

LETTERS TO THE EDITOR

To the Editor

I wish to address a few misconceptions about C4C Concession. I have researched this matter in detail and have spoken to staff at the D.O.T. about this issue.

'Vehicle with C4C Concession cannot be used outside of Western Australia'

Vehicles with C4C Concession can be used anywhere in Australia, as long as you abide by the conditions stated on the vehicle licence papers and fill out the required Log Book.

'Clubs can only have either 404 Concession or C4C Concession'

There is no reason why both the above Concessions can't be offered by Clubs.

'Annual Audits for C4C Concessions' (There is some confusion about Auditing annually)

In the first week of September each club is required to provide the D.O.T. a register of financial members and a list of the vehicles owned by these club members (same as is what is required under the 404 Concession)

D.O.T. MAY conduct audits of vehicle use records to ensure compliance with the C4C Scheme. Clubs are encouraged to audit C4C members but it is NOT mandatory.

Under 404 Concession, very few modifications are allowed.

C4C Concession addresses these issues regarding modifications.

Eg: One of my vehicles has minor modifications which do not comply to the letter of the law with 404 Concession whereas under C4C rulings it is quite OK.

I have vehicles that fit into both classes and I take great pride in doing the vehicles up to a standard which is as near as I can get them to how they come out of the factory, but I also take great pleasure in creating one off's that I would have loved to have owned when I was younger.

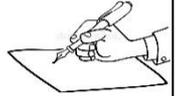
Both classes have their Pro's and Con's.

One thing I do like about the C4C Concession is the Log Book system as the onus falls back on to me. I can use my vehicle when, where, how long - as long as I abide by the C4C conditions and complete my Log Book.

I would welcome feedback from interested members.

Signed,

Don Fraser. 13th September 2022



Indian-Pacific Cannonball Classic 2022

Hi Folks,

JJ here, the ride co-ordinator for the Early American Motorcycle Club, I spoke with your President Kim on the phone a few days ago who had not heard of the event, and I was wondering if word had been passed around to your members with regards to this upcoming epic event.

The first day starts off from Bussleton and will complete its first day at Middleton Beach as we pass through Albany on the 14th October. Day two (15th) sees the group set off from Middleton Beach area to Esperance then onwards towards Mirimbula in NSW.

As I had not seen anything in your last committee meeting or event pages I thought it best to make a mention so your membership can come and see some classic machines which are been ridden across Australia.

You can find lots more information on the Facebook page for this event just look for Indian-Pacific Cannonball Classic. See the page for the latest news and a press release.

The event has 99 entrants on motorcycles all pre 1949 this includes a full back-up trailer and support team for each and every entrant.

Hopefully Kim has got round to informing everyone and we shall see some of you in Albany on the 14th October.

I was also wondering if you had anything in place or if you are planning anything for the weekend the Hill Climb is usually being held.

Best Rgds

John (JJ) Johnson

- EAMC Ride Co-ordinator. Ph: 0429 686 558 Email: jjsleazy@ozemail.com.au