

Transport and Public Works Committee-Inquiry into motor recreational activities.

On behalf of The All American Car Club of Cairns Inc. this is our submission on the contribution of MRAs to Queensland so far as it relates to our club activities. This club was formed in 1997 to promote ownership and appreciation of American motor vehicles, to promote and provide owners and admirers with car shows, car rallies and social events.

We submit the following for your information.

a) Economic impact etc.

Costs associated directly with running the club.

Hire of a hall for our monthly meetings, Insurance costs required because we are an incorporated association, printing, stationary and postage costs of a monthly newsletter, cost of maintaining a website, cost of registering a club trailer, cost of maintaining an incorporated association such as Office of Fair Trading costs.

Costs incurred by individual club members.

Initial cost of motor vehicle which includes transfer duty calculated at the highest rate as most vehicles are v8's, registration and insurance, ongoing maintenance, cost of restoration work, cost of fuel, cost of camping equipment/caravans/accommodation in order to participate in events both regional and national, cost of club membership, club apparel/ embroidery by local suppliers.

B) Contribution of the clubs to Queensland's tourist sector etc.

Club members participate in local car shows, swap meets, motor racing activities, charity events, displays at school fetes/carnivals, aged care facilities. A good example is the local Targa event which has had its second event this year and relies on volunteer participation and now has international participation. We believe that if quality events are held for locals they will be appreciated by and attract tourists.

Our club is one of six clubs who combine and organise and run the Cairns Swap Meet Car Bike & truck show in August each year. Over the past 10 years we have donated over \$ 110000-00 to local charities for the benefit sick and disadvantaged children. All costs for the event also benefit the local community such as hire of grounds, advertising, trophies etc.

C) Legislative. Regulatory. Policy etc.

Overall membership is happy with the current rules and regulations as far as they relate to the auto hobby and appreciate Queensland's SIV rego scheme. Members are not as happy with the cost of transfer of motor vehicles as most of our attract a top rate of 4% as they are v8's. If we have to have a transfer fee we believe it should be the same rate for all powered vehicles including electric/hybrid. Electric now pay 2% and also do not pay any contribution for roads etc. as petrol/diesel vehicle owners do.

We think that hobby vehicles as owned by members of most car clubs over 30 years old should be exempt from transfer duty as a small concession to encourage ownership from which the community benefits as outlined under section B.

D) Options to improve road safety etc.

We believe our members are responsible motor vehicle owners and as long as all participants in the industry operate within government guidelines we do not see any problems.

E) Impact on youth training etc.

The very existence of the club provides the opportunity of members to socialise and discuss all kinds of issues in a judgement free environment. Being members also provides a social network of positive people with common interests who are able to support each other if the need arises. We have a lot of club interaction and combine with other clubs to run the swap meet, have an annual inter club sports day, inter club go-karts challenge. Also many members are members of more than one local car club

We cannot see how our club can have an impact on youth training but are aware of club members involved in the motor repair and accessory industry who employ apprentices and young people. Private enterprise usually identifies opportunities before government-government just needs to facilitate, rather than obstruct through over regulation/red tape.

F) Impact of road safety etc.

We believe club membership and ownership of a special interest vehicle instils a responsible attitude within members because of both the financial investment and time investment in a restored and special vehicle. Members also get together with a common interest and goal. It also contributes to a greater understanding of responsible driving and road activities.

As far as road safety generally we see the need for the government to contribute to construction of a closed track facility to provide a safe environment in which learner drivers can gain confidence and experience prior to getting on the road. As an example in Finland learners are subjected to skid pan sessions and night driving courses before they obtain a licence.

G) Challenges etc.

Now that we do not have a car building industry in Australia we are a bit pessimistic about the future of the aftermarket car industry as it provided excellent trained tradesmen and technicians. Australia would benefit if all states could get together and have Australia wide common rules and regulations. Australia would also benefit if it had an organisation like the Speciality Equipment Market Association (SEMA) which operates in the USA for the promotion of all activities within the car hobby. SEMA estimates that the car hobby is a \$46 billion industry in the USA.

Submitted by Bruce Nancarrow (president) and Mike Bowman (secretary) on behalf of the committee of the All American Car Club of Cairns. Address. [REDACTED].

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