

**From:** Secretary - Westfield Car Club Qld [REDACTED]  
**Sent:** Friday, 13 December 2019 1:33 PM  
**To:** Transport and Public Works Committee  
**Subject:** 036 Motor Recreational Activities Inquiry

Dear Receiver

At our Club's general meeting last Saturday, 8 December, it was resolved that the Club, as a motor recreational group, should provide a submission for the committee's consideration under this inquiry, given that the outcome of any decisions arising from it will impact not only recreational motorsport groups such as ours but the motoring fraternity as a whole.

Our Club began in 1991 and currently has 109 financial members, of whom 88 own a recreational vehicle (the other 21 are non-drivers). Members are spread from the Gold Coast to the Sunshine Coast and west to Toowoomba. The club was created for "clubman" style cars, which are small, often owner-built, sports cars that are road legal in Queensland.

As part of its services to members the club provides a range of driving events annually. These include track and social road events, all of which provide opportunities for both new and experienced drivers to build their driving skills. Whenever our members visit any location, the cars generate healthy debate and discussion.

There are no less than 80 motoring events currently scheduled across the state, from the border to the far north. They include hill climbs, rallies, motorkhanas, circuit races and off-road activities as well as social events and static displays. Every event attracts a significant following, especially in the regions, not just as a result of the entrants themselves and their entourages, but because most of the population drives a car and a significant proportion of those who do are keen followers of motorsport. Any erosion of motorsport and motor recreational activities across the state will result in fewer events, which will have a fiscal and employment flow-on effect to the locales they support.

We submit the following points to the committee for consideration in this inquiry:

1. Motor recreational groups have less significant impacts socially and economically than bona fide motorsport groups and thus should be subject to less onerous regulations than those groups.
2. Recognised motorsport venues should be properly zoned with adequate buffer zones and given permanency to allow them to expand and improved.
3. Clear and appropriate guidelines should be provided for land purchase for new motorsport venues, particularly in country areas.
4. Guidelines should be established for state government financial assistance to motorsport clubs to enable them to develop new venues and improve existing.
5. Persons purchasing land close to motorsport venues should be informed of the pre-existence of the motorsport venue to safeguard the venue against the risk of such persons seeking to have the venue closed for their own benefit, as such action has the potential to impact local businesses that rely upon the motorsport venue for some or all of their income.
6. Acceptable maximum noise levels at motorsport venue land boundaries should be established so noise levels can be monitored and controlled in a uniform and recognised manner state-wide.
7. A framework is needed to allow development of support facilities appropriate to venues, ie accommodation, viewing areas, eateries, properly maintained access roads, safe turn-off lanes, adequate signage etc. with a view to growing the sport and providing employment opportunities.

8. A framework is needed to facilitate access to motorsport facilities by young drivers to enable provision of specialised advanced driver training under controlled conditions.
9. Red tape around approvals for new and existing motorsport venues, including relaxation of existing taxes/fees, needs to be reviewed and reduced.
10. Oversight and governance of motorsport venues should be a senior state government Minister responsibility, not that of local councils.
11. It should be recognised by Councils that motorsport events assist the economy in every Local Council area in which they exist through event tourism.
12. In the city as well as country towns, motorsport creates employment opportunities in a range of areas and should be encouraged.
13. Certainty for motorsport venues and motor recreational groups will create employment in related industries, e.g. machine shops, repair shops, paint and panel shops, engine rebuilding facilities, tuning/tyre specialists, as well as accessory and service shops located near these venues.
14. Support for more motorsport venues and recreational clubs will enhance road safety by allowing greater numbers of drivers to improve and extend their driving skills with the aim of contributing to a reduction in the road toll.

Regards

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