

**To all NSW HMA Clubs**

Seasons' Greetings to all our Member clubs.

**Christmas break:** The CVS processing office will be out of action from 23 December till 8 January. Please get your paperwork in early if it falls due over this period.

**Withdrawal of "Square" payment option:** We have found that Square does not pass on to us any reference details the payer may enter, making it very difficult to reconcile payments to enable CVS processing to proceed. We have therefore removed the option from our website, and the service will be allowed to lapse altogether. We will investigate other avenues, but at this point the only methods of payment are Direct Deposit, or cheque. We are discouraging cheques as they are being phased out and are subject to postage and clearance delays. Perhaps you would like to make suggestions based upon your own club-level experiences?

**Liability of Club Inspectors:** Do you realise that when you, as your club's Responsible Person (Registrar), sign the 1259 Historic Vehicle Declaration form to declare "The vehicle is in a safe operating condition", you are taking full responsibility, and can be held liable in the event of an incident where the vehicle's condition is at fault? We at NSW HMA advocate that clubs use AIS inspection reports (Pink Slips) for all vehicle safety inspections, but recognise that many clubs prefer to organise 'inspection days' as part of the club calendar. If you do 'Club Inspection', it is imperative that the vehicles are properly inspected, preferably by a qualified mechanic or an AIS inspector which some clubs are fortunate to have as members. Transport for NSW is becoming acutely conscious of the shortcomings in the safety inspection of historic vehicles and we are working hard to protect the interests of our membership.

**Insurance:** It is also important that clubs with persons in this position consider taking out insurance against the liability attached when simply signing off the safety of vehicles. This should be discussed seriously within your club.

**Driving HVS & CVS vehicles:** There remains confusion about who can drive historic vehicles. Anyone with the appropriate licence class can drive an historic vehicle. There is no requirement to be a club member.

**60-day Logbook:** A new version is in printing and will soon become available. Minor changes only, "Full name of driver" changes to "Name of driver". This clears up confusion both for owners and enforcement.

**Survey:** We would like each member club to complete the on-line survey by the end of January 2024. We will keep your information confidential, and any published information will be anonymous. It will help in our work with TfNSW to know what our members' interests and their attitudes to the possible changes are. The survey is in two parts as detailed below and will take only a few minutes to complete. Click on the Google Forms link as follows:

<https://forms.gle/CCX3dSED8rQgdvXM8>

**1. Member numbers and cars:** Some five or so years ago we polled member clubs to gather some numbers to use when representing you in the various forums we are involved in, both the Government and with other peak bodies. We had a good response back then, enabling us to argue the case based upon our relative strength. Today, NSW HMA has become the largest such organisation, and we want to update to be able to exercise as much "clout" as befits our size.

**2. General questions:** Please give them careful consideration and speak with your colleagues if you can. Our recent interactions with Transport for NSW, including the recent 'Roadshow Dubbo', have given us a clear message that their almost exclusive focus is on the road toll, with safety the primary factor that relates to the historic vehicle movement. TfNSW is constantly reviewing the schemes, looking to achieve improvements to "a robust regulatory framework", "compliance" and the "chain of (or layered) responsibility". Our road safety history is excellent, but changing technology is increasingly distancing our historic vehicles from modern conditions of road use, so we must ensure all historic vehicles are at the highest possible standard of roadworthiness for their age.

Regards,  
Ian Browning, Secretary