



# **Vehicle Registration Resource**

## **Consolidated information and advice for Clubs**

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## Definitions of Historic Vehicles

**Historic vehicles are defined by TfNSW as vehicles being thirty years of age or older since their year of manufacture.**

**The Council of Heritage Motor Clubs supports the FIVA definition of an Historic Vehicle.**

An historic vehicle is one that is:

- mechanically propelled
- at least 30 years old;
- preserved and maintained in an historically correct condition;
- not used as a means of daily transport; and
- therefore form a part of our technical and cultural heritage  
(Note: this does not preclude imported vehicles.)

## NSW Vehicle Registration Schemes

**Three vehicle registration schemes are available in NSW for historic motoring**

### 1. Full (Standard) Registration

If you drive your historic vehicle regularly you should consider full registration. It allows **unlimited access** to the road and road related network.

### 2. Historic Vehicle Scheme (HVS) Conditional Registration

Refer to TfNSW "Historic Vehicle Conditional Registration Sheet" HVS v2025.10  
Historic vehicle registration is mainly for operators **who only drive their vehicles occasionally**. HVS can be applied for complying vehicles, ie. vehicles able to obtain a pink slip (ordinary passenger cars, utilities, light commercial, buses, some ex-Military) and some special purpose vehicles. There is no GVM limit.

To be eligible for HVS your vehicle must:

- be at least 30 years of age or older from the year it was manufactured
- comply with the applicable vehicle standards as at the date of vehicle manufacture
- not be modified and as close to original condition as possible, with no alterations except for safety features such as seatbelts, turn indicators or period options, accessories and safety items

Allows **occasional use**, not using your historic vehicle regularly. Such use can include:

- events or activities organised by the primary club
- events organised by recognised historic vehicle clubs, if an official invitation is received and recorded by the primary club in the official minutes or 'Day Book'
- for events organised by community organisations if an official invitation is received and recorded by the primary club in the official minutes or 'Day Book'
- For Log Book users additional days up to 60 per registration year for maintenance and personal use personal use
- Historic vehicle registration is mainly for operators who are committed to preserving our motoring heritage and who only drive their vehicles occasionally. NRMA Veteran, Vintage and Classic Car Insurance defines this as for leisure or special occasion; not your primary mode of transport; not

driven more than 2 days per week on average and not more than 9000kms per year. Shannons defines limited use as no more than twice per week on average or extreme limited use as no more than twice a month. Registered operators need to be aware of the coverage level they are paying for.

To apply for HVS the Registered Operator must be a member of a TfNSW listed Historic Vehicle Club. This club certifies the Vehicle Eligibility and is referred to as the Primary Club.

### 3. Classic Vehicle Scheme (CVS) Conditional Registration

Refer to TfNSW "Classic Vehicle Conditional Registration Sheet" CVS v2025.09

CVS is available for historic vehicles that have been modified from original and not eligible for HVS. These modifications may be owner certified or significantly modified, which requires a valid compliance certificate issued by a licensed certifier. Note: unmodified vehicles can also access CVS.

To be eligible for CVS your vehicle:

- must be 30 years of age or older from the year of manufacture
- must comply with the applicable NSW vehicle standards
- must be 3.5 tonnes Gross Vehicle Mass (GVM) or under
- cannot be industrial plant, agricultural vehicles or trailers
- can be a replica or Individually Constructed Vehicle (ICV) that is 30 years of age or older from the VSCCS build date (Note: CHMC will not recommend these for CVS)

Allows **occasional use**, not using your classic vehicle regularly. Such use can include:

- events or activities organised by the primary club
- events organised by recognised historic vehicle clubs, if an official invitation is received and recorded by the primary club in the official minutes or 'Day Book'
- for events organised by community organisations if an official invitation is received and recorded by the primary club in the official minutes or 'Day Book'
- For Log Book users additional days up to 60 per registration year can be allocated for maintenance and personal use
- Classic vehicle registration is mainly for operators who have modified their vehicle so as not to be eligible for HVS and who only drive their vehicles occasionally. NRMA Veteran, Vintage and Classic Car Insurance defines this as for leisure or special occasion; not your primary mode of transport; not driven more than 2 days per week on average and not more than 9000kms per year. Shannons defines limited use as no more than twice per week on average or extreme limited use as no more than twice a month. Registered operators need to be aware of the coverage level they are paying for.

To apply for CVS the Registered Operator must be a member of a TfNSW Recognised Historic Vehicle Club that is affiliated with an approved organisation (AO). Current AOs are ACMCCVS Inc; CHMC Inc; CMC Inc; and NSWHMA Inc. The AO club certifies the Vehicle Eligibility.

### Definition of a Road and Road Related Area

Contained within the NSW Road Rules Legislation

A **road** is an area that is open to or used by the public and is developed for, or has as one of its main uses, the driving or riding of motor vehicles.

A **road related area** is any of the following—

- an area that divides a road,
- a footpath or nature strip adjacent to a road,
- an area that is not a road and that is open to the public and designated for use by cyclists or animals,
- an area that is not a road and that is open to or used by the public for driving, riding or parking vehicles.

It is an agreed understanding that the principle of "**wheels rolling down the road**" is applied when deciding if a Club Day Book or Vehicle Log Book Entry is required when accessing the road network or road related area. Leaving your vehicle parked on the street does not require a Club Day Book or Log Book entry. **CHMC recommends** that you should check if this has any insurance implications.

### Club's Responsible Person(s) and Club Stamp

Clubs need to consider these as being the same as the club bank account signatories and the club cheque book.

**CHMC recommends** Clubs should maintain a clear record of who are its **scrutineers** who authorised to undertake Vehicle Safety Inspections (Section 3 of the 1259) and **authorised persons** who certify Vehicle Eligibility (Section 4 of the 1259). Clubs should also limit the number of club stamps in use and maintain a record of who holds these and is authorised to affix the stamp to the 1259.

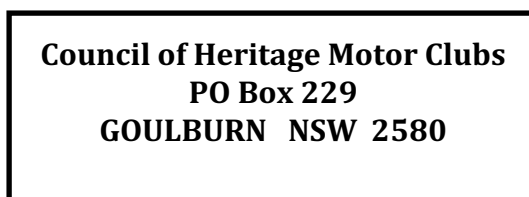
Many clubs use the term Registrar to mean their responsible person. It has been confirmed by *TfNSW* that there is **no intention that this is one person**. **CHMC recommendation** to clubs is that wherever possible they have more than one person fulfilling these roles and that the safety inspection and eligibility functions be separated. **When an authorised signatory changes, TfNSW should be notified**. An email should be sent to [ais@rms.nsw.gov.au](mailto:ais@rms.nsw.gov.au). **CHMC recommends** that the list of Responsible Persons be reviewed after each AGM and *TfNSW* be notified accordingly.

While there is no requirement that a club's Responsible Person(s) undertaking safety inspections be qualified motor mechanics or *TfNSW* Authorised Inspectors, the onus falls to the club executive committee to satisfy themselves that persons nominated as responsible for declaring the vehicle is in safe operating condition, have the necessary experience, skills and expertise to undertake these vehicle inspections. If a club cannot identify suitable person(s) or chooses not to, then an Authorised Inspection Station (AIS) Safety Inspection Report (Pink Slip) should be required. Some clubs only undertake safety inspections up to a specified build date before requiring a Pink Slip.

**CHMC recommends** that if a club's Responsible Person(s) is unsure how to determine the Safe Operating Condition of any vehicle, they should request the Registered Operator to take the vehicle to an AIS or HVIS for inspection. eg. vehicles fitted with LPG or heavy vehicles (over 4.5 tonne GVM).

**CHMC recommends** all clubs establish an Eligibility Committee to determine if a vehicle meets requirements of the Historic Vehicle Scheme. This removes the responsibility from one person if the vehicle is better suited to the Classic Vehicle Scheme (or could remain on full registration). This committee fulfils an important role in ensuring that **only eligible vehicles** become registered under the HVS. It is this committee that in essence approves and advises the Responsible Person signing section 4 of the 1259 of the vehicle's ongoing HVS eligibility.

TfNSW requires club stamps to clearly indicate the name of the Approved Historic Vehicle Club. **CHMC supports** the use of club stamps that contain the club logo and not just a simple address stamp.



## Becoming a TfNSW recognised Historic Vehicle Club

### Application Process

For your club to become a recognised Historic Vehicle Club, officials must complete a form 1768 "Application for a Historic Vehicle Club". This can be downloaded.

You will need to attach copies of these documents:

- evidence of the organisation's corporate status – a Certificate of Registration issued by the Australian Securities and Investment Commission or Certificate of Incorporation issued by NSW Fair Trading
- club constitution – to demonstrate the club can meet the Historic Vehicle Scheme policy. Get a sample constitution by emailing [ais@rms.nsw.gov.au](mailto:ais@rms.nsw.gov.au) **CHMC recommends that clubs attach bylaws for HVS / CVS rather than inserting them in their Constitution.**
- list of club officials
- list of approved **Scrutineers** – able to conduct historic vehicle inspections
- list of representatives – forming the club's proposed Eligibility Committee
- name and contact details of Eligibility Committee's **Responsible Persons**
- inspection process and proof of compliance requirements – to demonstrate an eligible Historic Vehicle meets the Historic Vehicle Scheme policy
- policies and procedures documents – to demonstrate the club has professional and safety standards to provide sufficient administrative controls over vehicle construction, vehicle logbooks and training and competency levels for vehicle scrutineers.

Send the form and documents via email [ais@rms.nsw.gov.au](mailto:ais@rms.nsw.gov.au) or mail them to:

Enrolment Processing Unit  
(Historic Vehicle Scheme)  
Transport for NSW  
PO Box 122  
Glen Innes NSW 2370

**CHMC recommends** to clubs that are already on the TfNSW Recognised List and accessing the HVS, review club administration processes for the HVS scheme using this as a framework.

## Updating Your Club Details

After you have become a Recognised Historic Vehicle Club, if your club changes address or any other details please let TfNSW know by emailing [ais@rms.nsw.gov.au](mailto:ais@rms.nsw.gov.au)

## Historic Vehicle Scheme (HVS)

The Historic Vehicle Scheme operates within the broader NSW Conditional Registration regulations. TfNSW are the regulators of the scheme and clubs operate within their regulations that are subject to change. Clubs share the role of a "Regulatory Partner" with TfNSW and have prime responsibility for ensuring that only eligible vehicles enter the scheme.

Recapping, to be eligible for the HVS:

- your vehicle must be at least 30 years of age or older from the year it was manufactured. The vehicle must not be modified.
- your vehicle must comply with the applicable vehicle standards as at the date of vehicle manufacture.
- your vehicle must be as close to original condition as possible, with no alterations except for safety features such as seatbelts, turn indicators or period options, accessories and safety items.
- you must be a member of a Transport for NSW-recognised historic vehicle club.

## Period Options, Accessories & Safety Items (Revised March 2025)

*The period options, accessories and safety items serves as a valuable guide/resource to assist in discerning whether a vehicle's **modifications** align more closely with the requirements of the Historic Vehicle Scheme (HVS) rather than the Classic Vehicle Scheme (CVS).*

*The HVS is designed for vehicles that are at least 30 years old and maintained as close to their **authentic** condition as possible. Historic vehicles have been subject to wear and tear and may have, over the years since manufacture, been repaired or restored, but that work should be in a manner sympathetic to their authentic condition.*

*Meanwhile, the CVS accommodates vehicles with modifications. Significantly modified vehicles are ineligible for the HVS and should be registered under the CVS. These vehicles are characterised by substantial alterations from their authentic state, and require certification from the Vehicle Safety Compliance Certification Scheme (VSCCS) to ensure compliance with safety standards.*

*This guide provides clarity on the types of period options and accessories that may influence a vehicle's eligibility for either scheme. It aims to provide vehicle clubs and registered owners a better understanding of the criteria for each scheme and determine the appropriate registration for these vehicles and navigate these distinctions effectively.*

*When the guide was first communicated to recognised historic clubs there was some concern that it would be deemed as firm rules. However, we continue to emphasise that this is indeed just a guide and historic vehicle clubs have the means to establish and enforce their own rules at their discretion, but within this framework.*

*Technical considerations:*

- *Key reference documents are Vehicle Standards Information 06, 09 and 53.*

- *Options and accessories available at the build date or during the general operational life of the vehicle may be considered “in period”.*
- *The installation of an item must not affect compliance with applicable vehicle standards.*
- *This list is for light vehicles. It does not cover motorcycles and heavy vehicles.*

Clubs should note the definitions of Different Vehicle Types contained within VSI 53:

- Vehicle constructed from parts;
- Vehicle constructed from a kit;
- Replica vehicles; and
- Restored vehicles

The first 3 are ineligible for HVS.

VSI 06 is a guide for Light Vehicle (4.5T<) Modifications. It provides examples of modifications that either **require** or **do not require** certification. The Revised Options, Accessories and Safety Items List utilises VSI 06 modifications that require certification as **ineligible for HVS**. However, modifications not requiring certification can be accepted under HVS although clubs can enforce a higher standard.

A revised version of VSI 06 is approved for release on 1 July 2026. This will finally allow for vehicles not fitted with seat belts at the time of manufacture to have these retrofitted without certification.

## Club Processing of HVS

### 1. New Applications

Applicants need to complete an Application for Conditional Registration (Form 1246). Please note that the customer details (Section 2) need to match those on the Club Register of Members.

If your club uses a common renewal date you will need to tick Date Required (Section 7) and specify the club's common expiry date. You may need to politely indicate the use of a common expiry date to the TfNSW staff member as the default is 12 months from the date the registration is initiated. (This requires the operator to delete the default date which allows them to insert a specified expiry date.)

**CHMC recommends that Vehicle Identification should be physically sighted by one of your club's Scrutineers or Responsible Persons.** Relying on previous documentation can introduce errors or overlook items such as an engine replacement. This is required in Section 2 of the 1259, as well Page 3 of the 1246. If the vehicle does not have an identification number, you will need to call TfNSW on 13 22 13 to have it identified.

Some confusion has arisen in relation to the build date on imported vehicles as opposed to the certification date. An AIS Noticeboard dated 05/07/2013 clarifies this:

#### *RECORDING YEAR OF MANUFACTURE ON IMPORTED VEHICLES*

*\*\*\*IMPORTANT REMINDER\*\*\* When recording the Compliance Date on AIS Online for a personally imported vehicle, the examiner MUST ensure that they record the date the vehicle was actually built by the original vehicle manufacturer, NOT the date on the personal, low volume import plate, RAWS plate or other associated paperwork.*

A vehicle that has been converted from left hand drive to right hand drive maintains its eligibility for HVS provided that it is not extensively modified (refer to VSI06). Recent conversions require

Engineering Certification. Refer to [\*Factsheet 09 February 2018 Changes to the policy on left-hand drive to right-hand drive conversions for vehicles in the Historic Vehicles Scheme\*](#)

LPG fitted vehicles are eligible for HVS. Even though there is no requirement for such vehicles to have an appropriate AIS (Pink Slip) inspection the LPG tank MUST be in date. There is a plate affixed to the tank. **CHMC recommends that all LPG equipped vehicles have an annual AIS (Pink Slip) inspection.**

A completed Historic Vehicle Declaration (Form 1259) will need to accompany the completed Application for Conditional Registration (Form 1246). The Registered Operator should complete Sections 1 and 2. The club's Responsible Person should check the correct identification in Section 2. If the club is undertaking a safety check, the club's Scrutineer should complete the Declaration Section 3. Please note that this declaration has a similar legal weight to a Statutory Declaration. Section 4 relates to Vehicle Eligibility. The Responsible Person certifies that the Registered Operator is a current financial member and that the vehicle meets the eligibility requirements for the scheme.

If there is any doubt this should be referred to the club's Eligibility Committee for determination. In these circumstances, **CHMC recommends that clubs should place the onus on the member** to provide evidence that the vehicle meets / continues to meet the eligibility criteria for HVS where there is any doubt. A record or copies of this evidence should be kept. This is especially important for low volume and/or imported vehicles.

You should alert your members to:

- point out to the S/NSW staff if you have specified an expiry date; and
- check all their paperwork before leaving the S/NSW centre

## 2. Renewals

### Completion of the Historic Vehicle Declaration (Form1259)

It is important that club scrutineers remain aware of any significant changes to the vehicle that require a change in **vehicle identification**, eg. replacement engine; or those that bring the vehicle's **ongoing scheme eligibility** into question. Changes to vehicle details require the Registered Operator to complete a Change of Records Form

Clubs can either require an Authorised Safety Inspection (Pink Slip) or undertake their own inspection if they have been an Approved Historic Club for over 2 years.

Inspections can be undertaken on a rolling basis or if using a common expiry date at a specified date/place.

### Vehicle Safety Inspections

If undertaking inspections, club scrutineers need to be able to apply the required standards. These are contained in *Light Vehicle Safety Check Standards Section 2 of the AIS Rules*. These can be downloaded using the following link:

[https://www.transport.nsw.gov.au/system/files/media/documents/2025/light-vehicle-safety-check-standards\\_0.pdf](https://www.transport.nsw.gov.au/system/files/media/documents/2025/light-vehicle-safety-check-standards_0.pdf)

Items covered include:

- Brakes
- Steering and suspension
- Wheels and tyres

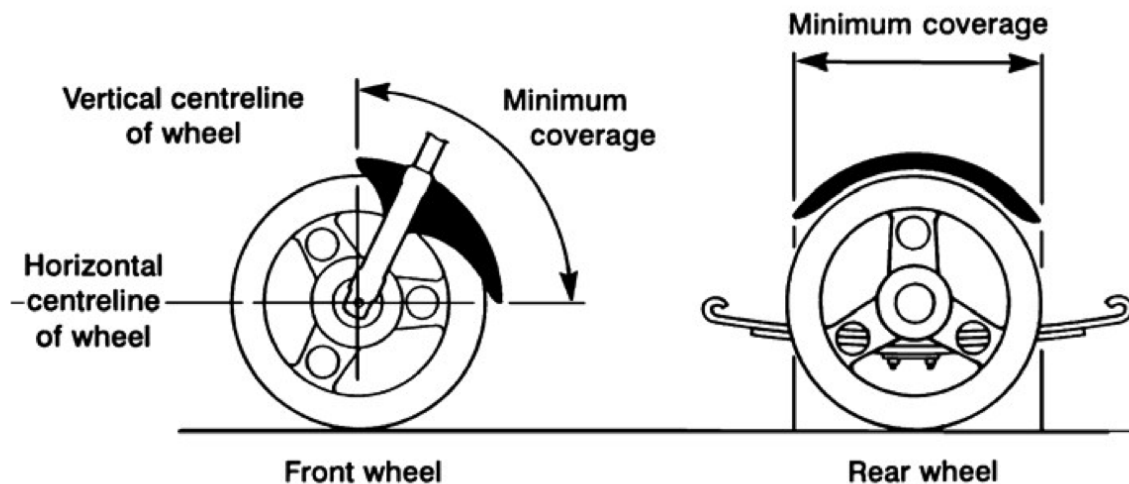
- Body condition
- Lighting
- Engine compartment and driveline

It is within these rules that acceptable *Service Brake Performance* Rule 101 is defined for vehicles such as mechanical external drum, two wheel brakes only and Model T transmission brakes. See sample below.

**TABLE 1a Service Brake Performance (two wheel brakes only)**

Type of Brake Mechanism	AVERAGE		PEAK	
	m/s <sup>2</sup>	%g	m/s <sup>2</sup>	%g
Mechanical external drum (ie. band around drum)	2.9	30	3.4	35
Mechanical internal expanding	2.9	30	3.4	35
Ford Model T transmission	2.9	30	3.4	35

The requirement for mudguards is also covered. See sample below:



If clubs are undertaking their own safety checks, **CHMC recommends** that they maintain a record that the inspection has taken place and any items that required follow-up. There is no specified format for this. Some clubs use the Pink Slip items by way of a checklist.

The Responsible Person (Section 4) certifies that the Registered Operator is a current financial member and that the vehicle meets the eligibility requirements for the scheme. If there is any doubt this should be referred to the club's Eligibility Committee for determination.

## Club Records

Clubs are expected to maintain a record of the vehicles it has approved for HVS where the Registered Operator has used them as their primary club. The form this takes has not been specified.

As a minimum **CHMC recommend:**

Registered Operator Name: Vehicle Registration: Expiry Date: Vehicle Identification

If your club has additional requirements, eg. insurance; minimum number of events per year; or has an agreement with your members to keep log book usage data; these should also be recorded.

## Sighting Vehicles

It is important that your club's Responsible Person(s) actually sights the vehicle before declaring its eligibility for HVS in Section 4 of the 1259. This might be undertaken at the same time as the safety inspection or at another agreed time.

If your club allows "remote processing" of applications or renewals it becomes important to have a system, eg. dated photographs, owner declarations that it meets/ continues to meet the HVS criteria. Responsible Persons signing without physically sighting vehicles can potentially be declaring a false declaration if the vehicle is later determined to be ineligible for the scheme. A good system provides for a good defence if questioned.

## Classic Vehicle Scheme (CVS)

The CVS is designed to cater for vehicles that are 30 years of age or older that do not meet the eligibility criteria for HVS with regard to originality, period accessories or safety items.

Recapping, to be eligible for CVS your vehicle:

- must be 30 years of age or older from the year of manufacture
- must comply with the applicable NSW vehicle standards
- must be 3.5 tonnes Gross Vehicle Mass (GVM) or under
- cannot be industrial plant, agricultural vehicles or trailers
- can be a replica or Individually Constructed Vehicle (ICV) that is 30 years of age or older from the build completion date (Note: CHMC will not recommend these for CVS)

The CHMC is one of the Approved Organisations that has signed a Memorandum of Understanding with TfNSW to enable them to administer this scheme.

CHMC as an organisation remains firmly committed to heritage motoring. We believe that even a modified vehicle must still have a recognised heritage value and/or classic status. We have relaxed our criteria in recent years but in general:

**CHMC limits its CVS approval to vehicles which are modified, and may or may not require VSCCS certification, but which maintain the general appearance of original vehicles of the same model run. This means that CHMC will not recommend heavily modified vehicles, replicas or individually constructed vehicles for CVS.**

Recently we have revised our CVS processing flow charts and our Classic Vehicle Agreements. The reason behind this revision is two fold.

- Based on experience we have separated the Initial Classic Vehicle Agreement from the one used when renewing. Each agreement now contains a checklist of the required documentation in order for us to process an application.
- Without physically sighting each vehicle our Authorised Signatory needs to be confident that the vehicle is eligible for CVS and remains so at time of renewal. The role of our clubs in this process has consequently been strengthened.

We still do not charge any fee for processing CVS as we regard it as a component of your Club Affiliation. We prefer all the required documents to be emailed to us as we do not require originals. An original 1835 will then be generated, signed and stamped on behalf of the CHMC and returned **by post to club** to have its stamp affixed before giving it to the owner. If posting it would be appreciated if you could alert T/NSW/Registration Liaison it has been sent.

**New applications require an AUSVIS Report (Blue Slip). You need to be aware that the AUSVIS Report only has a 42 day validity. The completed Classic Vehicle Declaration (Form 1835) has a 42 day validity from date of issue.**

**Renewals require an Inspection Report (Pink Slip). These have a 6 month validity, however, the completed Classic Vehicle Declaration (Form 1835) has only a 42 day validity from date of issue.**

## Imported Vehicles

There are many vehicles accessing HVS and CVS registration that have been imported. It is important that clubs understand requirements around the importation and certification of imported vehicles before processing HVS and CVS registration.

If the vehicle you are importing is over 25 years old, <3.5T GVM, in original condition or was significantly modified over 25 years ago, you can apply for import approval. The choice of vehicles allowed has been expanded with the introduction of ~~Australia's new~~ updated Road Vehicles Standards (RVS) laws from 1 July 2021. You must apply before importing to have the vehicle placed on the Register of Approved Vehicles (RAV). This is done via ROVER the ~~department's~~ commonwealth Department of Infrastructure's online applications and approvals portal.

**Note:** Although the RAV applies to vehicles 25+ years old they still have to be 30+ years old to access the HVS or CVS in NSW.

Once approved and imported ~~it~~ the vehicle will need Customs and Quarantine Approval. After that you will require a VSCCS certification to ensure the vehicle meets the vehicle standards as of its build date.

Some confusion has arisen in relation to the build date on imported vehicles as opposed to the certification date. An AIS Noticeboard dated 05/07/2013 clarifies this:

### RECORDING YEAR OF MANUFACTURE ON IMPORTED VEHICLES

**\*\*\*IMPORTANT REMINDER\*\*\*** When recording the Compliance Date on AIS Online for a personally imported vehicle, the examiner **MUST** ensure that they record the date the vehicle was actually built by the original vehicle manufacturer, **NOT** the date on the personal, low volume import plate, RAWs plate or other associated paperwork.

If importing a left hand drive vehicle that you convert to right hand drive you need to be aware that it will require VSCCS for the conversion. It remains eligible for HVS provided that this change is limited to the conversion. If for example you imported a 1967 Ford Mustang and converted it the RHD using a rack and pinion steering box and fitted front disc brakes it is ineligible for HVS.

Clubs need to sight the Vehicle Import Approval and VSCCS before processing for HVS or CVS. Older imports may not have this, but the onus falls to the owner to provide evidence as to when it was imported or converted to right hand drive

## Kit Cars

VSI 53, Revision 4 says, *the Commonwealth RVSA regulates the requirements for new Road Vehicles. The RVSA definition of a Road Vehicle includes a partly completed or unassembled vehicle. Hence an entire vehicle imported as a kit would need to comply with the requirements of the RVSA and be registered on the RAV via an appropriate entry pathway. The RVSA terms vehicles imported in this way as “unassembled vehicles”. A vehicle built only using a bodyshell, chassis or frame obtained as part of a kit may still be classed as an ICV.*

## Replica Vehicles and Tributes

Confusion exists around registration of replica vehicles and tribute vehicles under HVS and CVS.

A tribute is not a replica vehicle but a standard or modified production vehicle *dressed* to imitate a hero vehicle. Common examples include Peter Brock’s Commodore and Falcon XW GTHO. These should not be confused with replica vehicles.

VSI 53, Revision 4 defines *a replica vehicle is one built using parts that are, as close as practicable, identical in appearance and dimensions to the equivalent part in the original production vehicle. A replica vehicle, whether or not it is manufactured from a kit, is an ICV.* The February 2026 Issue of TjNSW DRIVE Lite Historic and Classic Vehicles addressed the issue of correctly registering a replica vehicle.

### **Correctly registering a replica vehicle**

A replica must never be misrepresented as an original make or model when registration is being established.

Historic and Classic vehicle club representatives, Authorised Unregistered Vehicle Scheme (AUVIS) examiners, and Vehicle Safety Compliance Certification Scheme (VSCCS) certifiers must take care when completing inspections to establish registration for replica vehicles.

When a replica vehicle is incorrectly registered as an original, e.g. a 1990 replica recorded as a 1956 model, it creates serious issues with the vehicle’s identity and applicable vehicle standards.

The replica vehicle is then misrepresented as needing to meet easier registration rules, when in fact Third Edition Australian Design Rules (ADRs) apply. In these

cases, the vehicle must have a VSCCS Compliance Certificate as either a modified production vehicle or an individually constructed vehicle (ICV), as applicable.

A vehicle must not be registered with an incorrect identity. Registering a replica vehicle in error can lead to significant problems for the owners, sellers, buyers, insurers and law enforcement if the vehicle doesn't meet the standards applicable to its true make, model, and date of manufacture.

Common examples of replica vehicles include AC Cobras, Porsche Speedsters, Lotus 7s, Ford GT40s, pre-1949 street rods and modern Mustang recreations. Some replicas are now more than 30 years old and may be eligible for historic registration, but they must be correctly identified as replicas and not registered as original vehicles.

If your club has incorrectly registered a replica vehicle under HVS, this can be corrected by the club's eligibility committee requiring the owner obtain a blue slip inspection (design and safety check) before renewing the registration. This should reference any existing VSCCS or require it to be obtained. Once a replica vehicle is 30+ years old from its date of compliance it can be registered under the CVS.

## Log Book

The Log Book became permanent in 2020 following a two year trial during which extensive club and industry engagement was undertaken.

The log book has the major advantage of transferring the responsibility of vehicle use away from clubs to the driver and registered operator. It is the responsibility of the driver to ensure the HVS or CVS vehicle they are driving is being used according to Certificate of Approved Operations.

Over the past five years wide spread reports have been made to the Historic and Classic Car Industry Working Group (HCCIWG) around misunderstandings of what constitutes a club approved activity and what is often believed to be inappropriate enforcement action. The Fact Sheet following was developed by TfNSW in conjunction with industry in order to address perceived issues.

Despite this it has become apparent that clubs are not applying the correct interpretations of club runs; drivers are confused as to when a log book entry is required; and ongoing complaints around perceived inappropriate enforcement. The issue of how to interpret what constitutes occasional use of the HVS and CVS has increasingly become an issue. Recently all four peak bodies agreed in response to take to their membership clubs a recommendation that all vehicle use be captured in the vehicle log book. This formed the basis for the **CHMC recommendation** approved at our October 2025 Delegates Meeting and supported by all peak bodies at the December 2025 HCCIWG meeting. The peak bodies will now work together and with TfNSW to move this forward within the context of any HVS / CVS scheme review.

Regardless of whether you or your club agrees with this recommendation, Drivers and Registered Operators need to decide if their HVS or CVS use fits within what is considered "occasional" use and whether the vehicle is covered by insurance.

## Historic and classic vehicle log book and club runs

transport.nsw.gov.au

# Fact sheet

December 2022

### Why do I need a log book?

A log book allows you to use vehicles registered under the Historic and Classic Vehicle Schemes for up to 60 days per year for maintenance and personal use (general use), outside of club-organised events.

Each day of general use must be recorded in the log book.

### Who must fill in the log book?

A person responsible for the vehicle can fill in the log book. Only one log book entry is required per day, even if there are multiple drivers.

The daily entry expires at midnight on the day of the log book entry.

The person making the entry in the log book must write their full name and signature each time.

### What if I get a log book part way through the existing registration year?

Days of general use are calculated pro rata based on remaining registration as per below:

Remaining registration	Number of days
Up to 3 months	15
Over 3 and up to 6 months	30
Over 6 and up to 9 months	45
Over 9 months	60

- This same calculation is applicable if a replacement log book has to be issued.
- You can use the number of days you are eligible for at your discretion throughout the registration period.
- This table is not relevant when you have a full year of registration and have opted in to the log book scheme.

### When do I need to carry the log book?

The log book must be carried in the vehicle at all times when the vehicle is being used. If you are towing trailers or caravans that are registered under the Historic Scheme, separate log books are required and also must be completed and carried.

### When do I need to carry the Certificate of Approved Operations?

The certificate is issued to all vehicles registered under the Historic and Classic Vehicle Schemes. It must be carried in the vehicle whenever it is in use, including when using the log book and during club organised events. As with the log book, the certificate of approved operations for trailers or caravans that are registered under the Historic Vehicle Scheme must also be carried.

## Do I need to fill in the log book when driving interstate?

Yes, the rules applying to log books and club event use still apply when driving interstate. When interstate, the NSW rules must be followed.

## Can I go on a long trip (multi day)?

Yes, provided that each driving day is recorded in the log book. For days when the vehicle is parked up (not driven) a log book entry is not required.

## What happens if I use up all of my log book days?

If you use all of your log book days within any given year of registration, you will be limited to club runs only. When you renew your historic or classic registration, another log book will be issued and you will have another 60 days of personal use for the new 12 month period.

### Historic and classic vehicle log book and club run scenario

A club run is an event that is publicised in advance, and then recorded by the club's secretary in the club's official diary or meeting minutes. It can include travel from the member's home to the event starting location and return.

**Scenario:** A club run is planned to go from the members' homes to a park in Merrylands, a central meeting place for all club members. From there, the club members will drive to Wollongong lighthouse and back again. No log book or log book entry is required for this club run provided it is declared to be an official club event. However, if a member decides to leave the club run and travel to Kiama before returning home, a log book entry would be required. For non-log book clubs and members, this deviation would not be permitted.

## How do I opt in for a historic and classic vehicle log book?

For historic registration you must be a member of a club listed on the Transport for NSW list of recognised historic clubs, and for classic registration you must belong to a club affiliated with one of the four approved organisations.

To opt in you need to attend a Service NSW service centre and provide:

- proof of identity such as a NSW driver licence
- current Certificate of Conditional Registration (if available)
- current Certificate of Approved Operations (if available)
- and complete a change of record form.

You can opt in at any time and there is no additional cost.

## What if a club has not opted in for the historic vehicle log book?

Clubs and their members that have not opted in for the log book can only use their vehicles for club runs and maintenance trips. If a club opts out of the log book, the club members are then also limited to club and maintenance runs only.

Alternatively, historic vehicle owners can join another club that is participating in the log book scheme. Participating clubs may also have club rules or bylaws relating to the use of vehicles within their club.

For more information visit the historic and classic vehicle web page <https://bit.ly/3q272ag>.

Stay informed and sign up to DRIVE, our industry newsletter for road safety and regulation updates. Visit <http://bit.ly/3ibEnyn> or scan the QR code.



## Maintaining Your Club Calendar

The purpose of a club calendar is to advise members the details of clubs events/runs that:

- have been organised for club members;
- invitations have been received from another TfNSW Approved Historic Vehicle Club and accepted; or
- invitations have been received from a community organisation and accepted

These should provide clear advice to your members as to what are **club sanctioned** activities that HVS or CVS vehicles can be used for without the need for a Log Book entry.

**CHMC recommends** that clubs clearly delineate club sanctioned activities for those for information of their members. Members may wish to participate in them. If using their HVS or CVS vehicle a Log Book entry is required for these events. Non Log Book users still have the option of advising their club of their intention to participate and having this recorded either in the official minutes or Day Book.

CHMC also suggests that clubs clearly state the departure point for all club sanctioned activities, eg. "for HVS/CVS travel from the vehicles place of garaging to the departure point is included in the activity, and return afterwards by the most practical route".

Club calendars can be published by way of club magazines, emails to members, text messages or on club web sites or separate events calendars. There is no legal requirement for drivers to carry a club calendar or magazine in the vehicle, however, it is **CHMC recommendation** that the driver should have access to it.

Any variations to advertised club events/runs that are changed due to unforeseen circumstances, eg. weather, road works, should be notated in the minutes of the next club meeting (usually be way of an events report).

## Secondary Clubs

Secondly clubs were introduced at the inception of the former Historic Conditional Registration Scheme (HCRS) in 2002. It was intended to negate the need for Registered Operators that were members of more than one club to organise an invitation from a club other than their primary club to participate in their events/runs. It was never intended that you could participate in more than your primary club activities on a regular basis. **The Log Book system has negated the need to list secondary clubs on Certificates of Approved Operations.**

Members of Secondary Clubs that are recorded on their Certificate of Approved Operations who want to participate in their events/runs are not required to have an invitation issued to their primary club. They are however, still required to advise their Primary Club of any intended participation.

**CHMC recommends** that all HVS/CVS use that is not for a Primary Club Approved Event/Run, Log Book entries be made. "If in doubt, fill it out".

## Are Clubs Required to Notify TfNSW if a member Leaves or Does not Renew?

If a member changes clubs with a vehicle on HVS, they are required to obtain a 1259 from their new club and take this with a Change of Records to S/NSW where a new Certificate of Approved Operations will be issued. A new Safety check will not be required until the registration renewal.

There is no requirement that clubs notify TfNSW when a member with an HVS vehicle either leaves them or fails to renew.

It is a misconception that if a member does not renew their membership that their HVS/CVS registration is cancelled. The registration remains current until its expiry date. It is, however, a **condition of HVS / CVS registration** that the Registered Operator is a member of a TfNSW Historic Vehicle Club whenever the vehicle is driven on the road network. This does not have to be the Primary Club. The offence applies to all Conditional Registration categories and is "Operate a Vehicle Contrary to the Conditions of its Registration". A small fine applies to the driver but no loss of licence points.

## Using your HVS / CVS vehicle for functions

If your historic vehicle is used for operating a passenger transport service\*\* - for example, for weddings or other functions - you must:

- comply with the **Point to Point Transport** (Taxis and Hire Vehicles) legislation - refer to Point to Point Transport; and
- seek approval from the primary club and have the details recorded in the club's official minutes or "Day Book".

Point-to-Point only applies to vehicles with a seating capacity 12 seats or less. It has two key tenets in its legislation, namely, a booking and payment. The Point-to-Point Provider does not have to be the Registered Operator of the HVS / CVS Vehicle. The onus rests with the Point-to-Point Provider to maintain details of vehicles used for bookings, including safety inspections, maintenance and insurance. Point-to-Point use requires Log Book entries.

**CHMC advises clubs to limit their involvement with Point to Point to approving vehicle use.** Do not assume the responsibilities of a Point-to-Point Provider.

**\*\* Passenger Service means the transport of passengers by a motor vehicle (other than a bus) within, or partly within, NSW for a fare or remuneration.**

It is recognised that HVS/CVS vehicles are frequently used for **community**, eg. ANZAC Day, and **family functions** eg. School Formals and Family Weddings. Registered Operators of vehicles need to be careful in these circumstances not to cross into what could be construed as a Passenger Service.

## Who can drive a HVS/CVS vehicle?

The driver of a vehicle registered under HVS or CVS does not have to be the Vehicle's Registered Operator or a member of a TfNSW recognised Historic Motoring Club.

The only legal requirement is that the driver must hold the appropriate driver's licence for the vehicle being driven. eg. motorcycle. This is clearly outlined in the Historic and Classic Vehicle Sheets,

Driver's of heavy vehicles (above 4.5T GVM) need to be aware that HVS/CVS use does not negate the need to comply with heavy vehicle regulations including specified routes and Work Diary completion as required.

## What can be towed or be carried?

**No commercial use.** The current policy also states that loads must be the private property of the vehicle operator and/or carried as part of a club event. Drivers need to be mindful of appropriate load restraint.

If towing an HVS trailer, drivers need to be aware the trailer has its own "Certificate of Approved Operations" and Log Book that need to be carried and completed as required.

# CVS New Registration Agreement between Applicant and CHMC



## CLASSIC VEHICLE INITIAL AGREEMENT

This document forms the agreement between the Applicant and the Council of Heritage Motor Clubs, which is a TfNSW Approved Organisation, for renewal of registration of an eligible vehicle in the NSW Conditional Registration Classic Vehicle Scheme (CVS). It is also the Applicant's Primary Club's declaration of the vehicle's eligibility for CVS registration and confirmation of the Applicant's membership of a TfNSW Approved Motor Club.

**NOTE: This Agreement is to be used for initial CVS Registration, or when a vehicle has undergone further modification. Renewal of CVS is to use CHMC's CVS Renewal Agreement**

### 1. APPLICANT'S DECLARATION

<b>PRINTED SURNAME</b>	<b>GIVEN NAME/S</b>	<b>TfNSW Driver Licence or Customer No</b>
<input type="text"/>	<input type="text"/>	<input type="text"/>

VEHICLE DETAILS			
<b>YEAR</b>	<b>MAKE</b>	<b>MODEL</b>	<b>GVM (kg)</b>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>VIN/Chassis No</b>	<b>REGISTRATION NO</b>	<b>TELEPHONE NO</b>	
<input type="text"/>	<input type="text"/>	<input type="text"/>	

- In consideration of **CHMC** carrying out its duties as an **Approved Organisation** under the NSW Classic Vehicle Scheme, I acknowledge that I have been made aware of, and agree to abide by, all of my responsibilities associated with the Scheme and the conditions of Registration as published by the Transport for New South Wales and found at: <http://www.nsw.gov.au/driving-boating-and-transport/vehicle-registration/how-to/classic-vehicles/>
- I also acknowledge and agree to the additional obligations required by the TfNSW Approved Motor Club of which I am a member.
- I agree to notify the CHMC if I either dispose of the vehicle or cease to be a member of the Approved Motor Club.
- A statement outlining the modifications to the vehicle is attached with photographs and/or video "walk around"

<b>SIGNED</b>	<input type="text"/>	<b>DATE</b>	<input type="text"/>
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### 2. CLUB DECLARATION

On behalf of the Club, I declare that:

- The Applicant's membership is current to **Date**  /  /
- The vehicle complies with AUVIS and VSCCS reports and meets the eligibility criteria for CVS with CHMC  
**AUVIS Report No**  **Dated**  /  /   
**VSCCS Report No**  **Dated**  /  /
- Details shown on the attached CVS Declaration are correct and the vehicle is as shown in photographic or video record dated  /  /
- The Club agrees to the Policies and Procedures adopted by the CHMC for its management of the CVS

<b>CHECK LIST</b>	<b>Attached is:</b>
<input type="checkbox"/> TfNSW Form 1835	Classic Vehicle Declaration
<input type="checkbox"/>	Sections 1 and 2 completed
<input type="checkbox"/> AUVIS Report	Copy Only
<input type="checkbox"/> VSCCS Report	Copy only
<input type="checkbox"/> 5 Dated Images	¼ Front & Back; Engine Bay, Wheels, Interior
<input type="checkbox"/> Video Walk around	Optional to above

Signed	<input type="text"/>
Date	<input type="text"/>
Printed Name & Telephone No	<input type="text"/>
Club Stamp	<input type="text"/>

CHMC is collecting your personal information in relation to your application to register a vehicle under The Conditional Registration Classic Vehicle Scheme and may use it for registration purposes. CHMC may disclose your personal information to vehicle registration and regulation agencies for enquiries about incidents related to the use of the vehicle. Otherwise CHMC will not disclose your personal information without your consent unless authorised by law. Your personal information will be stored by the Secretary of the CHMC and you can contact CHMC to request to correct or access it.

**When Completed:**

No <b>C</b>	(CHMC USE)
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<b>Email to:</b> <a href="mailto:pjwright18@bigpond.com">pjwright18@bigpond.com</a> or
<b>Post to:</b> CHMC CVS PO Box 3275 WEST TAMWORTH NSW 2340

## CVS Registration Renewal Agreement between Applicant and CHMC



### CLASSIC VEHICLE RENEWAL AGREEMENT

*This document forms the agreement between the Applicant and the Council of Heritage Motor Clubs, which is a TfNSW Approved Organisation, for renewal of registration of an eligible vehicle in the NSW Conditional Registration Classic Vehicle Scheme (CVS). It is also the Applicant's Primary Club's declaration of the vehicle's eligibility for CVS registration and confirmation of the Applicant's membership of a TfNSW Approved Motor Club.*

#### 1. APPLICANT'S DECLARATION

<b>PRINTED SURNAME</b>	<b>GIVEN NAME/S</b>	<b>TfNSW Driver Licence or Customer No</b>	
<b>VEHICLE DETAILS</b>			
<b>YEAR</b>	<b>MAKE</b>	<b>MODEL</b>	<b>GVM (kg)</b>
<b>VIN/Chassis No</b>		<b>REGISTRATION NO</b>	<b>TELEPHONE NO</b>

1. In consideration of **CHMC** carrying out its duties as an **Approved Organisation** under the NSW Classic Vehicle Scheme, I acknowledge that I have been made aware of, and agree to abide by, all of my responsibilities associated with the Scheme and the conditions of Registration as published by the Transport for New South Wales and found at: <http://www.nsw.gov.au/driving-boating-and-transport/vehicle-registration/how-to/classic-vehicles/>
2. I agree to the additional obligations required by the TfNSW Approved Motor Club of which I am a member.
3. The vehicle has not been subject to any further modifications other than those detailed in VSCCS Report No
4. I enclose a current photograph(s) of the vehicle
5. I agree to notify the CHMC if I either dispose of the vehicle or cease to be a member of the Approved Motor Club.

<b>SIGNED</b>		<b>DATE</b>	
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#### 2. CLUB DECLARATION

**On behalf of the Club, I declare that:**

- 1 The Applicant's membership is current to
- 2 The vehicle is in a safe operating condition
- 3 The vehicle complies with AUVIS and VSCCS reports and meets the eligibility criteria for CVS with CHMC
- 4 The vehicle is as shown in the photographs
- 5 The Club agrees to the Policies and Procedures adopted by the CHMC for its management of the CVS

<b>Date</b>	/ /	<b>Dated</b>	/ /
<b>Report No</b>		<b>Dated</b>	/ /
<b>AUVIS Report No</b>		<b>Dated</b>	/ /
<b>VSCCS Report No</b>		<b>Dated</b>	/ /

CHECK LIST	Attached is:
<input type="checkbox"/> TfNSW Form 1835	Sections 1 and 2 Completed
<input type="checkbox"/> Photographs	
<input type="checkbox"/> AIS Safety Check Report	Copy Only
<input type="checkbox"/> CHMC	Classic Vehicle Renewal Agreement

CHMC is collecting your personal information in relation to your application to register a vehicle under The Conditional Registration Classic Vehicle Scheme, and may use it for registration purposes.  
CHMC may disclose your personal information to vehicle registration and regulation agencies for enquiries about incidents related to the use of the vehicle.  
Otherwise CHMC will not disclose your personal information without your consent unless authorised by law.  
Your personal information will be stored by the Secretary of the CHMC and you can contact CHMC to request to correct or access it.

Signed	
Printed Name	Date
Club Stamp	

**When Completed:**

No	C	(CHMC USE)
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<b>Email to: <a href="mailto:pjwright18@bigpond.com">pjwright18@bigpond.com</a> or</b> <b>Post to: CHMC CVS PO Box 3275 WEST TAMWORTH NSW 2340</b>
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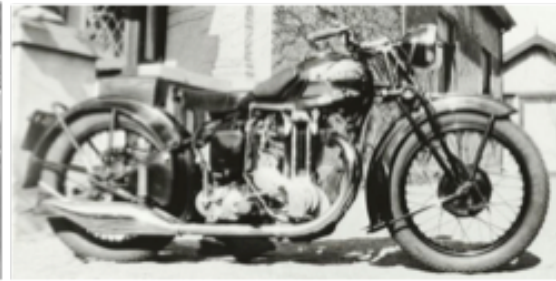
Transport for NSW

# Historic Vehicle Conditional Registration Sheet

[transport.nsw.gov.au](http://transport.nsw.gov.au)

October 2025

Conditional Registration is for historic vehicles via the Historic Vehicle Scheme (HVS). These are vehicles that would be eligible for 'general' registration as they comply with applicable NSW vehicle standards as at the date of vehicle manufacture, that is they would pass an AUVIS inspection (Blue Slip).



Pictures - Representative images of Historic Vehicles, coupe (top left), motor cycle (top right), and commercial vehicles (bottom) as shown in a trade display



[transport.nsw.gov.au](http://transport.nsw.gov.au)

## Requirements

The Historic Vehicle Scheme (HVS) enables standard vehicles 30 years of age or older to be used under conditions. HVS differs to the Classic Vehicle Scheme (CVS) which facilitates vehicles with modifications, including significantly modified vehicles that require certification under the VSCCS.

Vehicles eligible to be registered under the HVS can alternatively be registered under the CVS.

- The vehicle must:
  - be 30 years of age or older, counted from the year of manufacture
  - comply with applicable NSW vehicle standards as at the date of vehicle manufacture
  - be as close to original condition as possible
- The owner must:
  - be a member of a Transport for NSW recognised vehicle club.
  - comply with requirements of this vehicle sheet
- Any driver must:
  - hold an appropriate Licence Class for the vehicle type
  - be provided with this vehicle sheet and comply with requirements

The owner may opt in for a [Classic and Historic Vehicle Log Book](#) when they are a recognised club member with NSW conditional registration, and the club participates in the log book scheme. If so then condition GO94 has the exception that the vehicle may be used in conjunction with recorded use in the log book.

Applications must be accompanied by a [Historic Vehicle Declaration](#) defining vehicle details. That Declaration must be signed by the Club's Responsible Person and by the Applicant for Registration.

The registration fee includes Compulsory Third Party Insurance (Green Slip).

## Registration codes

Code	Description	Type
BUS	Bus	Vehicle shape
SBS	Small Bus	Vehicle shape
CYC	Motor Cycle	Vehicle shape
CYS	Motor Cycle with Side Car	Vehicle shape
CON	Convertible	Vehicle shape
COU	Coupe	Vehicle shape
FCV	Forward Control Vehicle	Vehicle shape
SED	Sedan	Vehicle shape
WAG	Station Wagon	Vehicle shape
HRS	Hearse	Vehicle shape
PVN	Panel Van	Vehicle shape
PVS	Panel Van with Windows and Seats	Vehicle shape
PVW	Panel Van with Side Windows	Vehicle shape
PVF	Four Wheel Drive	Vehicle shape
PTT	Purpose Built Table Top	Vehicle shape
PUT	Purpose Built Utility	Vehicle shape
PVA	Purpose Built Van	Vehicle shape
TFT	Table Top with Fittings Trailer	Vehicle shape
TT	Table Top without Fittings	Vehicle shape
TTF	Table Top with Fittings	Vehicle shape
TWC	Three Wheel Car	Vehicle shape
TWP	Three Wheel Truck	Vehicle shape
UTE	Utility	Vehicle shape
VAN	Van	Vehicle shape
MH	Mobile Home	Vehicle shape
PAN	Pantehnicon	Vehicle shape

PMV	Prime mover	Vehicle shape
SMT	Semi Trailer	Vehicle shape
TNK	Tanker	Vehicle shape
TOW	Tow Truck	Vehicle shape
TPR	Tipper	Vehicle shape
ACT	Animal Carrier Trailer	Vehicle shape
BXT	Box Trailer	Vehicle shape
CVT	Caravan Trailer	Vehicle shape
LOT	Low Loader Trailer	Vehicle shape
VCT	Vehicle Carrying Trailer	Vehicle shape
SVEH	Special Vehicle	CTP insurance class - Conditional registration
TRLR	Trailer	

### Registration conditions

Condition code	Conditions of Use
GO94 <sup>▲</sup>	Use only in conjunction with an authorised club event or maintenance
OL3	Registered operator must be a member of an authorised motoring club
SL6 <sup>▲</sup>	Left-hand drive or "Dual control" sign

### Guideline <sup>▲</sup>

If owner opts to receive a log book then up to 60 days recorded use is allowed, specify in Special Conditions: LOG BOOK # [Enter number]

SL6:

- Vehicles with left-hand drive steering and GVM greater than 4.5 tonnes
- Vehicles with dual controls

Historic vehicle:

Number plate 'NSW - HISTORIC VEHICLE'

Purple characters on white background. 250 mm x 95 mm.

Format: 5 numbers, 1 letter (H or J).

Two plates are issued, except for trailers where one plate is issued.



Historic motorcycle:

Number plate 'NSW - HISTORIC VEHICLE'

Purple characters on white background. 186 mm x 100 mm

Format: 4 numbers, 1 letter (H or J). One plate is issued.



Special Conditions	Free text
Free text field 1	COMPLY WITH VEHICLE SHEET: HISTORIC VEHICLE
Free text field 2	CLUB: [Enter the name of the TfNSW recognised Club]. LOG BOOK # [Enter number]