

SUBMISSION RE: MVSA REVIEW PRE 89 SCHEME

With the spirit of the Pre-89 Scheme in mind and having attended the Sydney workshop as a Licensed Motor Dealer and American Vehicle Importer I respectfully put forward the following submission with regard to the current Pre-89 Standards Scheme any and future changes to the scheme.

While I do believe it would be nice to completely remove the current Pre-89 cut off for non-complying imported vehicles I also feel that there does need to be some control on the supply of these vehicles to the market on both a safety standard and “protectionism” rationale, as while the local industry does appear to be on shaky ground currently, it does still exist and allowing imported vehicles to flood the market would, I believe have an adverse effect not only on the new car industry but the current RAWs as well and I further believe that there would be a reduction in the current world class safety standards as a result.

Having said this I do see an opportunity to perhaps slide the now almost 25 year cutoff date along to around 18years: i.e. 1995 and earlier vehicles. There are several reasons for this and not the least of which is the improved safety standards of the specialist and enthusiast vehicles encompassed within this later period. It is also an opportunity to allow this segment of the motoring public to obtain a greater range of Classic and Collectable vehicles from this later period without the need for the sometimes expensive and time consuming RAWs certificate process. Having said that most, if not all, of this period of cars would likely meet or exceed some of our standards for ADR Compliance and I feel that for this reason safety would not be at all compromised and in fact given that some enthusiast/collectors would now take the later model classic over the earlier one it would seem to me that safety would generally be improved in the collector car market.

This forward movement would also allow the continuation of the 30 year concession for left hand drive vehicles to continue on its current sliding scale beyond 2019 when it would technically finish if the current rule was not amended.

The current scheme does appear, in the main, to work reasonably well so I don't see any real reason for wholesale changes given that both the new car industry and the RAWs industry would both be adversely affected by a removal or significant reduction in the import compliance restrictions.

Perhaps there should be a limit placed on the import of these later vehicles to ensure that only specialist or classic/collectable passenger vehicle are allowed and that the introduction of say a weight limit of 3.0Tonne or perhaps an eligible vehicle register be established to ensure that the types of vehicles being allowed under this concession are truly of the correct types and within the spirit of the legislation or in other words are truly vehicles of a classic or collectable nature.

There are many truly collectable vehicles both in the USA and the European/Asian regions manufactured pre 1995 and allowing enthusiast the opportunity to more easily access cars such as ZR1 Corvettes, Nissan Skyline GTRs, Ford Cosworth Sierras etc., will have little or no adverse effect on the industry or the safety of the motoring public but will help specialist repairers, part suppliers and importers continue to forge a living in these tough economic times.

In closing I would just like to thank those involved in the Sydney workshop and appreciate the opportunity to help understand why these rules are put into place and also to be given the ability to have a say in the implementation of any future rule changes and trust that our input will help shape any future changes to the Transport Act.

Regards

Mick Donaher

Micks Usmusclecars and Classics

21/06/2013