

Club Permit Scheme & Child Restraint Update

I have recently attended Federation and AOMC club delegate meetings where I have been given updates in relation to the Club Permit Scheme and Child Restraints.

Club Permit Scheme

- Around 400 submissions were received by Vic Roads from clubs, motoring organisations and individuals in relation to the draft proposals. These were summarised and a submission prepared for the Roads Minister.
- The Roads Minister accepted the proposal and instructed Vic Roads to proceed as quickly as possible.
- Vic Roads have engaged an ex long standing Vic Roads employee as a full time consultant to prepare the scheme details for implementation early in 2011 – maybe by the end of January.
- Vic Roads and the consultant met with delegates from AOMC, Federation, CAMS and Hotrods on 20th August to discuss details, including the form and use of the log book.
- There will be both 90 day and 45 day permits available for a 12 month period. The 90 day permit will notionally cost the same as the existing club permit plus the cost of the log book (should be \$10 or less and needs to be purchased annually), and the 45 day permit will be approximately half the cost of the 90 day permit. If an owner finds that they are going to exceed 90 days in a 12 month period then they cannot gain an extension and will have to put the vehicle on full registration. A person who has taken out a 45 day permit and finds that they are going to exceed the 45 days can obtain another 45 day permit.
- The log book permit is only available for vehicles older than 25 years and whose owner is a member of an affiliated, authorised vehicle club. The current system has got out of hand and Vic Roads is currently verifying the authenticity of clubs
- Under the log book scheme the owner will have the freedom to legally use the vehicle for private activities so long as the log book is filled out correctly. A person using a club permit vehicle who hasn't completed the log book and who is pulled up by the police will be charged with driving an unregistered vehicle and will incur a substantial fine and demerit points. Also in the event of an accident it is likely there would be no insurance cover. With this clarity it is possible that the police will be more vigilant in policing correct vehicle use.
- If a log book is lost it will be possible to get a replacement, but with some difficulty, involving the completion of a statutory declaration, endorsement by the club registrar and the payment of a substantial fee.
- The log book will be of a convenient size, suitable for carrying in the jacket of a motorcycle rider. It will not be plastic coated for water protection.
- For the purposes of juggling vehicles it will be legal to move a club permit car onto the street, up to 100M from the parking place, without the need for a log book entry.
- Vic Roads will be responsible for the issuing of log books at the time of taking out or renewing a permit. However log books may not be available in all locations so the taking out of a permit should not be left to the last moment, especially if the owner is planning to take the vehicle on an event shortly after applying for the permit.

- Club Registrars will still be responsible for endorsing current membership of the club before Vic Roads will issue a new permit or the processing of a renewal. Clubs are required to maintain a register of permit vehicles.
- There will be greater communication between Vic Roads and clubs. Clubs will be able to consult Vic Roads if they are concerned about inappropriate use of a vehicle under the auspices of that club. Vic Roads will issue to clubs on an annual basis a list of vehicles that are on the permit scheme under the auspices of the club, which can be compared with the club's own register.
- Any club advocating flagrant breaches of the permit rules can be removed from the club permit scheme by Vic Roads.
- At the time of taking out a permit or renewing, a label will be issued, similar to a registration label for fully registered vehicles.
- Vehicles moving from the existing permit scheme to the log book based scheme will retain the existing plates and will not have to undergo an inspection.
- The existing vehicle inspection requirements will remain in place, depending on club policy for providing its own safety inspections or requiring commercially provided inspections.
- As a separate issue a code of conduct is to be prepared to provide clubs and vehicle owners advice and guidance on what is an appropriate vehicle to be admitted to a club and to be on the permit scheme. It will cover issues such as vehicle modification and replicas, amongst other things. This code will be drafted by representatives (around a 10 person working party) drawn from clubs representing the different vehicle eras and types. The forming of this working party is currently underway. The draft code will be reviewed by Vic Roads engineers before it is implemented. The introduction of the log book based permit scheme is not contingent on the preparation and implementation of this code. However it is expected that the code will be introduced during 2011.
- The method of introducing the log book based permit has still to be finalised. Vic Roads don't want to be besieged by current permit holders and those applying for new permits on day one of the introduction. The introduction is likely to be staged and possibly may only become available as the existing permit renewal falls due. Further advice will be given on this matter as information comes to hand.

Child Restraints

- National regulations have been taken up by the states and territories, which require that children, 7 years old and under are held in vehicles by certified and properly engineered restraints. This raises issues for parents, grandparents and others who wish to take children of this age category in their historic vehicles, on public roads. In many cases it is not a straight forward exercise to install properly engineered restraints in vehicles with a separate chassis and wooden framed body. Unlike the seat belt regulations there are generally no exemptions given in respect to historic vehicles.
- The various motoring organisations and some individuals have been investigating the issue to see if the authorities will issue an exemption for legitimate historic vehicles and also investigating if there are any commercial providers who can fit properly engineered restraints to our kind of vehicles.

- VEH – QUIP or V-GEAR (the same organisation I believe), 27 Amay Cres., Ferntree Gully, phone 1800 302 432, 9758 7276, claim that they can install properly engineered restraint devices to most vehicles.
- Norm Nettleton of the Ford T Club and early Ford V8 Club has been investigating the fitting of child restraints and has had approved restraints fitted to his 1935 V8. He with others, plans to have approved restraints fitted to 5 different era vehicles, including a T Ford. He will report back to AOMC and Federation on the success or otherwise.
- Most state and territory jurisdictions are not providing exemptions for the fitting of approved child restraints in historic vehicles and following questioning, Victoria has confirmed that there is no exemption. However recently it has been learned that South Australia has provided exemptions on the need for child restraint use in historic vehicles, whilst being used for historic vehicle activities. Also WA has said that clubs can apply for exemption for specific rallies. This isn't a blanket exemption, like in SA but for specifically nominated events only. Armed with this information the AOMC is going back to the Victorian Authorities to revisit the question of exemption for historic vehicles.

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