

NORTHERN MOTORING CLUB Inc.

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9 December 2019

Committee Secretary
Transport and Public Works Committee
Parliament House
George Street
Brisbane Qld 4000

Dear Sir/Madam

Please note the below submission is made on behalf of the Management Committee of Northern Motoring Club Incorporated.

This submission regarding the Inquiry into Motor Recreational Vehicles conducted by the Queensland Parliament specifically covers three specific points of the Terms of Reference;

c. The legislative, regulatory and policy framework in which the industry operates in all levels of government, and options for reform;

d. Options to improve the safety of all industry participants; and

f. The impact of the industry on road safety outcomes;

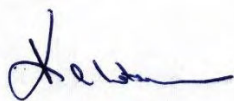
ITEM 1. Special Interest Vehicle Concession Scheme (SIV) is currently available to Members of a Queensland Incorporated Club or the Australian Street Rod Federation (ASRF). The anomaly in this policy is that the ASRF is not incorporated in Queensland even though some of its affiliated clubs located throughout the state are Queensland incorporated. As an example, The Compact Fairlane Club of Australia is the National Club archiving and publishing the Australian built Compacts history, has membership from Compact Fairlane owners throughout Australia, but members living in Queensland are not eligible to the SIV Queensland registration scheme because the scheme is only available to Queensland Incorporated clubs. There does not appear to be a logical reason, either legislative, political, SIV monitoring or financial, from allowing Queensland residing members of an incorporated club in any Australian State or Territory to enjoy the benefits of Queensland SIV scheme as the ASRF Queensland members currently do.

ITEM 2. The current SIV Concessional Registration Scheme is simplistic in its application in that the applicant's car club provide the Department of Transport a document stating the applicant is a financial member of the club and list the vehicle(s) that is(are) at least 30 year old and eligible for Concessional Registration. This application procedure works fine but there is no follow up for registration renewal which can possibly lead to abuse of the scheme. The club initiating the vehicles first SIV registration has no ongoing responsibility in ensuring the member remains a financial member of the club or for that matter, another Queensland incorporated club. Department of Transport likewise have no check facility confirming club membership. The onus rest solely with the SIV vehicle owner to be compliant with the SIV schemes requirement. Instances of SIV scheme possible abuse are regularly discussed but, as a club, there is no avenue to inquire or monitor. The club has a greater impact in preventing SIV scheme abuse in the States and Territories where the LOG BOOK system has been implemented. On SIV registration renewals, log books are only given to members who have club confirmed financial membership status.

ITEM 3. The SIV concessional registration scheme is the mobile museum alternative for automobile enthusiasts who do not have the resources on hand to develop a museum for the public to visit. Collectable classic cars, bikes, tractors, trucks etc can be lovingly restored and/or reconstructed and viewed and enjoyed by many whilst being driven or displayed on SIV approved club outings. Clubs assist in fostering restoration which results in many club members owning several of these collectable vehicles. It is an expensive process in sourcing, restoring and maintaining these vehicles and even the concessional registration annual charge is a burden to the owners who have saved several collectable vehicles. An alternative to multiple SIV registrations could be the implementation of a registration plate (number plate) that is transferable between eligible SIV's owned by an individual club member. This transferable plate would be similar to the Trade Plate used by the Motor Industry but would be limited to be used by an individual who has custodianship (ownership) of multiple vehicles.

ITEM 4. There continues to be discrepancies between states and territories with regards to what aftermarket parts and accessories as well as what modifications are acceptable within each state or territory. If a modification is engineered and the vehicle is plated in one jurisdiction, why is it necessary to be re processed when that vehicle is sold to another state. The solution would be for all states and territories to reach agreement on suitable uniform engineering rules, procedures, legislation and certification to enable specialist collectable vehicles to meet registrations requirements wherever they were first registered. The Commonwealth Government must also contribute. Currently the Commonwealth permits the importation of LHD vehicles that can be driven on Australian roads without being converted to RHD if the vehicle is 25 years old or older. This 25 year age could be adopted by Queensland and other states and territories for SIV concessional registration eligibility in lieu of the current 30 year age. Surely a coordinated uniform set of requirements is easier to adopt and enforce.

We greatly appreciate your consideration of the above submission. If you have any questions, please don't hesitate to contact the author Bill Parry on [REDACTED] or via email: nmcinc@hotmail.com



Kathryn Materman
Secretary
Northern Motoring Club Inc.