



# Federation

of Veteran, Vintage & Classic Vehicle Clubs Inc.

A0038929X

Correspondence: P.O. Box 175, Brunswick East, Victoria, 3057

18<sup>th</sup> June 2013

The Chairperson  
Motor Vehicle Standards Act 1989 – Review  
Department of Infrastructure and Transport  
Australia Government  
By E-mail MSVAreview@infrastructure.gov.au  
CANBERRA ACT

Dear Chair and Committee Members,

Re: Consultation Paper on the Motor Vehicle Standards Act 1989

Thank you for allowing organisations such as ours to review and have input into this important matter.

Our involvement is that we are a Victorian State based organisation consisting of 105 Clubs and those Clubs represent a public membership base of approximately 8,500 people. We were established in 1979 and any profits we make we turn back into the Historic Vehicle and machinery movement by way of support to our member Clubs.

The content of this paper and its outcome does involve the Historic Vehicle movement in two ways:

1. That imports over 25 years old may be immediately presented for assessment to join our Club Permit Scheme (CPS).
2. That those vehicles imported under the 25 years age group have the potential to be able to join the CPS as soon as they reach 25 years old.

In this State we have two very important Acts that allow vehicles to be assessed under before joining the CPS :

1. VSI8 and this is for Restoration of a Vehicle. These are vehicles that were mass produced and all their components were assessed by Engineers prior to production and they have been tested well since produced all those years ago.
2. VSB14 and that is a National Standard for modifications to light vehicles that was adopted by all States and Territories Roads Departments in Western Australia in 2009. Victoria adopted it then as well but it has been loosely used since then.

On page 5 of the paper it provides a summary of “the principal objective of the Act ....” As mentioned above there were National Standards (VSB14) set in 2009 but only Victoria has adopted to use that regulation. In recent times we have seen that a change to the assessment of Hot Rods being that they must be based on a pre 1949 chassis or replica there of. This has meant that a large number of post 1948 cars have been permitted to be used on our roads which have not been assessed under the National standard regulation VSB14. Imported vehicles should also be subjected to these standards.

On page 7 it mentioned in a sub heading “covers the right vehicles or components”. The fastest growing vehicle sector industry in Australia today is the modification of vehicles and there is a large selection of bolt on modification items that people can purchase and use. These bolt on additions can be fixed to the vehicle by the registered mechanic or in the home workshop. Once done then the Vehicle should be reassessed under VSB14 as a modified light vehicle. Thus we request that not only vehicles be assessed but bolt on modifications as well.

Left Hand Drive vehicles are also a concern to our members as the number that we now have on our roads is alarming. Over recent years (since 1996) the regulation for driving 25+ year old vehicles on our roads has seen the following two very important matters drop:

1. That there was a need for a licensed driver to be in the RHS front seat whilst the vehicle was being driven on our roads. Reason was for assessment of passing and turning etc. This was stopped.
2. Then there was a waring sign to approaching vehicles that this was a Left hand Drive vehicle in lettering across the rear of the vehicle. Modern cars still have that today.

We do not wish to see vehicles such as those used in WW2 stopped from being used on our roads as they have an important part to play in our history.

On page 18 you have 4 points. The most import thing is that vehicles being modified and not restored need to be assessed by a qualified and registered engineer. This is not only that the new component is safe and well made but that the additional strains and affect that will have on the remainder of the vehicle that it will also cope. Recently bolt on disk brakes fitted to a vehicle resulted in the front end collapsing as the wishbones could not cope with the stress.

Thus our request is for national standards and those are already in place under VSB14 for modified vehicles and VSI8 (Victoria Standard) for restored vehicles to be used for all occasions of assessing vehicles.

Yours sincerely,



Neil Athorn  
President