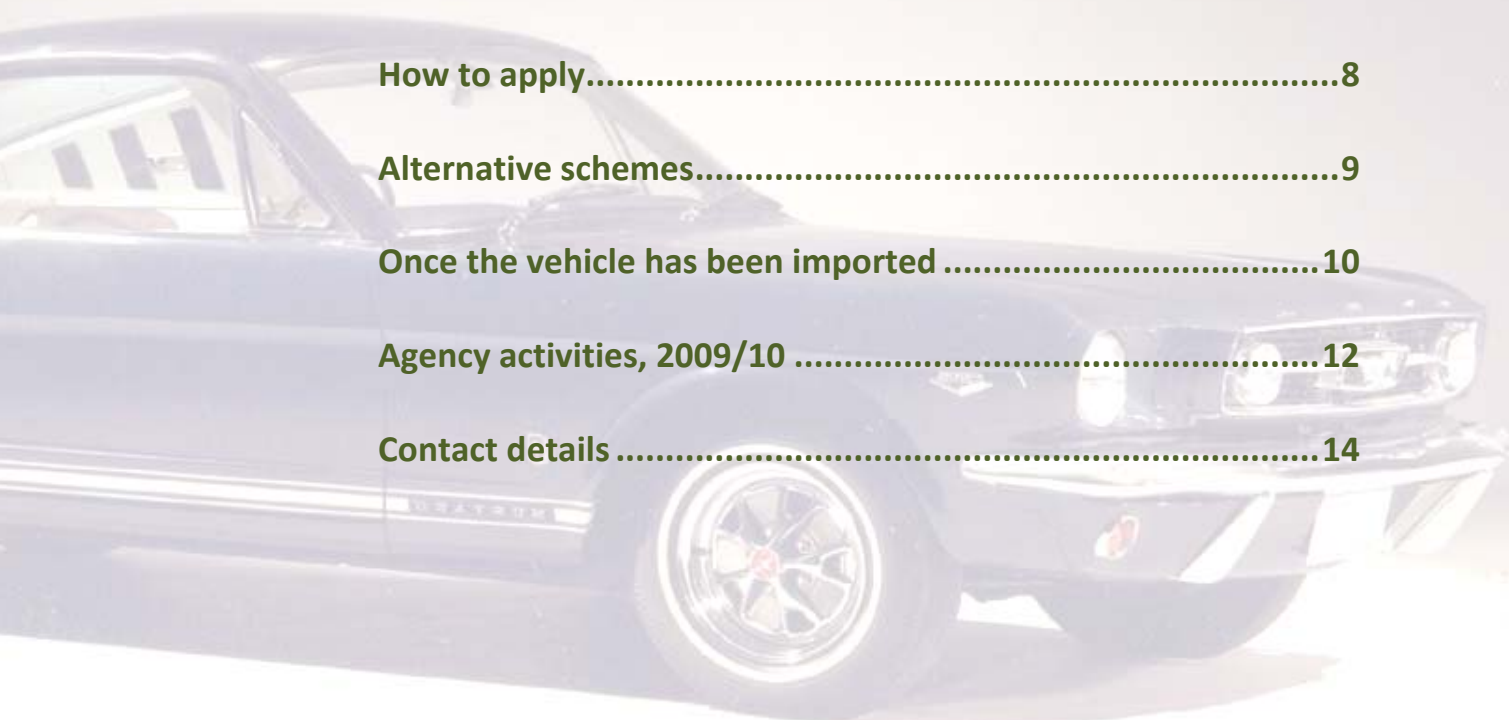




# The pre-1989 scheme



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## The purpose of the scheme

The pre-1989 scheme is designed to cater for the importation of older enthusiast, classic or historic motor vehicles – for example, vehicles destined for restoration and hobby use, whether by an individual owner or within a car club.

The scheme is a concessional scheme, and permits the importation of vehicles outside of normal certification arrangements.

The restoration, display and use of older vehicles is a recognised and long-standing recreational activity within Australia. For example, these vehicles are used in social events, such as club rallies and other functions. Popular models imported under the scheme include the *Ford Mustang*, *Chevrolet Corvette*, *Chevrolet Camaro* and *Cadillac Eldorado* – primarily from the 1950s, 1960s and 1970s vintages.

Older historic vehicles may be incapable of meeting safety and emission standards. Vehicle standards in force at the time of manufacture may have been significantly lower than current standards. For vintage and veteran vehicles, standards may have been rudimentary or even non-existent. Without a concession, these vehicles may not be practically or economically available to enthusiasts and hobby vehicle owners.

For example, the pre-1989 scheme is designed to cover vehicle “projects”. This includes the importation of older historic vehicles no matter their current condition. A vehicle may have been stored unused for many years; the vehicle may be in poor or unroadworthy condition or in a state of disrepair. Such a vehicle may be purchased “as is”, as a restoration project. Any form of certification may preclude this type of import.



While these types of vehicles are not required to meet Australian vehicle standards, the safety and emission costs to the Australian community are kept within practical limits. Hobby vehicles traditionally comprise a niche segment; they are imported in limited numbers and generally perform low mileages. In short, the vehicles represent a minimal risk to Australia’s overall vehicle safety and emission goals.

## Scheme criteria

*The pre-1989 scheme allows for the concessional importation of motor vehicles manufactured before 1 January 1989.*

*Vehicles manufactured on 1 January 1989 or later are not eligible for concessional importation under the pre-1989 scheme.*

*The date of manufacture is the date the vehicle was first driven or moved from the manufacturer’s production line or production facility, after the vehicle’s body shell and powertrain assemblies were joined.*

The date of manufacture is equivalent to the concept of the build date (as developed and used by Australia's automotive industry). It is outlined in the *Uniform Code of Practice for the Date of Manufacture of New Motor Vehicles* published by the Federal Chamber of Automotive Industries (the FCAI) in November 1985. The FCAI is the peak body for Australia's automotive manufacturers.

### ***Background to the concept of vehicle manufacture***

Manufacture includes to assemble. However, both terms have the same practical meaning. To manufacture a vehicle means to construct a new vehicle out of the primary automotive components (namely, the body shell and powertrain assemblies). Manufacture brings into existence the vehicle as an automotive product, via a physical change or transformation. This is notwithstanding the fact that the original components may be manufactured at a different time and in a different place.

### **Determining a vehicle's date of manufacture**

A variety of evidence can potentially be used by applicants to establish that a vehicle was manufactured prior to 1 January 1989. This includes:

- the fact that the vehicle is an obsolete make or model, where the production run ceased prior to 1 January 1989 (such as a Model T Ford);
- the structure of the vehicle identification number (VIN). Some VINs include a code for the vehicle's model year;
- a copy of the vehicle's registration or purchase documents; or
- a statement from the manufacturer.

For example, US vehicles (manufactured after 31 August 1969) typically have a certification label or tag affixed by the manufacturer that specifies the date of manufacture (month and year). For cars, the label is generally affixed to the hinge pillar, the door-latch post or the door edge next to the driver's seating position. Older US vehicles may have an equivalent style of plate.

Other types of vehicles may not have a similar, easy-to-use method. For example, many European manufacturers' plates do not specify date of manufacture.

### ***Note, a vehicle's model year***

Please note that a vehicle's date of manufacture may vary slightly from the model year. For a vehicle manufactured in late 1988, the manufacturer may use a 1989 model year for sales and distribution purposes.

In addition, care may need to be taken when seeking advice from manufacturers. Some European – especially high-end – manufacturers may provide advice based on the date of delivery to the customer. That is, the date of manufacture may be earlier than this date. Any test driving for quality control purposes occurs after manufacture, even though the vehicle may not yet be delivered to the customer.

The following hypothetical example is provided to assist you to decide whether your vehicle qualifies under the pre-1989 scheme.

### ***Hypothetical example, the model year of a vehicle***

An applicant applies to import a Bentley Turbo R from the UK. The vehicle's model year is 1989. For example, the vehicle is treated as a 1989 model year for road registration and insurance purposes. Similarly, the vehicle's VIN decodes as a 1989 model year. However, the applicant provides a statement from the manufacturer (Bentley Motors Limited) that the vehicle was manufactured in December 1988. That is, the vehicle was first driven from the factory after assembly in December 1988. As the date of manufacture is before 1 January 1989, the vehicle qualifies under the pre-1989 scheme.

### **Kit cars**

A kit car is a vehicle that is sold in kit form. Kits contain relevant components and owners assemble the vehicles themselves. Usually, major elements of the vehicle (such as the engine and transmission) are sourced from established manufacturers. In some cases a complete set of parts is supplied with the kit; in other cases the owner supplies a donor vehicle to use with the kit to construct the new vehicle. Examples include the Dutton Phaeton and Marcos V6 Coupe (from the UK) and the Blakely Bernardi and Fiberfab Avenger GT (from the US).

To determine the date of manufacture of a kit car, the Department applies the same test used for vehicles generally. The date of manufacture is the date the vehicle was first driven or moved after the vehicle's body shell and powertrain assemblies were joined. However, as the vehicle is constructed by the owner, the date of manufacture of a kit car may occur some time after the original purchase of the kit.

A variety of evidence can potentially be used by applicants to establish that a kit car was manufactured prior to 1 January 1989. For example, a copy of the vehicle's registration documents may show that the vehicle was ready for road use pre-1989. Alternatively, a statement from a prior owner (such as the original purchaser) could be used to establish the date of manufacture.

### **Later conversions of vehicles**

If a vehicle has been converted after original manufacture, the date of manufacture is taken to be the later date of conversion. The concept of conversion is based on the concept of manufacture as outlined above.

*A vehicle is converted if different body shell or powertrain assemblies – that are outside original specifications – are joined. The date of conversion is the date the vehicle is first driven or moved from the workshop or facility, after these different body shell or powertrain assemblies are joined.*

For example, one indication of a vehicle no longer meeting original specifications is where the vehicle acquires a different make, model or category. In effect, the vehicle is converted into a different product.

### ***Background to the concept of vehicle conversion***

Vehicle conversion is based on the concept of manufacture (or, in this case, re-manufacture). The pre-1989 scheme is designed to cover older historic and enthusiast vehicles and not newly manufactured vehicles.

If a vehicle has been so substantially modified as to constitute a newly manufactured vehicle – and the date of re-manufacture is 1 January 1989 or later – then the vehicle does not qualify for concessional importation under the pre-1989 scheme.

For example, it is feasible for newly manufactured vehicles to be constructed to meet Australian safety and emission standards, and for the vehicles to be handled via normal certification arrangements. Used vehicles could be imported under the Registered Automotive Workshop Scheme (RAWS). Under RAWS, approved workshops modify vehicles to bring them to Australian safety and emission standards as far as practicable.

### **Types of vehicle conversions**

Vehicle conversions can take different forms.

A popular type of conversion is the production of replica cars from components of different makes or models.

Another popular type of conversion is the assembly of a vehicle from different parts to create a new type of vehicle. Typical examples include the conversion of a passenger sedan into a drag racing car or a hot rod. Similarly, scooter frames are sometimes assembled with different engines and electrics to produce new types of scooters. Vehicles constructed from different parts are usually called custom built vehicles.

Vehicles can also be modified to change their carrying capacity. An example is the conversion of a Hummer into a stretch Hummer.

In some cases, the parts used may be old or vintage. Nevertheless, the vehicle is newly manufactured.

The most frequent trigger – that distinguishes an original vehicle from a converted vehicle – is the replacement of the vehicle's engine with an engine of a different type. For example, the replacement of the original engine type with a modern engine type (usually a different manufacturer or brand) and featuring modern design and performance capabilities (usually a larger capacity and power output).

### **Vehicle conversions versus vehicle restorations**

On the other hand, a vehicle restoration does not affect the original date of manufacture.

For example, an original vehicle may have mechanical components replaced or reconditioned and the interior re-upholstered. An older historic car would typically have many components that have been reconditioned or replaced over the vehicle's lifetime. Plus, vehicle restorations may be forced to replace various components to effect repairs (and to make a "best fit"), due to the unavailability of exact original equipment.

Similarly, an original vehicle may be customised (eg, by unique or non-original paintwork) if kept within original specifications.

## Hypothetical examples for the pre-1989 scheme

The following hypothetical examples are provided to assist you to decide whether your vehicle qualifies under the pre-1989 scheme.

### ***Example 1, a replica vehicle***

An applicant's vehicle was originally a 1970 Volkswagen Beetle, distributed in the UK. However, in 2008 the vehicle was converted by a UK firm into a replica 1956 Porsche 356. The original Beetle chassis (together with various components, such as the powertrain and suspension) was joined with a fibreglass body kit featuring the dimensions and styling of the Porsche model. The body kit included various interior fittings such as new seats and trim. As a result, the date of conversion (2008) is taken to be the vehicle's date of manufacture. The vehicle is no longer considered to be a 1970 Volkswagen Beetle; it is now a 2008 Replica Porsche 356. As the date of manufacture is after 1 January 1989, the vehicle fails to qualify under the pre-1989 scheme.

### ***Example 2, a custom built vehicle***

An applicant's vehicle was originally a 1967 Ford Mustang 2-Door Fastback, distributed in the US. However, in 2008 the vehicle was converted by a US firm into an Eleanor Mustang. The original Ford chassis was joined with a specially designed and constructed body kit. The original Ford (390 cubic inch) 320 hp engine was replaced with a modern Chevrolet (427 cubic inch) 770 hp engine. As a result, the date of conversion (2008) is taken to be the vehicle's date of manufacture. The vehicle is not a replica but is a 2008 Custom built vehicle. As the date of manufacture is after 1 January 1989, the vehicle fails to qualify under the pre-1989 scheme.

By way of background, a leading manufacturer for this type of vehicle is the US firm, Classic Recreations. The vehicles were manufactured (under licence) from 2000 to 2009 and typically contain modern features and performance capabilities. The Eleanor Mustang is not modelled on an existing vehicle type. Rather, it is modelled on a customised vehicle featured in a 2000 movie, *Gone in 60 Seconds*.

### ***Example 3, a kit car***

An applicant's vehicle is a replica kit car modelled on a 1966 Ford GT40. The vehicle has been built from all-new components. The vehicle was manufactured in 2010. As the date of manufacture is after 1 January 1989, the vehicle fails to qualify under the pre-1989 scheme. While the vehicle is modelled to be similar to a 1966 Ford GT40, this does not mean that the vehicle's date of manufacture is also 1966.

By way of background, a range of vehicle manufacturers currently produce replica cars (such as Superformance, Bailey Cars, Race Car Replicas, KVA, Holman Moody, GOX Teknik and Era Replica Automobiles). Some of these vehicles are exact replicas or even continuation models. Nevertheless, if a vehicle has a date of manufacture of 1 January 1989 or later, the vehicle is not eligible for concessional importation under the pre-1989 scheme.

#### ***Example 4, some mechanical work performed***

An applicant purchases a 1967 Ford Mustang 2-Door Fastback in the US. The applicant arranges for some restoration work to be performed on the vehicle in the US prior to transit. In particular, in preparation for Australian road registration, the applicant arranges for the vehicle to be changed from left-hand drive to right-hand drive. No other work is performed on the vehicle. That is, original specifications for the body shell and powertrain assemblies are retained. As a result, the original date of manufacture of 1967 is also retained. As the date of manufacture is before 1 January 1989, the vehicle qualifies under the pre-1989 scheme

#### ***Example 5, a custom built vehicle***

An applicant's vehicle, a 1932 Ford Model 18 2-door coupe, was originally in poor condition. The vehicle was used as the base for a hot rod conversion – a popular conversion for this type of vehicle. The conversion was carried out in the US. The body shell was chopped (ie, the roof was lowered). Plus, a different powertrain assembly was installed. The original Ford Flathead (221 cubic inch) V-8 engine was replaced with a modern Chevrolet (427 cubic inch) V-8 engine. This required various modifications to the chassis and other components (such as the transmission, driveline, axles, suspension, steering, brakes, fuel system, etc.). The project was completed in 2009. As a result, the project completion date (2009) is taken to be the vehicle's date of manufacture. The vehicle is no longer considered to be a 1932 Ford Model 18; it is now a 2009 Custom built vehicle. As the date of manufacture is after 1 January 1989, the vehicle fails to qualify under the pre-1989 scheme.

#### ***Example 6, a vehicle restoration***

Again, an applicant's vehicle, a 1932 Ford Model 18 2-door coupe, was originally in poor condition. However, for this example, the vehicle was used as the base for a vehicle restoration. The project was carried out in the US, and completed in 2009. Some components were replaced with reconditioned and new units. Plus, the vehicle was customised to a certain extent – the body was repainted and the interior was re-upholstered, both in non-original colours. Nevertheless, original specifications for the body shell and powertrain assemblies were retained. The external body shell dimensions were preserved. Plus, the replacement reconditioned engine and transmission retained the original Flathead (221 cubic inch) V-8, 3-speed format. As a result, the vehicle restoration does not affect the original date of manufacture of 1932. As the date of manufacture is before 1 January 1989, the vehicle qualifies under the pre-1989 scheme.

#### ***Example 7, a vehicle project***

For this final example, a 1932 Ford Model 18 2-door coupe is once again in poor condition. The applicant simply purchases and imports the vehicle "as is" as a vehicle project. Because original specifications for the body shell and powertrain assemblies are retained, the original date of manufacture is unchanged. The vehicle qualifies under the pre-1989 scheme.

## Vehicle conversions before 1989

It is possible for a converted vehicle to qualify under the pre-1989 scheme, if the conversion was completed before 1 January 1989. A variety of evidence can potentially be used by applicants to establish that the date of conversion was before 1 January 1989. For example, a copy of the vehicle's registration documents may show that the vehicle was in its current form pre-1989. Evidence may be available that the vehicle was exhibited in its current form (eg, exhibited as a hot rod) pre-1989. Alternatively, a certified statement from a person with knowledge of the vehicle's conversion – such as the vehicle converter or a previous owner – may be used to establish the date of conversion.

### **Note, recent changes in US arrangements**

Following recent changes to vehicle registration schemes in some US states, converted vehicles (such as hot rods) that do not meet US emission standards may no longer qualify for road use in that country without further modification. For example, the state of California introduced a "Green Rod" project for engine retrofitting as part of an amnesty program effective from January 2010. Some of these nonstandard vehicles are now being sold for export to countries such as Australia. The Department enforces scheme criteria for converted vehicles; newly converted vehicles are not eligible for concessional importation under the pre-1989 scheme.

## Chang Jiang motorcycles

Chang Jiang is a Chinese make of motorcycle popular with foreign hobbyists and enthusiasts. The make originated in the late 1950s or early 1960s, developed by state-owned factories for the Chinese military. Nearly all have sidecars.

Mass production of the Chang Jiang ceased in the mid 1990s. Nevertheless, these vehicles continue to be manufactured by a range of factories in China. Most if not all vehicles available today are newly assembled from new old stock.



That is, factories in China hold significant inventories of unused original parts – such as frames, engines and other components. Vehicles are assembled on order, to suit individual customer requirements. For example, customers may order vehicles with various optional features (such as custom colour schemes, chrome parts and ex-military designs and insignia). Customers may also request left-hand mounted sidecars (for use in right-hand drive locations such as Hong Kong, the UK and Australia). Since 1946, vehicles in China have been left-hand drive. Vehicles are usually shipped fully assembled. Leading manufacturers include the Nanchang Aircraft Factory, The Dong Tian Enterprise Co., The Long River Motorworks and Yiqi Motorcycle Co.

Because they are newly assembled, these vehicles typically do not qualify for concessional importation under the pre-1989 scheme.



## Vehicles disassembled for transit purposes

In some cases, fully-assembled vehicles may be partially disassembled for export. The vehicle can then be more conveniently packed into a shipping container. Upon arrival, the vehicle is unpacked and re-assembled. This occurs more often for the transport of motorcycles, but any vehicle can potentially be packed in this manner.



Disassembly (and subsequent re-assembly) for transit purposes does not affect the vehicle's original date of manufacture. For example, this type of assembly does not constitute a re-manufacture of the vehicle.

## How to apply

To apply for a vehicle import approval under the pre-1989 scheme, you should provide to the Department:

- a completed application form. Application forms are available from the Department's website at <[www.infrastructure.gov.au/roads/vehicle\\_regulation/bulletin/importing\\_vehicles/general/application.aspx](http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/importing_vehicles/general/application.aspx)>. Methods for submitting applications are outlined at the end of this information brochure (applications may be submitted to the Department by email, fax or mail);
- the \$50 application fee. Payment options are set out in the application form (payment may be made by credit card, cheque or money order);
- a copy of the purchase document for the vehicle. Purchase documents traditionally set out the year, make and model for the vehicle;
- if the vehicle's date of manufacture is unclear – additional supporting documentation to establish the date of manufacture. For example, you may provide a copy of the vehicle's registration documents or a statement from the manufacturer;
- if you have not applied to import a vehicle within the previous 12 months – a copy of your picture ID (eg, a copy of your driver's licence or passport);
- a recent photo of the vehicle (in its current condition); and
- if the vehicle has been the subject of a vehicle conversion (eg, if the vehicle has acquired different body shell or powertrain assemblies that are outside original specifications) – supporting documentation to establish the details of the conversion and the date the conversion was completed.

The photo of the vehicle is requested as part of the assessment process. For example, if the application specifies one type of vehicle, and the photo is of a different type of vehicle, the Department may need to clarify what vehicle is being applied for. Similarly, the photo can be a trigger for the Department requesting further supporting documentation from the applicant – such as details of any conversion and the date the conversion was completed. The photo is generally not used as evidence or as the basis of a decision. When making a decision, the

Administrator of Vehicle Standards generally relies on the application and the supporting documentation supplied by the applicant.

## US Certificates of Title

A Certificate of Title (also known as a Vehicle Title) is a document establishing the legal owner of a vehicle in the US. Certificates of Title are commonly issued by a US state government agency (such as the Department of Motor Vehicles). When a car is sold from one owner to another, the Certificate of Title is transferred to the new owner.

While not standardised from state to state, Certificates of Title normally specify some information about the vehicle. However, a Certificate of Title is not evidence on these various attributes (such as make, model or year of manufacture). Vehicles are usually identified by the vehicle identification number (VIN). The Certificate of Title is only evidence as to the owner of the vehicle.

As a result, applicants applying under the pre-1989 scheme (for a vehicle located in the US) may supply a copy of the Certificate of Title as the purchase document for the vehicle. However, the Certificate of Title is not evidence as to the date of manufacture of the vehicle.

For example, some US jurisdictions have acknowledged that converted vehicles are not necessarily reflected as such in the Certificate of Title. The California Attorney General has estimated that some 70,000 vehicles in that state may be erroneously titled or registered.

## Alternative schemes

The pre-1989 scheme is one of the schemes available for the concessional importation of personal vehicles. Other concessional schemes are also available. The following is a selection of alternative schemes for personal vehicles.

- the ***personal import scheme*** allows migrants settling in Australia, and expatriate Australian citizens returning permanently to Australia after a long period overseas, to bring their personal vehicles with them.
- the ***returning Australian vehicle scheme*** covers motor vehicles originally sourced within Australia but subsequently exported. For example, the vehicle may have been used on an overseas holiday or tour. The scheme allows the vehicle to be re-imported.
- the ***race vehicle scheme*** allows for the importation of motor vehicles used in racing competition.
- the ***rally vehicle scheme*** allows for the importation of motor vehicles used in road rally competition.
- the ***exhibition vehicle scheme*** allows for the importation of motor vehicles for exhibition purposes.
- the ***letter of compliance scheme*** allows for the importation of motor vehicles manufactured to Australian safety and emission standards. For example, the scheme facilitates programs run by some European manufacturers for customers to collect their vehicles direct from the factory. The scheme also allows manufacturers to certify that vehicles not normally distributed in Australia meet Australian standards.
- the ***SOFA vehicle scheme*** allows for the importation of motor vehicles under the terms of an intergovernmental agreement. This usually covers vehicles imported by visiting military personnel under the terms of a Status of Forces Agreement (SOFA).

For a complete list of concessional importation schemes, see the Department's website at <[www.infrastructure.gov.au/roads/vehicle\\_regulation/bulletin/importing\\_vehicles/index.asp](http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/importing_vehicles/index.asp)>.

## Legislation

The decision-maker for vehicle import applications is the Administrator of Vehicle Standards, a statutory officer of the Department. The Administrator is the delegate of the Minister for Infrastructure and Transport.

The pre-1989 scheme is established under regulation 17 of the *Motor Vehicle Standards Regulations 1989*. The term "manufacture" is defined under section 5 of the *Motor Vehicle Standards Act 1989* and regulation 7A of the Regulations. In addition, the Administrator exercises a power and a function incidental to the Act and exercises the general implied power and the executive power of the Commonwealth.

For further details on the legislative scheme, see the *Introduction to the concessional importation schemes* on the Department's website at <[www.infrastructure.gov.au/roads/vehicle\\_regulation/bulletin/importing\\_vehicles/index.asp](http://www.infrastructure.gov.au/roads/vehicle_regulation/bulletin/importing_vehicles/index.asp)>.

## Once the vehicle has been imported

If a vehicle qualifies under the pre-1989 scheme, the applicant is issued with a vehicle import approval. The approval is issued without conditions. The approval authorises the importation of the vehicle. In particular, the approval authorises the delivery of the vehicle from Customs Control at the Australian port of entry. The approval also authorises the future supply of the vehicle to the Australian market (ie, future resale).

Once imported, vehicles are not fitted with Identification Plates or Used Import Plates.

### **Note, vehicle registration requirements**

The concessional importation of a vehicle under the pre-1989 scheme is distinct from the requirements of vehicle registration. Vehicle registration is handled by the relevant state or territory registering authority.

There is no certainty that a vehicle imported under the pre-1989 scheme can be subsequently registered for road use. Vehicles (once imported) may need to be modified to meet road registration requirements. For example, road vehicles in Australia are generally required to be right-hand drive.

Sometimes vehicles can qualify under more than one concessional importation scheme. Requirements for road registration can vary depending on the type of scheme you select for the import of your vehicle. These requirements are determined by the state or territory registering authority. For example, a vehicle may qualify under both the pre-1989 scheme and the personal import scheme. However, the road registration requirements for personal import vehicles may be less onerous than for pre-1989 vehicles.

Before you decide on an importation scheme, you should contact the relevant state or territory registering authority. You should also contact the registering authority for further information on road registration requirements. Contact details for registering authorities are at the end of this information brochure.

## Moving towards a rolling 30-year-old scheme

Prior to 2005, the pre-1989 scheme applied to vehicles that were 15 years old or older. In 2005, the scheme was amended to its current format. The amendment was made to refocus the scheme back onto its core purpose – older enthusiast, classic and historic vehicles.

In particular, the Government decided to move towards a 30-year-old scheme. A fixed cut-off point (the date of manufacture of 1 January 1989) was established as an extended transitional arrangement. Under this arrangement, the availability of vehicles was preserved or “grandfathered”. 1988 and older model vehicles continue to be available to importers.

This buffer period between hobby vehicles and mainstream vehicles will be gradually extended over time – up to a maximum of 30 years. The 30 year vehicle age accords with other definitions of historic vehicles – such as the conditional vehicle registration schemes offered by state and territory registering authorities and the definition of historic vehicles for the purposes of customs duty exemption.

The 2005 amendments were made under the *Motor Vehicle Standards Amendment Regulations 2005 (No. 1)*. Further details (including an Explanatory Statement and Regulation Impact Statement) are available from ComLaw, at <[www.comlaw.gov.au/ComLaw/Legislation/LegislativeInstrument1.nsf/asmade/bynumber/094A3C5641E3879ACA256FFC000459AC?OpenDocument](http://www.comlaw.gov.au/ComLaw/Legislation/LegislativeInstrument1.nsf/asmade/bynumber/094A3C5641E3879ACA256FFC000459AC?OpenDocument)>.

## Agency activities, 2009/10

The following activities describe the Department's decisions under the pre-1989 scheme for 2009/10.

<i>Pre-1989 scheme, vehicle import approvals and refusals</i>		
	<i>No. of decisions</i>	<i>No. of vehicles</i>
Total approvals	5,690	11,147
Refusals, due to vehicles being converted	28	28
Refusals, due to date of original manufacture	15	15
Total refusals	43	43

Source: Department of Infrastructure and Transport, IVAS database

<i>Pre-1989 scheme, types of vehicles approved</i>		<i>% of approvals</i>
Cars		61.0%
Motorcycles		32.3%
Scooters		4.2%
Heavy vehicles		1.9%
Trailers		0.6%

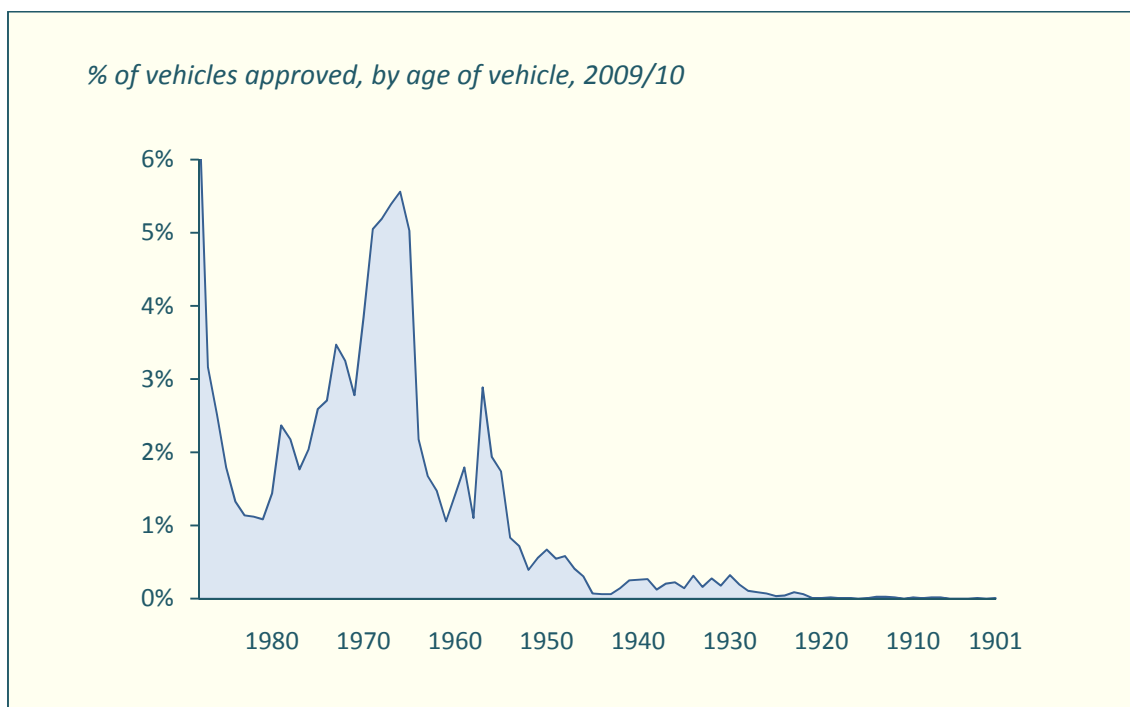
Source: Department of Infrastructure and Transport, IVAS database

<i>Pre-1989 scheme, top 10 make/models approved</i>		
		<i>% of approvals</i>
No. 1	Ford Mustang (from 1964 onwards)	11.6%
No. 2	Chevrolet Corvette (from 1954 onwards)	4.3%
No. 3	Chevrolet Camaro (from 1967 onwards)	3.7%
No. 4	Piaggio Vespa (1958-75)	2.0%
No. 5	Chevrolet Bel Air (1954-62)	1.9%
No. 6	Chevrolet Impala (1958-72)	1.5%
No. 7	Ford Thunderbird (1955-80)	1.4%
No. 8	Norton Commando (1969-75)	1.0%
No. 9	Ford F100 (1953-72)	0.8%
No. 10	Pontiac Firebird (1967-80)	0.7%
	Total, top 10	29.0%

Source: Department of Infrastructure and Transport, IVAS database

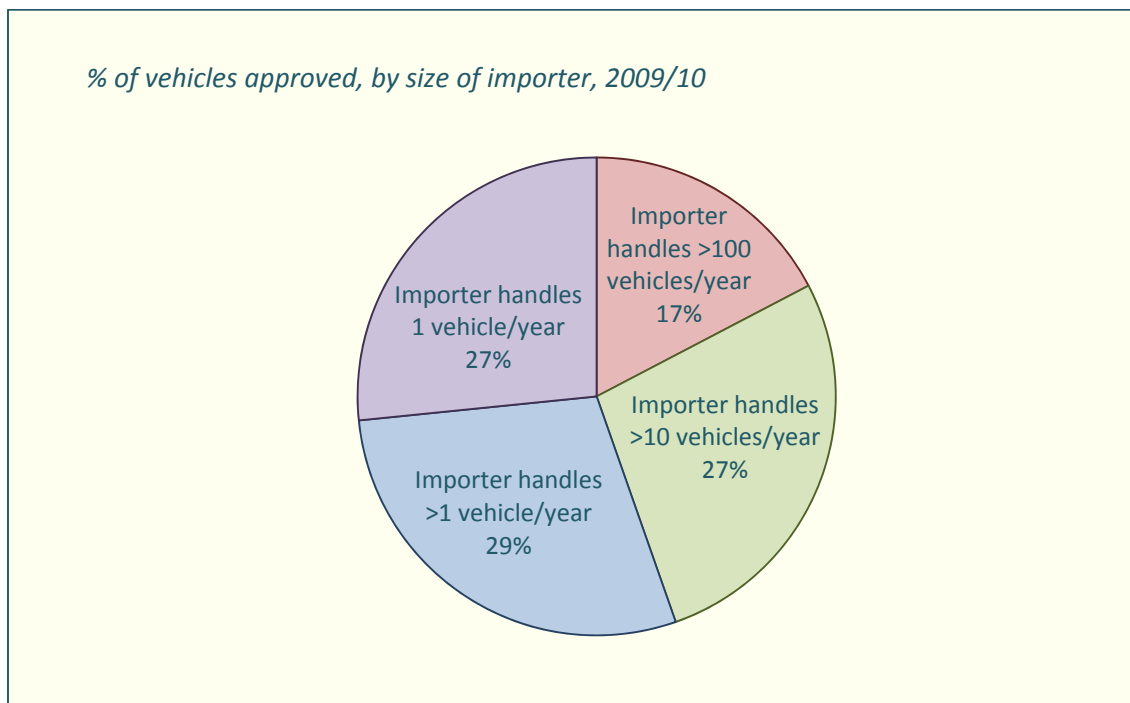
During 2009/10, the scheme's focus was primarily on vehicles from the 1950s, 1960s and 1970s vintages. There was a wide spectrum of importers, ranging from the individual "one-off" importer to the regular importer.

### Pre-1989 scheme, age profile of vehicles



Source: Department of Infrastructure and Transport, IVAS database

### Pre-1989 scheme, types of importers



Source: Department of Infrastructure and Transport, IVAS database

## Contact details

Vehicle import applications may be submitted to the Department by email, fax or mail. The Department's contact details are:

The Administrator of Vehicle Standards  
Vehicle Safety Standards  
Department of Infrastructure and Transport

Email: [vimports@infrastructure.gov.au](mailto:vimports@infrastructure.gov.au)

Website: [www.infrastructure.gov.au](http://www.infrastructure.gov.au)

Fax: 02 6274 6013

GPO Box 594  
CANBERRA ACT 2601

Tel. 1800 815 272 (within Australia)  
or +61 2 6274 7444

Other Australian Government agencies are involved in the importation process. The Australian Customs and Border Protection Service manages the security and integrity of Australian borders. The Australian Quarantine and Inspection Service manages quarantine controls. Contact details are:

### Australian Customs and Border Protection Service

Email: [information@customs.gov.au](mailto:information@customs.gov.au)

Website: [www.customs.gov.au](http://www.customs.gov.au)

Customs Information and Support Centre  
Locked Bag 3000  
Sydney International Airport  
NSW 2020

Tel. 1300 363 263 (within Australia)  
or +61 2 6275 6666

### Australian Quarantine and Inspection Service

Email: please see website

Website: [www.aqis.gov.au](http://www.aqis.gov.au)

GPO Box 858  
Canberra ACT 2601

Tel. 1800 020 504 (within Australia)  
or +61 2 6272 3933

The state and territory registering authorities handle road registration requirements. Contact details are:

### New South Wales

Roads and Traffic Authority

Email: please see website

Website: [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)

PO Box K 198  
HAYMARKET NSW 1240

Tel. 13 22 13 (within Australia)  
or +61 2 4920 4000

### Victoria

VicRoads

Email: please see website

Website: [www.vicroads.vic.gov.au](http://www.vicroads.vic.gov.au)

60 Denmark Street  
KEW VIC 3101

Tel. 13 11 71 (within Australia)  
or +61 3 9854 2666

<p><b>Queensland</b></p> <p>Queensland Transport</p> <p>Email: <a href="mailto:fastinfo@transport.qld.gov.au">fastinfo@transport.qld.gov.au</a>  Website: <a href="http://www.transport.qld.gov.au">www.transport.qld.gov.au</a></p> <p>GPO Box 1549  BRISBANE QLD 4001</p> <p>Tel. 13 23 80 (within Australia)  or +61 7 3253 4500</p>	<p><b>Western Australia</b></p> <p>Department of Transport</p> <p>Email: please see website  Website: <a href="http://www.transport.wa.gov.au">www.transport.wa.gov.au</a></p> <p>GPO Box R1290  PERTH WA 6844</p> <p>Tel. 13 11 56 (within Australia)  or +61 8 9427 6404</p>
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