

The **Preserve**

DECEMBER 2020

Newsletter of the Council of Motor Clubs The Vital Link for Motoring Clubs

One of the CNIC's newest Clubs celebrates its 1st Birthday and Christmas Party



Congratulations to President Dennis Dinse and his Committee for a very progressive first year of My Car Club NSW. The Christmas Dinner was a lot of fun, with trivia, lucky door prizes and an Auction which raised over \$1000 for the Charity "Little Wings". Google that one and lend your support.





Your 2021 Committee

Executive Committee

Terry Thompson OAM President VSWG, SRS Ccl & Govt. Liaison / AHMF & RSF

Boyd Symington Vice President & SSC

Karen Symington General Secretary & SSC Kay De Luca Treasurer/Affiliations/SSC Editor Preserve

General Committee

Lester Gough Membership Secretary

Tony O'Donnell Vehicle Standards & SSC

Terry Bebbington Chief Judge

> Evan Jones OH&S & ACMC

Boyd Symington SSC Merchant Liaison

Karen Symington Minutes Secretary

Volunteers & Appointees

Bob Adby Sub Committee Convener

> **Bruno Ferro** Website Manager

Lynelle Titcume Events/Tours Co-ordinator

Boyd Symington Social Media Liaison

Phil Cooper Social Media Liaison

President's Report



Another year goes by with a lot of oddball items thrown at us. None of us could have expected things to be as fraught as they became in 2020.

Bush fires to start the year, a few other natural and unnatural disasters plus we get hit with Covid 19. Oh, for a simple life we ask.

I am very proud of the way the CMC volunteer Committee got through the challenges we faced. General meeting cancellations, telephone hook ups to replace Committee Meetings, decision to cancel National Motoring Heritage Day.

Cancellation of Shannons Sydney Classic for the first time in many years, sorting out the process of carrying through payments for entry to next year's event.

Finding a new venue for meetings which could handle our numbers and a myriad of other things were handled with class and confidence by your elected Committee. And our Treasurer somehow got us through it all with a positive outcome on the funds side without any Government subsidies or the like. Fantastic work Kay.

The AGM has been held and the majority of those fine people have come back for more of the same (minus Covid 19 we hope) so we all owe them a HUGE vote of thanks.

I am ever grateful that you folks have voted me back in as President for another year. I can only say thank you and promise to try my best.

The world of Transport for NSW and the changes to the rules around our HVS and CVS registration schemes is a challenge to keep up with, let me tell you.

A number of items in recent times have given us a lot to sort through. No doubt you have all seen the suggested / draft guidelines for HVS. We have sent in our comments and continue to do so as new items come to light.

We appreciate clubs sending us their thoughts on matters involved and make sure they are included.

From the suggestion that CD players are not allowed, to aftermarket fitted seat belts requiring certification, we keep pointing out anomalies to Transport for NSW and await their responses.

The latest one is a directive that tractors and other such historic items should not be registered on HVS. Take a look at the words on our CMC website. We are told that they should be on normal conditional registration like modern tractors, forklifts etc.

However, we find that it is more expensive and the rules around those vehicles are restrictive as they talk in terms of work sites and farms which restored tractors would never go near.

As the answers come through we will provide them to you. In the meantime please read the document as a draft of suggestions and not the hard and fast rules applicable to HVS.

Continued...

The fight to get the GVM limit on CVS vehicles lifted upwards goes on. The original CVS rules from 2016 state that vehicles can be no more than 3,500 kg Gross Vehicle Mass.

Reluctance seems to be due to the move into heavy vehicle regulations. So, an ask of simply taking it up from 3,500 kgs to 4,500 kgs where your normal drivers licence cuts out has been submitted.

The number plates supplied to CVS vehicles is a concern to many as they are full size NSW plates and do not fit into the bumper bar recess in a lot of classic cars. The request to allow us to reduce them via MyPlates is ongoing.

Why the Government passes on a substantial amount of income for such a simple process is beyond us.

I hope all of our members enjoy this upcoming Festive Season. Especially now that we seem to have less restrictions on our gathering. Please take it all carefully and be safe.

Regards



Terry Thompson OAM President CMC NSW Inc. Chairman ACMC NSW Ltd.

NEXT CMC GENERAL MEETING

Tuesday 2nd February 2021—note the date please AT THE NEW VENUE—STRATHFIELD GOLF CLUB WEEROONA RD, STRATHFIELD

Commencing at 7.30 pm—Dinner available from 5.30 pm

<u>Make sure your CMC Delegates attend these Meetings and then report back to their Club</u> <u>it's the best way to be up to date with all the CMC News.</u>

For COVID purposes, please notify Karen of your attendance and

whether you will be having Dinner at the Club.

www.councilofmotorclubs.org.au

Be Kind to Your Club Registrar



How often do we hear someone say, "My historic registration is about to expire and I need you to sign the forms today so I can use the car on the weekend." There are many variations but you get the picture.

Your club Registrar is an unpaid volunteer and should not be available all the time.

In my case I am usually at a committee meeting and a general meeting every month. So if someone needs to see me in person, then at worst they wait around 2 weeks, or at best, same day. Not to mention many events attended through the year.

However, the best practice is good old fashioned post. It may not be as frequent as it was but it still works efficiently, just ensure you allow enough time.

This is where the planning comes in.

- RMS (now Transport for NSW) will post your renewal notice usually 4 6 weeks before it is due. Action it then not on the last day.
- Download and install the RMS app onto your smart phone. With a few clicks you can see the expiry dates of all vehicles you own, including HVS and CVS.
- Go to the RMS web site and use the "Check my Rego" link. Here you can also see the expiry date.
- Use a diary. On your computer, hanging on the wall, in a book or whatever. There is no excuse for not knowing when your registration is due.

So be kind to your Club Registrar and help them help you.

Ian Andersen

Club Plate Registrar

Jaguar Drivers Club of Australia





WHAT DOES IT TAKE TO RUN

A SUPERSPRINT

AT SYDNEY MOTORSPORT PARK?

The following is an insight into setting up and running the **MOCA** (Morgan Owners of Australia) SuperSprint with the **ARDC** (Australian Racing Drivers Club) and in conjunction with the **CMC** (Shannon's) Display Weekend. The CMC use the Saturday to set up the grounds for the Display Day on the Sunday, whilst the Morgan Club runs its SuperSprint as a member of the **CSCA** (Combined Sports Cars Association). The CSCA each running a SuperSprint throughout the year consists of eight Sports Car Clubs - Morgan, Triumph, MG Newcastle, Jaguar, Austin Healey, Sprite, MGCC and Lotus.

<u>The Morgan event is also open to members of a CMC Affiliated Club</u> who are holders of a current MA LS2 Competition License and at the discretion of the event Secretary.

Motorsport Australia (MA) have a standard set of Regulations that must be complied with. These Supplementary Regulations are affectionately known as "Supp-Regs" and are developed to identify the running of the event and the licensed officials needed. Officials start as trainees and once logged experience is gained and signed off by the Clerk of Course the trainee can apply for the appropriate license or upgrade and also needs to pass a MA test run on the internet.

Licensed officials are: Clerk of Course, Event Secretary, OH&S Officer, two accredited **MA** Stewards a team of Scrutineers who check competing cars comply to **MA** Safety and driver licensing requirements, Chief Flag Marshal and Flag Officials. MOCA elect to have a Race Control officer who co-ordinates all movements of cars and officials. All of these officials are manned from within the MOCA Club (which has taken years to develop). In addition, there are Medical Response Ambulance support, Fire and Rescue Teams Provided by the **ARDC** and the Timing Team. A Medical Response Plan is needed to be lodged with **MA** and the **ARDC** who manages the Raceway.

Once you have all this organised you can submit to **MA** the "Supp-Regs" along with the permit fee which is calculated on the type of event (ours is a Multi-Club SuperSprint). Once approved by **MA** the Event Secretary distributes the "Supp-Regs" to the CSCA member clubs for their members to make application. Entry forms are comprehensive and detail driver experience and full car specifications. Entries are limited to 110 + 10 reserves with an entry fee between \$180.00 and \$200.00 based on each year's costs for circuit hire, Ambos and Fire Truck Rescue & Timing Team costs. "Supp-Regs" are sent to the CSCA clubs six weeks prior to the event and entries cut off one week before the event.

Entries received are grouped into suitable groups based on car age, performance, driver experience at the Sydney Motorsport Park, also race numbers are allocated to each car's driver(s). Meanwhile the Chief Flaggy has been, for months, fostering and locking in support for all officials via the club magazine, the Morgan **EAR**. Over time there are many meetings of the organising committee which starts some six months prior to running the event to ensure the day runs smoothly. As the event draws closer final details are relayed to the ARDC such as what type of radios to use and the No. of lunch packs for officials. A typical MOCA official's lunch order is 63 including a couple of gluten free.

<u>Cars and drivers are sorted into colour coded groups</u> based on time groups and classes of cars with open wheelers racing together. Multiple drivers for a given car are allowed with each driver having to enter separately. These days the timing is made extremely accurate, to 4 decimal points, by means of the electronic Dorian transponder attached to each car (usually daily hired from the timing team).

The day has arrived: Gates Open: 6:30am, Scrutineering bays open: 7:00am, Track Check 7:30am by Chief Steward & Clerk of Course, Flaggies sign-on 8:00am, Flaggies Briefing 8:15am with OH&S instructions, Drivers Briefing 8:40am, Rooky drivers track familiarisation behind pace car (3 laps) 9:15, Start SuperSprint 9:30am.



SUPERSPRINTS—continued

Sprinting continues all day with drivers getting as many runs as possible until TRACK close at 4:30pm. We have at least two flaggies at each flag point as one needs to watch oncoming traffic whilst the other watches traffic that has passed the flag point, with verbal communication essential between the two. A trainee Flaggy must be accompanied by a licensed Flaggy. Any racing incident such as, car off the track, is radioed to Race Control who gives instructions or asks for more detail. **Blue Flag** warns of car attempting to pass, **Yellow Flag** indicates DANGER on track – do not overtake, **Red & Yellow vertical stripes** indicates debris on track, possible oil or car parts and **Red Flag** is to stop the run. Red Flag can only be waved upon instruction from Race Control. MOCA elects to use handheld Radios where officials can hear all communications and especially Race Control. If Race Control has its hands full everyone will know.

Car groups of 14 are released in pairs, with first two authorised by Race Control, following by Start Line officials releasing cars at ten second intervals. With track exit spaced halfway round the circuit, the run goes for just under four laps. When the last car has entered, Track Exit, the next group is released via Race Control, so sprinting is virtually continuous. Each car in a SuperSprint is racing his or her nominated lap time with the closest actual time being the winner for that group. In reality, as a Flagging observer, the sprinting is far more exciting than trying to maintain a consistent lap time. Once sprinting has started the track is known as a **"Hot Track"** and no person can enter the track or its surrounds. To attend a car off the track an official must first obtain Race Control's direction which will entail a Red Flag or a temporary interruption to releasing car groups from Track Start. It is all controlled to ensure a **safe** day for all at the circuit. Race Control will initiate all Medical assists and car recovery incidents.

<u>Drivers and officials are rewarded</u> by keen close sprinting which is always a day of fun. How else would we have MOCA officials volunteering year after year!

by David Fletcher, MOCA/CMC Delegate - November 2020



FROM THE SECRETARY

I think we can all agree, that 2020 is a year we will all remember. Covid 19 has impacted all of our lives in some way or another. We have all had to change the way we do things, including wearing masks, hand sanitizing, social distancing, etc., and as much as we would like it to just go away, it will still be part of our lives for a while yet.

Most car club events were put on hold, or cancelled due to restrictions. Some clubs have not yet returned to face to face meetings, while others are beginning social outings again. Both are fine, and each club will move at their own pace, taking into account their own members safety and the possible risks involved.



Covid Safe - Sublime Point Café – Bulli



Social runs for lunch seem to be picking up, driving our cars or bikes, is its own form of social distancing. As clubs decide which area and destination to choose, don't forget, it is important to confirm with your venue, that they are Covid Safe, and what requirements they need from you prior to your arrival. Some venues are requesting confirmed numbers, some to pre-book meals ahead of arrival.

This might not be what we are used to, but it is important to remember that clubs, cafes & restaurants have their own requirements for food purchases, staffing, etc.

Pub in Kangaroo Valley

As we venture out, this is a great chance to go see some of the countryside you haven't seen before, help out small country towns that have been impacted by Covid or bushfires. Maybe rediscover some of the old places you used to go, that you haven't been to in years. So, whether your group is setting out on a picnic, heading up or down the coast for a lunch run, or meeting for coffee before setting out on a cruise to a destination, remember to plan ahead, stay safe, and most importantly, to have fun and enjoy life!



Visit the Blue Mountains and towns along the way



FROM THE EDITOR'S DESK

Welcome to the **December Preserve**, I hope you enjoy the read. Don't forget if you've got a story to tell please send it to me, along with pics.

We are continuing to enjoy being at the new venue for CMC General Meetings - Strathfield Golf Club—see page 21 .

The AGM has come and gone for 2020—congratulations to all those who were elected to the 2021 Executive & Committee—I'm sure it will be an enjoyable experience again next year.

I'd like to personally wish everyone a safe and healthy Christmas and New Year—enjoy being with your loved ones—I know for me this year has made me so aware of the importance of family and friends. Let's hope we can get this Covid thing done and dusted soon.

Thank goodness we live in this great country.



Cheers Kay De Luca





Race Chix Race School is a national motorsport training school created by Chix for Chix.

Race Chix Race School will kick off at Sydney Motorsport Park on 3rd November and will roll out nationally in 2021.

We offer 3 levels of courses—beginner, intermediate & advanced. The courses are designed to build confidence, connect participants with fellow Race Chix and to also provide a skill development pathway from beginner through to advanced.

Our conversation doesn't stop once you've completed a Race Chix Race School Course. You also become part of Race Chix Motorsport's national networking community where there's hundreds of fellow Race Chix ready to support you on your motorsport journey.

For further information head to racechixmotorsport.com.au



ACMC NSW Ltd.

IMPORTANT NOTICE

At registration renewal time you must follow the process of filling in the left side of an RMS **#1835 Classic Vehicle Declaration form**, have your Club Registrar apply the Primary Club stamp to the lower right hand box then post to the address below, with a copy of the Pink Slip and the \$25 administration fee. The form must be an original as per instructions from RMS. See dot point 1 at the top of the form. The fee is \$30 if you are using post as we are insisting on Express Post return at \$5 extra which is less than the cost of such envelopes, but we are subsidizing it trying to overcome a rash of lost mail. It gives us a trace on the mail and gets swift delivery. Multiple CVS in the one envelope will be just one \$5 fee, not \$5 each one.

You can: Pay by <u>cheque or Money Order</u> made out to <u>ACMC and post the lot to</u> <u>PO Box 419 Bexley, NSW 2207</u>.

OR

EFT funds to: Bendigo Bank, Bexley Branch A/C Name: ACMC NSW Ltd BSB: 633-108 Acct Number: 157374299

Please ensure your EFT payment is adequately identified by using your Surname.



Email received regarding The Mesothelioma Centre

Good morning,

My name is Skyler and I work with The Mesothelioma Centre (Asbestos.com). We recently created a guide about asbestos exposure risks within the auto industry.

www.asbestos.com/exposure/automobiles/

I believe that this guide would be a valuable addition to your Club's Home page. Please let me know if you would be interested in adding our page to your website.

Thank you for your time.

Skyler Woods Outreach Co-ordinator Email: swoods@asbestos.com



GUIDELINES FOR CLUB COMMITTEE HAND-OVER & HOW TO DOWNLOAD MINUTES & MAGAZINES

<u>These details should be kept with your Club Secretary or Public Officer & handed to the new Committee following your</u> <u>AGM or at a time immediately following any committee changes.</u>

The Committee of the CMC has identified some issues around club contact details, which are stored on our database, as being incorrect. This means some emails aren't getting to some of our clubs.

If you aren't getting emails from us it's possible that your details are incorrect OR your computer is treating our emails as SPAM. To overcome this, you need to check your Junk Mail Folder and if you find an email in there from us, you will need to **right-click on the message**, then click on **Junk Email** and select **Add Sender to Safe Senders List**, this should overcome the SPAM issue.

We are aware that at the time of the CMC Affiliation Renewal each year (31st December), your Club's details may well be correct. However, your contact details and/or the details of your Executive Committee may change during the year for various reasons.

In order to assist your Club with handover to a new Committee, or Public Officer we offer a few suggestions below.

We sincerely hope that your kind assistance with this issue will alleviate some of the discrepancies which appear each year in our records and will allow us to keep you informed of important issues in a timely manner.

In order that TforNSW records for your Club are kept up to date, <u>we suggest that the details regarding</u> any Executive Committee changes should also be advised to the Roads & Maritime Service as soon as pos-<u>sible</u>. This service has been relocated from Grafton. Please call the RMS or visit their website for details. This is especially important if your Club has vehicles on HVS and CVS. Failure to inform them may result in an application for registration being refused. You must also advise NSW Fair Trading **(13 32 20)** of your Public Officer and/or address changes.

Note: Affiliation Renewals are due on 31st December each year – if your Club has vehicles on CVS & you are not financial with CMC at 31st December each year, those CVS vehicles are considered **UNREGISTERED**.

As soon as possible following any changes, we would ask that you notify changes of the following to the CMC at <u>cmc.nsw.finance@gmail.com</u>

HOW TO DOWNLOAD MINUTES FROM THE WEBSITE

Please note the minutes are not usually on the website until 14 days following a General Meeting.

Instructions on how to download minutes from the website are as follows:

Go to the Website: at www.councilofmotorclubs.org.au Select: "Document Centre" then "Minutes"

Executive Committee: President Vice President Treasurer Secretary Public Officer HVS/CVS Registrar	<u>Contact Details</u> : First point of contact i.e. one email address only, or postal address. Website address (if you have one). Email and phone contacts only, for one or two delegates who will attend CMC General Meetings.
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HOWTODOWNLOADTHEMAGAZINEFROMTHEWEBSITE

Go to the Website: at www.councilofmotorclubs.org.au Select: "Document Centre" then "The Preserve"

If you have any problems with these procedures please contact the CMC Secretary, Karen Symington, at <u>cmc.nsw.sec@gmail.com</u>



Shannons now Offer Two Levels of Roadside Assist -

Enthusiast & Ultimate

A flat tyre, flat battery or any type of breakdown can happen when you least expect it when you're out on the road in your car or on your motorcycle. Shannons Roadside Assist is a dedicated 24/7 roadside assistance service, available Australia-wide for your vehicle when you need it most.

Roadside assistance

Where we can and it is safe to do so we will arrange for the rectification of the most common breakdown related problems, including inflation of a flat tyre, replacement of a flat tyre with your vehicle's serviceable spare and jump-starting of a flat battery. Where appropriate, we may provide you with practical tips or advice, on a reasonable endeavours basis, in relation to simple vehicle operation, any safety warnings or lights that may appear or practical information about your vehicle. However, if mechanical repairs, major parts or factory diagnostic equipment is required, your vehicle will be transported to your choice of repairer or your home. The cost of repairs, including labour and any required parts, will then be your responsibility.

Different benefit limi	ts may apply between the Enthusiast	and Ultimate levels of					
Roadside Assist and are shown in the benefits table below							
Benefit	Enthusiast Limit	Ultimate Limit					
Flat Battery ?	•						
Emergency Fuel (Up to \$10)	S	S					
Flat Tyres	•	 Image: A start of the start of					
Lost or locked keys	Up to \$250 per call out	Up to \$350 per call out					
Towing excluding at a motor sport event	Up to 50km	Up to 100km					
Towing at a motor sport event	No cover	One vehicle tow per motor sport event, up to 100km					
Caravan and Trailer Assistance	S	0					
Passenger Transportation	Up to \$60 per call out	Up to \$200 per call out					
Accommodation and/or Hire car (If the breakdown is more than 100km from home)	•	•					
Maximum number of Call Outs	Unlimited	Unlimited					
Number of Vehicles Covered	One vehicle on your Shannons Motor Insurance policy	Up to eight vehicles on your Shannons Motor Insurance policy					

Roadside Assist Enthusiast

Provides Roadside Assist for **one specified vehicle** where this optional cover is selected. You can choose to add this optional cover to additional vehicles under your Shannons Motor Insurance policy at an extra cost.

Roadside Assist Ultimate

Provides Roadside Assist for **up to eight vehicles** under your Shannons Motor Insurance policy.

Call us on **<u>13 46 46</u>** to add Shannons Roadside Assist to your Shannons Motor Insurance policy. Roadside assistance starts 24 hours after purchase.

Or go to <u>https://www.shannons.com.au/roadside-assist/</u> for more information.

BUYER BEWARE



Ever thought about buying a Historic/Classic Vehicle from interstate or overseas? Just a reminder to do your home-work first to make sure the registration process in NSW goes smoothly.

Currently, through On-line Auctions, advertisements in media publications or ads in interstate Club magazines, there have been a number of interstate Historic Vehicles available for purchase, (noting in some states, 25/30 year old vehicles are classified under the one Historic Registration Scheme, where in NSW we have two schemes for 30 year old vehicles HVS or CVS).

If you intend bidding on or purchasing an interstate vehicle make sure you are confident the vehicle is suitable for registration in NSW. Obtain as much information on the technical details of the vehicle and as many current photos as possible detailing all aspects of the vehicle, not photos from yesteryear. Also confer with your Club Registrar if the vehicle meets both the Club's and Transport for NSW requirements for HVS, CVS or even full registration. If the vehicle has been modified it may need an engineers' certificate (Certification Certificate).

Be aware that interstate vehicles registered as a Historic Vehicle may not comply with HVS or CVS in NSW. As an example, there is currently advertised in a media publication a Sports Car which is currently registered on interstate Historic Registration as a 1960 Sports Car, showing photos of an extremely stunning sports car, however the vehicle has an unknown chassis, re-bodied and fitted with a modern engine including a 1950's English sedan's ID Plate. The vehicle would not be able to be registered on HVS and possibly not even on CVS in NSW as it may fall under the category in NSW as an ICV (Individually Constructed Vehicle). The issue for CVS is the establishment of the unknown chassis if it is 30 years old and more importantly a Certification Certificate would be required for the fitment of the modern engine, even if there was a Certification Certificate issued by the interstate Registration Authority. Interstate Certification Certificates are not valid in NSW.

BUYER BEWARE (continued)

The following is an extract from Transport for NSW (RMS) web site that may give you insight to what would be required if a vehicle intended for purchase is not Historically correct;

Modified and non-standard vehicles:

Got a modified or non-standard vehicle? You'll need to get it certified before you can apply for registration. Here's what you need to know.

What is a modified or non-standard vehicle?

A modified vehicle is one that has been altered from its original manufacturer's specification by replacing, adding or upgrading components of its body, engine, brakes, drive train or chassis. This is usually to alter its appearance, handling or performance.

There are many reasons owners choose to modify a vehicle. This may include:

- to give them a distinctive appearance
- improve performance or add features
- change the engine or suspension
- add a long-range fuel tank
- so that they are better suited to a specialised purpose.

Non-standard vehicles may include:

imported vehicles

- individually constructed vehicles (ICV)
- significantly modified vehicles

street rods (either a significantly modified production vehicle or an ICV).

If you want to modify your vehicle, you must follow standards and guidelines that apply to the modification of vehicles for use on roads and/or road-related areas.

This ensures modified vehicles are suitable for safe use and that passenger and road user safety is not compromised by the modifications.

Certification of modified or non-standard vehicles:

Know the certification requirements – speak to a <u>licensed certifier</u> **before** building or making any significant modifications to your vehicle.

They may ask you to take photos of the modification work, or bring the vehicle in for inspection at different stages of the modification process.

Exemptions from registration requirements for light vehicles can be requested, but there must be a valid reason. Generally, only exemptions for vehicles <u>modified for disability</u> and <u>glider trailers</u> are allowed. Contact Technical Enquiries for more information on exemptions. Email: technical.enquiries@transport.nsw.gov.au or phone 1300 137 302.

Significant modifications:

Major or significant modifications that require certification include (but are not limited to):

- If the fitting aftermarket braking components
- o fitting additional or aftermarket seats, system accessories
- ♦ some manufacturer's optional equipment.

BUYER BEWARE (continued)

These major modifications are likely to adversely affect a vehicle's level of safety and its compliance with vehicle standards.

Before you can apply for registration, they must be assessed by a licensed certifier under the <u>Vehicle Safety</u> <u>Compliance Certification Scheme (VSCCS)</u>.

The certifier will conduct inspections, assessments, analysis and tests to determine compliance with applicable vehicle standards. If your vehicle complies with those standards, the certifier will issue a VSCCS Compliance Certificate.

Modified Vehicle Registration:

Once you've been issued with a VSCCS Compliance Certificate, you can apply for or update your registration.

To apply for registration, follow the same process as you would to register any other used or second hand vehicle.

If your vehicle is currently registered in NSW and you are making modifications, take the Compliance Certificate and all documentation from the required inspections to a <u>Service Centre</u> to update the vehicle's records.

VSCCS Compliance Certificates do not expire. Each modification only needs one certification.

Minor Modifications:

A vehicle with minor modifications may not require certification. You should always check the certification requirements with a licensed certifier.

Minor modifications:

- do not affect the level of safety, strength or reliability of vital systems, like brakes, steering and occupant protection systems
- have little or no impact on the vehicle's compliance with mandatory vehicle standards (including the Australian Design Rules)

Minor modifications include:

- fitting accessories (e.g. driving or fog lamps)
- fitting replacement service-type parts such as brake pads
- fitting manufacturer's optional equipment such as tow bars and roof racks that comply with manufacturer specifications
- replacing worn or damaged parts with new replacement parts supplied by the vehicle's manufacturer or equivalent aftermarket parts.

Read <u>Vehicle Standards Information (VSI) 6</u> for more details.

Individually Constructed Vehicles (ICV):

An Individually Constructed Vehicle (ICV) is a one-off vehicle built to an individual plan or design and produced by a person for their own use. This person is not to have produced (or had produced) more than 3 ICV's in the previous 12 months.

For further guidance see Vehicle Standards Information (VSI) 53.

All individually constructed vehicles require a VSCCS Compliance Certificate before they can be registered in NSW. Find a licensed certifier in <u>VSCCS Bulletin No 1</u> or before you build an ICV, contact a VSCCS licensed certifier to get an ICV approval number. The certifier may also conduct periodic inspections during the build process.

BUYER BEWARE (continued)

Once you've had all the required inspections and have been issued with a VSCCS Compliance Certificate, your licensed certifier will submit the required information to Transport for NSW for review. The review should take around 30 days.

Once your allocated VIN number has been unblocked, you can apply for NSW registration. To do this, follow the same steps for <u>used or secondhand vehicles</u>. Bring all relevant documents to the Service Centre when you register it.

Find a Licenced Certifier:

Licensed VSCCS certifiers are only authorised to assess modifications and vehicles in their field of expertise. Some licensed certifiers can only assess fitting vehicle bodies (J Code modifications) or tow couplings (P code modifications).

You should check with the certifier if they're able to assess your planned modifications.

Find a licensed certifier in VSCCS Bulletin No 1,

Driving an unregistered vehicle for certification:

You may <u>drive an unregistered vehicle</u> to get it certified but you must travel by the direct and most convenient route to each location.

Insurance:

Your insurance could be void if you don't have vehicle modifications assessed and certified as compliant with applicable standards. You should tell your insurer of any modifications and that the vehicle has been certified under VSCCS, once the modifications and certification are complete.

Cancellation of a certificate:

Transport for NSW will cancel a compliance certificate and issue you with written notification, if:

- the certificate was issued fraudulently, incorrectly or negligently
- the certificate is no longer relevant because of further vehicle modifications
- the vehicle no longer complies with applicable vehicle standards.

Where to get help:

Transport for NSW can provide guidance including:

General information on the VSCCS – phone 1300 336 206 or email: <u>vsccs@transport.nsw.gov.au</u> Technical information – phone 1300 137 302 or email: <u>technical.enguiries@transport.nsw.gov.au</u>



Just had to copy this page from the latest **Australian Bus Magazine** (November/December 2020). It was 20 years in September since the 2000 Sydney Olympics and some of the buses joined in the festivities. This bus below has been donated by STA to the Sydney Bus Museum collection.

Bus 2000 shows off evolution of 'all-over' wrapping

To celebrate 20 years since the Sydney Olympic Games, events took place on 14 and 15 September, at Sydney Olympic Park at Homebush Bay. On the first day staff, who worked that period were gathered on the train platforms, with a specially wrapped Tangara train set. Outside State Transit compressed natural gas-powered Mercedes-Benz 0405NH no. 2000, was also displayed. It was wrapped in an 'all-over' advertising livery, similar to that used for Sydney's successful Olympic bid during the early 1990s.

On the second day, at a function at the Olympic Cauldron, a reunion of athletes, para-Olympians and officials witnessed the re-igniting of the gas-fired cauldron, for the first time in 20 years. Bus 2000 was also present there.

During the games, 2000 and selected sister vehicles, worked exclusively in and around the Olympic Village, conveying athletes to and from training and events.

The bus had a complex history of fleet number and registration. The Citaro-framed vehicle, was the first bodied for the order, by Custom Coaches in January 1999, with body number STA.001. It was delivered to Ryde depot in February 1999, being former fleet number 1108 on the production line. Twelve of these buses had been built before the first entered service in August 1999.

Since the deregistration of the Mercedes-Benz O305, fleet no. 2000 (registered m/o 2000), by the STA in 1998, the old m/o 2000 plate had been kept 'on hold', by the Road and Traffic Authority of NSW (RTA).

Fleet number 2000, entered service in October 1999, at Ryde depot registered with matching registration m/o 2000. The State Transit fleet, was reissued with "Share the (Olympic) Spirit" registration plates, for its 'm/o' fleet and all the old m/o plates returned to the RTA. The significance of the new m/o 2000 Share the Spirit plates was recognised, when one of the m/o plates was stolen. Folklore tells that this happened more than

▼Mercedes Benz O405NH Citaro 2000ST wrapped in special livery to celebrate the Sydney Games anniversary. The bus operated Route 200 services in the AM Peak and Route 379 services in the PM showing off the livery to the public. It is seen here on Macquarie Street in the Sydney CBD on its way to Chatswood. **Photo: Conor Magee**



▲The Olympic cauldron was relit for the 20-year anniversary of Sydney Games at a reunion of athletes and officials where bus 2000 was displayed. It was wrapped in a livery reminiscent of the Olympic bid during the early 1990s. **Photo: Greg Travers**



Staff who worked at the Games with Tangara electric train D6255 at Olympic Park to mark a 20 year commemoration of the Sydney Games. Photo: Josh Power

once. The bus was noted as being reregistered as m/o 1108 at the end of the Olympic Games by November 1999. Later the same month, it was m/o 2000 once again, with the m/o 1108 plate transferred to sister bus number 1200 temporarily. From May 2008, State Transit began to use a separate "ST" registration series because of "crowding" in the m/o series. In June 2009, m/o 2000 was reregistered as 2000ST. In May 2015 the bus was transferred to Waverley depot.

State Transit CEO, Daniela Fontana announced that bus 2000 would continue to operate in its special livery (The Tangara train set had been unwrapped immediately after the ceremony the day before). She also said that after service from Waverley depot, the bus would be donated to the Sydney Bus Museum in its special livery later in the year. Recent examples of advertising on buses have seen all four sides wrapped in commercial artwork. These include 2000 as described above and Scania K310UB no. 3030 in black livery (*pictured below*)for promoting National Work Safe Month.

Previous policy had seen bus fronts retaining the standard State Transit livery.

Compiled by Greg Travers with assistance from Trevor Woolley.

▼State Transit Randwick Scania K310UB 3030, has a Custom CB80 B47D body. New in September 2019, it was in all 'over-wrap' for the 2020 Mardi Gras and in October appeared for National Safe Work Month. In a reversal of previous policy, the wrap is extended across the bus front. Seen here as a route 304 to Rosebery on 13 October 2020. Photo: Joshua Power



Australian Bus • November/December 2020



Little Wings is a nonprofit organization that provides free, professional and safe flight and ground transport services for sick children in rural and regional NSW, striving to ease the journey and help sick children access specialised medical services and treatments that are only available in major cities or towns.

We do everything we can to support families by easing the financial burden, emotional strain and travel fatigue that they experience due to the long-distance travel associated with receiving vital medical treatment.

Contacts: 21 Avro Street, Bankstown Airport NSW 2200

PO Box 86 Georges Hall NSW 2198

General Enquiries: 9709 2570

Flight Related Enquiries: 0439 684 642

Website: info@littlewings.org.au







FIND A SUPPORT GROUP

PCFA is proud to have a national network of affiliated support groups in each state and territory of Australia consisting of men and women who have a passion for assisting others who encounter prostate cancer. This network is made up of over 170 affiliated groups who meet locally to provide one to one support, giving a vision of life and hope after treatment.

To find the nearest support group to meet your needs, go to https://pcfa.org.au/support then select the closest town to you to obtain the contact numbers and details about your closest support group.







Minis DownUnder 2021 Show 'n Shine

The Mini Car Club of NSW is on track to host **Minis DownUnder 2021** Show 'n Shine at Rosehill Gardens on **Sunday 2nd May 2021** to celebrate the 60th anniversary release of the Australian built Morris 850 in March 1961.

Minis DownUnder 2021 is planned to be the biggest gathering of Minis in Sydney for the decade. It is open to ALL Minis and

variants, classic or new. They do not need to be in pristine condition, although they must be in a clean and safe condition. Entry to be judged is optional.

Mini Car Clubs and Mini owners from all states and territories are invited to enter and display their Minis and MINIs. Membership of our club is not required.

All entrants must pre book and there are discounted entry fees for early bird entries prior to 1st Jan 2021.

The general public are invited with an admission charge of \$10 per Adult with children under 16 free.

Pricing for sponsors and traders is available on request.

The family-friendly event will also include:

- Mini Trade area: Mini Specialists offering parts and services.
- Mini Bits 'n Pieces: An area for Mini enthusiasts to display Mini bits for private sale.
- Mini Merchandise
- Mini only parking: A priority parking area in the car park for Minis only. Once the Grand Pavilion is fully booked, interested participants or spectators with Minis will be invited to park in this area.
- Food stalls and a break-out area for entrants and visitors.
- Rocker Cover racing
- Children's entertainment area.

Our MDU team has been busy over the past few months contacting most of the Mini related businesses in Australia to seek their involvement. So far we are excited to welcome on board Mini and Moke World, Mini Works Australia, Shannons Insurance, Classic Mini Car Covers and PPC who will all have a trade display inside the pavilion.

Entries to Minis DownUnder 2021 are now open and you will find an entry form on our website and inside this magazine.

We have arranged a number of accommodation packages with special discounts for entrants and spectators for venues close to Rosehill. Details will be placed on our website. Secure overnight parking for tow cars and trailers is available onsite at Rosehill Gardens. Saturday night dinner at Rosehill is being investigated and if we have enough interest then a booking will be made. Please advise if you are interested.

For more information please contact:

Michael Benton
Event Director
Minis DownUnder 2021
Ph 0411 019 112



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Become one of the first Patron/Mates of the Australian Motor Heritage Foundation, today!

The Australian Motor Heritage Foundation is Australia's first centre entirely dedicated to Australia's proud motoring heritage. Based on-site, at Eastern Creek, the collection is housed in the ARDC's former HQ – a heritage site for a heritage foundation.

Proudly supported by the ARDC, HSRCA, individual collectors and fast developing Community Partnerships with organisations like Western Sydney University and Blacktown Council, we are now welcoming our first Foundation Mates.

You can be there from the very beginning as we grow to fulfil our promise to – proudly protect our past and generate passion for Australia's future in motoring.

As a Foundation Patron, you will be recognised as a key supporter, receive insight and information on our growing collections, and, ultimately, gain access to the collection (once it is all fully stood up) as well as our reading room and bespoke Foundation Patron events.

Send your details to <u>mates@australianmotorheritagefoundation.org</u> & we will add you to our exclusive distribution list to find out more. We are also welcoming volunteers and standard mates. This is serious folks – it's time!

FOUNDATION PATRON (Individual): \$100 (\$10 per year thereafter).

PATRON CLUB: \$100 per club per year.

FOUNDATION MATE: \$10 a year.

It is important to include your name with any deposits made electronically!

Account name: Australian Motor Heritage Foundation Limited BSB: 082-429 Account number: 289 460 285

Check the website: <u>http://www.australianmotorheritagefoundation.org/</u> and on Facebook.





Level 1, 52-70 Weeroona Road, Strathfield NSW 2135



Strathfield Event Centre is located overlooking the lush greens of the newly developed Strathfield Golf Club. This state-of-the-art facility is located minutes from Olympic Park & centrally located in Sydney's Inner Western Suburbs. Holding up to 600 guests standing, the venue has 3 conference rooms, private boardrooms, viewing balcony's & outdoor balconies. Function rooms are accompanied by Pavilions Eatery Bistro and Dining, a stunning bar and members lounge.





This is the new venue for CMC General Meetings and Committee Meetings.

CMC Delegates please put these dates in your Diaries for 2021 General Meetings. <u>Note</u> the January General Meeting date change to <u>2nd February 2021</u> due to Australia Day.

2nd February 2021 27th July 2021

30th March 2021 28th September 2021 25th May 2021 30th November 2021

Dinner will be available from 5.30pm – Main Meal for \$20 per person including tea/coffee which will be available in the Auditorium during the Meeting. The Meetings will commence at 7.30pm.

Directions: Turn off Centenary Drive at Weeroona Rd (leading to Rookwood Cemetery) and turn left before the entry into the Cemetery, follow Weeroona Road to the end and you will see the Strathfield Event Centre in front of you. There is a small carpark on your left, but a large undercover carpark is to the right & underneath the Clubhouse.



CMC – Europe – 2022 (hopefully or 2023)

Come and join us in Europe –August – September 2022 –30 days Coach Tour.

And/ or 10 days in UK Postponed due to Covid-19 until 2022/23

VISTING HEAPS!!!!! Europe: Renault, French countryside, Cathedrals, Ferrari Factory & Museum, Modena, Florence, Rome, Pisa, Alfa Romeo Museum, Milan, Venice, Austrian Alps, Salzburg, Eagles Nest, Munich, Lucerne, Switzerland, Glacier Express Train Thru Swiss Alps, Mulhouse, Museum Cite de l'Automobile, Stuttgart, Mercedes Benz Museum & Factory, Porsche Museum, Nürburgring (optional tours/rides may be available) Amsterdam, Brussels & the Eurostar Train to London just to mention a few!!!!

UK: Beaulieu Autojumble (Swap meet – huge) Stonehenge, Plymouth, Haynes Museum, Portsmouth and 3 days for the Goodwood Revival Festival.

Europe tour approx. \$10,000 per person Twin Share & England approx. \$4500 Plus Air Fares Accommodation including breakfast every day & some dinners Single Supplement approx. \$3000

Please return this form by email or ring me for snail mail. I know this is very early, but this will assist with planning and pricing etc.

Expression of Interest:

Name/s:						
Address:						
Email:						
Club:						
Room Type: [Double	Twin (share with			Single Supple	ment \$
Europe (30 da	ys)			Yes	No	
UK - Goodwoo	od & Beaulieu	Νο				

To Claim your seat on this great adventure please email Lynelle to confirm and forward your \$200 per person deposit as soon as possible to:

Bank CUA: L & J Titcume BSB: 814 282 Account number: 50605910 Please include Surname as your reference.

If you have any questions at all, please do not hesitate to email or give me a ring.

Please email back to let me know your big decision ASAP.

Keep Motoring

Lynelle Títcume

CMC – Tour Coordinator *tic@ticauto.com.au* M: 0422 513 256

COMMUNICATION IS KEY TO A SUCCESSFUL ORGANISATION

The CMC has always strived to do its best to gather information and get it out to its members. We now have over 200 Affiliated Clubs and this means there's even more information to distribute to and receive from those Clubs.

We ask each Club to assist us in our endeavours in this regard. Our emails go out to a <u>NOMINATED CONTACT PERSON</u> (as listed by you on the Annual Affiliation Renewal Form). It's up to that contact person to circulate whatever is being sent to your Club by the CMC. These items would include links to the latest Preserve, latest General Meeting Minutes and emails for the information of the CMC Delegates in relation to upcoming meetings etc.

If we can get these links occurring between CMC and the Clubs, then hopefully queries being put to the CMC Committee regarding HVS, CVS and other general queries, would be alleviated as Club Members would be reading the PRESERVE, GENERAL MEETING MINUTES, RMS NOTICES etc. and not having to ask questions of CMC Committee Members.

<u>CMC WEBSITE</u>: It is imperative that Clubs check the CMC Website on a regular basis – this is where you'll find all of the latest information relative to our Affiliated Clubs.

All your queries regarding HVS, CVS and other issues can be answered by going to the CMC Website – <u>www.councilofmotorclubs.org.au</u>





OFFICE HOURS



ADDRESS

29 Penny Place Blacktown NSW 2148 Monday - Friday: 8:00am to 5:30pm Saturday: 8:00am to 4:00pm Sunday: Closed

STORAGE ACCESS

5am to 8.30pm, 7 days a week





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