



# South Coast Vintage Car Club

Incorporated

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## **Guidelines: Acceptable Club Registered Vehicles**

**Rev 4 - 20/06/2017**

### **1. Preamble/Context**

The RMS recently introduced a new conditional registration scheme: the **Classic Vehicle Scheme (CVS)** for modified vehicles which are at least 30 years old. It is a scheme to provide conditional registration for vehicles which have:

1. Modifications requiring an engineering certificate; or
2. Owner certified modifications;

both issues making them ineligible for conditional registration on the **Historic Vehicle Scheme (HVS)**.

The SCVCC committee's opinion is that the club should participate in the CVS by accepting slightly modified vehicles.

In the process of discussing the range & types of modifications the club would be willing to accept on the CVS, it became apparent it would be more appropriate at this point in time for the club to define the range & types of vehicles it would accept on both the HVS & CVS. Whether a specific vehicle should be on the HVS or the CVS is a separate issue to be addressed later when the intricacies between the two schemes are better understood.

This document:

1. Provides guidelines on the range of vehicle styles & modifications the committee will consider for either HVS or CVS conditional registration through the club;
2. Is intended to apply to vehicles being considered for new club registrations from this date onwards. ie. It is not the intent to "oust" vehicles currently on club registration which may not strictly comply with these guidelines, however, some currently registered vehicles may need to move from HVS to CVS registration at a point in the future due to their modifications;
3. Does not provide guidance on what modifications are legal or can be owner certified or require an engineer's report. The RMS has standards which define these requirements, which the club cannot vary;
4. Does not apply to members vehicles on full registration;

For the purposes of this document "period accessories" means proprietary accessories manufactured & available for purchase within 10 years of the date of manufacture of the vehicle.

## 2. Guidelines

	<b>GUIDELINE</b>	<b>Acceptable</b>	<b>Unacceptable</b>
<b>1</b>	<b>General</b>		
1.1	Modifications should be limited to those which retain a vintage &/or classic look to the vehicle.	Vehicles which look like they are vintage or classic.  Fitment of period accessories.	Vehicles which look like they are hot rods or rat rods or similar.
1.2	We are not & do not want to become a hot rod club.	Vehicles with original looking patina or non-structural rust or body repairs.	Vehicles looking like hot rods or with hot rod type features such as: <ul style="list-style-type: none"> <li>• T-buckets</li> <li>• Chopped top</li> <li>• Later era suspension systems</li> <li>• Modern fibreglass bodies</li> </ul>
<b>2</b>	<b>Safety &amp; Brakes</b>		
2.1	Minor modifications which enhance the safety of the vehicle occupants & other road users are allowable.	Addition of: <ul style="list-style-type: none"> <li>• Seatbelts</li> <li>• Blinkers</li> <li>• Child seats</li> <li>• Disabled controls</li> </ul> Alternative seats: Bench to bucket or vica versa.	
2.2	Brake improvements & upgrades should be limited to those which were manufacturer's options or period accessories.	Replacement of front drum brakes with discs on vehicles which were available with discs as an option. Eg: <ul style="list-style-type: none"> <li>• Discs on Holden's from HR onward</li> </ul> Alternative calipers or rotors which utilise the standard stub axle, bearings & mounting locations.	Fitting rear discs to a vehicle that was only ever available with drums.  Alternative calipers or rotors which require modified stub axles or other components.  "Big Brake" conversion kits which require significantly larger than standard rim sizes.
<b>3</b>	<b>Body</b>		
3.1	Body or panel work should retain a look to the vehicle appropriate to its age	Minor flaring of guards to accept legally wider wheels.  Minor bonnet or guard fluting, spoilers, wings, etc which were available as period accessories or manufacturer's options.	Significant non-standard openings or holes in the bonnet or guards for items such as superchargers.  Flaring of guards for wheels which are wider than legally allowed.

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3.2	Paint schemes, sign-writing, murals & artwork should be in-keeping with the era of the vehicle	Paint colours & schemes available around the time of the vehicle's manufacture.  Company/owners names or logos on commercial vehicles.	Bright metallic or iridescent paints not available around the time of the vehicle's manufacture.  "Rat rods" in flat black.  Large areas of artwork. Any skulls & crossbones, naked people, flames, comic style characters.
<b>4</b>	<b>Steering/Driveline/Suspension</b>		
4.1	Changes to steering systems should be limited to LHD to RHD and rack & pinion conversions	LHD to RHD conversions whether carried out locally (Aust) or prior to import.  Conversions of other steering systems to rack & pinion.	Installation of a power steering system which is not a manufacturer's option.
4.2	Transmission modifications are acceptable provided they fit within the existing transmission tunnel.	Changing auto for manual or vica versa.  Increasing/decreasing number of gears.  Transmission from another make of vehicle.	An alternative transmission which requires replacement or modification to the vehicle's transmission tunnel.
4.3	Suspension ride height should be within ~50mm of manufacturers standard	Period accessory springs or manufacturer's options which alter ride height by less than ~50mm.	4WD's with highlift springs & dampers.  Non manufacturer systems for changing ride height.  Airbag systems which have replaced standard springs or torsion bars.
4.4	Alternative differentials are acceptable provided the original vehicle geometry is closely maintained.	Differentials from other makes or models provided: <ul style="list-style-type: none"> <li>• Standard or club acceptable wheels are fitted</li> <li>• The vehicle's standard track &amp; geometry is maintained</li> <li>• Suspension mountings do not require modification</li> </ul>	Any modification which significantly alters the rear end of the vehicle. Eg: <ul style="list-style-type: none"> <li>• Independent rear end to a vehicle originally with a live axle set-up.</li> <li>• Replace a leaf spring supported diff with a coil spring set-up</li> </ul>
<b>5</b>	<b>Engine</b>		
5.1	Any alternative (non-standard) engine should be from the same manufacturer as the vehicle.	The committee may consider alternative brand engines in exceptional circumstances provided the capacity & power output remain similar to the vehicle's original unit.	

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5.2	Engines should have no more cylinders & be of the same configuration as was available from the manufacturer.	An increase or decrease in the number of cylinders to what was available from the manufacturer. Eg: <ul style="list-style-type: none"> <li>• 6 Cyl or V8 in XW Falcon</li> <li>• 6 Cyl or V12 in Jag</li> <li>• 4, 6 or V8 in Commodore or Torana</li> <li>• 4, 6 or V8 in MG.</li> </ul>	Increasing the number of cylinders beyond what was available from the manufacturer. Eg: <ul style="list-style-type: none"> <li>• V8 in a pre HT Holden</li> <li>• V8 in a Jag</li> </ul> Different configuration. Eg: <ul style="list-style-type: none"> <li>• V6 to replace an in-line 6 Cyl.</li> </ul>
5.3	Engine capacity should be no more than ~25% greater than the largest manufacturer's engine that was available.	Reboring to maximum oversize pistons.  Fitment of a similar slightly later series engine. Eg: <ul style="list-style-type: none"> <li>• 186 red motor in to an EH Holden</li> </ul>	Stroker kits.
5.4	Engine tune & power increasing accessories should be limited to manufacturer's options & minor period accessories which provide moderate (ie. up to ~25%) power increases over standard.	Mild cam profiles.  Alternative carburettors.  Electronic ignition.  Extractor or larger exhaust systems.	Addition of turbo & superchargers where they were not available from the manufacturer.  Fitting fuel injection to replace carby(s).  Exhaust systems louder than legally allowed.
<b>6</b>	<b>Wheels/Tyres</b>		
6.1	Wheel widths & offsets must be within RMS rules. (Owner certified modifications allow up to a 25mm increase in track & 26mm increase in rim width over OEM. Anything greater than this requires an engineering certificate)	Increase in wheel width & track within RMS rules. Refer Vehicle Standards Information No. 9.	Increase in wheel width & track not complying with RMS rules. Refer Vehicle Standards Information No. 9.  Wheels projecting past body/guard alignment.
6.2	Maximum rim diameters & tyre profiles should be in keeping with the diameters & profiles that were fitted by the manufacturer & available in the era of the vehicle. (Owner certified modifications allow an outside diameter within 15mm of OEM, otherwise an engineering certificate is required)	Rims should be no more than ~50mm (~2") larger in diameter than OEM rims.  Tyre profiles should be that required to maintain a similar overall diameter to OEM set-up.	Modern mag wheels with low profile tyres. Eg: <ul style="list-style-type: none"> <li>• 18/19/20" rims with 35/40/45 series tyres on vehicles originally with 13/14" OEM.</li> </ul>
6.3	The club does not have any specific guidelines on tyre brand/manufacturer/tread pattern/wall colour other than the tyre being legal to use on public roads.		

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<b>7</b>	<b>Miscellaneous</b>		
7.1	Electrical & lighting systems may be modified to improve reliability &/or availability of parts.	<p>Conversion from 6V to 12V.</p> <p>Replacement of generator with alternator.</p> <p>Improved headlights &amp; globes, including LED's which provide an incandescent/halogen type light.</p> <p>Driving or fog lights.</p>	<p>Very bright or coloured LED's.</p> <p>Non OEM daytime running lamps.</p>
7.2	Modern radio/stereo systems may be installed provided they have maximum sound outputs commensurate with what was available around the vehicles time of manufacture	<p>Modern electronic tuning radio/stereo with USB/I-Device/Bluetooth.</p> <p>Portable sat nav units.</p> <p>Removable heads-up/speed displays.</p>	<p>Boots filled with sound systems.</p> <p>High powered subwoofers, boosters, graphic equalisers.</p> <p>Lots of speakers.</p>
7.3	Interiors may be re-trimmed in materials different to original, but should remain in colours & style of the vehicles era.	<p>Changing seat &amp; other interior materials between leather, vinyl &amp; fabric.</p> <p>Striped &amp; multi-coloured schemes.</p> <p>Seat covers.</p>	<p>Bright &amp; gawdy colours significantly different to original schemes.</p> <p>Shag pile.</p>
7.4	Minor dash & instrument improvements are acceptable.	<p>Addition of discretely positioned gauges such as water temp, volts, ammeter, tacho.</p> <p>Mph &amp;/or Km/h decals on speedos.</p>	<p>Large additional instruments obscuring or impeding other instruments, steering wheels or vision/lines of sight.</p> <p>Non-OEM instruments mounted on bonnet or in front of windscreen.</p> <p>Modern digital instruments not in character with the era of the vehicle. (excluding portable/removable speed displays &amp; sat navs</p>

Adopted by the SCVCC Committee at its meeting on 20/6/2017.