



## **CONCESSION CODE 404 MEETING CANNINGTON PAVILLION WEDNESDAY 26<sup>TH</sup> APRIL 2006**

**Meeting Opened:** at 7.35pm by Chairman John McLean

**Present:** Special Guest Peter Mathieson from DPI, John McLean, David Reid and Peter Taylor (Secretary) from the CMC and 118 members as per the attendance sheets.

**Apologies:** Wilf Chambers, Fred Belford and Andrew Stevens.

### **OPENING ADDRESS**

Chairman, John McLean opened the meeting by welcoming all attendees and outlining the purpose of this evening's meeting. John then introduced Peter Mathieson from DPI. Peter is the Officer in Charge of AIS/Defect Notice Section and is directly responsible for Concession Code 404. This is only one of many responsibilities within the department that Peter oversees.

### **DPI PRESENTATION**

Peter Mathieson delivered a very informative Power Point slide presentation of the DPI system and highlighted the major points of concern that had been previously raised with the department. A number of points from this presentation were raised by the attendees and these will be addressed under the next heading.

This presentation will be provided to all clubs, in point form with these minutes.

### **QUESTION TIME** (Questions of similar nature are printed together and not in order of raising)

#### **Modifications:**

Was DPI looking at raising a standard modification list for specific vehicles? Peter Mathieson replied that DPI was not in favour of doing so and that they would refer any requests for modifications back to the CMC Technical Committee. John McLean and David Reid both spoke on the role the Technical Committee would take when a member or club submitted a modification request. It was advisable to submit as much information as possible on the requested modification in order to allow the committee to look at all aspects and make an informed decision.

The use of LPG on code 404 vehicles was raised. Peter Mathieson replied that DPI had no problem with the fitment of LPG as an alternative fuel source. However, the fitment of LPG systems must be in accordance with AS1425. The "Notice of Compliance" must be completed with appropriate annotation by a qualified fitter.

Full licenced vehicles with LPG currently fitted may be passed for code 404 after inspection by and AIS Examiner. Vehicles currently on code 404 may be fitted with LPG systems after prior approval from DPI. One member raised his objection to the fitment of LPG to code 404 vehicles. John McLean suggested that it would not be an economic viability for members to start fitting LPG in an ad hoc manner. It would take many years to break even given the limited use of these vehicles. The detraction of modification by fitting LP Gas was over-ridden by the lesser cost of fuel and the benefit to the environment.

Conversion from LHD to RHD is not considered a modification, however engineering certification is required.

**Inspections by Scrutineers.** Many questions were raised on this subject.

The difference between an AIS Examiner and a scrutineer is; The AIS Examiner must hold the appropriate qualifications and is authorised by the Director General to carry out inspections, particularly first time code 404 inspections. The club scrutineer is a suitably qualified person appointed by the club and need not be a qualified tradesperson but must have sufficient knowledge of the marque they are scrutineering. Scrutineers are only permitted to do Annual Inspections.

The requirement for scrutineers to sign the inspection sheet stating that they have inspected and passed the vehicle as roadworthy was of concern to some members. The question was also asked as to whether the word "Roadworthy" could be removed from the inspection books. Peter Mathieson replied that DPI policy required an annual inspection of roadworthiness and that the current system would remain in place. Other comments from the floor advised that the voluntary nature of the scrutineer is covered by public liability and that negligence would have to be proved should an accident and or loss of life ensue. Peter Mathieson stated that DPI would fully support scrutineers should this situation arise. The Concessional License Committee will consult with DPI regarding the removal of "Roadworthy" term on inspection forms.

John McLean advised that should a club be unable to appoint a member as scrutineer then they may seek help from AIS Club Examiners or other clubs that are willing to do their annual inspections.

Country members may take their vehicles to the nearest authorised DPI inspection centre. Their parent club should receive a copy of the inspection certificate and must advise their Club Registrar.

David Reid spoke at some length regarding the role of the scrutineer to note on the inspection certificate all points of a minor nature that don't affect roadworthiness but may be of concern in the future. This allows the owner and subsequent inspections to monitor the point raised. It may turn out to be normal, but at least you know about it. Asked about acceptable oil leaks he replied that not all cars of the same model have similar leaks and other quirks. Knowledge of the marque being scrutinised will be the best guide.

Vehicles that are blatantly unroadworthy, in the opinion of the scrutineer, should be taken off the road on the spot and the Inspection form NOT signed. Those with minor conditions should be passed, but the deficiency should be noted on the inspection certificate. The owner then has to rectify the noted item before the next inspection.

Scrutineers MUST sight the vehicle that they are signing for and also sight those vehicles that have been advised of as being off the road for "repairs". The DPI system highlighted a number of errors regarding number plates that were detected last year. Scrutineers are requested to take particular care when annotating the plate details.

A copy of the inspection certificate should be held by the owner. Code 404 requires the licence to be held with the vehicle, so why not hold the inspection certificate with it.

John McLean advised that it is the opinion of the CMC that all vehicles should be road tested to ensure roadworthiness, particularly in regard to brakes and steering. This is not (currently) mandatory but it is "Highly Recommended".

#### **OTHER POINTS**

Code 404 vehicles are permitted to drive to an interstate club event provided the run is logged by the parent club as a club event.

Clubs are requested to send in the annual report as soon as possible to help prevent a delay in processing the information should the reports all come in at the end of July.

DPI do not need to be notified mid year of a vehicle that is either sold or taken off code 404. That information will be picked up at the next annual report. Code 404 is investigated and resourced during the annual reporting period; further resources are not available throughout the year.

David Reid spoke on the need for windscreen stickers to change colour each year for easy identification of current licence. Inspection sticker colour for 2006-2007 is blue. Currently the annual inspection sticker should be placed as close as practicable to the registration sticker. DPI is looking at introducing a specific registration sticker that readily identifies code 404 vehicles.

Attending members were given a copy of a standard letter to DPI, that had been devised for notification of a member's financial status and details of the vehicle involved when gaining code 404 for the first time. This letter is to be presented to the AIS Examiner for initial Con. Lic. Inspection and then handed to DPI along with the inspection MR1 form when a member attends DPI for licencing. Some members queried that the letter should have a time limit for presentation to avoid misuse. John McLean stated that the MR1 form was only good for 30 days and without the MR1 the letter was not sufficient to obtain code 404. Should a member, after receiving the letter and MR1 form, leave the club and then obtain the code 404, the person involved would be caught out at the next July report. It was suggested that the letter contain the expiry date of the current membership. CMC committee agreed.

It was commented by a registrar that first time code 404 vehicle owners were not notifying the registrar of the vehicle licence plate number. John McLean advised that this was a club responsibility.

Responding to a question regarding the size and style of the concession plates, David Reid spoke on the history of the plates and advised that the lettering should be no less than 25mm and be a contrasting colour. Members could make their own if they wish. When existing stocks of Vintage, Veteran, Post Vintage plates etc; run out the CMC is providing "HISTORIC" plates only. He also advised that the CMC would soon be in possession of "Historic" stickers that are a better application for some vehicles. Clubs will be advised.

Concession plates are purchased by individual clubs and can be on sold to the member, however, the plates remain the property of the club and should be retained in the event the vehicle is put on full licence. Obviously the plates remain with the vehicle if sold to another club and remains on concession.

Peter Mathieson was asked if DPI would re introduce the actual BODY TYPE on the Licence rather than the era of the vehicle. He replied that DPI was not in a position to rewrite the code for this but he would pass the matter on for investigation.

A member from the floor made comment that WA had what was considered the best system in Australia and that we needed to do all that we could to ensure compliance with the regulations to safeguard what we have. John McLean made comment about all States having a good point in each of their systems but as an overall package, ours was arguably the best especially for cost.

David Reid spoke on the AIS examiners being available to clubs for support and guidance during annual inspections. John McLean advised that some AIS examiners, next year, will rotate through various clubs during inspections, not as a Big Brother but as an observer to offer help.

John McLean thanked the members for their attendance and in particular to Peter Mathieson for giving up some of his holidays to be with us. It was a most informative evening.

**Meeting Closed** at 9.26pm

**NOTE: The contact details for the CMC Technical Committee are:  
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