

GIPPSLAND MOTORPLEX

The proposal of the Gippsland Motorplex relocation to the Bairnsdale speedway

The Gippsland Motorplex, Bairnsdale Speedway and the East Gippsland Shire have been working together to create an amazing Driver Training Facility that will be utilised by many community groups, such as ourselves, at the Bairnsdale Speedway as user groups hiring their facility.

Since taking over the past year the new, Gippsland Motorplex committee, have successfully held 9 Test and Tune events at the Motorplex which bring families from all over Australia to our little town and region. These Families are staying within our community and contributing financially to our local economy. They are purchasing food from our local supermarkets, buying parts from auto shops, utilising local mechanical services, going out for meals at our pubs and restaurants, filling up their cars with fuel and also exploring what East Gippsland has to offer.

Each and every event the Motorplex hosts, it provides an economic benefit to local business and the region. The Minimum overnight stay is \$194 per night, motorsport enthusiasts and competitors are bringing down a minimum of 2 adults, with the majority of the people coming down to our events are staying at least 2 nights. Including their food, fuel, attractions and they are contributing a huge factor into our local economy. On a number of occasions accommodation providers in Bairnsdale have been booked out simply due to an event at the Gippsland Motorplex, such its popularity and drawing capability.

Our events will be held 6-8 times a year between the hours of 9am and finishing between 5-6pm. The Bairnsdale Speedway would like us to also run for an hour during their Speedway events whilst they take a break. Each of our events are permitted by AASA with their regulations, which is the same as what the Bairnsdale Speedway operates under for their events. We will have noise and smoke monitoring at each event.

After each event the drivers take their tyre carcasses home to dispose of and as to what's left over from scraping the pad, we have an arrangement with Tambo Waste for them dispose of correctly upon clean up.

We will be offering the residents within the area of speedway free entry all year round to all our events so they can see what we have to offer the community.

Please refer to attached additional information regarding what coloured smoke tyres are comprised of.

This new driver training facility has been backed with support by the local Bairnsdale Police Highway Patrol as they can see what a difference it has made keeping people off the streets. This facility will also give the opportunity for our local SES and CFA crew to hold their own training without having to venture out of our community.

SKIDZ Driver Training will be able to host many fantastic driver training courses that will make a huge difference, meaning locals won't have to travel out of our region to access these courses.

Our events are not only family friendly but also very affordable for everyone to come and take a look at what we have to offer. We have the amazing support of local food vans who have been with us from day one; Little Balls, Naked Spud and also Magic beans have been at every event making sure no one goes hungry or thirsty.

Our events offer a safe, supervised and controlled environment for not only the most talented people who can control a car like no other but also for the drivers who are learning. New drivers are able to go out there and learn how to control a car safely but also have a tonne of fun sharing an experience with family and friends. They get to show off all their hard work that they have put into building a car and without somewhere like the Motorplex, unfortunately our roads will become their playground.

The younger drivers learn from the older drivers, sharing their knowledge and experiences. It's been great for everyone, from all different levels, to attend these events whilst keep it off the streets. It has proven to me and others involved, that these type of events improve Mental Health and Wellbeing of the people who participate. It also provides a platform for making potential friends and new support groups, as we all know from when COVID hit us, having support groups that people can reach out for are very important and at times can save a life.

I have spoken to numerous people who have said that building a burnout car and having events like ours to look forward, gives them a reason to keep going and they have turned their life around. The people I see come through our gates are nothing more than genuine amazing humans. Everyone helps everyone and chips in no matter where you come from or what you look like. It's one of the only places I can honestly say there is no discrimination and it's something that we need more of in this world.

On behalf of the Gippsland Motorplex Committee we thank everyone for their support and look forward to a wonderful community working relationship at the Bairnsdale Speedway.

Please note I've added some supporting articles for your reference.

Yours sincerely,
Geneva Starkey.
Gippsland Motorplex Committee Member.

Out and About with John

John Munns is a passionate East Gippslander with an interest in food, photography, cars, music and local affairs.

<https://www.facebook.com/outandaboutwithjohn/>

29 Aug 2018

Save our young drivers - we MUST do more.

Headlines in the Herald-Sun today, (29th August 2018), reveal that 725 deaths occurred in the under 25 age group in the last decade in Victoria. Countless more are seriously injured and are the leading cause of hospital admissions in the 15 to 24 age group in the 2016 -17 financial year. 725 deaths that could be avoided. **East Gippsland is 15th out of the 79 Local Government areas, with a staggering 17 road deaths in that age group. Nothing to be proud of.**



By way of a local comparison Baw Baw rates 16th with 15 deaths, Wellington 22nd with 13 deaths and so on etc. **A total of 725 deaths of young people.** 18 to 20 years of age, and 21 to 25 years amounts to the highest number of lives lost.

To be exact: Up to 4yrs = 37, 5-15yrs = 65, 16-17yrs = 70, 18-20yrs = 252, 21-25yrs = 301.

Are we doing enough, in my view NO. I have written on this subject before and make no apology for doing it again. These deaths are avoidable, we can and must reduce the toll.

Some simple statements,

- Roads do not cause accidents - they are inanimate objects.
- Cars do not cause accidents - they too are inanimate objects.
- Weather does not cause accidents - it is simply an aspect of nature.

DRIVERS cause accidents when they fail to obey basic rules of operation of a vehicle and use of roads.

Driving a vehicle requires some form of system and control. It can be expressed as; *“A system of car control each feature of which is to be considered by the driver at the approach to any hazard. A hazard is any circumstance or circumstances which causes the driver to alter course or speed and calls for all or part of the system of car control to be brought into operation.”*



The powers that be can provide such rhetoric as

- “Safer vehicles a key part of road toll strategy” - Safer drivers would be even better
- “Government vehicles are fitted with best available safety features” – We don’t all drive government vehicles
- “Safety features save lives” - But can the younger driver afford the cars with them.
- “Cars over 10 years old account for most fatal accidents with young drivers.” – So we must improve their ability to drive those cars.

You can put up as many road safety barriers as you like, improve the road surface for as long as you like, provide as much technology as you can to any vehicle, but ultimately the DRIVER is the one who calls the tune and makes the mistakes, yes mistakes not accidents. Accidents are the results of the mistakes



Unless we come to terms that education and training of our drivers will, in the long term, reduce the road toll, it will continue to devastate families, communities and be a blot on our lifestyle.

I am not against any advances in technology, not against any improvements to roads and road infrastructure, but see plain and simple that experience is the key, it comes with real time experiences, time behind the wheel, and early years progressive driver training.

Successive governments at all levels seem hell bent of spending in the short term, and improvements they make have an effect, but until we start a long term campaign to provide our young people with those experiences behind the wheel, provide those invaluable hours of driving in all conditions whilst supervised, and allow them to feel, to experience what it is like to skid and lose control whilst in a safe and controlled environment, and whilst under trained supervision, we will never succeed to improve the overall driver ability on our roads.



A start was made with the introduction of the 120 hours of required driving in order to obtain P plates, and, I was proud to be part of that inception by way of instigating a volunteer supervising driver scheme. That was nearly 20 years ago. Have we advanced in young driver education?

In some ways a little, but opportunities for young people to experience and learn from some of the more unusual aspects of car control are very limited. One such facility is the Gippsland Motorplex at the Bairnsdale Dragway, where, under the guidance and training of professional educators, our young drivers are subjected to such vital training.

Funding of this facility has by all accounts, been successively ignored by government at all levels. Lip service is paid and letters written by no dollars forthcoming. The complex is operated by volunteers and funds are derived from private donations and support. Perhaps its existence and operation is misunderstood, time then for our politician to make a visit and learn. They may even improve their own driver ability.

With East Gippsland having such a high level of road deaths and injuries among our young people, we

should, no we MUST do more. Inroads have been made in the last few years but more needs to be done. The complex needs to be upgraded and should be a multi-faceted facility not only catering for driver training at all ages and levels but also providing a varied motor-sport outlet for all drivers of all ages. Here is a real time opportunity to do something effective in the long term.

I challenge our politicians at all government levels to make a visit, to go through a driver training experience at Gippsland Motorplex, to increase their own driver ability (it is never too late to learn) and to put some cold hard cash behind this necessary driver training complex. It will save lives.

John Munns Aug 2018

further reading/media:
RACV Magazine Feb 2018
SBS Ch 32 Jul 19th 2017 (1 million views +)
johnmunns.blogspot.com.au 22 Jan 2018
Nine Digital P/L: (Kate Kachor) Jan 2018.

Sources: Herald –Sun - Aug 29th 2018

'We're not hoons, we're enthusiasts'

RACV RoyalAuto magazine

"We're not hoons," is the first thing one of the drivers says to me. "We're car enthusiasts."

Everybody wants you to know this. Sure, they love nothing more than to disappear in clouds of tyre smoke as they rev their hotted-up cars through 360s, tail-spins and extended dance mix burnouts. But they're definitely not hoons.

In fact, this is 'skidding', with the key being that we're not on the street, where cops would descend and lives would be at risk.

Instead, this is legal and it's safe and a crowd of more than 1000 people line the concrete barricades separating the spectators from the cars, at a more than legally required distance, screeching and hooting in appreciation.

One driver, in Bairnsdale for the skidding event we attended, vows it should be an Olympic sport and all the town's hotels, booked out for the weekend, would probably agree.

Revhead wonderland saving lives?

Most importantly, the people behind this revhead wonderland say they are saving young lives in Gippsland and other areas of Victoria.

One of the founders, Colin Hayward, used to drive tow trucks and says it was seeing the extremely distressing end result of young drivers coming to grief that convinced him to do something about it, by approaching the problem from the other direction.

He and a bunch of fellow citizens took over the lease of a destroyed drag strip next to Bairnsdale's airport, reportedly sank more than \$760,000 into infrastructure, and established the Bairnsdale Motorsport Complex.

Highway Patrol officer Sergeant Dwayne Morrison has been involved in encouraging legal Bairnsdale skidding since the pad was founded.

'Kids are going to want to do burnouts'

"I'm 55 now, and had 20 years in Melbourne Highway Patrol, then here. From a policing perspective, kids are going to want to do burn-outs, so why not facilitate it, with a proper venue, so they can do it legally and safely? We've got them in a safe environment where they won't hurt themselves or anybody else."

Sergeant Morrison says being a regular at the Motorsport Complex has enabled him to build strong relationships with the local youth, building bridges between the law and potential problem drivers.

"We fly the flag for the Police Car Club, because we're into cars as well. They are very open with me. We'll still impound their cars for doing the wrong thing, but the stats for that are pretty low compared with the rest of the state.

"It's a heavy hit, though. You're talking \$1443 later, and the court costs, and a fee to get it back from the yard. Or \$80 to do it legally at the club."

A streetful of skidders

And this is why on a recent drizzly Saturday night, you could see a super-charged little yellow car called Minion, which had caught fire twice in two days while skidding, now driving along the main street of Bairnsdale next to a police car, without incident; in fact, the main street is full of rumbling burn-out cars ranging from \$200,000 masterpieces to budget-buy Holdens and Fords home-tinkered into skidding machines.

The band Donz Party was playing in the rotunda and drivers mixed with locals, all talking about cars. This was Bairnsdale greeting the community of skidders of which many of the young would-be problem-driving youths of the town are law-abiding, paid-up members.

Matty Jonkers, 23, admits to being one of those set straight by skidding. His backroad burnouts had him on the police watch list by the time he was 15. It was only when he was invited out to the Motorsport Complex and realised he could do the same thing with the encouragement and blessing of Highway Patrol police like Dwayne Morrison, that he realised his troubles were over.

“I’ve had more burnout cars than street cars,” Matty says. “It took the police more than a year to realise I had changed my ways. I love the attention (or performing). You get out there and all your nerves just go.

‘I used to go out every night doing burnouts’

“I used to go out every night doing burnouts, but now I come here every month instead and you get it out of your system for 80 bucks. Highway Patrol is here, smiling.”

Another big brash local skidder, CJ, agrees. “I’ve been competing on the pad since it opened. It’s stopped a lot of the street skidding,” he says.

“It’s fun, and you get your adrenalin up and it’s great stress relief. I use \$200 coloured-smoke tyres or I get my tyres from a few people, like scrap metal dealers. They’re happy to donate them because they are no longer street legal.”

Sergeant Morrison grew up around cars and has been a policeman for 31 years.

“I’ve seen a lot of the negative side of injuries and death, the ramifications on family members.

None of us wants it to happen but it does. This is a way to have a positive influence and to stop that in some way.

“Being heavy-handed doesn’t always work. Colin and the other founders have done a great job. The benefits are really good and we can teach kids how to drive well out at the track. There are a lot of positive stories out of this.”

WHAT RACV SAYS

RACV acknowledges that irresponsible driving is a real problem for some communities.

The behaviours discussed in this story should only be done in a closed and supervised environment.

RACV manager road user behaviour Melinda Spiteri says: “Skidding and doing burnouts on public roads and in public spaces is illegal, irresponsible and extremely dangerous and can result in drivers, passengers, pedestrians and other road users being seriously injured or killed.”

Written by Nick Place

Photos: Meredith O’Shea

RACV RoyalAuto magazine

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This information is straight from highway tyres as to regarding what the colored tyres are made from which is paper dye

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From: Highway Tyres

| SR.NO | TESTS | SPECIFICATION | | ANALYTICAL RESULT |
|-------|---|-----------------------------------|-----------------|-------------------|
| | | Min | Max | |
| 1 | Physical Appearance | Dull Yellow Powder | | Confirm |
| 2 | Hue (in Toluene) _____ | 0.1%w/v | Greenish Yellow | Confirm |
| 3 | Effect of Na ₂ CO ₃ | Unaffected | | Confirm |
| 4 | Effect of 5% HCl | Fairly soluble with reddish color | | Confirm |
| 5 | Absorbance for 10 ppm Solution in Toluene | A | 0.70 0.80 | 0.74 |
| 6 | Max. Wavelength in Toluene | Nm | 418 420 | 420 |
| 7 | Dye Content | % | 96 99 | 98.6 |
| 8 | Insoluble matter in Toluene | %w/w | 2 | 1.2 |
| 9 | Moisture Content | %w/w | 1 | 0.4 |
| 10 | Melting Point | °C | 92 97 | 94 |
| 11 | pH | | 6 7 | 6.8 |
| 12 | Density | g/cc | 0.25 0.35 | 0.29 |
| 13 | Lead Content | ppm | 20 | Less than 20 |
| 14 | Heavy Metal Content | ppm | 100 | Less than 100 |
| 15 | Free Amines | ppm | 100 | Less than 100 |