




Speech By
Patrick Weir

MEMBER FOR CONDAMINE

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ADJOURNMENT

Historic Motorcycles, Registration

 **Mr WEIR** (Condamine—LNP) (10.58 pm): I rise to speak on behalf of the many historic motorcycling enthusiasts in Queensland. The Historical Motor Cycle Club of Queensland has 14 branches and 1,140 members with motorcycles dating from the early 1900s through to the mid-1980s. The problem they are currently facing is the cost of registering historic motorcycles in Queensland, which falls under the category of special interest vehicles, or SIVs. Currently, it is cheaper to register a special interest car than a motorcycle in the same special interest category. Queensland also has the dubious honour of having the highest annual registration cost of all states and territories in Australia, with a cost of \$206 annually.

The next highest was \$107 in the ACT and Western Australia has the lowest with \$40 per annum. A large number of historic motorcycle enthusiasts have multiple machines due to their generally lower cost and less storage area required in comparison to cars. However, multiple special interest vehicle registrations have become cost prohibitive, especially when one considers the very low level of usage permitted. If the SIVS motorcycle registration was more cost-effective this would result in more machines being registered, used and displayed for the benefit of the community as a whole.

I met recently with constituents Naomi and Jim McKenzie in Clifton—the McKenzies—who own a local garage and are members of the Historic Motor Cycle Club of Queensland. The business they own and operate restores old motorcycles. They are very concerned about the large cost of registration for motorcycles in the special interest vehicle categories and how this will affect their business in both the short and long term. The majority of HMCCQ members would like the Queensland government to adopt the schemes operating in Victoria or the current trial in New South Wales, which encourage high participation rates due to their lower costs and less restrictive vehicle usage parameters. Historic motorcycles have a low impact on the road as they are rarely used within built-up areas or on congested roads. Most usage occurs on country back roads and on weekends.

I would urge the minister to review the registration of special interest motorcycles as soon as possible to ensure that business owners can be assured of their future and historic motorcycles are preserved for the generations to come.