



# MG CAR CLUB OF QUEENSLAND INC.

Affiliated with The Confederation  
of Australian Motor Sport Ltd

ABN: 17 363 680 667

www.mgccq.org.au

Patron: Dick Johnson

President: Peter May

Secretary: Malcolm Spiden

12 December 2019

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

Dear Secretary

M G Car Club of Queensland Incorporated (MGCCQ) is a Not For Profit organisation with both social Marque and competition activities. Formed in Brisbane on 17 November 1954 the club retains the headquarters in Brisbane with established Chapters in regional areas of Queensland. These Chapters are centred on the Darling Downs, Wide Bay, Bundaberg, Rockhampton, Mackay and Cairns. Each Chapter has its own Co-ordinator. Our total current membership has exceeds 700. All Management Committee and Chapter Co-ordinators positions are honorary. The club provides a wide range of activities for motoring enthusiasts who are from a wide section of socio-economic backgrounds as well as age and gender. Members bring a wide range of mechanical knowledge and life experiences. Being an incorporated club, members have access to the Concessional Registration scheme for Special Interest Vehicles which are for vehicles more than 30 years old from year of manufacture.

## **SOCIAL ACTIVITIES**

The club schedules a range of activities for members. Social gatherings with family and friends provide the opportunity to forge friendships, promote the Marque, of course discuss mechanical issues and provide support for fellow members which serves as an informal mental health check ("Are You OK?").

The club organises many Social touring drives day runs throughout each year to attractions in the regions which may be for one day, a weekend/overnight stay or an all club extended multi day tour to regional areas such as to Winton, Longreach via Bourke, Emerald and to Far North Queensland. Length of the multi day tours have been from 7 days to 22 days. On these events the distances travelled each day are not vast. This provides time and opportunities for sightseeing as well as adequate rest time for those driving to maintain their alertness for the road. Over the past 4 years organisers in Brisbane and the Regional Chapters have arranged over 130 events each year, an amazing number for such a volunteer-based organisation as I'm sure you would agree.

Since 1970 one of the 17 MG Car Clubs in Australia has hosted an MG National Meeting, which is held over the Easter long weekend. Members from around the country and overseas travel to the host state and spend time outside the Easter weekend to explore the attractions around the geographical regions.

MGCCQ has hosted four National Meetings. The first in 1990 (Brisbane), the second in 2004 (Warwick), the third in 2013 (Toowoomba) and most recently (2019) the Golden Jubilee MG National Meeting held in the Redlands.

### **CONTRIBUTION TO TOURISM AND THE LOCAL ECONOMIES**

All the members activities via motel accommodation, purchases of daily meals, fuels, entry admission to local tourist attractions all assist local businesses to remain financially viable and support local employment.

Since 2013 the MGCCQ has taken over the organisation of the annual *All British Day* a static car display held at St Joseph's College Sportsground at Tennyson, Brisbane. As the name suggests this event invites all British made cars and British Marque car clubs to display their vehicles. Typically, this event a tracks over 600 vehicles from motorcycles, cars, trucks and large steam driven engines. Proceeds raised through entry fees and spectator entry is donated to charity. Since 2013 donations to charity have been \$45,500 to Queensland Institute of Medical Research and \$15,500 to RACQ Careflight.

### **COMPETITION ACTIVITIES**

In 2013 the Confederation of Australian Motor Sport (CAMS now re-named Motorsport Australia) engaged Ernst and Young to conduct an extensive review on the financial impact of the role of motor sport in Australia. From their "Economic Contribution of the Australian Motor Sport Industry" report it is stated the industry generated \$2.7 billion (direct industry output), \$1.2 billion (direct value added) and 16300 direct jobs and 15,348 indirect jobs Australia wide. For Queensland motor sport their report stated \$534 million (direct industry output), \$232 million (direct value added) and 3251 direct jobs. Page 9 (Attachment 1). The report also stated that on average motor sport participant spend between \$12,000 to \$15,000 per year on motor sport related activities and \$60,000 on motor sport vehicle purchase and modifications to make ready for competition. Page 20 (Attachment 2).

### **HILLCLIMB**

The MGCCQ owns and operates a hillclimb circuit at Mount Cotton on land the club purchased in 1964. Club members designed the track layout, built the bitumen sealed track. The first event took place in 1968. The club and its members continue to regularly run events maintain the track and facilities, all on a volunteer's basis. The club schedules 9 club hillclimb meetings along with the Queensland Hillclimb Championship each year. These meetings provide an opportunity for enthusiasts to participate in a one car at a time event to test their skill in a safe environment. The type of vehicle which competitors use are form the relatively standard daily drive vehicle up to specially constructed open wheeler racing machines. Each driver will compete against the clock and at a speed that they are comfortable with. This "grass roots" motor sport attracts people from a range of socio-economic backgrounds, genders and age groups. Some 30 volunteer officials and 80 drivers are regular competitors some with 1 to 2 pit crew to assist will attend each meeting. Our regular competitors include:

- Junior drivers from age 14 as allowed under Motorsport Australia;
- Women and girls who are encouraged to be involved in the sport through the Motorsport Australia "Dare To Be Different" programme;
- Many senior age members who retain their skill levels through regular competition;
- Members with a disability as one member is a below the knee amputee and can compete in his chosen sport at Mount Cotton.

For new and Junior drivers MGCCQ conducts "Come and Try" days where more experienced drivers are available to provide guidance and assistance. This camaraderie, support and friendly involvement does not cease at an initial event as advice can be ongoing. Fellow drivers watch individual runs, can discuss and offer constructive advice in relation to driving techniques or improvements to the vehicle, a buddy system or mentoring between drivers.

At all club hillclimbs spectators can attend without payment of an admission fee. This approach is to encourage families to attend for an inexpensive day's entertainment. This allows members of the public to inspect the various vehicles, talk to the drivers, seek advice from any specialist such as camshaft manufacture, vehicle preparation, engine management electronics or vehicle suspension.

The economic benefit goes back to the local community by assistance to the family budget of the spectator through no admission fee, engaging medical personnel to be present at each meeting, purchase of supplies from local businesses for food for volunteer officials and others. Ongoing purchases from local businesses include fuel for equipment used at the circuit, materials for repair maintenance and upkeep of the facility plus care for the land. Usual costs for each club meeting are approximately \$3500. Mount Cotton has a multi-use, for when no motorsport activity is scheduled as the property is registered as Land For Wildlife with the Redlands City Council, it is a true wildlife sanctuary.

### **CIRCUIT RACING**

MGCCQ is one of three motor sport clubs which promote at least one Queensland Circuit Racing State Championship each year. These events are held at Morgan Park in Warwick. The cost to promote each race meeting is approximately \$50,000. This amount includes cost to hire the circuit and facilities, the Queensland Ambulance Service from Warwick to be on site, provide meals and drinks from local suppliers for approximately 55 volunteer officials who assist with the conduct of the meeting (administration, pre event safety vehicle inspection by scrutineers, fire and rescue, flag marshals) plus hire of equipment from specialist motor sport clubs. Approximately 120 to 160 drivers compete at each meeting with most drivers being assisted by volunteer 2 to 3 pit crew. Costs for a driver with pit crew could be approximately \$1000 which would for entry fee, motel accommodation, evening meals, fuel for tow vehicle and trailer and fuel for the competition vehicle.

The economic benefit to Warwick is the motel accommodation, evening meals, and fuels for tow vehicle and competition vehicle.

### **SAFETY OF ALL INDUSTRY PARTICIPANTS**

MGCCQ is affiliated with Motorsport Australia and the Federation Internationale de l'Automobile (FIA) the worldwide body for the sanctioning of motorsport. Both organisations are constantly reviewing current safety standards to recommend improvements as necessary. The constant reviews look at improvements to the motor vehicle, driver protection, circuit design and safety, as well as training for volunteer officials. Under the Motorsport Australia umbrella is the Australian Institute for Motor Sport Safety (AIMSS), a not for profit organisation. Their role is to develop safety in motor sport through research, education and industry liaison (CAMS Annual Report 2018 page 25). AIMSS is a research partner of the FIA Institute of Motor Sport Safety and thus has global association with research in safety standards being reviewed worldwide.

### **IMPACT ON YOUTH TRAINING**

Under Motorsport Australia children from age 12 are able to participate in introductory one car at a time events. These include "Come and Try" motorkhana events which are held under supervision with accredited volunteer officials, mostly on a bitumen sealed surface and at low speed. The young participants are able to learn the basics of preparing to drive a motor vehicle, steering the car, clutch control, braking control and the space a motor vehicle requires when manoeuvring. With driving in more events they gain more experience, more confidence and develop better car control by finding the limitations of a vehicle in this safe environment instead of on the road.

Experience gained in these introductory activities can place young drivers in good stead when they commence to drive on the public roads for the skills, they have gained are directly transferable. With knowledge and confidence, they can focus on their surroundings, concentrate on the road situation ahead and be alert to any changes.

Motorsport Australia has promoted the *Ricciardo's Racers* (named after Australia's only current Formula 1 driver Daniel Ricciardo) Junior Drive Day programme for the past 4 years. There is typically a one day instruction session held in each state each year. Aimed at young drivers aged between 12 to 17 years this one day instruction has 4 levels from the very basics to more advanced. The experienced instructors provide training for skills development, car control, correct methods to steer a car through corners and driving craft. In 2018 some 167 young drivers participated in the 8 sessions.

#### ROAD SAFETY

Clubs are aware that bad behaviour on the road reflects poorly not only against the person, but against the club, the Marque and the industry. During club touring events should any bad behaviour be observed fellow club members will have the opportunity to bring this to notice for correction. One member stated that people who care about cars care about driving.

Competitors who maintain active in motor sport activities at any discipline level indicate their involvement does assist in maintaining their alert levels when driving on the public road. They explain that through motorsport where they may have split second to apply any correction to keep car control and this transfers to their level of alertness to any changing situation around them.

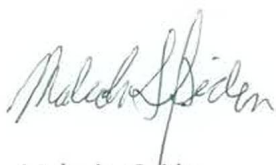
#### CHALLENGES FACING THE RECREATIONAL MOTOR INDUSTRY

The main challenge to the industry is the loss of venues mainly due to encroaching urban intensification as the development of vacant areas which were once near established motor sport activities are being transformed into housing areas. Even though a motor sport activity may be established prior to any new residential development, incoming neighbours can object to these established activities, traffic density to the venue, dust, smell, fumes or noise from the venue.

In August 2014 a petition to Parliament, number 2261 "*Save Queensland's motor sporting venues from severe restrictions or forced closure*" was tabled. (Attachment 3). From this petition a meeting with Hon Steve Dickson MP, the then Minister for National Parks, Recreation Sports and Racing and Policy Advisor, [REDACTED], from the Deputy Premier's Office and a group from circuit organisations who represented their concerns was organised for 27 August 2014. A second meeting with officers from Hon Jeff Seeney MP Deputy Premier, Minister for State Development, Infrastructure and Planning's Office, being Executive Director, [REDACTED], and [REDACTED] was held on 10 December 2014. From that meeting it was suggested the group present a submission to the Parliament Committee reviewing Urban Encroachment. This submission was presented on 19 January 2015. (my notes from both meetings in Attachment 4).

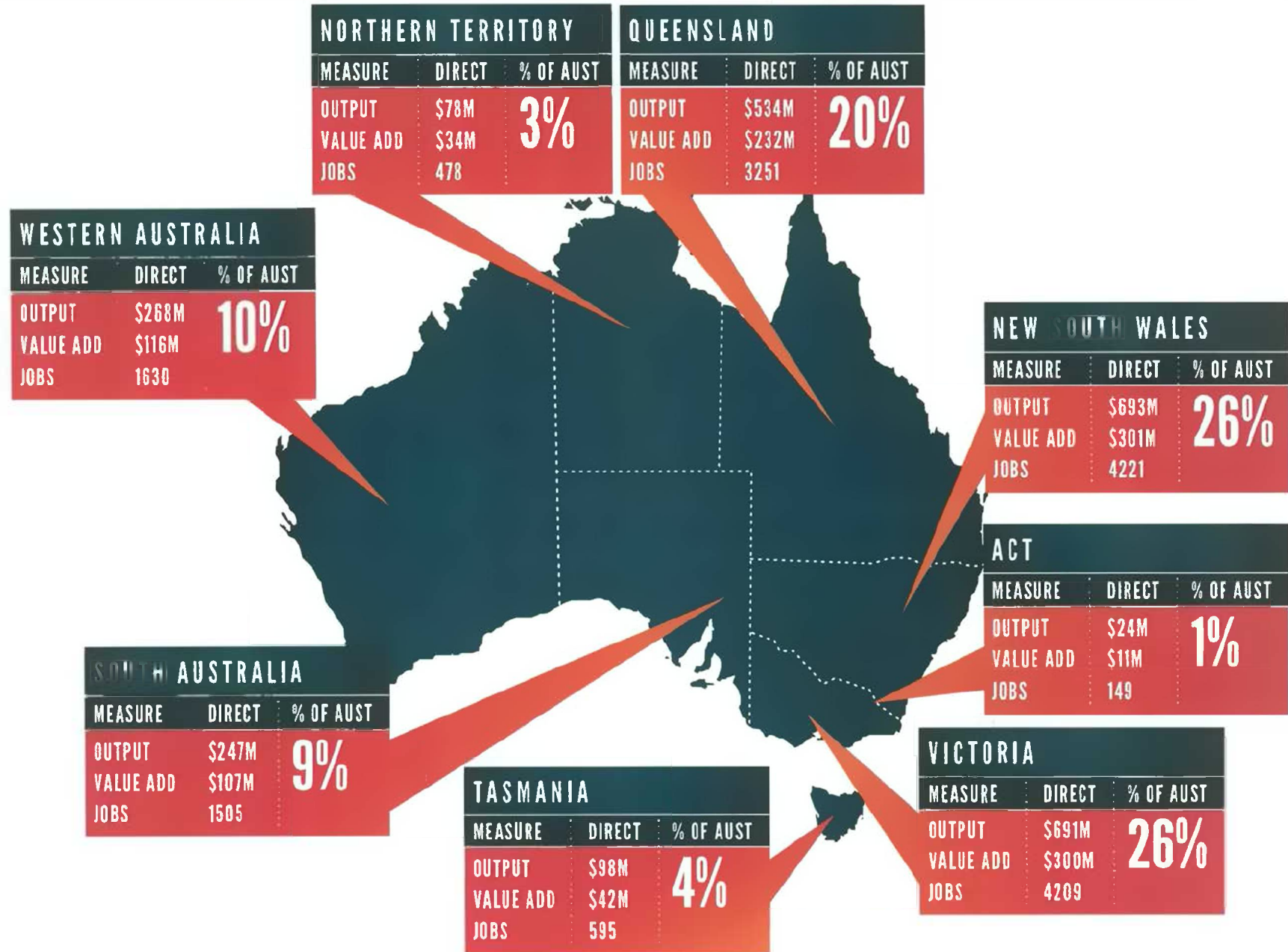
MGCCQ has been proactive by monitoring noise levels at each meeting and advising local neighbours the calendar of hillclimb events for the year. This is done by a letterbox drop in early January of each year.

Unfortunately, there are limited places which are available for youth driving development or grassroots motorsport. Once shopping centre car parks were vacant on a Sunday and with the permission from the Centre Management these areas could be available for some controlled activity. With 7 day trading this avenue is no longer available. New areas are needed. If the circuits and current areas are lost where will people go.



Malcolm Spiden  
Honorary Secretary  
MG Car Club of Queensland  
Telephone: [REDACTED]

ATTACHMENT 1




# PARTICIPANT PROFILE

## THE MOTOR SPORT PARTICIPANT:



**\$12-15,000**  SPEND PER YEAR ON MOTOR SPORT RELATED ACTIVITIES

**\$60,000**  SPEND ON MOTOR SPORT VEHICLE PURCHASES AND MODIFICATIONS

## Save Queensland's motor sporting venues from severe restrictions or forced closure

**Eligibility - Queensland residents**

**Principal Petitioner:**

John Goss  


**Total Signatures - 11021**

**Sponsoring Member:** The Clerk of the Parliament

**Posting Date:** 20/05/2014

**Closing Date:** 25/08/2014

**Tabled Date:** 26/08/2014

**Responded By:** Hon Jeff Sceney MP on 1/10/2014

**TO: The Honourable the Speaker and Members of the Legislative Assembly of Queensland**

Queensland residents draws to the attention of the House our objection to the threats made to the motor sporting industry from residents of newer residential developments and their action demanding the closure or severe restrictions being placed on motor sporting facilities in Queensland.

As residential development has been allowed near long standing motor sporting facilities, newly arrived residents are pursuing action to restrict the normal recreational use, reduce times of use and the number of days the facility can be used each year due to a number of perceived issues; although these residents willingly moved to the area where the facility is located and in most cases were well aware of the existing facility before purchase.

Many of the facilities provided by the motor sporting industry include driver training, off road training for school students and as well as providing a safe area for people of all ages to test their driving skills at speed (supporting a policy of "speed on a track and not on a road").

Your petitioners, therefore, request the House to provide protection under Chapter 8A of the Sustainable Planning Act 2009 to these important recreational facilities so as to eliminate continual complaints to authorities, along with legal actions, attempting to force the closure or severe and unviable restrictions being placed on motor sporting facilities in Queensland.