

*Below is a letter from the 'Bush Council' following agreement with the RTA (NSW Roads & Traffic Authority). Type in italic has been added by the editor.*

## Council of Heritage Motor Clubs – NSW Inc

### HISTORIC COMMERCIAL VEHICLES

#### GUIDELINES TO CLUBS FOR OPERATION, LOADING AND INSPECTIONS

- Preservation and display of the H.C.R.S. (*Historic Conditional Registration Scheme*) commercial vehicle is the primary focus – not the load capacity.
- Loads cannot be carried for commercial purposes.
- Loads must either be the private property of the vehicle owner and/or carried as part of a club event or display
- The maximum load allowed is two thirds of the manufacturers original load limit (*ie load capacity for early vehicles and GVM for late vehicles.*)
- The load has to be restrained to the performance standards detailed in the published LOAD RESTRAINT GUIDE – (COPY AVAILABLE FOR REFERENCE) (*RTA link to guide*)
- Assessments are to be carried out by appropriate skilled club inspectors (*provide your club inspector with documentary/historical evidence of rating*)
- Vehicles of 3 tonne tare and over should have AIS (*inspection station*) pink slip unless club inspectors have equivalent qualifications and expertise
- Club assessments are not appropriate for semi trailers (except where an existing RTA special dispensation is documented) (*includes both trailer and prime mover*)
- Period engine transplants that were acceptable to authorities at that time, may be retained in restoration
- Advertising to be restricted to the vehicles the vehicle's heritage background
- Clubs to monitor loading eligibility of members commercial vehicles
- Members to be responsible for adherence to the guidelines
- Drivers must hold current equivalent for the H.C.R.S. vehicle in use
- Operation of the vehicles must always be in accordance with the HISTORIC VEHICLE POLICY APRIL 2002 guidelines.

The above guidelines focus on the most popular commercial type vehicles that attract the majority of restorations.

It is recognized that there are other more specialized and equally valuable heavy vehicle restoration/preservation projects beyond the norm. These would require more specific inquiry and guidelines for H.C.R.S. eligibility and operation – particularly above the 4.5 tonne tare limit for A.I.S. pink slips. (*over 4.5 tonne tare vehicles are to be tested by heavy vehicle testing station for pink slips, blue slips are not required*)

The assistance of R.T.A. officers in compilation of these guidelines is appreciated.

**Ken Quarmby**  
**CHMC / RTA LIAISON**

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