

**BRISBANE
SPORTING
CAR CLUB
LIMITED** (INC. IN QLD)

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13 December 2019

Committee Secretary
Transport and Public Works Committee
Parliament House

Dear Committee Secretary,

Re: Submission on Inquiry into Motor Recreational Activities

On behalf of the Brisbane Sporting Car Club Limited, I am pleased to submit the attached Submission to the Transport and Public Works Committee Inquiry into Motor Recreational Activities.

I would be happy to discuss these matters further should the Committee require that clarification.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P Woodward', is written over a thin horizontal line.

Paul Woodward
President
Brisbane Sporting Car Club Limited



Submission by Brisbane Sporting Car Club Ltd to the Transport and Public Works Committee Inquiry into Motor Recreational Activities

1. Introduction

Brisbane Sporting Car Club Limited (referred to as BSCC) was established in 1953 and is one of the oldest Car Clubs in Australia. It is a Company Limited by Guarantee and is a Not for Profit organisation with Objects to (inter alia) "promote, foster and conduct the sport of automobilism and motor sport generally".

BSCC is affiliated with the Confederation of Australian Motor Sport (CAMS) which will become known as Motorsport Australia from 1 January 2020. CAMS is recognised by the Federation Internationale de l'Automobile (FIA) as the National Sporting Authority (ASN) for motor sport in Australia.

BSCC owns Clubrooms at Unit 16, 23 Ashtan Place, Banyo Q 4014.

BSCC has been a key provider of a wide range of motor sport activities over its history and since the mid-1990s has focused on the planning and delivery of gravel car rallies and off-road racing events from the Club to the National and International levels.

BSCC has a current membership of 245 including family memberships and junior members.

BSCC members hold considerable experience in event organisation, safety and delivery and include several CAMS Gold Event Command officials who are recognised by the FIA as capable of organising International Rallies up to and including the World Rally Championship.

This submission specifically aims to provide the Committee with an oversight of the extensive regulatory environment that impacts on Car Rallying as a sport within the Queensland context. It also provides data to clearly show the high focus on safety within the sport and the actions that are taken to plan and deliver successful and safe motorsport.

2. Economic Impact of Rallying to the Queensland economy and contribution of Rallying to Queensland's Tourism Sector

The sport of Rallying is one that has participants at many levels ranging from Club level to State, National and International events.

BSCC has had experience at planning and delivering events at all these levels and can provide evidence of the costs and benefits of the sport.

In 2019, BSCC organised two rounds of the Queensland Rally Championship (State) and three rounds of a Short Course Challenge (Club). It also organised several club level test and tune style events. These events each attracted an average of 38 cars (each with a driver and co-driver and a 2 to 3 person support team). Club level events usually require some 90 officials to manage the HQ, time controls on stages and the roadblocks for safety. They can attract 50 spectators. These events are staged in local community areas with catering and facilities provided at a cost to the organisers. Crews either camp overnight or in a motel on the Friday, compete on the Saturday, remain overnight on



Saturday and return to their home base on Sunday. Empirical evidence from events shows that each competing team spends about \$200 per head per day on accommodation and food. This does not include the costs of car preparation, car trailer hire, tyre wear, fuel and spare parts to maintain the rally car on event.

Based on a 35 car field with 5 persons in each team, the estimated expenditure for overnight accommodation and food for competitors would be \$70,000. If we calculate a similar average spend for 90 officials and 50 spectator for one day the expenditure would be \$28,000. The total expenditure on a club rally would therefore be \$98,000.

For a State Championship event that figure would be higher as crews are travelling from within the State and interstate and the event period can be up to 3 days. For the 2 State Championship rallies in 2019, the rallies had more than 40 entries and a greater number of officials, plus media and more spectators. This higher estimated expenditure has been put at \$165,000 by a Chamber of Commerce person in the Blackbutt/Yarraman area for a 2017 State Championship event but that has not been verified.

By contrast to the State level events, BSCC has evidence from surveys done at the 2014 and 2015 International Rallies of Queensland (Asia-Pacific Rally Championship) which were based on the Sunshine Coast and the forests around Imbil near Gympie. An independent survey of data collected from participants and visitors at the 2015 event showed more than 1200 participants of which 460 were from interstate and over 200 were from overseas. The economic benefit to the region was calculated at about \$1.4M with a further \$600,000 benefit to the rest of the State. As this event included longer stays by the National and International teams, the number of bed nights in the region was calculated at over 9000. Unfortunately this International event has not been held in Queensland since 2016.

As mentioned above, the various figures for accommodation and food at State or Club events did not include fuel or other services like trailer hire, tyre costs etc. Given that the cost of building a rally car can range from \$40,000 to \$150,000 and annual maintenance and repair bills can be up to \$30,000 per car, the economic input to specialised and other businesses is significant. The cost of special rally tyres from companies such as Pirelli, Dunlop and Michelin can range from \$300 to \$500 each and depending on road surface and the engine output of the rally car, a team may use up to 6 tyres per event. Fuel costs vary for 98 RON and E85 petrol and the fuel usage rates for non-turbo and turbo cars. However, many rally cars would use between 60 and 100 litres on a State event.

Although the International events are no longer run in Queensland, this broad data shows the high end of the potential impact on tourism and economic benefit of rallying.

3. The Legislative and Regulatory frameworks in which Rallying operates including Safety of Participants

3.1 Vehicles used in Car Rallies

It is a common misconception that the vehicles used at all levels of Car Rallying are "extreme 4WD drive vehicles" or "special purpose buggies" similar to those used in Off Road Racing. This is not correct. Rally Cars used in CAMS approved car rallies are based on normal sedans including the Subaru WRX, Mitsubishi Lancer EVO, Toyota Corolla/Celica, Hyundai Excel, Ford Fiesta and Classic cars like the Ford Escort, BMW 318, Alfa Romeo GTV etc. These are modified to fit CAMS approved Roll Over Protection, special competition seats and mounts, full harness seat belts, high standard



of fire suppression equipment, updated brakes and suspension. Under body protection is fitted to improve safety and reliability as the car traverses gravel roads. All cars run on gravel rally tyres which are specially designed by major tyre manufacturers to give maximum traction and braking on gravel roads. These tyres are also effective and safe on bitumen roads. Engines can only be modified under strict CAMS regulations and the cars are inspected by experienced CAMS approved technical experts (scrutineers) and log books issued when they are found to be compliant.

This standard of CAMS oversight and management of the eligibility of rally cars for use on public roads has been the catalyst for the Qld Department of Transport and Main Roads to allow special conditional registration for CAMS approved rally cars under the Rally Vehicle Registration Scheme (RVRS). This allows the conditionally registered rally vehicle to be driven on public roads to and from CAMS Rally events and for limited testing/repairs etc. This conditional registration scheme has proven to be very successful and progressive fine-tuning of some aspects of the guidelines will improve its efficacy.

Once a Rally Car is built, log booked by CAMS and registered for use under the RVRS, it is ready for entry into a rally event for which CAMS have issued a Permit and Certificate of Insurance. All cars entered in every CAMS approved event are subject to pre-event checks for safety and eligibility and the apparel of the crew (including driving overalls, helmet and Frontal Head Restraints) are also checked. This process demonstrates a very high focus on the safety of the car and the driver and co-driver.

3.2 Authority to conduct a Car Rally

All car rallies, whether at Club or International level, are planned to ensure a high standard of sporting interest while maintaining a very high standard of safety for the participants, officials managing the event, spectators and the general public.

A modern Special Stage rally comprises two types of sections. The competitive sections on a rally are called Special Stages and are always conducted on closed forestry roads within State Forests managed by HQPlantations Pty Ltd or on shire roads that are closed to the public. These road closures are achieved by the issue of Permits from HQPlantations Pty Ltd for State Forest roads, the relevant local authority for shire roads and the Queensland Police Service for all roads used. Any affected land holders are advised and consent requested. Leaseholders within State Forests are advised direct by HQPlantations Pty Ltd as part of its Permit process. A Permit is also required to be issued by CAMS for the event and a Certificate of Insurance (\$50M Public Liability) is issued by the CAMS Insurer to the organiser to cover the conduct of the event.

Where Rally Cars travel on public roads (called liaison sections) between Special Stages, they are subject to all State road laws and rally timetables require an average of between 60 and 80 kph depending on local road and traffic conditions.

3.3 Safety during the conduct of a Rally

Safety on the event is the key focus of the organising team. CAMS, through its Regulations in the Manual of Motor Sport and the National Rally Code, sets the standards for safety and overall organisation of a rally at club, State and National levels. The FIA provides the overarching Regulations and Technical requirement for all International events including the Asia-Pacific Rally Championship and the World Rally Championship. These Regulations have a major focus on event safety with particular reference to the safety of crews, officials and the public.



In Queensland, the CAMS Manual of Motor Sport and the National Rally Code are supported by the Queensland Rally Handbook which is issued by the CAMS Queensland State Council and published under “Regulations” on the CAMS Queensland website.

Based on these regulations, Queensland event organisers are required to provide a detailed road book which not only gives the directions to be taken to traverse the rally route but also includes warnings of hazards (or cautions) on the route. Organisers also provide medical intervention vehicles (ambulances and paramedics) at either Rally HQ or other specific sites on the route for National and International events.

All tracks and roads that may allow public access to the competition route are to be effectively closed to traffic by either safety bunting on minor tracks or the presence of signage and officials on more major roads.

Competitor and public safety is further enhanced by the establishment of radio communications between the organiser in Rally HQ and all special stage time controls and officials at roadblocks and radio monitoring points. Medical vehicles are also provided with radio links to Rally HQ. This allows active tracking of the rally cars as well as instant communications in the event of an accident or a public intrusion onto the closed rally route. This system has proven itself many times and greatly enhances event safety.

BSCC also takes every precaution to make spectating on its events safe and enjoyable. Spectator Points are designed as an integral part of the planning of the route of an event. These points are designed to ensure that spectators can get a good view of the rally cars at a given location without being at risk if a car overshoots a turn or runs off the road. Spectator Points are always managed by experienced rally officials and are in direct radio contact with Rally HQ. Specific Instructions are prepared to show spectators how to get to a Point and where to safely stand when they are there. In addition, BSCC imposes a strict No Smoking policy to all forest or bush areas used on events

All of these factors contribute to a safe and enjoyable sport that deserves to remain an integral part of motor recreational activities in Queensland.

4. Impact on youth training and community engagement, including mental health outcomes

BSCC has always worked to mentor the development of young people in their endeavours to enter motor sport as a competitor or an official. The structure of the Queensland Rally Championship includes a Junior Champion award as well as a Novice class to encourage new competitors, especially young people. BSCC has always had an annual award for Junior Club Champion within its Club award structure.

In 2019, the Queensland Rally Champion is a 21 year old who has risen through the Queensland State Championship levels. His co-driver is the 2018 and current Queensland Junior Rally Champion Co-driver.

BSCC also actively encourages young people to take on roles in the administration of the sport and there are many young people involved as officials including timekeeping/scoring as well as working as part of the crew of safety (course) vehicles which travel over the route to check the roads are ready for competition.

BSCC is also a keen supporter of local communities in the areas where it holds rallies. BSCC has a long term relationship with the Mary Valley Show Society at Imbil where International, National, State and Club rallies have been based since the 1980s. BSCC



has also actively supported the Benarkin State School over many years. This support includes a donation for the use of the facilities as the HQ for State and Club level rallies as well as working with the P&C to raise funds for school projects through the provision of catering by the P&C. Similar approaches are taken to support community groups in the Jimna, Nanango and Manumbar areas.

The good relationships between BSCC and the businesses and local communities in these areas has guaranteed that rallying is an accepted sporting activity in the area and not seen as a nuisance or impediment to the community atmosphere. BSCC takes these relationships seriously and works hard to keep them strong.

5. Impact of Rallying on road safety outcomes

As mentioned above, all CAMS approved car rallies are conducted with permits and approvals from local authorities, Queensland Police Service and HQPlantations Pty Ltd. The conduct of the rally cars and support vehicles/safety vehicles is subject to the State traffic laws at all times when these vehicles are on the public road.

A detailed road book with route instructions is issued to each rally car crew and the safety vehicles by the organisers and safety briefings are held before the event to warn of any specific issues to be addressed. The roadbook also contains a warning about speeding and the penalties that can be incurred from the organisers should speeding be reported. These penalties are in addition to any made by Police.

Also, because they carry competition numbers and advertising, Rally Cars are highly visible and Police and the public can readily identify any poor driving or unsafe practices. BSCC takes pride in the fact that there have been no instances in many years of Police stopping and fining a rally crew.

BSCC submits that road safety outcomes are enhanced by this rigorous approach to responsible driving and, of course, the practical car control skills developed by rally drivers.

6. Challenges facing Rallying and role of government in supporting the creation of jobs for Queenslanders

There are a number of challenges facing rallying as a motor recreational activity in Queensland.

Firstly, despite a very good relationship with HQPlantations Pty Ltd and many Councils, there continues to be a shrinking number of venues where rallying can safely occur. Increasing populations that do not want the noise and dust of a rally in their area and the push to lock up more State Forests as conservation areas and National Parks will further reduce this "road pool". At present, BSCC does not use some areas because roads pass through National Parks to link to other forest areas. Empirical evidence from HQPlantations and shire road managers is that the passage of a 35 or 40 car field over a properly formed gravel road does little if any damage to the surface. Further, the set up and passage of the rally cars would occur over less than a 2 day period so that any impact on the environment and/or visitor access is reduced.

It is asked that the Committee consider allowing access to suitable roads within National Parks and Conservation areas for use by CAMS approved rallies.

Secondly, the sport of Rallying involves a significant number of mechanical businesses, motor trade shops and specialist welding and fabrication works that support the building



and maintenance of rally cars in the State. The expertise and skills required to provide these services presents an opportunity for young people to move into an exciting trade and learn these skills. There is an opportunity for Government to recognise these skills and incorporate this training as part of the attraction of gaining skills in the motor trade.

7. Contact for this submission

BSCC contact details for this submission are:

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