

INQUIRY INTO MOTOR RECREATIONAL ACTIVITIES
for the TRANSPORT AND PUBLIC WORKS COMMITTEE
by Malcolm McLaren 4/12/2019

Introduction :

I currently own 4 Veteran and Vintage vehicles that I have restored and driven over the last 55 years.

I am a member of 3 Clubs , (2 in Queensland and 1 in the UK).

I have held a variety of positions in Car and Motor-cycle Clubs, here and Interstate for over 45 years.

I have been involved in submissions here in Queensland concerning the Heritage Vehicle movement, including co-author of a document " The Saga of the Heritage Registration Scheme " , Presented to the Queensland Parliament in February 2014 by Dr. Alex Douglas, member for Gaven at that time.

a) The economic impact of the Motor Recreational Industry to Queensland.

Queensland has over many years cost owners of Special Interest Vehicle Scheme cars considerably more than all other States (e.g. almost four times as much as New South Wales at present)

There should be consideration by the Government of redressing this imbalance to bring costs in line with other States.

In Sept 2017 it was claimed that there were 80,000 Club registered cars in Queensland.

I am aware of several vehicles that have cost their owners many \$1000's over several years, to get their Heritage vehicles into pristine condition.

This has required the services of many skilled tradesmen in specialist businesses, the few that still exist.

b) The contribution of the Motor Recreational Industry to Queensland's tourism sector.

By the very nature of the really old vehicles in Queensland's Car Clubs they are usually transported on trailers to outback and distant locations, where tourism is a major source of income.

e.g. I am told that a one make Club held a National event of 146 entries (Qld, NSW, Vic, USA and Canada) during October this year.

It was considered by the Bundaberg Council (where the event was based) to have contributed to that community over \$600,000.

A picnic in the park was attended by over 6000 people.

A twilight parade was viewed by over 9000 people.

Historic Vehicle Clubs do provide Queensland Tourism with many opportunities for raising funds and injection of dollars into many locations throughout this State.

Queensland Car Clubs have been conducting assemblies and events for over 60+ years, these invitational runs, some of which in the past have been an international event verify this.

As in the past, events can be operated between several States which is an enticement for overseas participants.

c) The Legislative , Regulatory and Policy framework.

Amending and relaxation of fees and taxes are key to this, “ harmonisation of laws between States “

Quid pro quo.

As an incentive to the Heritage Vehicle movement, relaxation of financial imposts encourages an increase in participants in the motor recreational industry.

Overseas in UK and NZ , older vehicles are not taxed or subject to fees, because of a recognition of this factor and it's “flow on “ effects.

d) Options to improve Safety.

All Heritage vehicle owners and drivers do keep their vehicles in top condition.

Most Clubs annually hold a “ bonnets up day “ , where time is set aside for inspections of vehicles, using facilities (e.g. inspection ramps) and qualified and knowledgeable members for consultation.

e) Impact on youth training and community engagement.

Youth training is vital in continuing the understanding and continuation of teaching skills and attitudes towards Heritage Vehicles.

Clubs have for many years supported, organised and participated in displays, fund raising and charitable events, both locally and in other venues away from home. (e.g. RACQ , All British Day)

Visits to aged care facilities do encourage most favourable comments from staff and clients alike.

School visits for educating students are often organised by Car Clubs , or individual members.

f) The impact on road safety outcomes.

All vehicles are subject to maintenance , whether it is replacement of parts, upgrading, or restoring original parts , or replicating components to keep the vehicle in top condition.

g) Challenges and Role of Government in creating jobs for Queenslanders.

This requires an understanding of the vehicles, which sadly the knowledge of which is diminishing as time passes.

A realisation of this by the Government should encourage TAFE Colleges for example, to provide courses for tradesmen / women, to gain skills that existed at the times when these vehicles were constructed.

Summary ::

It seems to me to be unfortunate that the time frame for this submission, and the poor way in which it was advertised, requiring “stakeholders” to contact friends and associates, is surely a task that the DTMR should have been able to do more effectively. The given 6 weeks for such an important submission and 6 months for it to be reviewed seems disproportional.

How can Car Clubs and affiliates contact their members to gain meaningful recommendations in this short time frame ?

Yet, “ you call for consultation, but you don’t listen “ is a comment I have heard expressed, and from past experience I agree with that statement.

In March 2016, in an article written about the Log Book trial in NSW it was claimed, that there is no additional cost to car owners to take part in the NSW Trial and that the 60 days of use a year is in addition to the benefits offered under the current scheme i.e. Club runs.

NSW has introduced the scheme because it realises that increasing the use of historic vehicles will boost the State economy, by increasing support for businesses and tradesmen (restoration, parts etc.)

NSW accepts that this is already a big part to the State’s economy. The vehicles are low risk because they have an extremely low profile of accidents.

NSW also pointed out that State Governments are working towards uniformity in their regulations (called “ harmonisation of laws “)

Also significant is the fact that NSW and other States accept that the costs of implementation should be borne by the Government, not motorists.

The QHMC and the DTMR have elected to wait for the results of the NSW Trial before revisiting Queensland’s Special Interest Vehicle Scheme.

In October this year the following information became available from Transport for NSW

Historic and Classic Vehicle Log Book

Transport for NSW recently conducted a review of the Log Book Trial, operating under the Historic and Classic Vehicle Schemes. As part of the Trial transport for NSW received feedback from a broad range of stakeholders to evaluate the effectiveness of the program.

From 1 October 2019, the Log Book will become a permanent feature of the Historic and Classic Vehicle Schemes. Transport for NSW will deliver a number of improvements to the schemes over the next 12 months based on feedback received during the review.

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Existing requirements introduced during the Trial will continue to apply to participants including :

Vehicles registered under the Historic and Classic Vehicle Schemes can be operated for 60 days of general road use each year, outside of Club organised events. etc.

Here in Queensland , about 12 months ago, the concept of Impromptu Events was endorsed by the DTMR, (based on a scheme in Western Australia) This can be considered as a variation of the Log Book theme, and could well be considered to bring Queensland more into line with the other States.

The only real problem is to get the Queensland Government to look at the cost variation between it and the other States, and try to relieve the financial burden of those Club owners and operators of SIVS vehicles

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