

# Gold Coast Car Club Inc.

Po Box 1018, Southport, Qld 4215

Submission from Gold Coast MG Car Club Inc.

## Index:

### Introduction

- a) Economic Impact of motor sport
- b) Contribution to tourism
- c) Legislative Framework
- d) Improvement of safety of participants
- e) The impact on youth training, community engagement and mental health outcomes
- f) Impact on road safety outcomes
- g) Challenges facing the industry
- h) How the government can help
- i) Appendix



## INTRODUCTION:

This submission is made on behalf of Gold Coast MG Car Club Inc. (hereinafter referred to as GCMGCC) whose primary objectives are:

- (1) To promote the sport and pastime of motoring in all its branches and in particular to further the interests of owners and drivers of MG cars.
- (2) To foster the restoration, preservation and maintenance of MG cars and to encourage their display and use.
- (3) To promote and organise motorcar race meetings, competitions, motorkhanas, reliability trials, speed trials, hill climbs and similar events, especially those involving MG cars.
- (4) To extend to owners and drivers of MG cars and their friends and to all persons interested in motoring.

The club is over forty years old and is affiliated with the Confederation of Australian Motor Sport (CAMS).

In this submission we will outline the contribution made by events we organise and how these benefit regional communities and create employment opportunities in the motor trades that supply the vehicle builders.

We will show that this club benefits the owners of the MG marque emotionally as they socialise around their cars and events.

In addition, we will discuss the role the club could play in promoting responsible attitudes by young drivers if a suitable venue was available to conduct club level motor sport that can offer driver training and competition.

---

 PARLIAMENTARY INQUIRY INTO MOTOR RECREATIONAL ACTIVITIES
 

---

**a) Economic impact of motor sport**

1. The GCMGCC members co-operate with similar clubs in SE Queensland to compete in club level motor sport. Members travel to events which are usually conducted at smaller centres.

These events inject an enormous boost to these rural communities from the local service organisations selling food to the competitors and officials during the rally as well as accommodation, food and drink and services such as fuel and repairs to competitors, officials and spectators.

2. These vehicles are expensive to maintain and as such skilled mechanics benefit from the building and servicing of these cars. Not only does this benefit the motor trades financially but the skills required in building these cars is higher than normal vehicle maintenance enhancing the skills of Queensland's workforce. There are multiple businesses specialising in the preparation and maintenance of vehicles that compete in basic club level to high level circuit and tarmac rally competition. There are numerous small family run businesses employing 5 to 7 people with advanced trade skills on the Gold Coast.

**b) Contribution to tourism.**

As stated in part a) above events can bring hundreds of visitors to small rural communities. However, most clubs organise day runs and overnight runs. The GCMGCC organises two day runs per month plus one coffee run into the country. It also conducts two to three overnight runs per year, also to smaller communities. All of the GCMGCC runs end up at a venue where members purchase food, drinks and on longer runs, fuel and accommodation. This has a significant impact on tourism revenue in these communities.

Over Easter each year a club organises the Australian gathering of the marque where hundreds of MGs converge on a location for four days. The Gold Coast MG Car Club has hosted this event on the Gold Coast.



PARLIAMENTARY INQUIRY INTO MOTOR RECREATIONAL ACTIVITIES

---

**c) Legislative Framework**

1. CAMS governed motorsport is strictly regulated and controlled. The legislative and regulatory framework the sport has to operate in is also complex. The Sport is governed by the Confederation of Australian Motor Sport (CAMS) which sets the safety and regulatory framework for the high safety standards both the cars and the event must meet.

The governments and council's legislative and regulatory framework the sport has to operate within can be complex and difficult to navigate for each event. Recent regulations introduced by the Queensland Government has made owning and running a road going competition vehicle such as a rally car in Queensland very difficult.

2. The Governments adoption of **Special Interest Vehicles on Concessional & Conditional Registration** allows owners of classic and special interest vehicles to obtain concessional/conditional registration for their vehicle(s), subject to certain restrictions on the use of these vehicles. This needs to be maintained or expanded if possible.

Owning classic vehicles in not always by the wealthy and some members often have more than one vehicle. Allowing them less expensive registration often allows our members to own a classic vehicle.

3. The introduction by the Government of **Impromptu Events** is also allowing members greater use of their vehicles.

Members are more likely to stay with the club and retain their car if they are able to use it more consistently. Having said this the total distance travelled in a year is still probably less than a family car is used in less than a month.





---

 PARLIAMENTARY INQUIRY INTO MOTOR RECREATIONAL ACTIVITIES
 

---

**d) Improvement of safety of participants**

The sport is highly regulated by the Confederation of Australian Motor Sport (CAMS) and very high standards of safety are enforced for the cars, protective clothing and the control and management of the event. The result of this is that the sport has a very good safety record.



Of major concern is the lack of training and development for young drivers. This training is growing even more difficult with limited facilities being made available for driver training and club level motor sport where the skills required for advanced driving are practised and developed. These club level events include motorkhana and khanacross and allow participants as young as 12 to gain the discipline and skills required to safely handle a motor vehicle.

**e) The impact on youth training, community engagement and mental health outcomes.****Youth Training**

The GCMGCC is keen to engage with and develop young people's driving skills. The primary avenue is to bring them into introductory events such as Motorkhanas, Khanacross and skid pan. (At Khanacross & motorkhana drivers test their skills around a course marked out with cones. Only one car is on the course at one time.)



The controlling body that the various clubs operate under have clear and positive anti-drug policy and this is reinforced actively through all forms of regular competition.

Through participation in structured motor sporting activity, which includes contact across all age groups, participants learn everyday social skills and also learn to accept significant responsibility. Learning is always more responsive when it is centered around competition.

We require the Queensland State Government to liaise with the local Council to provide access to facilities so we may access funding to carry out these programmes in our local area. Funding is always depended on having secure tenure to a facility which we could develop for training through competition.

**Community engagement**

The GCMGCC donates a substantial amount to a charity each year. These monies are raised from within the club.

As mentioned earlier the GCMGCC conducts events that go into the community as such the community relates back to members. "Everyone seems to have either owner an MG or knew someone who did!"

---

 PARLIAMENTARY INQUIRY INTO MOTOR RECREATIONAL ACTIVITIES
 

---

### Mental Health Outcomes

Although the average age of motor sport clubs varies the GCMGCC is, it is fair to say, made up of 'mature' people. Their MG is a reason to participate with others in runs, meals, overnight stays, or even a picnic.

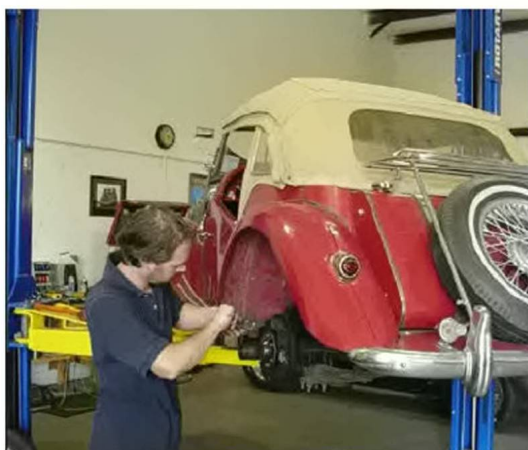
It should be noted that drivers between the ages on 12 to 70+ may participate in the training and competition provided by CAMS events. Many 'mature' people have a desire to come back to the sport, or even freshly join the club, with the intent of socialising with like-minded people. The



kids have left home and they have a few spare dollars to finally have a go at motor sport. They do not want series competition, just a fun day with friends. Khanacross and motorkhanas offer this opportunity so they too will benefit from a training / competition facility.

### f) Impact on road safety outcomes

1. Travelling in a classic car on the open road as a group offers safety to the members. Each 'crew' is signed on and a check is made that all arrive at the venue. If there is a break down, then assistance is not far away.
2. The skills learnt may save the drivers and their passenger's life one day in an emergency situation on a public road. Participation in these training programs / competition events will prepare them to anticipate and avoid dangerous situations.



It is the considered opinion of many of our members that RED 'P' platers should undergo a compulsory additional Advanced Driver Training course after the completion of initial licence requirements, to be made aware of emergency situations they may incur also a sensible approach to driver courtesy to other road users, to name a few extra points to learn. Our club has within its ranks qualified Driver Training personnel who would be very happy to take up the challenge to make our roads safer for all.

3. Positive outcomes of the participation of young people in competition events in a controlled and disciplined environment provides a safe outlet for the youthful enthusiasm that could otherwise lead to serious injury or a fatality through dangerous driving on public roads.
4. Understanding the need to have a car in good roadworthy condition is also an outcome of competition. To compete safely, cars are always scrutineered (checked for safety by a CAMS official) prior to the start of each event. This car preparation carries over to their normal driving habits.

---

 PARLIAMENTARY INQUIRY INTO MOTOR RECREATIONAL ACTIVITIES
 

---

**g) Challenges facing the industry**

Because of limited access to training and competition venues the numbering of people participating in motor sport is diminishing with the result that many small businesses (e.g.; local car preparation and repair businesses, spare parts sales outlets, tyre shops and allied suppliers) are closing their doors. There is a loss of skilled trades people and a lack of training of future aspirants.



Whilst this is not State Government legislation, but Commonwealth legislation, the tax on importing luxury vehicles is impacting on importation of quality classic vehicles into the country. Also, the low value of the Australian dollar is seeing quality cars going to overseas buyers.

**h) How the government can help.**

A training scheme for young drivers and access to suitable venues for club level motor sport on the Gold Coast would be beneficial.

Many years ago, the Gold Coast Police Department promoted an under lights, night, Drag competition on portion of the now non-existing Surfers Paradise Raceway. This was a highly successful enterprise, it made a place where the youth of the day could gather on a Friday night and let off steam under strict supervision. Cases of Hooning on GC streets was noticeably decreased.

Supporting training / competition schemes for drivers of all ages. A long-term lease at nominal rent of vacant government land, not adjacent to housing, would be welcome. We would require around 10 Hectares to create a reasonable training and competition facility which will become self-funding once we have gained permanent access.

Once a permanent venue is secured then applications for further grants to purchase vehicles can be made. Currently we cannot do this as we do not have a permanent venue.

The Governments adoption of **Special Interest Vehicles on Concessional & Conditional Registration** allows owners of classic and special interest vehicles to obtain concessional/conditional registration for their vehicle(s), subject to certain restrictions on the use of these vehicles. This needs to be maintained or expanded if possible.



Owning classic vehicles is not always by the wealthy and some members often have more than one vehicle. Allowing them less expensive registration often allows our members to own a classic vehicle.

The introduction by the Government of **Impromptu Events** is also allowing members greater use of their vehicles. This needs to be continued or even expanded.

For and on behalf of the Gold Coast MG Car Club Inc.

Signed by

A handwritten signature in black ink, appearing to read 'R D P' followed by a flourish.

---

PARLIAMENTARY INQUIRY INTO MOTOR RECREATIONAL ACTIVITIES

---

Date: 10/12/2019

Contact: **Richard Patterson**  
**President – Gold Coast MG Car Club**

[REDACTED]

E: [REDACTED]

Address: [REDACTED]