



QUEENSLAND HISTORIC MOTORING COUNCIL INC.

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The Queensland Historic Motoring Council Inc. (QHMC) is the peak representative body for historic motor vehicles in Queensland and currently has approximately 110 affiliated motor vehicle clubs hosting approximately 13,000 members and 22,000 vehicles.

QHMC hereby presents the following submission to the Motor Recreational Activities Inquiry on behalf the QHMC affiliated clubs and their respective members.

This submission by QHMC does not restrict any affiliated clubs and or individuals from presenting their own submission this inquiry.

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QHMC SUBMISSION INTO MOTOR RECREATIONAL ACTIVITIES INQUIRY

The Queensland Historic Motoring Council Inc. (QHMC) is the peak representative body for historic motor vehicles in Queensland and currently has approximately 110 affiliated motor vehicle clubs hosting approximately 13,000 members and 22,000 vehicles.

QHMC History

In early 1970's members of Queensland based car clubs formed the Queensland Combined Council of Historic Vehicle Clubs (CCHVC) so as to collectively discuss, promote and represent historic motor vehicle owners and clubs to Government, industry and the general public.

In 2009 CCHVC changed name to Queensland Historic Motoring Council (QHMC) based in Brisbane and presently represents approximately 110 motor vehicle clubs that host approximately 13000 members and 21,000 historic vehicles.

QHMC is also affiliated with Australian Historic Motoring Federation (AHMF), the peak Australian representative body for historic motor vehicles in Australia.

QHMC membership includes clubs representing historic vehicles over 30 years of age which is a rolling date for Special Interest Vehicle (SIV) concessional registration.

The age of vehicles represented in these clubs include:-

- . Veteran Vehicles (manufacturer prior to 31st December 1918)
- . Vintage Vehicles (manufactured from 1919 to 1930)
- . Post Vintage Vehicles (manufactured from 1931 to 1949)
- . Historic and Classic Vehicles (vehicles over 30 years of age and eligible for SIV registration)
- . Vintage and Veteran Motorcycles. (Note: - Many early motorcycle manufacturers were originally bicycle manufacturers who embraced the motorised challenge in the 1890's to early 1900's.)

The type of historic vehicles represented in these motoring clubs include:-

Cars, trucks, motorcycles, omnibus, tractor and historic machinery driven on roads.

Historic vehicle clubs maybe:-

- . Marque - One make or model club
- . Multi make club but representing specific era vehicles. Ie. Veteran Vehicles.
- . Multi make club but representing one type of vehicle –ie. historic truck or vintage motorcycles.
- . Sporting or recreation vehicles.

- . Vintage Caravans- Note-Whilst a vintage caravan is not 'motorised' as covered by this inquiry it should be included as vintage caravans are required to be towed by a registered motor vehicle for recreational activities.

Note:- Club members may own one or several historic vehicles with quite a few private collections of five or more original/restored vehicles owned by one member, some private collections be 20 + vehicles. This is specifically relevant to the veteran and vintage motorcycle fraternity who require a lot less storage area to house the motorcycles.

Historic motor vehicle clubs are generally incorporated clubs managed by a group of volunteers who elect a management committee and host regular meetings and events within the community.

Events are not limited to those suggested or promoted within the actual car club. Members with full registration may use their vehicle on a daily basis with no restrictions but the majority of members, due to the limited usage of their vehicles register their vehicles with the TMR SIV concessional registration scheme which entitles them to use restricted to attending club events, 15 kilometre distance for the purpose of general vehicle maintenance, drive to and from places of repair and other.

Events organised by Historic Vehicle Clubs or attended by members :-

- . General meetings
- . Club runs to destinations including:-
 - . General drive days
 - . Car shows, swap meets, display at other events
 - . Display and demonstrations at schools and charity events
 - . Display and demonstration at Aged Care Facilities
 - . Impromptu Events
 - . Motorsport events -ie Historic Leyburn Sprints etc.
 - . Regional rallies
 - . National rallies, generally organised by a one make or one vehicle type car club. This may include National Veteran vehicle rally, National Holden FJ/FX Rally etc.

Events are generally conducted on a single day but this can extend to several days or over a week plus travel to and from for such events as regional and national rallies, promoted multi day events, motorsport events and charity events including the annual Variety Bash, Endeavour rally and more.

Events may also be.

- . Static display at one location.
- . Destination rallies with one or more start points and drive to a common destination location.

Community engagement such as visits to Aged Care Facilities where residents are driven around the facility in historic vehicles.

Demonstration of historic vehicles/machinery. Ie:- 'Steamfest' at Old Petrie town where historic steam rollers and other vehicles are displayed and driven around the property there.

Historic vehicles may also involved in events to celebrate or recognise significant historical dates in Australia such as

Australia day events attract many hundreds of vehicles to locations around Australia including the annual Bayside Restorers Club event at Ormiston which is a display and drive along pre mapped routes. This event attracts over 400 vehicles each year. Samford Museum event hosts over 100 vehicles but attracts many spectators to vie not only the vehicles on display but also the Samford Museum as an educational excursion down Australia's historic memory lane. Many other clubs and members across Queensland also attend Australia Day events in their historic vehicles.

ANZAC Day events invite historic vehicle owners to participate in their event to transport Australian Servicemen and women in the annual parades at locations around Australia.

National Motoring Heritage day is now celebrated on the same date in May each year in all states with clubs participating in the QHMC event now at Ipswich each year or conducting their own events on this date to celebrate and promote Australia's motoring heritage.

Benefits to the community

Historic vehicle owners procure, collect, restore and maintain their vehicles at their own expense so that they may showcase these vehicles to the general public which in turn creates many benefits to the community in both financial and social contribution.

Financial:-

Maintenance of historic vehicles

Purchase of parts and accessories to maintain, restore and drive these vehicles.

Engagement of motor vehicle repairers/restorers across a wide range of services includes mechanical, body and interior where the contribution of historic vehicle owners assists in the economic survival of the business and the employment of people in all positions including sales, service, trade qualified and training. The often local businesses include those that are both general and or specific to certain trades and services including. Engine mechanical, transmission and differential specialists, body and paint, upholstery, auto electrical, tyres and other goods and services. As vehicles get older the availability of replacement parts becomes less and this has created the need and or expansion of component restoration businesses including brake and engine reconditioning shops, wheel restoration and more.

- . Building or renting of sheds, garages or other premise to store or restore vehicles.
- . Purchase or rental of car trailers, engagement of a tow truck from local businesses to transport the historic vehicles during restoration and or to events where driving a significant historic vehicle may not be viable.

Events- Display and Tourism

As previously outlined historic vehicle clubs participate in a wide range of events and all of these contribute towards local businesses and or charities where the event is conducted.

- . Car club drive day may finish at a cafe or other food outlet for lunch. Brisbane Vintage Auto Club (BVAC) regularly conducts such events with a favoured location at Shorncliffe where 10 to sometimes 20 vehicles travel to a destination and purchase fish and chips from the local shop and on other occasions to other cafes or museums where an entry fee is paid in addition to the purchase of food and drink there.
- . Major motor vehicle display events are often conducted with a charitable cause as the beneficiary of entry fees etc. Such events include but are not limited to the following:-
 - . **RACQ Motorfest Eagle Farm** (400-800 vehicles annually) RACQ MotorFest 2019 hosted over 580 historic vehicles with more than 10,000 car lovers rolling into Eagle Farm Racecourse to experience one of Brisbane's premier motoring events with all gate takings donated to RACQ Foundation's 2019 Flood Assistance Project directly helping farmers in North West Queensland.
 - . **All Ford Day at Willowbank** conducted by the Falcon GT Owner's Club of QLD (annually over 1000 Ford vehicles (1600 in 2019) pay to enter the grounds and display their vehicles at the largest All Ford event in Australia.) This event at the Willowbank Drag Racing venue also has drag racing, trade displays and a separate swap meet. After costs to hire the venue are met the funds raised by the club on the day go towards future Nationals events and enables the club to make donations to worthy charities. A bonus is the income generated by businesses on the major routes to the venue where clubs visit for food, fuel and accommodation.
 - . **The annual Toowoomba Swap Meet** conducted by local car clubs is recognised as one of the largest swap meets in Australia. As a result vendors, traders and persons interested travel from all around Australia to attend for several days. Proceeds from the event are after costs distributed to various regional charities.
 - . **All British Day at Tennyson** (300+ British vehicles each year plus several thousand British vehicle fanciers attend St Joseph's College sports field for this annual event. The charity beneficiary in 2019 was the QIMR Berghofer Medical Research Institute.
 - . **Wheels of the Century at the Redcliffe Showgrounds** is the annual fundraising event for the Clontarf Scout group.
 - . **The Veteran Car Club of Australia (Queensland) Inc** hosted their national rally at Bargara this year. 153 Veteran vehicles were trailered to the event including many from interstate

and a veteran vehicle travelled from the USA to attend this event. Approximately 300 persons attended with the vehicles but the event attracted many spectators over the weeklong event. The president of the Veteran car club was advised by the Mayor of Bundaberg that the event contributed an extra \$600,000 to the Bundaberg economy. This included engaging various community groups to provide catering including the local Meals on Wheels, est. \$14000 and members of the Elliott Heads Bowls club commented about how they were struggling financially but the food and drinks purchased by the event attendees would help greatly with the club's survival. In 2020 the Veteran Car Club will organise smaller events at Roma, Ayr and Crows Nest with 15 to 20 vehicles attending over 4 days. The week before Easter the club is hosting a national event at Charleville for 80 veteran vehicles. This will be such an added boost for the economy of Charleville that the businesses that normally open for the busy Easter period are opening a week earlier specifically for the rally attendees. See attached submission by The Veteran Car Club of Australia (Queensland) Inc (QVCA) .

The Model T Owners QLD Inc (MTOQ) hosted the National Tour based in Maryborough between 29th September and 5th October 2019. Over 140 iconic Model T Fords descended upon Maryborough for a 7 day tour of the Fraser coast. This event provided substantial financial benefit to businesses and charities around the Fraser Coast area during the tour.

Annual Historic Leyburn Sprints. Conducted at the historic Darling Downs township of Leyburn (district population of app 400) attracts over 200 historic vehicles to race around the streets and 15000 spectators descend on Leyburn each year for this 2 day event to view not only the motor racing but displays of historic vehicles and vintage caravans. Proceeds from each year's event are held in trust and distributed to local district charities in Leyburn, Allora, Clifton and more.

Multi day events bring historic vehicle owners to a localised area where they will obtain accommodation, food and beverage and often extra fuel for their vehicles. The events conducted in regional area contribute greatly towards the local economy and engages the community in the attraction of the vehicles and the positive spirit of the owners who take them there. Allora on the Darling Downs between Toowoomba and Warwick contact several events each year including the annual Allora Heritage Weekend. The contribution towards the local economy by the historic vehicle owners over the weekend is increased by the spectators that come along to view the vehicles. Allora and other towns throughout Queensland that host events that involve historic vehicles often receive follow up tourism visits by members on their own or by members recommending the town and services to car clubs to conduct national rallies in the town and surrounding districts. Stanthorpe is a popular venue for National events as it is located near the Queensland / New South Wales border and offers a variety of extra attraction to the area including the local wineries, museum, bush trails and more. It should be remembered too that members travelling long distances in historic vehicles often take their time to get to their destination and that means more accommodation, fuel and general expenses incurred along the way. There are so many communities that already benefit from historic vehicle events but so many more could be opened up to the unique opportunities such events generate.

- . **The Variety Bash, Endeavour Rally, Kidney Rally** and other such events visit many rural towns each year and this contributes greatly to not only financial assistance to the community but the social side as well. Variety QLD also make community donations along the way for specific people or causes. It purchase and donate wheel chairs, liberty swings and other medical aid items towards children and families with special needs. In addition to fundraising millions of dollars in much needed funds each year the colourful vehicles and added attractions brought along with the event bring a much needed boost to the people of the town who engage with the members who also contribute to accommodation, food, Beveridge and associated costs. Since it's inception in 1985 the annual Variety Bashes around Australia have raised over 200 million dollars for Variety- 'The Children's charity'.

The above are just a small representation of events attended by historic motor vehicles in Queensland each year. Many events are conducted in rural townships and include visits to local attractions. Such events often involve local community groups to assist with catering, traffic control and other logistics. These groups may include the local Lions, Rotary Clubs, SES and Rural Fire brigade and other community groups who financially benefit from the touring groups. The impact on tourism goes further where historic vehicle owners' travel from far and wide for these events and by travelling in older vehicles they extend their travel time and include visiting more towns and spending at cafes, fuel service centres and even accommodation to, at and from the event.

Social and Educational Benefits

For the car owners

- . Joining a historic motoring club promotes opportunities to participate in a group on positive outdoor activities and the friendship built on a common interest is of great social benefit to so many.
- . Participating in a hobby, especially one where regular social interaction is involved is a stimulus for the mind to remain active and this in turn assists with general health and well being.
- . Participating in events conducted to raise funds for worthy causes gives the person a positive connection to the community and helps justify the funds and time exhausted in preparing the vehicle for such event.
- . The car owners always like to promote their hobby in through their club and community involvement in the hope they can attract younger members to the fraternity to ensure that Australia's Motoring Heritage is passed onto another generation.

For the community

- . Owners of historic vehicles are passionate about their vehicle and are always willing to engage with community members and talk about their pride and joy. Often this involves the owner outlining the history of the vehicle as education to the vehicle's heritage.

- . Historic Vehicle clubs and members are often requested to make visits to Aged Care Facilities and engage with residents through not only showing them the vehicles but giving them short rides around the properties. This has a positive impact on many residents as it often brings back memories of their own motoring history and I have personally viewed car club members listening to the stories from elderly residents and themselves learning more about certain vehicles. Viewing the vehicles up close can also trigger memories that would have been long forgotten by the resident. My elderly father is now 95 and suffers badly from dementia and has done so for a few years now. For his 92nd birthday I arranged a visit by a club member with a 1930 Graham Paige vehicle. Despite being unable to remember what he had done the day prior my father rattled off details of the vehicle and specifications that were seemingly unlocked from his mind. This is just one example of many occasions where I have viewed elderly people relate to the older vehicles and often recant to the vehicle
- . Visits to schools and other events are educational towards children to learn about Australia's Motoring Heritage.
- . Vehicle clubs organise many events each year, often monthly for their own members but on other weekends members may attend as a group to other events.
- , Whilst many clubs cater for historic vehicles over 30 years of age but others of a current 'marque' have member vehicles up to current. One example is the Jaguar Driver's Club of Queensland Inc which has 420 members and 700 vehicles. With such a wide age mix of Jaguar vehicles the club organises around 70 events a year as well as attending major events such as Macleans Bridge and All British Day. As members are located around Queensland many travel considerable distance to events and makes donations to charitable causes each year.
- . The Roma Historical Motor Club Inc is intentional in supporting the regional areas around Roma thus supporting local communities including. Roma town area and local charities through their activities. The club hosts meetings 4-5 times a year in places such as Muckadilla, Mungallala, Yuleba, Mitchell, Wallumbilla, Injune, Surat and St George.

Challenges facing the historic vehicle owners and event organisers.

Australia's population is aging and car clubs need to recognise this and promote the social enjoyment and community benefit of becoming involved in the historic motoring fraternity to a younger generation so that they may continue with a hobby that is so important to Australia's Motoring Heritage.

Rising costs to import, house, repair and or maintain historic vehicles can be seen as a deterrent to historic vehicle ownership. These also include cost of registration and insurance.

Over the years we have seen motor museums come and go with the past five years especially seeing many well regarded museums that showcased many vehicles to educate the general public as to Australia's Motoring heritage closing their doors for good as the state of the economy and the extra cost of maintaining such endeavours becomes too much for the owners to consider viable. Extra

Vehicle type	Passenger car
Purpose of use	Private
Engine type	Cylinders
Number of cylinders/rotors	4
Concession type	Special interest vehicle
Is the renewal to be paid by direct debit	No
Pay mode	Standard
Pay term	12 months
CTP insurer	RACQ
Claiming input tax credits	No
CTP insurance class	5 Vintage
Registration fee	\$328.60
Registration concession	\$236.00CR
Traffic improvement fee	\$57.30
CTP insurance premium	\$81.00
Total fee	\$230.90

Terms of Reference - In undertaking this inquiry, the Committee should consider:

a. The economic impact of the motor recreation industry to Queensland, including opportunities to grow the industry to create jobs for Queenslanders;

Historic vehicle owners contribute financially towards:-

- . Government registration and both CTP and comprehensive insurance cover.
 - . Vehicle costs including maintenance, restoration, general servicing and running costs.
- Often the above costs will involve work on the vehicle or parts by mechanical engineers and other trades people.
- . As new parts are sometimes not available for older vehicles there is a need for specialists businesses and trades people involved in the restoration of original parts or manufacture of replacement parts. Trades involved include brake and clutch repair, restoration or manufacture, engine, transmission, differential and suspension trades. Also body repair trades and specialists and upholstery trades people for not only interior but also canvass roof restoration on older vintage vehicles. Auto electrical is another important trade with specialists required to update older wiring and lighting ie 6 volt to 12 volt.

The historic motoring fraternity contribute significantly to the motor industry through repair, restoration and presentation so that these vehicles may be displayed to the general public in both educational and nostalgic situations. The cost to the vehicle owner is their own. Over the years many specialist trades people have aged and left the industry and a void is now growing in certain trades vital to the period restoration of these vehicles.

b. The contribution of the industry to Queensland's tourism sector and opportunities to grow Queensland's share of the motor recreation tourism market;

As outlined above historic vehicles are showcased at events throughout Queensland. The well organised, well catered events draw a large following of not only historic vehicle owners but many spectators who also travel far and wide for these events attention wherever they occur. As outlined above historic motoring clubs conduct both single and multi day events across Queensland and often in rural communities. As regional rallies are generally conducted in 'non holiday' periods this adds extra 'off season' boosts to the economies of the towns they visit.

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

Historic Motor vehicles in Queensland that are driven on public roadways are required to be registered with Transport and Main Roads department. Vehicles over 30 years of age with the exception of vehicles registered for use in a commercial application. Ie Wedding car hire etc have two registration options .

1. Full registration allowing unrestricted usage apart from vehicle hire or commercial application.

2. Special Interest Vehicle Scheme (SIVS) is a concessional registration system based on a rolling 30 year eligibility allowing restricted use as per below extract from TMR website.

Conditions and restrictions

A special interest vehicle must not be used for:

- General purposes - for example, to commute to and from the registered operator's place of employment.
- For hire or reward - a fee cannot be charged for use of the vehicle, and the owner cannot receive any consideration or reward for supplying the vehicle.

You and anyone driving your special interest vehicle must only use the vehicle for:

- Participating in rallies or events, including impromptu events organised by an incorporated vehicle club or events sanctioned by the Australia Street Rod Federation (ASRF).

Note:

- a rally is a social event where a parade of special interest vehicles travel together for competition or to meet at an agreed location.
- an impromptu event is an event that has been initiated by a club member, involves one or more vehicles, and is supported by an incorporated vehicle club or the ASRF.

Rallies and events(including impromptu events) must be listed in the incorporated club newsletter or on the incorporated club's website or social media page (or in another manner approved by the club or ASRF, such as the club calendar of events) prior to the event. The administrative process for supporting an event is at the discretion of an individual club or ASRF and must ensure members comply with the special interest vehicle conditions and restrictions of use.

- participating in processions for which a Special Events Permit has been issued under the *Transport Operations (Road Use Management –Accreditation and Other Provisions) Regulation 2015*
- exhibiting the vehicle in displays, fetes or similar functions conducted for religious, charitable or educational purposes
- ceremonial purposes (such as weddings, formals, funerals) involving immediate and de facto family members, or as part of a sanctioned incorporated club event, provided this is not done for fee or reward. Immediate and de facto family means parents, grandparents, sons, daughters, grandchildren, adopted children and adopted grandchildren, but not extended family members such as aunts, uncles, nephews and nieces
- preparing for, proceeding to, and returning from the above activities
- direct travel to and from an approved inspection station to get a safety certificate or certificate of inspection before offering the vehicle for sale
- travel in order to have the vehicle repaired. There is no distance restriction, however, such travel must be reasonable and justifiable by the vehicle operator
- road testing within a 15km radius from the place where the vehicle is garaged or is being repaired. The purpose of the travel must be to road test the vehicle following

repair or restoration, or for general vehicle maintenance and not for any other purpose. This does not include use as an everyday means of transport. A passenger may travel in your vehicle to assist with road testing—only if your vehicle can legally carry passengers.

The current annual SIV registration fee is approximately \$230.90 for all eligible vehicles. (Historic Motorcycles attract a lower fee)

Due to the limited kilometres travelled by many historic vehicles each year most owners chose the SIV registration option which despite the above restrictions allows them to enjoy their vehicles and participate in showcasing Australia’s motoring heritage.

Under the current SIV regulations all eligible vehicles (vehicles 30 years of age) are bundled together as ‘Special Interest Vehicles’. Veteran vehicles are a very different group to the rest of the historic vehicle fleet in that they are the earliest form of motorised vehicle road transport manufactured between the 1890’s and the 31st December 1918. All veteran vehicles are now over 100 years of age.

Due to their age, light weight, limited speed range between 40 kph and 60 kph the daily distance covered in any typical tour are 60 to 120 kilometers mainly on quiet country roads. For these reasons almost all Veteran vehicle owners choose to trailer to transport their veteran vehicle to events, even when these are in the greater metropolitan area. Therefore to transport veteran vehicles to events owners must invest in a suitable tow vehicle, generally a 4wd and a car trailer, both of which must be fully registered.

It is estimated that most veteran vehicles travel less than 1000 kilometers per year (many travel much less) with the distance travelled on roads to and from events being in the tow vehicle with car trailer attached.

Submission to remove the registration and Traffic improvement from registration costs for Veteran vehicles only.

Veteran vehicles due to their age, fragility and historical value travel little on the road each year and their impact on the road system is minimal to say the least.

The fees charged for a Veteran vehicle on SIV concessional registration are:-

. Registration fee imposed	=	\$92.60
. Traffic Improvement fee	=	\$57.30
. CTP Insurance premium	=	\$81.00
Total annual fee	=	\$230.90

The fees charged above for the actual road use include the registration and traffic improvement fees totalling \$149.90

As above Veteran Vehicles travel very little on gazetted roads and registration and traffic improvement fees are paid for by the owner through registration costs associated with the tow vehicle and car trailer, both of which are required to be on full registration.

The Queensland Historic Motoring Council on behalf of Veteran vehicle owners suggest that consideration be given to having both the registration and traffic improvement fees waived for 'Veteran Vehicles' only.

The Compulsory Third Party (CTP) fees are calculated and administered by the relevant insurance companies it is considered that as the \$81.00 CTP Insurance Premium is calculated based on estimated usage and relevant liability when travelling on gazetted roads. It should be considered that the 'risk factor' covered by the CTP is greatly less for a Veteran Vehicle due to the limited kilometers actually travelled and in this regard it is believed that there is scope to have the CTP Insurance premium reduced.

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

Historic vehicles owners generally maintain their vehicles to a high standard and operate these vehicles well within their performance specifications to ensure reliability and preservation of the vehicle.

Rally events are conducted with well planned routes and often in rural areas. Volunteers from car clubs, charity and local community groups are often recruited to assist with parking and traffic control at both static and touring events.

Many historic motoring clubs conduct 'Inspection Days' where members are invited to have their vehicle inspected by other club members and or qualified mechanics who may identify issues that may need rectification.

e. The impact on youth training and community engagement from motor recreational activities, including mental health outcomes;

Community engagement by historic motoring clubs and members is outlined above.

Engagement with youth employment training such as TAFE may attract younger persons to take up a trade relative to historic vehicle restoration or maintenance and possibly attract them and others to the historic vehicle movement so that the next generation may carry on with the preservation and promoting of Australia's mobile motoring heritage.

Around the world there have been programs initiated to assist persons dealing with mental health issues by encouraging participation in historic vehicle restoration as a group activity which give the person a connection to group participation and assistance in learning new skills vital to them going forward. Such programs already in place include participation in race teams for ex armed service personnel suffering post traumatic stress disorder and other ailments.

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

Historic vehicles mostly operate with original mechanical systems but whilst in some way antiquated the vehicle is much simpler to maintain to a high standard of effective safe operation and the vehicles are driven well under performance specifications to ensure reliability, safety and preservation of the vehicle.

g. Challenges facing the industry and the role of government in supporting the industry to continue creating jobs for Queenslanders

As previously mentioned Australia's historic vehicle fraternity is aging and each year we hear of more passionate classic vehicle owners passing on. The fate of their historic vehicles, often more than one and sometimes entire collections is often unknown and whilst it would be preferable for the vehicles to be sold in Queensland there is a real possibility of the vehicles being sold interstate or overseas thus reducing the number of historic vehicles in Queensland that may participate in community engagement and provide financial benefit and support to both motor industry businesses and tourism.

Queensland's historic vehicle fraternity must identify ways to attract a younger generation to both club membership and historic vehicle ownership so they may continue with the 'hobby' of historic vehicle ownership and community engagement which includes touring and static displays, education and participating in charitable endeavours across Queensland.

The ever increasing cost of historic vehicle ownership is something to consider with the following Government costs required to be met before a wheel is event turned.

- . Stamp duty charged for new registrations and transfer of ownership. As stamp duty is calculated as a percentage of the value of vehicles this 'fee' can be considerable. We have seen the value of many historic vehicles increase tenfold and more over the past few years due not to luxury and performance enhancements but the historic significance of the vehicle. Increased value equates to increased stamp duties paid on new registration application and or transfer of ownership. NOTE:- It is understood that Queensland is the only State that charges stamp duty on historic motor vehicles to be registered on concessional registration (Special Interest Vehicle (SIVS) in Queensland). The extra cost to be borne by the purchaser of a historic vehicle to be registered in Queensland may be prohibitive to the purchase of significant historical value and the loss of such vehicles from being owned, maintained and displayed in Queensland.
- . Yearly increases of vehicle registration fees:-Whilst many historic vehicles are registered with the concessional SIVS registration fee it should be remembered that these vehicles travel limited kilometres each year as the vast majority of these owners also own a modern vehicle on full registration.

Jobs created and or supported by the historic motoring fraternity include those in the motor industry, tourism and associated businesses. The Queensland weather offers historic vehicle owners the opportunity to attend events year round and this equates to more opportunities for events to be conducted in both metropolitan and regional communities. Southwest Queensland towns such as Stanthorpe and Goondiwindi are gateways on major highway to southern states and this makes it more viable for historic vehicle owners to travel from interstate to attend Queensland events. More vehicles travelling into Queensland for events equals more contribution to the Queensland economy, especially in rural communities.

Summary

The Historic Motoring fraternity of Queensland provides financial contribution in the many millions of dollars to the Queensland economy each year through the following ways

- . Engagement with the motor industry for supply of parts and services required to restore and maintain the historic vehicles to roadworthy, display and educational standards.
- . Contribution to tourism in both metropolitan and regional Queensland through organising and attending events where the historic motor vehicles are promoted as a draw card to the events. The significant financial impact of regional rallies cannot be underestimated as these events bring not only financial contribution to accommodation, food, beverage and local attractions during the rally but through tourism promotion of the region which is a flow on for future groups and individuals to visit the region. It should also be recognised that significant events in Queensland also attract visitors from interstate and overseas and these visitors often stay longer in Queensland both before and after the event to explore and embrace the attractions and culture before them.
- . The culture of historic vehicle clubs is built around the connection to the community and assistance to community causes. Many historic vehicle clubs make significant direct donations to charitable endeavours, especially recently towards drought assistance programs. This is on top of the financial contribution made during attendance at events around Queensland.

It is important to note that when considering ‘Motor Recreational Activities’, particularly those of historic nature we need to look at not only cars and trucks but vehicles in general as well as historic machinery that have been preserved and operated for displays either on site at museums and villages but transported to events to demonstrate their operation and educate people as to sources of power and tooling from the past.

- . Veteran –Vintage – Classic – Modern Classic cars and utilities showcase the timeline of motor vehicles from their concept and early adoption as ‘horseless carriages’ to the introduction and evolution of technology over the decades to include vehicles from commuters to the iconic Australian Muscle Car Era of the seventies and onwards.
- . Historical trucks showcase the evolution of Australia’s transportation fleet with many vehicles restored or preserved with original equipment and business signage from the past.
- . Historical Motorcycles where many manufacturers originally constructed bicycles and manufacturing names of the past that are now long gone are showcased alongside manufacturers that continue today. These include BSA, Norton, Brough, Zundapp Royal Enfield with Honda, Harley Davidson, BMW and Triumph and others with significant early history continuing with new motorcycles today.
- . Vintage Caravans from the forties to the seventies have enjoyed a resurgence in recent years with people embracing Australian’s love of caravanning in simpler times restoring these caravans back to original and showcasing them with camping accessories from the era this allowing many Australians the opportunity to reminisce or embrace the charm of caravanning as families together. Vintage caravans were generally constructed from bond wood, aluminium or fibreglass and Queensland manufacturers now remembered with these vans include Chesney, Harris, Olympic and more.

Historic motorised machinery is a significant part of Australia's heritage and there are many clubs that not only collect, preserve and restore such machinery but showcase operational machinery at museums, historical villages and transport the engines to events. Clubs include the Antique Machinery Restoration Society of Queensland at Caboolture, Kingaroy and District Vintage Machinery Club, North Queensland Machinery Preservationists. There are many other such clubs, associations and groups around Queensland that showcase historic motorised machinery operated with steam, coal and a variety of fuels.

All of the above are often showcased together at major events and collectively they provide an education to Australia's motoring heritage. The collective promotion of the above by passionate owners and club members has also on many occasions resulted in people from outside the fraternity advising of the location of historic vehicles or equipment which has then been collected and either restored, displayed or even used as parts to preserve other equipment so in effect is recycling the past for the benefit of the future.

There will always be some who say that historic vehicles due to their basic engineering are not efficient in operation and impact on the environment but the true fact is that the environmental footprint made by these vehicles is exceptionally minimal due to the low kilometres travelled each year and that these vehicles are no longer regarded as just 'tools' to get from point 'A' to point 'B' but are now recognised as a significant part of Australia's motoring heritage that need to be preserved so owners try and ensure the vehicle is maintained to a standard of utmost efficiency which translates to reliability and preservation of the vehicle.

The significant financial and social contribution of the historic vehicle movement in Queensland to both industry and tourism also translates to support of associated businesses that provide jobs and a further flow on financial and social benefits to the community. There is a real need to continue the forward motion of the Queensland Historic vehicle movement for educational, financial and social benefit to the community. It is hoped that the Queensland Government acknowledges this and is able to provide assistance to help grow the historic vehicle movement and the benefits it provides to the Queensland economy and consequentially the community into the future.

The Queensland Historic Motoring Council (QHMC) as representative of 110 affiliated clubs and membership requests consideration be given to the following points:-

- 1/ For Veteran Vehicles:- Waiving the registration and traffic improvement fees for yearly registration of Veteran Vehicles. (Manufactured prior to 1919)
- 2/ For all Historic Vehicles:- Reduction and or removal of stamp duty payable upon the registration or renewal of registration of a historic vehicle.
- 3/ For all Historic Vehicles:- Freeze on registration fee increases for historic vehicles on SIV concessional registration.

The Queensland Historic Motoring Council is supportive of the independent Submission to this inquiry by affiliated club Veteran Car Club Australia (Queensland) (VCCQ)

The Queensland Historic Motoring Council is open to further discussion on the above submission and or any other subject relevant to historic motor vehicles in Queensland.

Forwarded for due consideration,

Rod Graydon
TMR Liaison
Queensland Historic Motoring Council (QHMC)
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Profile of the author of this submission

Name:- Rodney (Rod) Graydon [REDACTED]

Resides:-



Occupation:-

Sales, Claims administration and Technical Advisory for a major national tyre wholesaler.

Previous Occupation:- Queensland Police officer from 1980 to 2003. Attained Rank of Detective Senior Constable.

General Policing and investigative duties. Specialised in the field of vehicle and vessel identification and investigation and through this acted as QPS representative to the QPS/ QLD Transport Department 'TRAILS' Project including developing the Hull Identification Number (HIN) system for boats Australia wide.

Car Club membership:- Long time member of the following clubs.

Rootes Group Car Club of QLD (Hillman-Humber-Commer +)

Sunbeam Owners Club of Queensland

Brisbane Vintage Auto Club. –Elected as QHMC Liaison, Historic dating/inspection officer and Safety Officer. (includes twice yearly inspection of member vehicles)

Queensland Historic Motoring Council (QHMC) (TMR Liaison) 2007 – 2016 and 2019 – current – Representing QHMC member clubs at meetings with Government.

Motorsport:-

Prepared four wheel drive vehicles and competed in State and National Off Road Racing for 6 years.

Built and competed in a 1968 Sunbeam Rapier fastback in historic sprint events such as, Leyburn Sprints, Noosa Hill Climb, and Speed on Tweed at Murwillumbah in NSW.

These are major events attracting over 200 competitors from around Australia and many thousand spectators over the multi day events.

Other:-

Participated in the 2008 Variety Bash from Toowoomba to Bathurst

Member of Vintage Caravan group for many years.