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**Submission to the
Transport & Public Works Committee
in response to an
Inquiry into Motorised Recreational Activities
In the State of Queensland
from
Recreation And Competitive Events & Resources P/L
(RACERS)**

Via email to: tpwc@parliament.qld.gov.au

Or:

Committee Secretary
Transport and Public Works Committee
Parliament House
George Street
Brisbane Qld 4000

Contact: John Tetley,



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Executive Overview

Purpose:

In creating this document the major objective has been to give sufficient detail within each of the headings to enable the reader to formulate questions that can be asked at a later date where the reader believes they are germane to the objectives of the inquiry.

The government focus on high line street events has been at the cost of servicing the community at large. The amount of money that has been spent constructing and removing street events for the Gold Coast and Townsville would have built facilities that would have ranked with the world's best and been a permanent and obviously a better drawcard than concrete blocks kept in storage for 360 days per year.

Who has not heard of a small city in Indiana called Indianapolis? Or a small village in Northampton called Silverstone? Or an even smaller village in Germany called Nürburg?

The point is that these types of facilities bring constant economic year round benefit to these regions - not just a 3 day splash.

Those facilities spend over 300 days a year quietly generating millions of dollars per year in their regions by providing Motorised Recreational Activities (MRAs) to the masses of people that wish to enjoy speed - not make a living from it.

Outcome:

If the government can truly grasp the value of MRAs across the broad range of benefits that they bring, it will be able to justify the diversion of funding into the building of major facilities that will not be a constant drain on the public purse - AND contribute to both the economic and social well being of the community that it serves.

Ordinarily the writer would expect such brash and uncomfortable statements to be dismissed. But, as a businessman with 30 years of everyday MRA venue management, with a wide range of management experience from delivering over 320 MRAs each year; I am in a unique position to both make and justify these statements to any group that has a sincere desire to discover what could, and should, have been done.

The first few pages of this submission have been deliberately crafted to reinforce the breadth and quality of this experience to ensure the readers of the rest of this document have a good appreciation of the working knowledge and expertise that underlies the rest of the statements in this submission.

Future?

We have made the investment of time and knowledge in this submission in the belief that things can change for the better, for the broader community, if the government can understand and appreciate the opportunity that MRAs represent. Bigotry against MRAs is a reflection of protests against the disruption caused by high line street events. Bigotry is usually caused by the ignorance of the bigot and it can only be overcome by building the understanding which leads to the acceptance of a particular activity.

The construction and commissioning of a body to undertake that process and build the venues the MRAs require - this is the challenge.

Written by:

John Tetley,

CEO; Qld Raceways and RACERS Pty Ltd


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Establishing Bona Fides:

What is RACERS?

Brief History:

Recreation And Competitive Resources & Services Pty Ltd (RACERS) started life in 2002 as Rev City Pty Ltd. Rev City was set up as a service shield and event delivery company to utilise the assets of Queensland Raceways Holdings Pty Ltd. Initially it sourced insurance through its partnership shareholding in the Australian Auto Sport Alliance initiative but moved away from that source when that organisation was incorporated and taken over by the Benalla Auto Club on the death of Michael Ronke.

In 2009 the decision was made to re-name Rev City as Recreational and Competitive Events and Resources Pty Ltd (RACERS) and take its assets and abilities to the wider market – RACERS was born and now issues event accreditation nationally to support grass roots motorsport activities across both two and four wheel venue based events.

Three roles that are supported:

Participants (Pax):

RACERS had 9863 Clubman licence holders at 30/6/2019 which provide Participants (Pax) in RACERS accredited events with life and injury insurance. The key benefit for a RACERS' Clubman Licence holders is that they can participate in many different MRAs e.g. Drags, Drifts, sprints, roll racing, motorcycle ride days, racing all on a single licence.

Support for Venue Operators (VOs) and Event Providers (EPs):

RACERS provides insurance, administration and risk management support to VOs and EPs. This support enables Venue Operators (VOs) and Event Providers (EPs) to provide a wider menu of MRAs to more people than is possible with a "silo" provider like CAMS or ANDRA.

Insurance:

Because any activity which generates excitement must have some degree of physical risk; RACERS only has insurance provided by the highest profile APRA approved organisations operating in the motorsport industry in Australia. These organisations are or have been:

JLT/Marsh –insurance broker to CAMS, V8 Supercars, Bob Jane entities and ANDRA etc

ACE – Lloyds syndicate No. 2488

AXA XL - Lloyds syndicate No. 2003

The benefits of the policies are:

\$50,000,000 Product & Public Liability

\$1,000,000 Professional Indemnity

\$75,000 Death benefits, income protection and a schedule for other injuries

\$650 per week for 3 year if unable to work due to injuries

\$100,000 for permanent disabilities

RACERS considers these to be the minimum acceptable levels of insurance for MRAs.

Establishing Bona Fides:

What is RACERS Mission Statement & Strategies?

MISSION STATEMENT:

“RACERS exists to develop public participation in
Motorised Recreational Activities
to make them regular mainstream leisure activities”

STRATEGIES:

1. Provide Venue Operators VOs with a clear predictable business platform on which to build long term relationships with Event Providers (EPs)
2. Create a business environment where Event Providers (EPs) can prosper by serving Pax in a flexible and friendly way without ongoing interference from outside organisations.
3. Provide Pax with more opportunities to participate on more occasions by providing access to all disciplines of motorsport on a single licence.
4. Provide EPs with appropriate best in class Public liability Insurance, operational guidelines and acceptable, affordable & defensible safety requirements.
5. Enable EPs to meet the expectations of Pax to be treated professionally and with respect.
6. Provide Pax with best in class Personal Accident insurance to minimise the financial impact of a trauma
7. Provide appropriate control and timing technologies to maximise deliverables and minimise infrastructure investment for Venue Operators
8. Constantly assist others to develop new products within the umbrella provided by RACERS assets and expertise
9. Provide IT based online administrative support, revenue collection and on-site entry systems that the usual administration load off the EPs to enable more EPs to come into the industry
10. Provide EPs with best in class delivery procedures though Targetted Risk Assessments on an “event by venue” structure
11. Provide affordable technology for timing and signalling and Pax entry management.
12. Provide EPs with access to ZipPay and other difficult to obtain payment options

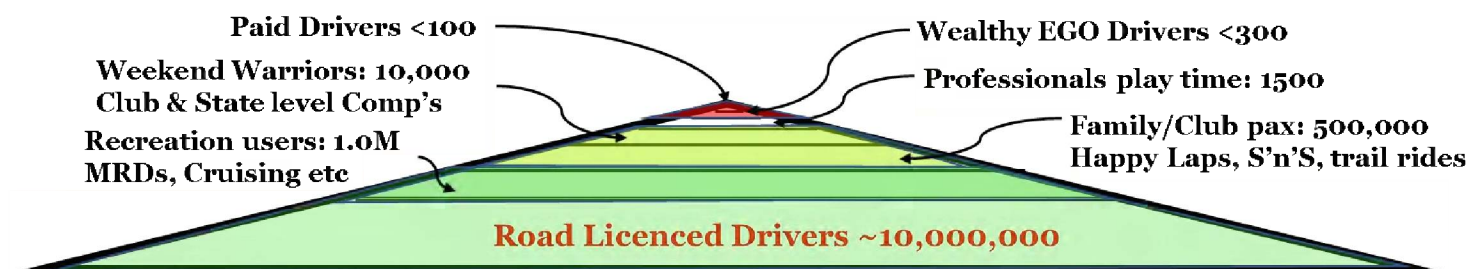
Establishing Bona Fides

Where does RACERS fit in the MRA market?

This is best explained in the following diagrams:

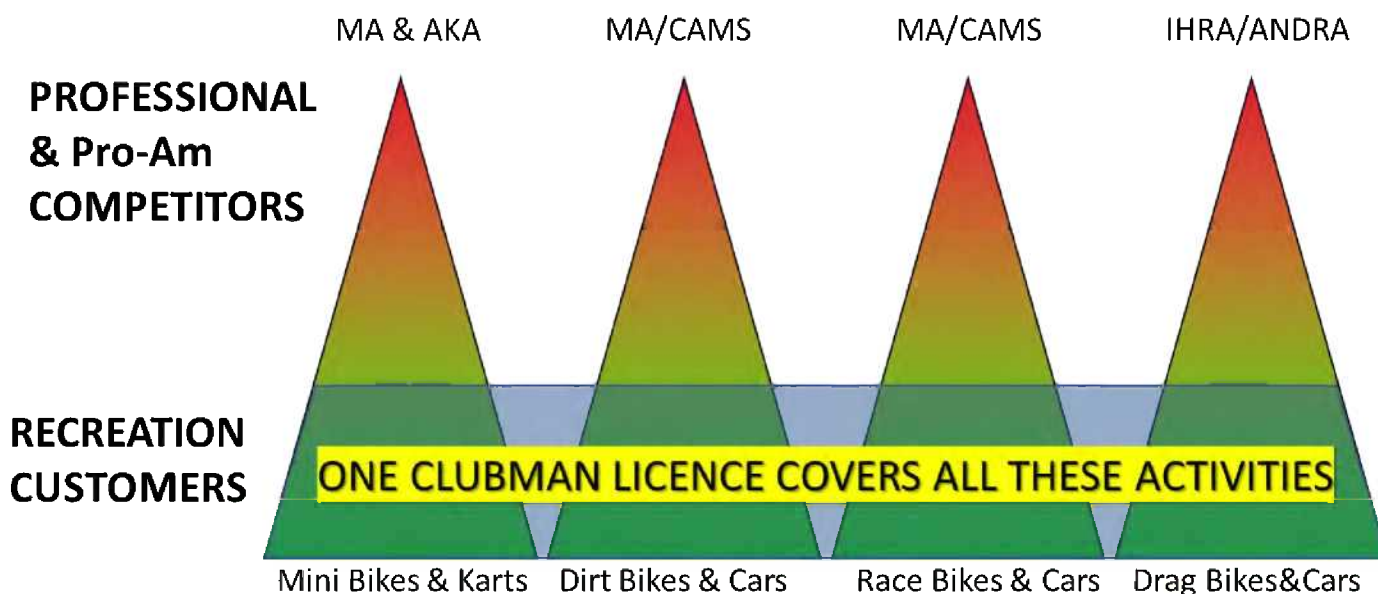
Event Providers & Participants (Pax)

Maslow's Pyramid of Participants (Pax)



Grand Objective:
 Give 10,000 (0.1%) road drivers an "on track" experience every year

RACERS only services Pax in the green zones



RACERS COVERS VENUE BASED EVENTS IN ALL THE GREEN SEGMENTS

RACERS only services EPs in the shaded green zones

Are Motor Sport & MRAs valuable to the community?

Motor Sport and the MRAs that support it are the most valuable sports on the planet - bar none:

Why???

1. They have saved more lives than any other sport:

Surely nobody would try to argue that any sport has saved as many lives as Motorsport & MRA.

Motorsport has not only upskilled uncountable thousands of people around the world but it made cars much safer through primary features such as brakes and steering; and also by better crash resistance dramatically reducing the number injures and deaths on the planets biggest transport system.

Not so much recognised; is that the long distance events in motorsport have increased the reliability of motor cars to such an extent, that when somebody gets in a car today they expect to drive 2000 km without any problems. They have a 100% expectation of arriving safely at their destination in comfort with nothing but rest and refueling stops.

Compare that with horse drawn vehicles of the 19th century. Also, and not so obvious, today's streets are clean; without the invention of the motor car our streets would still be filled with the manure, filth and disease that took so many lives through sickness. Diseases that we do not even think about today.

For those people with a disability or an infirmity, their lives would be much poorer and lonelier without motor cars. They just do not have the physical ability to catch, bridle, saddle and mount a horse to go to the bowls club for lunch.

These technological achievements, which today enable billions of people to go where they want to, when they want to, sitting down, in safe and comfortable surroundings, is a testament to the work of thousands of motorsport engineers always pushing the boundaries of technology to "improve the breed" through Motorsport.

2. Biggest contribution to Australia's economy of any sport:

Because Motorsport has been so poorly represented in Australia; few people know that it rates third for the most "at-venue" spectators. Only the AFL and horse racing have more at-venue spectators than Motorsport in Australia. Next, the skills required to build and maintain vehicles for Motorsport, in all of its various categories, is a much bigger employer than both of those sports added together and these skills are keenly sought overseas.

An audited economic study of the value of motorsport to the Australia economy was conducted by Ernst Young in 2015. The report established that the direct contribution to Australia's economy through amateur and professional CAMS Sanctioned Motorsports is **\$3.9B** per annum. There are approximately 16300 jobs directly attributable to four wheel Motorsport in Australia. Motorcycle based motorsport activities are estimated to add a further \$1.4B and 4700 jobs to this number. More details of this are contained in the next chapter.

In summary, the industries serving the almost universal human desire for speed are major industries which contribute to many levels of society. Motorsport is a major industry in its own right and a key value add to society by improving transport for people to go about their daily business and connect them with their families. NO other sport can make that claim.

3. Motorsport has the best green credentials of any sport:

This statement always raises a few eyebrows until people understand that Motorsport Technologies really have done more for the planet than those developed by any other sport.

Firstly, consider that in Australia there might be 1000 cars on tracks around the country on any given weekend but there will be 7 million cars on the road; all of which benefit from the lean and clean burning technologies that were developed for car and motorcycle racing. Essentially, the ability to completely consume the amount of fuel injected into a cylinder is a key determinant to the efficiency of an engine. By completely consuming the fuel in the cylinder not only do we consume less of it, but in the process, we generate less pollutant gases. This is both because of the reduction in fuel burn and the completeness of the fuel burn. Better fuel economy has been the worldwide benefit for all modern road cars.

But it doesn't stop there:

Anybody over the age of 40 can remember that diesel trucks would always be spewing huge amounts of black smoke when the engine was under load going up a hill or driving off from stop lights. What happened to that smoke? Motorsport, that's what!

Audi decided it wanted to win the Le Mans 24 hour race. It is a fact that diesel fuel has 30% more calorific value than petrol, but nobody had bothered to build a high performance diesel engine that could burn diesel fuel efficiently. So why bother with diesel? The 30% calorific value of diesel fuel in an endurance race of this nature means that a car will only need to make 10 pit stops in the 24 hours instead of 15 pit stops and this equates to an extra 40 minutes on the track in the 24-hour period. BUT - diesel engines were notoriously sluggardly and inefficient, because nobody has bothered to invest in their development.

The R10 TDI diesel burning Audi unveiled in 2005 won Le Mans every time it ran. What happened? Audi invented the intelligent piezo precision injection system for diesel engines and used all of the best technology it had developed from decades of building high performance race and rally cars like the R8 and Quattro.

The direct result of that technology today is 2 tonne SUVs with surprising acceleration burning as little as 7 litres of fuel per 100km. You can now buy tractors that can be in the field all day without refuelling, and all because Audi wanted to win at Le Mans and invested in a novel technology which has had world wide benefits.

and it doesn't stop there either:

Have you ever wondered how Formula 1 cars now do an entire race without refuelling? How do they drive hundreds of kilometres at those incredible speeds without refuelling?

By the invention of technologies collectively called kinetic energy recovery systems, which are generally referred to as KERS. These cars recover the energy that they expended to accelerate whilst decelerating. So, instead of all that energy being wasted as heat, as occurs with a conventional road car, the energy is channelled into either mechanical or electrical storage or both. These technologies are crucial to the future success of electric cars. Go to:

<https://www.youtube.com/watch?v=CUht4yn8adQ> to learn more about it.

Does this have a practical benefit for the rest of us - today? Absolutely. KERS is already being used in new generation garbage trucks to reduce fuel consumption to less than $\frac{1}{3}$ of what used to be required in last generation garbage trucks. All those tonnes of trucks around the world starting and stopping every 20 metres - that is a huge saving. If you take into account the benefits of piezo diesel injection and KERS; motorsport has done more to clean up garbage collection than any government initiative. Urban buses are next.

and it doesn't stop there either:

Biofuels technology, especially the use of ethanol fuels, was pioneered by motorsport. 100% alcohol fuels have been used in motorsport for over 40 years. Some of the most powerful cars on the planet ran on it from 1979 and at the Indy carnival on the Gold Coast in 1986.

Australia's own V8 Supercars pioneered the burning of E85 ethanol petrol blends for the world. This technology went on to enable car companies to build what are today known as "multi fuel" engines. These engines are used in developing countries where the quality and octane ratings of

petrol can be highly variable. Yes, there are people in developing countries that have more reliable cars because of V8 supercars in Australia.

and it doesn't stop there either:

Few Australians know that the world's toughest hill climb, Pikes Peak was won by an electric powered Volkswagen in 2018. Not only did it win the 20 kilometres of 156 turns; and climb 1500 metres to an oxygen starved 14100 feet, with some unbelievably steep sections, but it did it in record time. Volkswagen's investment in power management technologies and the mastering the complexity of electric power delivery that won the event has been massive. It also meant a big investment in getting the greatest possible yield from battery technologies that will power the everyday electric cars of the future in a decade or so. The first electric car to get up the hill was in 1981, it took 32mins 7 secs; the Volkswagen did it 7mins 57secs obliterating the previous ICE record by 15 secs. Will that technology turn up in your electric road car? Bet on it!

Other boundaries we expect to pass soon will be the superior performance of electric motorcycles which are already faster than some of their fossil-fuelled competition; and the Formula E racing cars are a precursor to what will be the Formula 1 cars in a decade.

It is a shame that so little has been done to correct the opinions of ill-informed slogan shouters. They should have been called out on their unbalanced view of motorsport by the people who claim to be in charge of it, but at least one more person knows the true story now - that's you!

How Big is the economic impact of MRAs for Queensland?

We recommend that the government undertakes a study by a recognised accounting firm like Ernst Young.

We mention this particular company because they have prior experience from doing a study for CAMS in 2015. The results of that study is the basis of the revenue numbers that we have put in below. We can assert with high credibility that the revenue generated by the 3 full time race tracks in SEQ has approximately a leverage of >20:1 in total revenue generated.

It is worth noting that South East Queensland has a mature MRA market which has resulted in 3 full time race tracks in the south eastern corner of the state. This is the same number of tracks as New South Wales and Victoria combined. Given that those tracks have >10,000,000 people in their drive markets and SEQ has only 2,200,000 it is reasonable to assume some thing is different in SEQ to the rest of Australia.

This is because MRAs as a market have been very well developed in Queensland; much more so than any other state of Australia. The writer has set up a company (Track Action Pty Ltd) specifically to deliver MRAs in other places. Track Action is currently involved in developing new customers for MRAs in Western Australia with the Barbagallo Raceway at Wanneroo. Track Action is to deliver 46 x MRA events in 2020. This will be a significant increase in the occupancy and yield for the venue and its ability to service the community at large.

The following data is specific to CAMS sanctioned events in 2015. This means it does not cover any two wheel business activities. It does include V8 Supercars and the Melbourne F1.

Summary Data from the Ernst Young CAMS report:

Australia:

Revenue generated is \$3.9B p.a., Direct revenue is \$2.7B,
FTE jobs 16,300, >12,000 volunteers gives it the largest volunteer base of any sport,
30,359 people are involved in motorsport on a regular basis.

Permanent Circuits generate \$1.15B p.a. or 40% of the Direct Revenues

Permanent Circuits employ 6,965 people of 16,300 FTEs; most of whom are employed in small business as engineers. A smaller proportion are in journalism, marketing and management of teams.

The average annual expenditure per participant is between \$12,000 and \$15,000 per year which is an entirely believable number.

Queensland:

Revenue generated is \$776M p.a., Direct revenue is \$534M p.a.,
FTE jobs 3,251, >2,400 volunteers gives it the largest volunteer base of any sport in Qld,

At Queensland Raceway and Lakeside at that time more than 50% of the activities were not counted into the CAMS sanctioned report. If you add in the 4 wheel MRAs NOT counted in the CAMS numbers this amount is increased by approximately 50%:

i.e. annual revenue generated by 4 wheeled MRAs for **Qld \$1.165B p.a.**

NOTE: A full copy of the report is attached as Appendix "A"

What Legislation & Policies need to be addressed by QGov?

Like many sporting venues, MRA venues are constantly struggling with a noisy minority of antagonistic neighbours and the resultant punitive actions of LGAs.

Nowhere is this more evident than at Carnell Park near Stanthorpe where one powerful neighbour domiciled some kilometres away from the venue has restricted the usage of the venue to such an extent that it cannot operate often enough to maintain itself out of earnings. Given the tourism activity in that area this should be a thriving centre for MRAs but the harsh restrictions placed on it by the Southern Downs LGA means that it can only operate on a handful of days per year. An extended tourism opportunity wasted.

The motorcycle fraternity has had multiple venue closures in recent years which has resulted in them moving into unregulated forestry areas to continue to enjoy their chosen leisure activities. This lack of a proper venue with the support services they bring has resulted in avoidable deaths and injuries. Had these occurred in any other sport there would have been an outcry and appropriate venue protection put into place.

In fact they were for other sports. MRA venues should be recognised as “Sporting Grounds” and a petition signed by over 18,000 people requested that this zoning be extended to MRA venues in 2013. The then minister in charge of the matter, Jeff Seeney, ignored what was by far the biggest petition tendered to Parliament that year and when the LNP lost power in 2014 the petition was conveniently shelved and forgotten.

Lakeside has been in operation for almost 60 years but pressure from only two neighbours on the LGA and the Ombudsman has seen its operations so severely restricted it has had to cancel several major events this year because of untenable and unachievable sound limits that have been illegally modified downwards since 2007. Zoning as a beneficial asset like other sporting grounds would have resulted in some 20,000 spectators coming to the area to see nostalgic and historic events that celebrate its past.

The ability to operate needs to be enshrined in legislation that accepts and supports:

- MRAs are activities that have an obvious risk attached to them have protection against individuals rorting the insurance system to the cost of everybody
- Event Providers will have access to expertise to mitigate risks to their Participants
- Continuous and vexatious complainants can be put aside*
- The sound levels permitted for MRAs should be revised upwards
- Sound levels should be a balance between volume and operating hours e.g. more sound during some hours than others,
- Averaging of sounds over a realistic period, e.g. number of operational days/hours per year so the venue can operate sufficiently to financially viable and meet its user's desire to participate in their chosen leisure activity

* The writer suggests that after three complaints that have no foundation in fact in a year have been received from an individual then that individual be denoted as a “Vexatious Complainer” and any further complaints will require the lodgement of an “investigation fee” Which can be refunded if the complaint is, in fact, a justified complaint.

How do we make MRAs safer but still exciting?

Firstly, MRAs create thrills through the perception danger due to speed and its attendant risk. Note the word “perception”. Driving down the back straight at Queensland Raceway at 250 Km/H does not seem that fast until you have to slow to 80Km/H to get around Turn 3. Likewise reduce the available track to 3 metres wide and put visual cues beside it like vertical lines on the walls and few people will drive it at 100Km/H and will feel that they are in more danger.

Whilst this seems anti-intuitive, think of it in terms of perceived danger. Think of it this way; if a lion is running across in front of you at full speed after game you may have some apprehension, but you are unlikely to feel endangered. If the same lion happens to be strolling in your general direction and it is 20 metres away; well, you have every reason to be concerned - especially if it growls.

MRA venues need to be designed to heighten the perceived danger BUT are less injurious when the participant does make a mistake. A very famous and successful Australian racing driver, Frank Gardner, once said, “if you don’t go off the road once in a while - well, you’re just not trying hard enough...”

It is easy to be critical of this attitude; but it is the foundation of all human progress. The need “to go where none has gone before” is built into the genetic structure of our species to go higher, faster, further - and to know more. Which of us did not want to win at show & tell at school?

This makes it even more important that we satisfy this need for excitement in people who want the thrill of pushing the limits whilst making sure they survive long enough to bring progress to the people that will enjoy the fruits of the risks they take in science, medicine, computers, agriculture, law and all the other activities, including space exploration, that benefit everybody through moving humankind to higher levels of achievement.

MRA venues should be designed to maximise the perception of pushing the limits and minimising the injurious outcomes. Nobody participates in MRAs without expecting that someone will get hurt, possibly permanently, but that is the risk they are forced to accept to feed what is known as the “Explorer” gene. Obviously named after the people who left comfortable homes to cross the prairies and oceans.

There is an excellent article on this topic at:

<https://www.director.co.uk/do-you-have-the-explorer-gene-3456/>

In summary, MRA venues have to make the likelihood of failure high, the likelihood of injury low and ensure the participant has to stretch their abilities to achieve the goals they have set for themselves.

How do MRAs help to save lives on the Public Roads?

“Roads are for transport - tracks are for fun!”

Our mantra for young people is, “Roads are for transport - tracks are for fun!”

How often have police heard the excuse, “I just wanted to see what it could do, officer”?

The writer first encouraged young males to come to the racetrack with two key marketing messages:

“It’s a lot more important to know what your car can’t do;” and

“Have your first crash at my place - and walk away!”

QRO delivers about 54 limited speed events per year and has done for the past 15 years. Weekend events usually have 65 Participants and weekday events typically have 40 participants and night events have 48 participants. Of the 8,793 RACERS Clubman licences issued about 35% will participate in these limited speed events. Most of the balance drive in Skids, Roll Racing and Moto-ride days.

It is reasonable to claim that , to date, QRO has delivered about 50,000 “seats” or occasions of service, for the limited speed events customer base and an equal if not bigger number for skids, drifts and Roll Racing in the same period.

When one of these young people go onto the road they have nothing to prove because they have already done it at the track and have a real sense of superiority in peer group pressure situations because they have demonstrated their prowess not only in being able to perform but in being smart about doing it by going to a race track. This display of common-sense is also highly appealing to the many members of the opposite gender and social interaction, especially at the night events, is a key attraction to attending these events.

In addition, we introduced truly recreation only - non timed activities; “Happy Laps” and “Track Cruising” in which people can drive their road cars with some spirit without the concern of incurring the displeasure of Her Majesty’s Constabulary. The fundamental human need that we are addressing is the one that caused them to purchase the car in the first place. When the car owner purchased their car it was marketed on the basis of bringing freedom, enjoyment and status which unfortunately seldom occurs on the public roads in the real world.

The Show’n’Shine on the football field is just too limited a reward for the hard work they put in to purchase what will seldom rank lower than their second most expensive asset. That is part of the reason for speed on our roads and no amount of enforcement can block it out completely. In fact there is a reasonable argument that this underlying frustration is the reason incidents of road rage continues to climb.

For the sake of young people and their effect on the road toll, the Qld Government needs to find more ways to encourage the creation, delivery and participation in these types of activities.

How do we get more tourism for MRAs?

QRO's attempts to develop tourism products keeps running up against a lack of interest, resource and marketing opportunities.

The limited availability of venues is the biggest restraining factor in delivering tourist attractions. Added to that, their distance from CBDs, cruise terminals and public transport makes it very difficult to provide responsive destination marketing. We have investigated the potential to provide a unique day experience for tourists but found matching the availability of facilities and hardware to the arrival dates of cruise ships, for example, is logistically difficult and does not offer sufficient financial reward to keep these expensive assets in reserve for delivering a product to an unpredictable number of clients.

Retail experience products have to be available as, when and where the customer happens to be; or is going to be. Significant upfront investment for the delivery of the MRA based products, like QRO's V8 Experience, require a great deal of courage on the part of the entrepreneur. QRO runs up to 16 V8 race cars and will deliver ~1,500 laps in a half day on two occasions per month. This level of loading is required to make the enterprise viable.

Race tracks are expensive to maintain they cannot be made viable if the yield per track minute falls below a certain level. In other words; 3,000 laps on two occasions per month works, but 100 laps per day will not.

However, if Qld Tourism was to make the connections and guarantee a certain level of revenue flow then it would be worth investigating the potential returns on such an investment - especially in regional Queensland.

The epitome of MRA venues as a tourism asset is the Nürburgring in the Eiffel district in Germany. The Nürburgring delivers >300,000 TouristenFahrten (Tourist Laps - i.e. road cars & motorbikes with road licenced drivers & riders) per year at €25.00 per lap. This is just the tip of a major tourism revenue source for the whole Eiffel district.

To get a more accurate picture you need to add in its many race meetings including a round of the F1 Championship. Estimates vary widely but it is generally considered that this venue generates in excess of €350,000,000 of economic activity per year for the district.

It might be possible to duplicate some percentage of this model in Queensland, but Lakeside is the only race track we have of international note and previous approaches to Qld Tourism did not show any interest in pushing this venue as a potential tourism attraction.

Why do we need more MRA venues?

Without the development of the events and products that need them, and those activities being able to generate enough revenues to support their outgoings, the simple answer is; we do not need anymore of them.

As a strategy the writer believes that every regional LGA in Queensland should be required to assess what assets they have that can be re-purposed - at least in part, to provide MRAs in their areas. E.g. the sealing of large car parks that can be closed off for skids and drifting on weekends or an evening.

Financial assistance from the Dept of Sport could be redirected to the LGA for this purpose and the LGA can be responsible for the delivery of MRAs and the maintenance. Just as would be the case for any other sporting facility.

SUMMARY OF SUBMISSION

South East Queensland is uniquely well serviced with MRAs and this is thanks to an inventory of venues which is unmatched by any other state.

For cars and motorbikes this includes 3x Full time Race Tracks, numerous smaller part time venues e.g. Carnell Park. For aircraft there are at least 12 club/private/recreational airports between Stanthorpe and Caloundra. In addition, marine activities are well serviced by numerous marinas and ramps.

MRAs are big business in SEQ and a visit to the Mariners Cove marina in Main Beach should convince any sceptic of how true that statement is. After one hour of observation on a day with good weather they will count and extrapolate:

One helicopter joy flight operator, Heli-Tours, doing 400 customers per day.

Eight charter cruise operators doing a total of more than 4000 customers per day.

All from that one facility!

The rest of Queensland is an open opportunity. An investment in a panel to investigate how the government can amplify the value of MRAs, especially in port cities like Townsville and Cairns is likely to discover ways to create significant economic activity and therefore employment for Queenslanders.

When it comes to community benefits; the development of smaller scale MRA venues through the encouragement of LGAs to assist in the development of MRA venues will result in better road safety, less traffic infringements and less anti-social behaviour at "hang outs". Road Racing will not go away until it can be delivered in the right environment with the right attitudes and fulfil the aspirations of the people who participate in those activities.

This NOT new; all too often short sighted governments forget lessons of the past.

The writer suggests that anyone evaluating this submission should look back at the Kalbar Autofest (the Kalbar Cop is a legend in what he did for taming the streets of Kalbar) and the Blue Light Drags [REDACTED] to see how successful the police were in building the right attitudes amongst young drivers that undoubtedly did save lives and suffering. It also raised the respect that young males had for the police as human beings.

Please contact the writer, John Tetley through John@qldraceways.com.au with any points you need clarified or questions that have arisen as a result of your perusal of this submission.

Best Regards,

John Tetley

CEO ~Qld Raceways

