

Transport and Public Works Committee

From: paul oloughlin [REDACTED]
Sent: Monday, 11 November 2019 10:06 PM
To: Transport and Public Works Committee
Subject: Submission for a fairer Special Interest Vehicle registration scheme.

Hello to everyone involved on the committee into recreational vehicle use in Queensland, and Thankyou for taking the time to consider my submission.

I am writing to ask you to implement a logbook scheme for special interest vehicles, much the same as what is in place in South Australia and Victoria.

Currently the scheme that is in place in Queensland puts many special vehicle enthusiasts at a strong disadvantage, especially if they work within the confines of current legislation. This legislation has a particularly negative effect on those who live in regional Queensland.

I offer my situation as a classic example of the problematic system that is currently in place. The vehicle that I own does not really fit the limited mould of any car club in Far North Queensland, where I live. If I am to actually use the vehicle at around once a fortnight, be it for a drive around town, or to drive to work, just to "give it a run", or even to take it for a drive to a cafe on a Saturday morning, I am effectively forced to pay a full registration on the vehicle, just so that I am complying with the law. On a yearly basis, that equates to \$936.80, or in other words, around \$38 every time I drive my car, based on my driving my six cylinder vehicle once a fortnight.

Essentially, the current legislation on special interest vehicles is far too restrictive. Unless I am on a gazetted club run, going to a community event, taking my car for a "test drive" (limited to within a 15km radius of my house) or taking my car for repairs, I am breaking the law, just to drive my registered car.

This creates several problems. Firstly, as the use of a special interest vehicle is so restricted, it causes things like brake cylinders, fuel injectors, and many other mechanical components to malfunction, due to lack of use. This can create dangerous situations for both the owners of the special interest vehicles, and other road users. I personally know a good few people whose special interest vehicles have had mechanical malfunctions, simply due to the fact that the owners have such limited opportunities to use their cars. This obviously results in expensive repair bills, or many extra hours working on unnecessary repairs.

The second issue is that many cars that are registered as special interest vehicles are driven outside the intended guidelines, due to a lack of suitable club events (think of people who work nightshift, weekends, or live in rural areas, etc) and suitable local community events. Essentially, many people are put in a position where they have to "bend the rules" just to give their car a run. In fact, the majority of people that I have spoken to who have club registered vehicles regularly "run the gauntlet" when they drive their vehicles, as to use their vehicles within intended guidelines is far too restrictive.

I really want to emphasise to you that the current legislation puts those who live in regional areas at a huge disadvantage, due to the limited opportunities that they have to use their cars, and the limited events that exist within regional areas. Based on that alone, I consider the current legislation very unfair.

I believe the fairest system would be to have a vehicle logbook, which allows the car to be driven up to (say) 90 times per annum. As long as there is a current entry in the logbook, (so the logbook would have an entry every time the car is driven) the car would be legally registered, as well as insured. This would allow much greater freedom for classic car owners, and would take away the temptation for classic car owners to "bend the rules" every time they wish to drive their cars. It would also be reasonably easy to police, with Automated number plate recognition, as well as regular roadside checks that are already being conducted. I

envisage that the annual logbook cost would be around \$180 for the vehicle owner, and providing that the car fits within the guidelines of special interest vehicle legislation, a club membership should not be mandatory, due to the fact that many people either have no real interest in being involved in a car club, are unable to attend meetings due to time restraints or that a suitable club is not available within their area. Maybe you could charge an extra \$20 for non club members, that could help to fund government programs, or similar.

Once again, I thank you for taking the time to consider my submission. If you wish to contact me further you can do so [REDACTED]

Kind regards,

Paul O'loughlin.