

## ***Comments on the Victorian Club Permit Scheme***

In January 2015 QHMC wrote to the Victorian Federation of Veteran, Vintage and Classic Vehicle Clubs and the Association of Motor Clubs requesting information about, and their experiences with, the current Victorian Club Permit Scheme. This is their feedback. Answers in blue are from the Federation while those in red are from AOMC.

1. For the benefit of QHMC member clubs would you please explain the operation of the current Victorian log book system and how it differs from the previous Club Permit Scheme?

Previously we were permitted to use the vehicles on a club event, at another club's event that had CPS approval and for service/maintenance/test, runs/club committee requirements. Now for any use we must enter the day's use in the Log Book when you are more than 50 meters from the driveway of registered address for that vehicle. The driver does not necessarily have to be a Club member but the day's use must be recorded. So if it's in for repair or service and it's parked on the street or the mechanic takes it for a drive then a day of use must be recorded. If you need to fuel it up for a run at the weekend then a day of use (must be recorded), if you are doing that Thursday say. Basically if it's on a public road sitting or in use it has to have the day recorded.

In the past use of permitted vehicles was only for club authorised use i.e. events organised by the club that you belonged to or by invitation to other participating clubs events.

Now use of the vehicle is restricted to 90/45 days per annum, including club events and private use.

We believe a large percentage of older vehicles upon the scheme are now choosing 45 days

Whilst the newer vehicles are keeping the 90 day option

2. Did your organisation support the change to log books?

We (the Federation) did not support it totally initially as we were concerned about the effect on Clubs and the number of people who would join simply for cheap registration and not take on responsibilities within the Club. It opened it up to a lot for abuse as the days use is not controlled. It would mean a lot of people would have the privilege and have no requirement to attend club meetings or activities other than to get their permit signed annually. If a club did control with requirements then they also may need to consider (that they may be seen as) discriminatory requirements and by that I mean compelling a shift worker to attend meetings when you know he is at work. Plus we could see that a number of vehicles would swap over from full registration, but it was more than we thought. Plus we could see that this new freedom would mean a lot more vehicles, but it's grown more than we thought.

The Association has always supported the scheme, in fact was instrumental in having it extended from the vintage period in earlier times. The Association has been in close liaison with Vic Roads during the introduction of the log book scheme, assisting with the establishment of the guidelines and regulations.

3. What is the cost of accessing the log book scheme? How does this cost compare with the old CPS and normal Victorian registration fees?

Costs for 45 days is \$75.00 annually and for the 90 \$150.00. If you like you can take the 45 at the start of the CPS year for that vehicle. If you use those up you can then pay for the next 45 days. So costs are about the same as they were before. But taking out the freedom as a plus to some, you are still time limited to a maximum of 90 days per annum where as in the old system you could have a run for 365 days in a year if the club sanctioned it. But the difference is in the Log book. You drive when

you want and not just when an event is on. VR first advertised it in 2011 as "For any purposed at any time" which is not really correct. Victorian full registration is about \$700.

Current cost is \$40 for 45 days the Transport Accident Commission fee \$74.00 total around \$115.

Supplementary question: Question 3 appears to have two different answers. Can you please clarify?

He's typed it wrong. \$40.00 rego and \$35.00 TAC and total \$75.00

90 day permit is \$143. 45 day permit is \$71.00

4. Roughly how many vehicles were registered on the CPS and how many are now on the log book scheme?

In 2005 we started on the 00000 H series of numbers for vehicles after 1.1.1931. August 2012 I put a tractor on the CPS and have number 16773 H. One year ago a member put a car on it and got 36660 H. Today I believe we are over 60000 H. With the bikes and Veteran and Vintage and the ones on CH 0000 number system (the previous one to H) I would estimate it at nearly 70,000. All are now on the Log Book system.

Update: 11-5-15. Last Saturday we had a presentation to our Delegates meeting by VR and at the start of 2011 when Log books started there were 10,000 vehicles on CPS. Today it's over 60,000.

Clearly there has been an increase in the number of vehicles on the scheme. Anecdotal evidence suggests 30-40,000 vehicles on the scheme.

Vic Roads have never indicated an accurate number of vehicles on the scheme.

5. How well, in the opinion of your organisation, have log books worked? What have been the benefits and problems? On what basis have the benefits and problems been assessed?

The good is that an owner can drive anytime he wants to his maximum of 45 or 90 days.

If 45 are taken and it's not enough you simply buy the next 45. (But no more than 90)

(That) Means that you don't rely on club activities and sets it straight for the Police.

The bad:

It means we have a lot of people joining clubs just to get cheap rego and we do not see them till the Permit application needs signing again by the club. Thus (there is) no one to help out on Committee or at events etc. You can drive them away with Club Rules that members must (be involved) but a lot are caught up with the fear of discrimination action being taken against the club so not many enforce it all.

The displays and things like that appear to be attracting good numbers but it's more the modern type of vehicles.

At the start of February this year we introduced the outcome of a review of the CPS which took many months. It's reasonably open and I hope that all clubs do adhere to it. Main thing is an "M" plate for "Modified" but those are only at VSB14 stage of modification. There have been 80 come onto that so far. But Police are pushing hard to catch the non-compliant ones out. Clubs were asked in January to re-sign that they will uphold the rules etc. and there were just over 1,000 at that time and 250 of those have not re-signed. Not sure why as yet.

The fine for not filling in your log book is \$780.00 each time as it based on driving an unregistered vehicle.

We have seen a lot of vehicles rush to come onto the scheme over 2014 as the requirement for a full RWC came in for all vehicles manufactured after 1.1. 1949. Before that started on the 1<sup>st</sup> February 2015 Clubs could self- assess. We are sure there are a few under restoration or modification that have been placed on the road and they are nowhere near finished thus they will not have a RWC.

If you have a group of say 6 Club members and they call one another and say let's got to ..... and have lunch in our old cars. Whilst there a fellow says can we look at the line-up of cars and then a bonnet gets opened up and it falls and chops off a spectators fingers. (Their) Club knows nothing of this little mini run. Owner does not have public risk (insurance). TAC cover is not applicable as the vehicle was stationary.

We have a lot of people flaunting the system and using the cars every day and taking the chance of not getting caught.

One fellow ran up the back of another car. Police came and had a look and asked for the Log Book which was not completed, (A) \$780 (fine) for driving an unregistered car. Then made the insurance claim for his and the car in front. Insurance company said you were driving an unregistered car so no payment from us.

Another fellow driving every day to work and on the 4<sup>th</sup> day Police pulled him over. Log Book produced proudly as he has it completed and the officer said well done today but here are 3 photos of you using it for the past 3 days and no records - \$780.00 x 3 please.

**The Association supports the log book scheme.**

**The scheme is extremely popular with the enthusiast, who have been given the option of an economical scheme enabling a good level of use of their vehicle and even more so if they have multiple vehicles The benefits include the ability to utilise your vehicle for club events and personal use, ie nice day take your family out as long as you do not exceed the number of allocated days use. Certainly more old cars are seen on the road these days.**

**There will always be problems, but generally Vic Roads are prepared to modify the scheme to ensure it integrity**

6. What has been the impact of the log book scheme on clubs i.e. level of participation etc., and how has this been assessed?

To the Police the major benefit is that it is now clear as to use of the vehicle. You have or have not got that days use filled in the log book - simple. To the individual Club member it means that he has great freedom in the use of the vehicle as he can fill in the book and go when he wants. To some members it has provided cheap registration for things such as the ute to go to the tip in or to go and get parts for another restoration project. To those with old family cars that they were hanging onto it

means that they can for a reasonable cost now get those out on the road once more. Problem is that it has brought with it is that we now have a lot of Clubs, we have a lot of members of Clubs, we have a lot of vehicles on the road which in turn means more accidents of CPS vehicles, the demand has seen a lot of Modified vehicles permitted to join without proper testing of those vehicles to the point that we are unsure if they are really safe or not. It has seen great growth but that in turn brings less people into clubs to do the Committee functions but those who do hold positions work harder for more members. It has meant more Clubs that are not affiliated with State organisations and it is difficult for Vic Roads to talk to them all. We have seen a few Clubs not run right and being formed for just family members to have vehicles on CPS and some that meet over the internet. We have seen a great growth in the vehicles being restored / modified to come back onto the road which in turn is great for the Economy. We perhaps have seen less long distance runs as members only have 90 days per annum where as in the old one 365 days use was possible. We have seen a number of motor homes on the CPS as they can and they are used for holiday and not display or processions. We have seen more members attending Club meetings than before but only about the same number on runs. But display days are well supported if the weather is ok and they allow modified in. The concerns that we had prior to February 2011 when it started have all raised themselves over the past couple of years and more discussions with VR has seen a number of new rules and some changed to deal with highly modified vehicles which are to go to a new 00000 M plate as those will require a full VASS inspection. We have seen a move from stapled Log Books to Saddle Stitched as that stops them removing used pages for unused. We have seen some writing entries in pencil to rub them out again.

Clubs role in the management of the scheme has been increased, and I think this is a good thing. Clubs must record their involvement in the scheme

Club memberships have been increasing despite many clubs putting on conditions for permitting vehicles, i.e. attend a number of club events, etc. Anecdotally we have heard of clubs closing off membership, particularly in the country regions

7. How many clubs were there in Victoria before the introduction of log books and how many are there now?

We had around 380 Clubs in February 2011 when it started. Today we are almost at 1,000 and growing.

The Association's membership currently stands at about 220 clubs, prior to the introduction of the log book scheme it was around 180 clubs

Clearly there are a large number of clubs who have been registered since the log book schemes introduction, many not affiliated with a state level body.

8. How is the scheme enforced, and what is the penalty for misuse? Do clubs monitor usage of vehicles to ensure the scheme is not abused?

As it is up to the owner/driver to fill in the days use, Clubs do not have a say in that anymore. Concern here is that several members may decide to go on a run and they pull up and next thing there is a crowd gathering. At this point then who is covering the Public Risk, the vehicle owner or the club? But then again the Club knows nothing of the run. Not tested for a claim as yet thank goodness. Club members need to let the Club know when they are using the vehicle where the Public Risk policy of the club is being relied upon. Enforcement is by the Police only and they do have various ways such as when a H plated car gets a camera speeding fine they deliver it and ask for the Log book first to see if it's been completed for that day's use. If you do not have the Log Book filled in then you are driving a non-registered/permitted vehicle on the road and first fine is \$780.00. They sometimes find more to add on after that. There is no monitoring by Clubs as to individual use.

The club has no role in monitoring use of the vehicles, Owner Onus applies and it's a matter for Vic Police to regulate

The penalty for non-current log book or exceeding the annual usage is \$700 approx.

9. Do you have any comments, or have you received any feedback about the effects of the log book scheme on government revenue?

No feedback or amounts but one has seen a number swap from \$700 or so in annual (full) Rego back to \$75.00 (for CPS). VR Offices were encouraging people to do it when they came in complaining about cost and little use and it was over 25 years old. But it's the cost of the admin with so many coming onto the scheme. So far we have only seen increase by CPI and I hope that it stays that way.

I do not believe it has ever been an issue, even with the increase in number of vehicles involved it is small beer in the scheme of things!!

10. Were there any unintended or unforeseen consequences from the new scheme's introduction?

Lots of modified vehicles coming onto the scheme but it is unknown now if they are OK or not. However the Log book was not the only change that caused this as ASRF changed to only accept pre 1949 chassis vehicles and we have all seen 1949 onwards modified coming on to our restored schemes. Now we have the action the other way from 1.2.15 that means 1949 onwards vehicles have to have a full RWC. But it does allow for period modifications to vehicles as well. We saw some clubs charging for inspections and annual renewals and we have seen 7 lose their rights to be part of CPS. Our simple little scheme that was bubbling away since 1964 or so, all of a sudden blew out of all proportion. But ask for more help at Club level and that has not changed all that much.

The increase in the formation of permitted clubs was an unforeseen consequence of the log book scheme, now being addressed by Vic Roads.

Possibly the ability to regularly use 25 year old vehicles, risking detection if the permitted days are exceeded,

There are reports of vehicles being used for commercial purposes, generally vans, utes etc,

Supplementary question: What would you like done with the 25 year limit and can you please explain the meaning of this statement?

The Association has not canvassed any proposal to increase the age of vehicles eligible for the scheme, however I would suggest it would be resisted by clubs with marques still in production, but perhaps welcomed by clubs catering for older vehicles.

Certainly any move to increase the age of vehicles eligible for the scheme may have an effect on the ability to recruit younger enthusiasts to the movement!

11. What, if any, changes would you like to see made to the log book scheme?

The changes that we worked on from February 2013 till December 2014 and introduced 1.2.15 will go a long way to fixing up most of the problems. Just need more time to see what else they can come up with to beat the system.

We are the only State on 25 years and we need to lift year by year to reach 30 and align with the rest of the country. 25 years is not long in the life of a modern vehicle and we have too many that are on the scheme that should be on full rego in the 25 – 30 years bracket.

Replicas: By this I mean that you can buy all the components and build a 1965 Mustang but its brand new and not a true replica as perhaps different brakes, tyres, or even bolts. So we need to come into line with the rest of Australia and say once it reached 30 years since the drive line was attached to the body then it will be available for CPS.

Supplementary question:

In other answers the Federation has commented on the large number of clubs and their lack of involvement. However in this answer there is no mention of this as something you'd like to see changed in the scheme. AOMC has flagged this as something they'd like to see addressed.

The horse has bolted so it's not something that is easily fixed now. In the 5 years of pre meetings Federation constantly said to VR that all clubs associated with the CPS scheme need to belong to a State body. Federation, AOMC, Hot Rods or a 4<sup>th</sup> organisation if they want to form one. Not that Federation was looking for more members as we have sufficient to look after. Why we were asking was so as VR only had a few people to discuss any enhancements with or to get a message out quickly to. As it is now we have only about half covered and the rest don't know what the rationale is behind some decisions being made.

VR have invited 7 (clubs) to leave so far and 250 have not re-signed so they are currently off the system. None of those would be affiliated with any state body.

Hopefully if we ever get to talk about clubs it will sort a few out. On that our thoughts are that they must have:

1. Incorporation with the necessary authorities
2. Public risk cover and it used to be \$10 million but more like \$20 now
3. Voluntary workers cover as you never know.
4. Be prepared to fill in the pre event question sheets to see if there is potential risk with the event.
5. Meet regularly. Our state Incorporation allows for meeting by E-Mail or chat room. But you need to have regular face to face meetings to keep the members informed and allow them to ask questions.
6. Some minimum member numbers so you don't just have a club of Mum, Dad and the kids. (the) Reason for a lot of those is that people have huge collections and they don't want others to know about them by putting the vehicles on CPS registers.

The Association believes there is more work required on the definition of what constitutes a club?? that may be permitted for the scheme.

Work is required on the definition of replicas, currently allowed under the scheme,

Definition of what constitutes commercial use.

Personally not the Association's view, I believe there could be scope to look at the 25 year rolling limit.

12. Would you please explain the modified vehicle issue that is currently being addressed by VicRoads and how any changes are likely to affect clubs and their members? Why has VicRoads deemed it necessary to make changes to the scheme and what are they?

The problem was that mates were checking mates cars and some (not all) that were modified were way beyond tolerances. Things like blowers out the bonnet that the driver could not see past and drag cars on the road. Advertising of vehicles for sale saying that you can drive it to the track, race and then (drive it) home again. Then with the same number plates anyone not understanding the CPS rules could see this and that done and think they could do the same and get away with it. It's then like a snowball. Then those who want to take them interstate and they don't comply. The national regulation VSB14 is what level the M number plate starts at and that will distinguish them from one sector to the other. The introduction of RWC from 1949 will stop a lot of this happening though. Stronger rules needed to be in place from the start and VR were a little lax and it blew out but the new rules will be good and the Police will support shifting the highly modified over to M providing they have been assessed.

Clearly there has been a leakage of unsuitable vehicles onto the scheme, without an adequate inspection scheme, including rods, and vehicles carrying heavy modifications. Clubs will now be required to ensure such vehicles when entering the scheme, be suitably inspected by a VASS engineer and under-go Road worthy Certification. For such vehicles a new number plate entitled M will be available. Details of the new testing regime are readily available on line from Vic Roads.

Pressure for this change was mainly generated by the Vic Federation, it appears that these unsuitable vehicles may be more common in the regional areas.

The writer from his observation believes that the issue of "daily drivers" and standard vehicles in poor condition allowed onto the scheme under the previous regime was a bigger issue. The Association has worked tirelessly to try to ensure that the new testing regime does not have a detrimental effect on vehicles modified in period or of necessity due to component unavailability or for increased safety in modern traffic.

Additional comments

In conclusion, the scheme is very popular with the individual enthusiast, and accepted by the clubs. The one make specialist clubs had little trouble adapting to the new scheme, the mixed make and regional clubs may have been required to look at their operations.