give you a few tips on how to keep them happy! Follow these points below and the club will flourish.

- Remember that for many, this role is not their day job, so please respect their time.
- Get your responsibilities done in plenty of time. That means paying your subs as early as possible and not waiting for club officials to remind you. Don't leave these until you are about to head off to an event.
- Please be patient as on some nights, several members all want there matters sorted out.
- Ensure you get your latest rego slip stamped.
- Follow the instructions on how the club will deal with the log book processing
- Make sure you have a log book that is valid and signed
- If you are not sure about something, please ask
- Take part, not advantage.

Q. Well thanks for all those details, perhaps if I come along to more events, I'll be bang up to date on all the rules?

A: Thanks Wally, look forward to seeing you next club night!

NB, DISCLAIMER: Information provided in this leaflet is a guide and is provided to members in good faith. There is no responsibility taken, given or implied for any outcome that may arise from the use of these guidelines.

THE COMMITTEE FOR CONDITIONAL HISTORIC REGISTRATION
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