

Club Permit Scheme

Since the introduction of the new log-book system for the Club Permit Scheme (CPS) a number of issues have been under review by VicRoads. The most significant of these has been the question of inspection standards for modified vehicles on the scheme.

This has been the subject of intense discussion between VicRoads and AOMC for a considerable time and AOMC has put forward proposals to ensure that the resultant rules are appropriate for the historic vehicle movement. We have sought rules that target those highly modified vehicles where significant changes to a vehicle's performance and/or structure indicate that engineering inspection is warranted to ensure its safe use on the roads is not compromised.

Conversely, we have argued that the many older vehicles which may have undergone relatively minor change in specification arising from long-established practices evolved from parts availability issues or period-appropriate component upgrades are not subject to unnecessary and costly certification regimes.

The initial approach by VicRoads was to apply their existing rules for modern vehicles to the CPS and this was also the approach supported by the Federation of Veteran, Vintage and Classic Vehicle Clubs. AOMC consistently argued that this is not appropriate and presented proposals for a fairer, simpler, more relevant and practicable set of rules for the main categories of older vehicles.

VicRoads has recently issued a summary of the policy directions currently resolved or being worked on and this is attached.

To help clarify some of the matters referred to the following comments are offered.

1. The first two dot points refer to the work now underway by VicRoads to write specific rules to identify those vehicle modifications which will require engineering inspection and certification and those which will not. These rules will deal with the age categories proposed by AOMC. We anticipate these new rules will reflect much of the input from AOMC, but cannot yet be sure that all of our concerns will be dealt with, so when the draft new rules are made available further discussion is likely.
2. The third dot point refers to a likely change to make a RWC mandatory for most vehicles going onto the CPS, whilst for those vehicles still able to be subject to club safety checks VicRoads will specify the test standards and methods to be used.
3. Dot points four and five reflect calls by AOMC for a plate type to identify those vehicles modified to an extent that requires certification.
4. The sixth dot point points to a new procedure for clubs which will support the monitoring of modified vehicles and any changes undertaken subsequent to entry onto the scheme.
5. Dot point seven will limit those club officers who may sign CPS applications and renewals and statements of safety (where applicable).

All of these items have to some degree been presented to recent AOMC delegates meetings.

The second set of dot points reflecting policy matters still to be developed and of these the first is perhaps the most significant for AOMC member clubs to consider and feed back their views to the Committee. This and the following point derive from concerns about the integrity of some newly formed clubs and the belief that some vehicles

being put forward for the CPS may be more in the nature of domestic workhorses than enthusiast hobby vehicles. AOMC welcomes comment from its clubs on any of the matters raised in the VicRoads update and will continue to strive to gain the best possible outcome for the majority of the historic vehicle movement

Rod Amos

Vice President, AOMC

Extract of VicRoads document.

Club permit vehicle standards and requirements

In light of discussions so far with peak bodies and stakeholders including the Victoria Police, VicRoads is developing detailed guidelines clarifying existing requirements for club permits for consultation with the peak bodies covering:

- Vehicle standards for club permit vehicles (including establishing the extent vehicles can be modified from standard) that are suitable to the era, e.g., pre 1949, after 1948 and before 1969
- These standards will differ according to age and be "age appropriate" – for example, pre 1949 vehicles will be permitted to have bodywork changes typical of the era without further certification so long as the vehicle's general appearance is in accord with vehicles of that type with a similar date of manufacture, whereas post 1969 vehicles may only have body modifications in line with those allowed in VicRoads' Vehicle Standards Information No. 8. (VSI-8)
- Inspection standards and arrangement for club permit vehicles (including the possibility of certificate of roadworthiness being required for the initial permit issue for some club permit vehicles, and a more closely defined club "certified" inspection for other vehicles).
- The possibility of a new club permit vehicle "class" of modified club permit vehicle (requiring a "higher level" inspection).
- If a modified club permit vehicle class is to be put in place, it is proposed that these vehicles be identified with a new number plate series.
- Clubs will be required to maintain photographs of vehicles they are recommending for admission to the club permit scheme.
- For renewals or new applications, VicRoads to only accept the signature of the club secretary and/or one designated club permit officer who will be certifying that the vehicle is safe for use on the road and meets the club permit scheme requirements and standards. In addition to the above, VicRoads will also be considering matters such as:
 - Whether to change (with an appropriate transition arrangement) the minimum age of club permit vehicles to 30+ years.
 - What constitutes a club and whether "internet clubs" will be recognised?
 - Clarifying the requirements for the "rally permit" scheme and determining whether rally cars currently on the club permit scheme should be on a revised rally permit scheme.
 - Liability of permit holders and clubs to report vehicle modifications to VicRoads.
 - For non-Australian vehicles without a previous registration history, that Commonwealth Government import approval papers must form part of the initial club permit application.