



QUEENSLAND HISTORIC MOTORING COUNCIL INC.

IA08973

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NEWSLETTER No. 16

April 2022

DELEGATES

Please make sure you have the current set of minutes and agenda when you attend the QHMC Meeting. These should be available from your Club Secretary. Phone the QHMC President if you have not received the Minutes by the 15th of the month.

REMINDERS

QHMC is still in need of a secretary – don't be shy apply to president@qhmc.net.au

INFORMATION MG CAR CLUB

QHMC has been contacted regarding rumours about the financial status of the MG Car Club of Queensland Inc. The following report from the Secretary of the Club should clarify those rumours.

“Late last year the Management Committee of the MGCCQ officially communicated with all members regarding the resignation of the Club's Treasurer. We advised at the time that the Club's financial statements had not been correctly audited for three years and as a Level 1 Incorporated Association the MGCCQ is required to submit audited financial statements annually.

The Committee obtained appropriate legal advice which they followed; they subsequently engaged the services of an independent auditor. Fortunately, a current member of the Management Committee who had held the Treasurer position in the past stepped in and took over the role of Treasurer.

It was subsequently revealed that the irregularities in the annual financial statements extended back over a period of six years, it was thus deemed necessary for the review to cover all of that period. It can now be reported that the task has been completed and all of the annual statements have been audited. These statements have been submitted to the Office of Fair Trading. The irregularities have been shown to be entirely due to the non-processing of credit card payments and the failure to bank cheques despite these being entered on the ledger.

The Committee is now satisfied that no misappropriation of Club funds has occurred as all outstanding payments can be accounted for. The past Treasurer is extremely remorseful and repentant about the actions and has personally made up the short fall caused by the expiration of cheques and credit card submissions. The Committee are able to confirm that the Club's account balances are now back where they should be and all requirements as an incorporated body have been met.

More seriously when it was discovered that the supposedly audited financial reports for the last six years had been incorrectly prepared by the Treasurer a member saw fit to put in train a series of events that led to the issue being reported to the police. Consequently, the now past Treasurer is facing criminal charges. The charges are not related to Club finances but for the forging of documents.

The Club is in a very strong financial position and is debt free. We own our Club at Rocklea and we own the Mt Cotton Hillclimb. Unfortunately, both these properties suffered damage in the recent rain and floods. However, because we have the funds these can be repaired quickly.”

ALL BRITISH DAY

This event is hosted by the MG Car Club of Queensland at St. Joseph’s College sports grounds at Vivian Street Tennyson. The grounds and facilities have suffered major damage in the recent Brisbane floods.

The Event is to be held on Sunday 18th September providing the grounds and facilities are repaired by that date. It is suggested to go to the Club’s website closer to the Event date to confirm the Event is on and at the said location.

SEAT BELTS

There was a statement made on a TV news channel that all vehicles had to be fitted with seat belts. This resulted with me receiving a number of phone calls about this matter as I am a TMR Representative. I contacted TMR and their Principal Policy Advisor/ Vehicle Standards advised the following:-

As mentioned, there hasn’t been any recent change to legislation that relates to the wearing of seat belts by drivers or passengers. Most of the provisions relating to the wearing of seat belts by drivers and passengers sits within Part 16 of the Queensland Road Rules.

Under section 267 of the Queensland Road Rules, a person in or on a motor vehicle is exempt from wearing a seat belt if:

- (a) The seating position that the person occupies is not fitted with a seat belt; and
- (b) There is no requirement for that seating position to be fitted with a seat belt; and
- (c) All passengers in the vehicle who are exempt from wearing a seat belt are complying subsection (8).

I would encourage you to read the entirety of section 267, as there are a number of other provisions that need to be complied with, particularly regarding passengers under 7 years old, medical exemptions, and the rules about which seats must not be used in the event that some seating positions have approved seat belts or approved child restraints.

To sum up, there has been no change to this legislation since the last time we spoke about this topic.

QHMC DELEGATE DOUG YOUNG’S REPORT RMVSG (Recreational Motor Vehicle and Safety Group)

Meeting 17.03.2022

DATE 24 March 2022

FROM Doug Young, VCCQ QHMC and TMR rep.

SUBJECT RMVSG Skype Meeting (TMR) 17 March 2022

I attended by Skype (audio only). Matters of relevance were:

1. **New TMR personnel** Nigel Ellis and Daniel Kaden were not present, on apparently temporary assignment to other areas in TMR. The person in Nigel's place is Melissa Cummins, Acting Executive Director (Legislation, Standards and Accreditation) and Daniel's replacement is Paris Hooper, Acting Manager (Registration).

2. **Agenda Item 6: Requirements for Export of Vehicles** – John Greene (JG)

JG complimented TMR on their web page dealing with imports but felt the export page should include a warning that exports may be stopped for vehicles of historic significance. He gave the example of a vehicle whose export was blocked by supposedly (he believed) the Australian Historic

Motor Club. I said if the export was prevented I expected it was under the provisions of the Commonwealth Protection of Movable Cultural Heritage Act 1986 (post meeting DY note: and Protection of Movable Cultural Heritage Regulations 2018). (More info available here: <https://www.arts.gov.au/what-we-do/cultural-heritage/movable-cultural-heritage>)

3. **Agenda Item 7: Third Party Insurance for e-scooters** – JG

JG asked if there was third Party Insurance for e-scooters. Answer: No.

[I included this as possibly of interest to motorists generally.]

4. **Agenda Item 8: SIVS dating and membership forms** – Bailey Rowe (BR) (HMCCQ)

The HMCCQ has 1350 members and 15 areas across Qld. Each area has an Area Inspection Officer.

Their system is that a member downloads the publicly accessible HMCCQ Historic Dating And Membership Certificate (copy attached) from the Club website, gets the local area inspection officer to complete it and it is then forwarded to the Brisbane-based Dating Officer for finalising.

Two issues:

4.1 *Document retention*

In light of the advice from last meeting that clubs do not need to keep copies of the Historic Dating and Membership Certificate they are looking to streamline their operations. (Advice last meeting was that the TMR and individual members each need to keep a copy but clubs did not).

The HMCCQ would like to cut out one step in the process as they no longer need to keep records. I assume it is the second step where the certificate is sent to Brisbane for a second signature by the Dating Officer.

[I pointed out that while there was no TMR-derived obligation to do so, the Club still should keep proper records as an incorporated association under the Associations Incorporation Act 1981.]

4.2 *Non-members forging forms*

BR raised again the issue of non-members of the HMCCQ turning up at HMCCQ events with bikes on SIVS rego. He feared (but whether he has proof or not I don't know) that these people had been downloading the publicly-available HMCCQ Historic Dating And Membership Certificate from the Club website and forging signatures, and presenting that to TMR to enable registering a vehicle on SIVS concessional registration.

A suggestion was that every club should provide the names of their appointed vehicle dating officers to the TMR, who would in turn keep a record and require the counter staff to consult to ensure the form wasn't forged. They would also have to compare signatures on forms with the "official" signature on file.

TMR is to check their instructions to counter staff and revert.

The suggestion above would mean:

(a) For TMR:

(i) Keeping a record of all incorporated vehicle clubs.

(ii) Keeping a list of all authorised dating officers, and updating it in real time

(iii) Educating counter staff to check.

(b) For clubs:

(i) Additional reporting – at present, the only reporting is because they are incorporated associations. This would mean reporting to a different government department.

(ii) Instead of reporting once a year, reporting any change to a club's dating officer (and, for the HMCCQ the area inspection officers) during the year.

One concern is it will lead to clubs having to be approved by TMR.

5. Agenda Item 9. Updates to SIVS guide –Paris Hooper (TMR)

This arose from comments at the last meeting about changes to SIVS not being advised to clubs. This led into a discussion about:

5.1 Mandatory club membership – The SIVS guide says registered operators “should” retain membership as a condition of entitlement to SIVS concessional registration. This is a view that is ambiguous and not as strong as “must” retain membership.

I said I felt any ambiguity was resolved by the last page of the SIVS guide which said that SIVS Concession must be removed if the registered operator is no longer a current member of an incorporated vehicle association.

The fact the SIVS conditions were made under the 2010 Vehicle Registration Regulation which lapsed on 31 August and was replaced by the 2021 VRR was also mentioned.

A number of other matters were discussed, but not of direct relevance to users of SIVS vehicles.

Regards,

Doug Young (VCCQ Inc)

QHMC TMR Rep

24 March 2022

MUSTANG OWNERS CLUB DELEGATE JOHN GREENE'S REPORT RMVSG {Recreational Motor Vehicle and Safety Group}
Meeting 17.03.2022

TMR and Qld.Gov. has committed to reviewing current Qld. Vehicle modifications to ensure best alignment with other Australian States and Jurisdictions. This will harmonise standards for light vehicles through Infrastructure and Transport Minister's Meeting [ITMM] New Zealand is represented at this meeting.

SCOPE :- Safe and appropriate modification of light vehicles, with two or more wheels, registered or intended to be registered in Qld. Identifying the standards in Qld. and the National Code of Practice for light vehicle construction and modification { NCOP } also known as Vehicle Standards Bulletin-14 Identifying standards in other states where they impact light vehicles being registered in Queensland. Exploring options to achieve best alignment with other States where practicable.

NOT in SCOPE :- Modifications to NEW or IMPORTED vehicles before first registration in Australia. Modifications to heavy vehicles, personal mobility device, rideable or conditionally registered vehicles. The Approved Person accreditation scheme who approves or certify modifications.

CONDUCT of Review :- The Vehicle Standards Unit, within Land Transport Safety and Regulation Branch, TMR will conduct the review, with the support of the RMVSG. Recreational Motor Vehicle and Safety Group formerly the Motoring Organisation and Car Club {MOCC} A Discussion Paper will then be developed to seek input from community and industry stake holders. Following this a final report will be presented to Qld. Minister For Transport and Main Roads

Safety CERTIFICATE :- Light Trailers of up to 4.5 ton only need a Safety Certificate to register no longer a Certificate of Inspection.

Export of vehicles : - I asked if they could include in the Import of Vehicles Website to include a Warning note on EXPORTING Vehicles where they can be caught up in a 1984 restriction on vehicles of significance to Australian Motoring Heritage. TMR are to send out an answer before the next meeting.

3RD PARTY insurance : - I asked how 3rd party insurance covered E-scooters to which they said the cover is different in other States {as it is for Vehicles } The hire companies have special policy for hire scooters, but there is no cover on personally owned scooters.

SIVS dating certificates :- Bailey Rowe is worried about the number of people writing their own dating cert. His clubs have tried E-certs. but found this time consuming and TMR do not want the extra work. A lot of suggestions were brought up with no solution. My suggestion was that the form is to prove you are a member of a constructed car club and the vehicle is over 30 years old or trucks and buses 25 years old, the problem as I see is that some clubs make new members must attend 3 runs 2 meetings before they are approved to get a dating cert. This means about 3 months wait to register their vehicle on SIVS. This makes it simple to create their own club dating cert. My advice was to advise the clubs to do the cert. as soon as possible and the new member will have a better attitude toward the club.

CARAVANNING QUEENSLAND Jason Plant :- Complained that TMR should do something about that dealers were caught where vans and motor homes were in flooded areas and were not classified --- "certified right off" because they are unregistered. If they the sell them they must tell the customer they have the problem, but when they are resold the new customer does not have to admit to possible water damage. Another problem is that it is easy to go to TMR services in the suburbs and they will issue a plate and chassis number for a home-built caravan or trailer but only 4 per year, so if you need more plates your request needs other names. TMR has agreed to having a meeting with "Caravanning Queensland".

Your Delegate John Greene

RAFFLE

Remember to get your raffle tickets supporting Prostate Cancer Foundation of Australia. \$5 for 1 ticket or \$10 for 3 tickets. Drawn at the June QHMC Meeting. Tickets available from the QHMC Secretary. If you are paying by internet banking let the Secretary know. A number of Clubs have purchased \$50 worth of tickets and on selling them to their members.

ELECTRONIC BRAKING

There was an article in a Logan City Newspaper stating that all vehicles after 2025 must be fitted with automatic braking. This is a system where the car brakes are automatically applied when necessary. On checking with TMR this is not the case for our motor vehicles only new and imported vehicles after 2025.

SIGN OFF

News grows short so will sign off until next time.

Albert Budworth Vice President QHMC.