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THE SAGA OF THE QUEENSLAND HERITAGE REGISTRATION SCHEME.

The Heritage Vehicle system in Queensland is, and always has been, out of kilter with every other State system.

- 1) **The Cost.** The current cost in Queensland is in the order of \$184.00. In Victoria, for example, it is \$65.00 for 45 days use and \$120.00 for 90 days. Other States have similar usage and fee rules.
- 2) **The Permitted Use.** The use of vehicles in Queensland is restricted to Club events, including charity runs and displays as sanctioned by each Club. Rules in Other States vary but most use a LOG BOOK SYSTEM that allows, in addition to Club sanctioned runs, a number of days on which the owner is permitted to go on a private run, using an entry in a Log Book. Log Books range from 45 to 90 days each year and strict rules for their use apply.
- 3) **Road Testing of Vehicles.** In addition to the sanctioned Club events, the Queensland system allows for vehicle testing up to 15km from their garage. All other States do not have such a clause, so testing can be combined in a private outing so long as the Log Book is filled in before leaving home.
- 4) **Repairs to Vehicles.** In Queensland, vehicles are allowed to drive to a workshop for the purpose of repairs or Service. The distance is not limited but proof of such use must be justified if pulled up. All other States do not have such a clause, and the Log Book must be used on such outings.
- 5) **Weddings.** In Queensland, a Heritage Vehicle is allowed to be used for a wedding of an immediate family member only. Unless directly related to the Bride or Groom, no other vehicle can be used. In all other States, any number of Heritage Vehicles can be used for a wedding so long as there is no payment for such use.
- 6) **Club Membership.** In Queensland, in order to obtain Heritage registration, the owner must initially supply proof of his or her membership of an incorporated club. Beyond the first year, membership is only a recommendation and many owners join a club just to get first registration and have no obligation to remain a member ie, the renewal notice is sent to the owner without any further need to prove membership of a club.
- 7) **Council Affiliation.** In Queensland, in order for Clubs to authorise Heritage registration they should be affiliated with the Queensland Historic Motoring Council (QHMC), but no procedure in the current system requires this. In all other States, both membership of a Club and that Club's affiliation with their State Council is compulsory. Only that way does an owner become fully informed of each State's Rules for their Heritage Vehicle operation.

These are the just the major differences between the current Queensland system and most other States. There are many loopholes in the current Queensland system but the Transport Department seems reluctant to respond to requests for

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clarification. This has become a frustration for those Heritage Vehicle owners who wish to observe the current rules, knowing full well that a large proportion of members are using the vagaries of the Rules to their advantage. Just one example relates to the "Test Drive" rule. This rule is interpreted by many as being able to "test drive" their vehicle without restriction, seven days a week if they so wish. If pulled up by an inspector, they simply have to say, I am out testing the tuning of the motor! There is not even a reference as to how many passengers they are currently carrying. One member says he and his wife regularly drive "over to Southport" to have a cup of coffee.

Such use of a Heritage Vehicle is an abuse of the current guidelines, since the level of Registration, Third Party Insurance and Compulsory Insurance is supposed to be related to the limited use of Heritage vehicles. All other States have come to realise that some owners will abuse the system and have thus adopted a Log Book system. This system has largely reduced the occurrence of illegal use and, importantly, allows the authorities a simple system to police – no log book, penalties apply, demerit points are lost and, and if offences are repeated, the owner can be denied Heritage registration. Their only alternative then is to take out full registration.

What has now come to light is the way in which some Clubs are circumventing the Rules by arranging organising many outings each month way and beyond what was ever anticipated with the Heritage Vehicle system. This started in recent years with newer and more useable vehicles becoming eligible to join the Heritage Vehicle registration system once they become more than thirty years old, as the current rules allow. One Club published their outings as being "Meet at such a hotel on Friday night and we will arrange a run from there".

The latest "organising" activity to beat the principal rules of the Heritage Vehicle movement, one major Club now publishes in their calendar of events an outing on "Every day of the week plus every Sunday of the month."

Is it any wonder that those owners who observe the principles of the Heritage vehicle System continue to be disenfranchised with the Queensland Transport Department, which remains either intransigent to a Log Book system as used in other States or who now have offered the a very limited use of a Log Book and wish to charge an additional, fee over and above an already inflated registration cost.

The introduction of a Log Book system similar to that in Victoria would immediately remove a great percentage of illegal use. There is no need for the Transport Department to suddenly need extra administration, one of their current objections to such a change. If a policeman pulls up a Heritage vehicle owner and he or she has not filled out their simple line in their Log Book, then the full force of the Law should be applied.

If a Log Book were introduced, the cost of printing is born out in other States by the "council". The issuing of the Log Book and the renewal each year is authorised and stamped by the Member's Club when they renew their membership. The correct use of the Log Book is the responsibility of the Owner and a simple check can be made by an inspector at any time during an outing. This system as reported by other States, is the "best thing since sliced bread". Why not Queensland?

This would be a Win – Win for everyone. Membership would be required to get a Log Book, thus benefiting the Clubs financially. Owners would have the ability to use their Heritage Vehicle for limited private use, and the Transport Department, apart from some administrative input, would have a system that can be policed at any time, just as they can do with vehicles on Full Registration.

Comparison between the Victorian and Queensland Heritage Vehicle systems.

Charges and Activity allowed :-	Queensland	Victoria
Cost per year, including all registration charges	\$184.20	\$65.00 or \$120.00
Allowance for private use	None	45 Days or 90 Days*
Use of vehicle for friends weddings, formals, etc.	None	Yes *
Use of Vehicle for Road Testing	15km.only w/proof	Unlimited *
Use Of vehicle to drive for repairs	Only with Proof	Unlimited *
Stamp Duty on Registration of any Heritage vehicle Each Year.	Yes	No
Transfer Tax when buying a Heritage Vehicle (currently about 3.5% of Market Value)	Yes	No
Road Improvement Fee or similar	\$45.00	Nil
Personalised Plates	Yes	Currently Under review
Maintain membership of recognised Club?	Advised only	Yes **
Club's Affiliation with State Council required?	No	Yes **
Possible Penalties if used Illegally	Fine & possible loss of ALL Insurance.	Loss of CPS Rego & fine

* A "day" represents a 24 hour period midnight to midnight. If an outing extends over this period, then another entry in the Log Book is required. Testing and travel for repairs, if used alone, also requires an entry in the Log Book.

** Continued membership of a member of a Club and the continued Affiliation of a Club with their State Council ensures firstly, that owners can NOT simply join a Club in order to obtain initial registration and never renew their membership. Currently the Transport Department only "recommends" continued Membership of both Clubs and Council, leaving the system open to abuse by those who don't contribute to the concessions that have been hard fought for over many years and continues today.

The above comparison shows just how unjust the current SIV's Scheme in Queensland is, both in cost and private use, compared to that of Victoria. All other States have systems similar to Victoria, the only exception being NSW, who are currently investigating the Victorian system with a view to applying for a similar registration system.

Readers are asked to look at the Victorian Website to see how that system works. Just Google <Victorian Log Book Scheme> You will then be able to fully understand how the Victorian system works, and will dismiss some of the myths propagated by those in Queensland who either don't like change or who are using the vagaries of the SIV's system to their own advantage.

Just be aware that abusing the intent of the SIV's system, as is currently required, could result in heavy fines and, in the case of a serious accident, loss of insurance and possible bankruptcy. Wouldn't it be far better to have a "legal" system such as that in Victoria, than having to look over your shoulder to find a policeman or inspector is about to question you.

When any objection to the use of a Log Book comes up, it should be remembered that whenever a privilege is granted there is usually some form of accountability required. The Privileges gained by any Club Registration scheme will far outweigh the inconvenience of filling in a simple Log Book entry at the start of a days outing, be it with your Club or for private use, just as the current SIV's scheme requires you to carry a copy of your Club Magazine as proof that you are on a Club authorised outing. The Log Book system takes care of that, and within reason, makes your outing both legal and enjoyable.

Terry Lloyd lloydtf@bigpond.com

Malcolm McLaren<mrmclaren@bigpond.com>

Log Books -- A benefit for all.

(authored by Terry Lloyd and Malcolm McLaren)

Benefits for Queensland Transport:-

- 1) Clarity of use -- The log book would contain clear details as to how it, the Log Book, is to be used.
- 2) Removes all doubt as to how Heritage Vehicles are to be used. Once details are decided and agreed to by all parties, very little involvement by Queensland Transport would ever be needed.
- 3) Illegal use would be reduced to a minimum. There will always be some who will abuse the system, that's the nature of the beast.
- 4) Simple to monitor -- The Log Book, provided it is used correctly, would clearly show any Police Officer or Traffic Inspector that the vehicle was being used legally.
- 5) Permitted use -- minimal change to current guidelines. All that would be needed is an addition such as "Use of vehicle as indicated in the approved Log Book"
- 6) The Log Book system is already in operation in three other states and a fourth State, Victoria, has implemented a Log Book system, thus a precedent and procedure has already been established.
- 7) Membership of a recognized club would be a requirement before a Log Book is issued, thus satisfying that everyone on SIV's registration will be kept aware of the rules.
- 8) The issuing of Log Books could be overseen by the Combined Council, thus clubs would be required to be affiliated with Combined Council.
- 9) By being required to remain members of a club, the clubs would have some ability to monitor illegal use, and to notify Queensland Transport if a member is dismissed for any reason or fails to renew membership.

Benefits for the Police and Traffic Officers:-

- 1) Clarity of use -- Currently in Queensland the rules are not clearly defined. One of the major inputs into the Victorian system came from the Police, who wanted a clear and concise set of rules for the use of SIV's vehicles in that State.

Benefits for Heritage Vehicle Clubs:-

- 1) Clubs authorized to monitor a member's use of a vehicle if a complaint is reported.
- 2) Clubs would be able to maintain their membership base because no longer could someone join just to get cheaper registration and never renew their membership.
- 3) Clubs would be authorized to advise all current members of any changes to the operating rules.

Benefits for Club Members:-

As well as all the benefits as enjoyed by the new Victorian system, the following benefits would apply:-

- 1) More regular use at other than Club runs would allow the General Public to have more exposure to and recognition of our motoring heritage, as is the basic requirement of all heritage organizations.
- 2) Limited private use through the Log Book system would contribute to higher maintenance standards.
- 3) More equitable use through the Log Book system should lead to the increased ownership and preservation of Heritage Vehicles.
- 4) Limited private use through the Log Book system will remove the current inequity in relations to a fully registered four cylinder vehicle, by allowing a quarter of the use (90 days) for a quarter of the annual charges.
- 5) A Log Book will act as a record of vehicle use and further document the provenance of our motoring heritage for future generations.