

INDIAN HARLEY CLUB (Bunbury) Inc.

PO Box 317 Bunbury WA 6231

Web Site <https://ihc.wildapricot.org/>

email: secretary@ihc.asn.au

INFORMATION BOOKLET

Welcome to the Indian Harley Club (Bunbury) Inc.

This booklet is designed to inform Members of the operations of
the IHC.

It also contains other information that you may require throughout
your Membership.

Revised September 2018

IHC DOCUMENT (rev4.5)

<u>Contents</u> ...	2
Preamble...	3
IHC Committee...	3
Information and Services:	4
General...	5
Indian Harley Club History...	6
Eligible Vehicles...	9
Classic Vibrations - Club Journal...	9
Web Site...	10
Plant and Equipment...	10
Library ...	10
Auctions...	11
Insurance...	11
Rallies, Runs and Events:	
Weekend Rallies/Runs...	11
Midweek Runs...	13
Special Events ...	13
Weekend Social Runs...	13
Riding in Groups...	13
Planning a Rally or Event...	16
Concessional Licensing Code 404...	16
IHC “B” Class Procedure...	17
DoT Information...	18
Vehicle Specials...	20
Frequently asked questions...	21
Historic Vehicle Repairs, Parts and Supplies...	28
Importing of vehicles...	29
Notes...	30

PREAMBLE

The word rally for IHC purposes is defined as a social gathering of like-minded people with an interest in motorcycling – not as in rally motorsport or competitive timed events. For consistency this information book uses the WA Road Traffic Act definition, that a motorcycle is deemed a vehicle.

IHC Committee

The Indian Harley Club Committee consists of the following members.

* President - Chairperson of meetings

Spokesperson at Events and Functions

Deciding vote

* Vice President - As per the President

(In event of Presidents absence)

Act as deputy secretary during the secretary's absence

* Secretary - Co-ordinates all correspondence, prepares and distributes meeting minutes and attendance register

* Treasurer - Co-ordinates all finances and prepares reports

* Editor - Collates & edits the “Classic Vibrations” Club Journal

* Club Captain - Co-ordinates Rallies and Events

Assisted by individual members

Reports to Club on Rallies and Events

Organize ride back up drivers

- * Vice Club Captain - Assists in the co-ordinating of Rallies and events
- * Librarian - Co-ordinates all literature
- *Website Manager - Maintains and updates the Club website
- * License Liaison Officer/Registrar - Responsible for maintaining the IHC Vehicle Register and all correspondence or contact with the Dept. of Transport in relation to “B” Class Concessional 404 licenses.
- *Vehicle Inspector (Authorised by the Department of Transport.)
Co-ordinates all “B” Class concession 404 license inspections.
- * Vehicle Examiners – IHC Authorised vehicle examiners for ongoing “B” Class concession 404 compliance.
- * Property Officer - Co-ordinates plant and equipment, sign out and maintenance
- * Dating Officer - Authenticates motorcycle manufacture date and details

Information and Services

All correspondence to:

The **Secretary**

Indian Harley Club (Bunbury) Inc.

PO Box 317, Bunbury WA 6231.

Or email: secretary@ihc.asn.au

Membership:

Applications forms available from IHC Secretary / Web Site.

Application for membership is by nomination from any two financial IHC members.

Membership acceptance via committee and general meeting.

*All annual membership fees payable by close of business 30th September.

Members Responsibility:

There is an obligation under the Code 404 Concessional License to be an “Active Member” and there is an expectation from the club that members will attend general meetings and support events on a regular basis.

General meetings are conducted at the:

Bunbury Motorcycle Clubrooms

Shrubland Park, Southwest Highway, Bunbury.

General Meeting date and time:

2nd Tuesday of the month, 8.00pm start and conclude with a social gathering.

Committee Meetings:

1st Wednesday of the month, 7.30pm start. Venue: Bunbury Motorcycle Club Rooms.

Member attendance to committee meeting by invitation only.

Weekend Runs: see also page13

Sundays, 9.00 am. (Always check the Ride Calendar for details

Completion usually by 1.00pm (See Rallies and Events).

Administration fees for the event are included in your annual membership fees

Midweek Runs: see also page13

Wednesday 9am or 1.30pm. Destination TBA.

Duration – 3-4 hours (See Rallies and Events).

Note: Back-up is not provided for mid-week rides

Special Events: see also page13

Details supplied in advance to event.

Registration and payment of relevant fees must be made by participant prior to the event.

Ladies Luncheons:

4th Tuesday of the month, 12noon start.

Venue TBA (Contact Committee for details)

Indian Harley Club History

In the beginning there was Fred Pitter and Harold Braund.

Fred had been restoring a 1942 Indian Scout and Harold, who lived nearby had a collection of Vintage Motor Cycles which he had brought back from Sydney during his break from brick laying. Harold had been involved with motor cycles and racing for many a year.

The two discussed the idea of forming a vintage motor cycle club in Bunbury for vintage Indian and Harley-Davidson motor cycles. The mention of forming a club became a focal point for Harold. He said he knew of some like-minded people who would most likely join. Fred Pitter who had a courier business dealt with the then known firm of *Atkins* later *Atkins Carlyle*. Rob Menzies worked at *Atkins* and was friends with John Head whose father Jack Head was the manager of *Atkins* and they lived in the premises next door in Cross Street Bunbury.

Ian Inglis was known to Harold through the Vintage Car Club which had not long been started in Bunbury. Colin Pitter was a relative of Fred Pitter. Len Glen was the caretaker at Newton Moore High School and was the owner of a 1942 Harley with a platform sidecar that he used to help him with a lawn mowing round.

George Baxter introduced Norm Hart to Harold whilst he was working on the restoration of a then obsolete WAGR (Western Australian Government Railways) "G" Class locomotive. Harold mentioned to Norm that he had some old motorcycles which he may like to see. When the word "Harley" was mentioned, Norm jumped at the opportunity. He had fond memories of watching Anzac Day parades in the late 40's & early 50's when he was a young child. He watched the Police slowly travel down St. Georges Terrace Perth on their Harley's.

Having been invited to see Harold's collection Norm noted a 1947 "U" model which the previous owner used on an orchard in Donnybrook.

After some discussion a meeting was set up, and the first recorded meeting was held in Harold's lounge room at his Bunbury home on the 15th day of June 1971.

Office bearers over the years are referred to in the schedule.

Incorporation was achieved on 31st July 1975 and the constitution drawn.

It was amended on 13th November 1979 to accommodate motorcycles other than Indian's or Harley Davidson's. Updates have been duly filed in order to change with the times.

In the first three years' monthly meetings were held at a nominated Club member's residence followed by a supper by the host member. To offset costs each member contributed the princely sum of 20 cents.

As the Club expanded, hired venues of St John Ambulance, Police and Citizens Hall became the meeting place. Eventually, with the consent of The Bunbury Motor Cycle Club, Shrubland Park has been established as the Indian Harley Club's meeting base.

Early runs commenced at venues such as Sam's Service Station or Bunbury Lawn Mowers in Spencer Street. Bunbury's Newton Moore High School parking area was also a starting point. For many years the club used the Bunbury Regional Entertainment Centre car park for Sunday runs and Wednesday runs were from the Dolphin Discovery Centre car park.

Today the main venue for run departures is the carpark behind the hall in Pratt Rd Eaton. The main event on the IHC calendar is the annual Two Day Rally. This event began in 1974 and has steadily grown into one of the largest gatherings of Historic motorcycles in the state.

Based out of Shrubland Park the weekend is all about Historic Motorcycles.

Other events over the years include public displays via agricultural shows, social weekends, hill climbs, track events and evening social meals.

The annual "Toy Run" prior to Christmas was initially run by a local motorcycle enthusiast and his associated Perth Club. From 1992 through to 2015 the IHC was given the pleasure of organising this charitable event. Numbers exceeded over 300 motorcycles and participants. All proceeds were donated to the well-respected Salvation Army Christmas Appeal.

The Club started with eight members riding Indian's or Harley Davidson's. In 2018 the IHC has over 450 members with 470 motorcycles of all makes and models American, British, European, Japanese and other lesser known Marques.

Eligible Vehicles

In 1971 the then IHC founding Members owned Vintage Indian or Harley Davidson's, as these vehicles were readily available. Today is a different scenario. Many older vehicles are few and far between, however the 25 years old minimum still applies. This allows vehicles prior to 1990's to be eligible for Concessional Licensing. The 1970's and 1980's period provided a wide variety of vehicle models, many that are seen in the IHC today.

As a member you may not have such a vehicle. This does not mean you may not enjoy the benefits of the Club. Rides and Events have always been open to all, on whatever vehicle they choose to ride, but with the emphasis on older vehicles.

If a rally/ride has a Club theme, non-compliant vehicles, (younger than 25 years old) and their riders will not be eligible for any awards or prizes.

The IHC does permit the use of post 25-year-old vehicles during events but they are not eligible for trophies or prizes.

Classic Vibrations - Club Journal

Classic Vibrations is the Indian Harley Club's official Journal, with members and Club sponsors receiving 12 editions annually. It is received via post or email approximately 1 week prior to the monthly General Meeting. Members are encouraged to supply editorials for the CV, whether personal experience or just a plain old good yarn. Advertising of Members or associates vehicles and parts are also welcomed. All articles or information should be forwarded via mail or e-mail to the Editor by the fourth Thursday of the month.

Advertisements are published for a two-month period. If a Member wishes to continue their advertisement they should notify the Editor.

Web Site

<https://ihc.wildapricot.org/> The Indian Harley Club web site contains information on the Club and has associated links to similar Historic Motorcycle web sites.

The web site has information on future events, these events may also have follow up reports, including photographs.

Editorials are encouraged and add to the character of the site, and advertising of members or associates motorcycles and parts has a worldwide audience.

All articles or information should be forwarded via mail or e-mail to the IHC Secretary at secretary@ihc.asn.au

Plant and Equipment

In 2005 a 54 sq.mtr Colorbond shed was purchased by the Club and located on a portion of land under control of the City of Bunbury. The IHC has a twelve monthly lease arrangement with the City of Bunbury. The shed houses the backup trailers and accessories, equipment associated with rallies and events and other Club assets.

All donations to the IHC are gratefully accepted.

Library

A library is situated in the Bunbury Motorcycle Clubrooms. Technical, general motorcycle and associated books are available to members at no charge. The books are catalogued and now on the club web-site. These books can be signed out for short periods

by contacting the IHC Librarian. Magazines are also available to members on a casual system. Members may choose from a wide range of new and older magazines that have been donated. They can be taken without a sign-out, but must be returned within 3 months of signing them out. This system operates on an honesty basis.

Auctions

At the conclusion of the IHC general meetings an auction is often conducted. Donated items are bid on by attending members, with some great bargains to be had. Items can be left over or unwanted parts, paraphernalia, just about anything. Present them to the committee upon arrival for display. Funds raised from these auctions form part of the club's general operational revenue.

Insurance

The IHC has Public Liability Insurance, (PLI).

Members must note. This insurance does not cover individual members, motorcycles, or personal liability, whilst attending IHC events.

All Members/participants of rides must also sign an indemnity form for insurance purposes. Members must have their own Third Party or Comprehensive insurance.

Runs and Events

1. Weekend Rallies/Runs

Note: The word rally for IHC purposes is defined as a social gathering of like-minded people with an interest in motorcycling – not as in rally motorsport or competitive timed events.

The Indian Harley Club rides have been developed around social riding and safe group riding. All participating riders of club

sanctioned events are required to be licensed and expected to hold suitable insurance policies.

All Vehicles must be registered and roadworthy.

A vehicle deemed unroadworthy by the organizing committee will not be eligible to enter the event. All road rules are to be adhered to and any form of unruly behaviour is not acceptable.

The organising committee reserve the right to refuse entry to anyone deemed to be unruly, who are not abiding by the event and club rules.

The majority of events are annual, e.g. The Doug Brittain Memorial, while the occasional one off special event may also take place. Sunday's being the preferred day with a 9.00 am departure.

The designated starting venue is normally the carpark behind the hall in Pratt Rd Eaton. Here the participants travel a pre-determined route, returning to the start or another destination. These runs are calendared and a three-month calendar is published in our monthly newsletter and listed on the IHC website. All Club members are welcome to ride in these events, and member's guests are also welcome. Any make or model of road registered motorcycle is permitted to be ridden, however members are encouraged to ride machines of 25 years or older.

Participants are required to attend the start venue 15-30 minutes prior to the designated commencement time, where they can mingle with fellow riders. In some instances, an additional fee for catering purposes at the conclusion of event may be collected. All participants must also sign an indemnity form for insurance purposes.

Route sheets will be distributed to riders, and these can be attached to your vehicle via any method, so long as the attachments do not inhibit the safe riding of the vehicle.

At the conclusion of the run, return completed route sheet to Club Captain or run organiser.

All weekend events have a backup trailer in the event of machine failure, unless otherwise notified.

Midweek Runs

Midweek runs occur as an AM run and a PM run. These take place on a Wednesday, dependent on the weather they alternate from AM to PM. Check newsletter calendar for dates. In contrast to the weekend events, these are a casual ride. Route and destination are decided at the commencement of the event. No back up trailer is provided for these runs

Special Events

Throughout out the year the IHC may conduct Special Events.

Annual 2 Day Rally. This event is the premier event in the IHC calendar.

As the name suggests it is conducted over 2 days and includes many social activities. An open event, it attracts motorcycle enthusiasts from far and wide, participants and public alike. There are many awards/prizes for all classes of vehicle.

Weekend Social Runs

IHC conducts several weekend social events a year. These are in the form of casual rides throughout the Southwest, with durations of 2 and 3 days, they are enjoyable social events, including catering for a family atmosphere.

Riding in Groups

Being motorcycle enthusiasts, most of us have ridden solo or at least in small groups. When it comes to riding in, for want of a better word, “packs”, many riders are inexperienced or possibly ignorant of the protocol. It involves a totally different style of riding as a soloist compared to riding in packs. Here are a few

simple guidelines and pointers to keep in mind when participating in such events:

Maintain a reasonable buffer between you and the rider ahead.

As an estimate, DoT road rules state: At 60kph driving/riding your vehicle you will take 50m to react and stop. Please be aware that many of the older bikes brakes are not of the same standard as modern bikes. Also by allowing a reasonable buffer between others, vehicles can move forward between slower riders without the necessity to attempt to overtake several motorcycles at one time, a potentially hazardous practice.

Use your mirrors. Be aware of riders/vehicles behind you. With a mix of pre-war through to modern machines on our rides speed and braking capabilities vary greatly. As part of a safe riding practice, check your mirrors regularly to check fellow riders and other road users.

Read the traffic ahead of you. If riders and vehicles ahead are beginning to congest, slow down and drop back or when it is safe to do so, overtake.

Country roads. Many of these roads are not what you would call smooth. In these instances, you are advised to ride to the conditions. If you are not confident or comfortable, literally, slow down, it is not a race. Other riders must respect your choice.

Sidecars have a wide track; therefore, they may need to use most of the narrow roadways. Again, other riders must respect this. However, in saying that, sidecar riders too must respect those behind. Where possible move as far left as is safe to do so in order to allow followers to pass.

Avoid “dropping” the chair wheel into the gravel at speed as a shower of stones can spray the following rider.

Wildlife. It speaks for itself. Nature can be hazardous. In bushy and rural areas be aware of animals roaming the verges.

Highways and major roads. These can be a dangerous area for historic motorcycles. Event organisers attempt to avoid these where possible, unfortunately this can't always happen. The important thing to remember here is that other road users are travelling up to 110kph. If you exit out of the minor road and proceed to merge, do so at a suitable speed. If your machine is not capable of this, upon entry to the highway move as quickly and safely as possible to the highway shoulder.

Changing lanes. Again, be very careful and aware of the vehicles behind you. It is most likely that they are travelling twice as fast as you. Give adequate indication of your intentions when changing lanes or merging.

Hand signals. Government manufacturing laws prior to the 1970's meant that most motorcycles did not require indicators. Please consider the use of hand signals, it is a very simple and effective form of communication between road users.

Safety Vests. The IHC does not enforce the wearing of safety vests; it is a personal choice for the individual. Brightly coloured safety vests definitely make the rider more visible in all weather conditions and are recommended to be worn.

Accidents/Incidents. In the unfortunate event of an accident you need to stop and provide assistance to the level of your capacity, if there are already several helpers in attendance move on to the next designated stop. The backup trailer carries a comprehensive first aid kit should it be required.

If you observe unwarranted riding behavior or are involved in an incident, you can fill out an incident report available on the IHC website (document 7.2)

Back up trailer. All weekend events have a backup trailer, unless otherwise notified. This follows the group as a sweep. Should you have a mechanical issue move your motorcycle well off the road then flag the backup driver for pick up. You may wish to attempt to solve the relevant failure whilst waiting for the backup trailer. However, once the trailer has arrived it is requested you place your machine on the trailer so as to complete the event without delay.

Back up drivers are usually not mechanics so please do not expect them to help you do a motor rebuild on the side of the road. If time permits repairs can be attempted at the half way break using tools from the trailer.

Route sheet holders. These are encouraged, but are not a legal requirement. The holder allows you to read directions as you go and make for safer riding. Holders are available at reasonable cost.

Planning an Event

To find out how to run an event, please refer to the IHC website for detailed information or speak to a committee member.

There are plenty of helpers in the club who will be willing to assist, don't be afraid to ask.

Concessional Licenses – Code 404

Vehicle Examinations

As of July 2016, the IHC committee has agreed to discontinue the current system of annual safety/roadworthiness examinations.

However, the IHC reserves the right to inspect any concessionally licensed vehicle presented at any event, static display or function if the vehicle appears to be unroadworthy or non-compliant to licensing condition 369 (original/unmodified).

Initial Concessional Licensing Inspection will be carried out on behalf of the Department of Transport (DoT) to register a vehicle on a concessional license (known as a class B, Concessional type 404 license). This inspection is carried out by the IHC nominated and DoT authorised club member who will examine and test ride the vehicle. Vehicles are examined at the DoT authorised premises of the authorised IHC examiner and will require a "Temporary Movement Permit" obtained from the DoT and will involve a small fee.

IHC members are reminded that if their vehicle is on a Concessional 404 registration, they must comply with the conditions as stated on their vehicle license, in particular condition 089 (Vehicle must be used only in connection with club events or purposes approved by the Director General).

Vehicle "age category" is to be shown in the form of a sticker or plate affixed above or below the number plate (e.g. yellow "HISTORIC")

IHC "B" Class Procedure

The procedure for "B" class Concessional licensing is as follows:

- Member contacts IHC Examiner (Department of Transport (DoT) Authorised) who carries out an inspection of the vehicle and completes a DoT Certificate of Inspection (VL1) and passes it on to the (DoT) for authorisation.
- IHC Authorised examiner prepares a form CMC1 (Proof of IHC membership) and issues it to the applicant along with the DoT authorised copy of the VL1 to take to the licensing authority (along with any license papers or other proof of ownership) to complete the licensing process.
- IHC Authorised examiner passes a copy of the Authorised VL1 certificate and a copy of the CMC1 to the club Licensing Liaison Officer (LLO) who will then enter the

details into the official IHC Machine Register as required by the D.o.T.

- The licensing authority will require the applicant to complete a form E81 (license concession form). This is a formal declaration (owner onus applies) that the vehicle is to be used only for club sanctioned use and will be properly maintained in a safe and unmodified condition.
- On completion of the licensing, the applicant notifies the LLO of the registration plate number for club registration action. (This is a very important step to ensure your vehicle is included in any DoT compliance audit and saving you money.)
- Applicant then attaches a yellow “HISTORIC” plate above or below the number plate. (Available from the merchandising area at club meetings).
- The vehicle is then ready to participate in Club events.

Important – This whole process from inspection until you get your paperwork can take up to a week and then you have up to 30 days after the issue of the D.o.T. VL1 Number for you to license the vehicle. Failure to comply within the 30 days will result in starting the entire process again.

Any questions should be directed to the IHC Licensing Liaison Officer, please do not contact DoT direct for any information.

Department of Transport Information (DoT)

This Information has been provided by DoT and compiled by the Technical Committee of the Council of Motoring Clubs of WA Inc. (CMC WA.) Please take the time to read the Concessional License Code 404 Information Book (available on the IHC Website).

All care is taken to ensure information is accurate at time of publication but as changes may occur, individuals should check with the IHC License Liaison Officer.

The IHC is a Member of the Council of Motoring Clubs of WA Inc.

The IHC has D.o.T. permission to provide Concessional Club License facilities to its members.

IHC has appointed a suitably D.o.T. Authorised Vehicle Examiner for the required Club inspections. The authorised Vehicle Examiner has appointed assistants (Club Approved Vehicle Examiners) to aid them to ensure ongoing concession 404 compliance.

The IHC License Liaison Officer is the appointed IHC Registrar. The Registrar is responsible for all relevant documentation to the D.o.T. and must keep records of all Vehicles under Concession 404 License and must notify D.o.T. of any changes that may disqualify members for that concession.

For example;

1. The IHC Registrar must ensure every member who has a vehicle on its Concessional 404 License Register is currently a financial member of the IHC.
2. If a Club member with concessional licensed vehicle does not renew membership.
3. If a Club member sells the vehicle or hands the plates in.
4. If a Club member does not follow regulations regarding use of concessional license.

The IHC LLO must forward to D.o.T. a list of vehicles that have not complied. The owners of these will be contacted by D.o.T. and have their license transferred to full registration. Full license fees will be applied immediately.

The IHC ensure their by-laws clearly outline the responsibilities and authority of Club Vehicle Examiners. If a member and Machine Examiner have a conflict of interest or personality clash, he/she may request an alternate Vehicle Examiner to carry out the examination, a fee may be charged in this case.

The IHC Authorised Vehicle Examiner is not permitted to carry out the initial examination for Concessional Club License on his/her own vehicle/s

The descriptive “age category” plates, Veteran, Vintage, Post-Vintage and Invitation, now standardised to HISTORIC, are available through the IHC merchandising area at club meetings.

The IHC has a policy that all vehicles that participate in Club events must be licensed and roadworthy and carry a copy of the current registration papers for the vehicle. (The legal requirement to carry a copy of the registration papers is currently under review however until such time as the this requirement changes you must carry a copy of the registration papers with you whilst riding/driving the vehicle)

Some motorcycling clubs apply additional conditions, e.g. members with concessional licensed vehicles must attend a certain number of Club events annually. These are Club, not license requirements. The IHC does not currently apply that condition, however the IHC strongly encourage “ACTIVE” members and keenly discourage members who use the IHC purely to obtain cheap vehicle licensing.

Vehicle Specials

These are a class of non-licensed vehicles for use in designated special events. They do not comply with D.o.T. guidelines and are therefore unsuitable for general road use. It is IHC policy that these vehicles must be examined as per roadworthiness inspections. These can be completed in most cases by a club Vehicle Examiner on the day of the Special Event.

Frequently asked questions:

Who can have a Concessional Club License?

The owner must be and remain a financial, active member of the IHC or another recognised vintage vehicle Club.

What type of vehicle can I put on Concessional License?

Any type of vehicle manufactured more than 25 years ago. Such date including the 31st day of December in each year or on the anniversary of manufacture of the machine as inscribed on the compliance plate.

What years do the classes cover?

Veteran, to December 30th 1918.

Vintage, January 1st 1919 to December 30th 1930.

Post-Vintage, January 1st 1931 to December 30th 1950.

Invitation, January 1st 1951 to December 30th 20** (Must be at least 25 years old).

“HISTORIC” plates now cover all the above classes.

Can I modify my vehicle?

No, all vehicles on Concessional Club License must be unmodified, original type vehicles. The fitting of some safety items, such as flasher indicators, is permitted and encouraged.

Am I able to fit accessories or options to my motorcycle?

Yes, as accessories are not classed as a modification. Options that were available for the motorcycle when new are also permitted providing all related items are fitted. E.g. if disc brakes were an option, you must fit all related items such as suspension or brake booster. You may be asked to provide documentary evidence that the option was available.

When can I use my vehicle?

Vehicle owners must confine their vehicle's use to the following: Any recorded event organised by an approved club. In normal circumstances, the event should be advertised in your club's newsletter, magazine or website; however use of a vehicle participating in an impromptu event involving one, or more vehicles, may be acceptable, and must be recorded in your club's official 'Run Log'. Please note: an 'impromptu event' does not include the use of a vehicle licensed with this concession (including motorcycles) to undertake a Practical Driving Assessment. Participating in rallies organised by approved historic motoring clubs. Participating in processions for which an Order for road closure has been made by the Commissioner of Police under s.81C of the Road Traffic Act 1974. Exhibiting the vehicle in displays, shows or similar functions conducted for religious, charitable or educational purposes. Ceremonial purposes (weddings, formals, funerals) involving immediate family members, provided that:

The club of which they are a member has approved the use of the vehicle at the event;

The owner has received no payment or any other reward for supplying the vehicle; and

The event is recorded in the club's log or minutes log and a letter of approval from the club is carried in the vehicle for the duration of the event.

Preparing for, proceeding to, and returning from the above activities.

The vehicle cannot be used for general transport or to commute to or from the driver/owner's place of employment.

If your motor vehicle is fitted with seats for 13 or more people (buses) you are NOT permitted to use the vehicle if receiving payment for the fare.

Repair, Maintenance and Road Testing Vehicles may be used in conjunction with the following: Travel in order to have the

vehicle repaired. A mechanic, restorer or authorised examiner may drive the vehicle for road-testing, following repairs or vehicle inspection. The vehicle license holder may drive their vehicle for road testing or maintenance related trips within a 30 kilometre radius from the place where the vehicle is garaged or repaired. The purpose of the travel must be to road test the vehicle following repair, restoration or maintenance purposes and not for any other purpose. Where a longer journey outside the 30km radius is expected the owner should contact the club and have a single vehicle event recorded in the club log. You are NOT permitted to use the vehicle if receiving payment for the fare.

How do I get a Concessional License?

If your vehicle is currently licensed, you may be required to have the vehicle inspected by IHC DoT Authorised Vehicle Examiner (AVE). The AVE may not be a member of the IHC but provided they are an authorised DoT Examiner, they may carry out the examination. You need to make an appointment with a Vehicle Examiner or DoT Examiner and present the vehicle for examination.

(See IHC “B” Class Procedure)

I am a Country Member. How do I get my vehicle examined?

If you do not live within a reasonable distance of the IHC DoT AVE, the above procedure applies except the inspection is carried out at the local DoT Inspection Station and the Fee is payable to the Examiner.

Do I require any further examinations for my vehicle?

Yes, the IHC reserves the right to inspect any concessionally licensed vehicle by an IHC Vehicle Examiner, presented at any event, static display or function if the vehicle appears to be unroadworthy or non-compliant to licensing condition 369

(original/unmodified). Any vehicle that is non-compliant will attract a repair notification and will not be permitted to take part in club events until rectified. Continued failure to rectify a cond. 369 compliance issue may attract DoT cancellation of concession with immediate effect.

Do I require special Registration plates?

No, special registration plates are not required so you may use the normal registration plates or, if you prefer, a selection of ‘Custom’ plates are available from DoT for an additional cost.

What Items are checked on my vehicle?

All items that relate to road worthiness, safety and unauthorised modifications. The vehicle must be tidy and presentable.

Are there any conditions on the use of my vehicle?

The DoT imposes a number of conditions on vehicles that enjoy club Concessional License. For details refer to page 21 “When can I use my vehicle” and the conditions endorsed on your vehicles license papers.

How can I get the night driving restriction removed?

Providing your lights operate to an acceptable standard and meet the requirements you may have the lights checked by the IHC Vehicle Examiner (DoT approved). They will carry out the examination of the lights and provide you with the completed examination sheet to take to your local licensing centre with your current license papers. Condition 003 will be removed from your license papers. **NOTE:** This Club does not conduct night time events.

Can I tow a trailer with my concessional licensed vehicle?

You may tow a trailer but in accordance with the concessional license applied to the towing vehicle.

Can I use my vehicle for weddings or funerals?

You are permitted to use your vehicle for weddings or funerals pertaining to family or relations. You may NOT charge a fee or receive any consideration for supplying your vehicle. You may also join with other Club vehicles to form an entourage. You must apply to the IHC for an impromptu event, stating dates, times and locations. This activity will be recorded on the website and a copy must be carried by the applicant to be available to any legal authority. Note: All participants on the ride must sign the form.

Who can ride my vehicle?

Provided the vehicle is being used for a sanctioned event, any appropriately licensed rider may ride your vehicle. Your Insurer may have restrictions. A Mechanic, Restorer or Vehicle Examiner may ride your motorcycle for road testing. The Vehicle Examiner may request to test ride your vehicle at any examination.

Do I pay Stamp Duty on transaction?

No stamp duty is payable on a club Concessional License when transferring ownership to or from another club member or on first time club Concessional License registration.

Can I transfer ownership?

Ownership can only be transferred, on club concession, to a financial IHC member or a financial member of another authorised club. To transfer ownership, you and the purchaser must fill in a licensing change of ownership form. The new owner must complete a form CMC1 and have it signed by an authorised member of their club, confirming their current financial membership of that club. The new owner takes these documents to a DoT Licensing Centre and completes the transfer. As the seller, you must notify IHC LLO, that you have disposed of the vehicle. The new owner must notify their LLO that he has purchased the vehicle.

Who can I contact regarding questions, problems or technical details in relation to Concessional Club License?

The DoT has insisted that club members direct all enquiries to the IHC LLO, or Vehicle Inspector/Examiner.

Department of Transport Condition Codes.

VETERAN, VINTAGE AND POST-VINTAGE PRE 1934.(Vehicles that do NOT comply with lighting requirements.)

001 License to be carried with vehicle at all times.

003 Daylight use only.

004 License not transferable without prior approval from DoT.

089 Vehicle to be used only in connection with club events or for road testing. Plates reading Veteran, Vintage, Post-Vintage, 'Invitation Class or Historic as applicable to be affixed above/below the normal number plates.

369 To be in receipt of this concession the owner must be a financial member of an approved motoring club or association. Vehicle must be maintained in original / unmodified condition

VETERAN, VINTAGE, POST-VINTAGE (Post 1934) and INVITATION CLASS. (Complies with lighting requirements.)

Conditions as above but if lighting meets required standard for applicable year condition 003 will be deleted.

What items will be inspected on my vehicle?

(Your vehicle will be road tested by the Examiner to check various items on the road.)

1. Electrical;

Headlights, High beam, dip beam.

Park lights, tail lights, number plate light, brake lights.

Flashing Indicators. (if applicable).

Horn.

Wiring in good order.

Battery secure.

Reflectors (if fitted).

2. **Brakes:**

Primary to operate efficiently.

No leaks from hydraulic systems.

Rods and cables in good condition with locks and split pins fitted.

Warning lights to operate (if fitted).

3. **Suspension and steering.**

No excessive play at steering or suspension joints.

Shackle and suspension bushes to be in good condition.

Front and rear wheel bearings to be serviceable with correct free play.

Shock absorbers to be in serviceable condition (if fitted).

No corrosion/rust in chassis or components.

4. **Wheels and tyres.**

Wheels to be in serviceable condition. No excessive play in split rim or spoke wheels.

Tyres to be compatible and have legal tread depth or comply with manufacturer's original equipment.

5. **Driveline.**

Engine, exhaust.

Transmission chains or differential.

Speedometer and speed limiter.

Vehicle performance.

Fuel and oil leaks.

6. **Body and trim.**

Frame to be in serviceable condition.

No tears/cracks in mudguards.

Paint work to be in a presentable condition.

7. **ADR.**

Vehicle to comply with relevant Australian Design Rules if applicable at time of manufacture.

8. **Variations.** Items that are fitted to a vehicle that were not an original factory item and may not comply with concessional license regulations may be referred by IHC to the DoT for approval.

Please do the right thing with your Concessional Club License as the vintage vehicle movement has worked hard to get the privilege for you.

If you are caught abusing the system, your vehicle may be impounded, be placed on Full License and you will be liable for any costs. Serious breaches of the concession may result in CANCELLATION of the IHC AUTHORISATION TO EXIST AS A CLUB !!!

If the vehicle is used outside concession 404 regulation, it is immediately considered by law to be unlicensed and uninsured – a very expensive act!.

Historic Vehicle Repairs, Parts and Supplies

The IHC has many members who have worked in the vehicle industry or associated trades. This is a bonus to other members. In

the event that you may require advice or assistance with your vehicle problem, an enquiry to IHC Committee or to a fellow member will have you pointed in the direction of the member with the specialist knowledge. Here are some examples of the specialties.

- * General Mechanical
- * Machining and Fitting,
- * Auto Electrical,
- * Panel Repairs,
- * Paintwork / Chrome plating
- * Upholstery,

Discounts often apply to IHC members. In certain situations, they will gladly help at no cost. Some members are familiar with a particular Marque of motorcycle and in many cases will have an answer for that annoying problem, as they have probably already experienced it.

A comprehensive worldwide suppliers list can be found on the Club Website. It has links to many of the popular Marques and some lesser known makes. Motorcycle accessory suppliers are also listed.

Importing a vintage vehicle into Australia

Please contact the local state, federal government agencies, transport departments, transport companies and other relevant agencies for the full and latest information, instructions and documentation required for importing vintage vehicles.

Alternatively, contact the club LLO or any club members who have had recent experience in importing vintage vehicles, or read the article currently on our website.

In all cases check with the club LLO before importing a vehicle, as not following the correct procedure can be costly, time consuming or even result in confiscation of the bike by customs.

Asbestos restrictions on imported vehicles are being rigidly applied by the authorities and can be a very costly exercise to rectify – this includes many parts such as clutch, brakes, gaskets and any asbestos impregnated related items,

Notes