

# Lakeside Update ~ 15/1/2009

By John Tetley

You may have thought that Lakeside Park was a forgotten project for QR over the last few months. You could not be more wrong! During this period we have had the continuing legal battles and a series of frustrating and expensive exercises to go through. But, after many many delays, the heavy lifting has finally started at Lakeside Park!

Unfortunately the delays do mean that we will not be able to re-open on February 15 as we had originally planned. Instead we will be commencing track based activities from March 1 with Round 1 of the Lakeside Street-car Sprint Series. This event will be for Road registered cars only. Racing cars will get their chance at the TopGear weekend three weeks later, on March 21/22 which is followed by Round 1 of the Lakeside Open Sprint Series a week later. We expect the Bistro & Reception rooms will be open for business shortly after that.

The go-ahead for the tunnel was received on December 12 and we had the culverts manufactured and in place for Christmas! That was some Christmas present for me, let me tell you. After four years of effort I believe this signified the first real and irrevocable step towards the launching (rebirth might be more accurate) of Lakeside Park into the 21st century.

The tunnel has been installed 8 m uphill from the bridge. This involved removing a massive amount of dirt and lowering the perimeter road by about a meter. But I'm pleased to report we have a much larger tunnel than we had originally planned for. The size of the tunnel is now 3.0 m wide by 2.4 m high, or 10' x 8' in the old measurements. It will be big enough to get any reasonable sized vehicle through, and most importantly, allow pedestrians easy access in and out of the track. The bigger tunnel was required because the repairs to the bridge to bring it to current safety levels for pedestrian traffic would have required more than \$40,000 which we just do not have at this time.

Building the tunnel in this position means that the old perimeter road will have to be upgraded and will have to be wide enough for two cars to pass each other (although it will be a little bit tight in two places) as they come and go to the Hire Kart Centre, model boat racing area and the small wheels/driver training circuit. There will be a holding area for cars that need to go under the track to the pit/paddock area, classrooms, bistro and restaurant/reception rooms. Trailers will not be permitted to go through the tunnel but there shouldn't be any real need for them to do so as the gates that have served us for the last 47 years will still be there. The tunnel is quite impressive to see as well as useful.

The site has looked like a massive playground for Tonka toys for nearly a month now as drains are installed, power poles removed, holes dug through the track surface, hundreds of metres of underground conduits and pipes installed and just generally moving an awful lot of dirt around. Unfortunately quite a few parts of the track collapsed under the strain of the

heavy equipment due to lack of a proper road base and needed to be repaired. The good thing is we have found the weak spots now rather than later.

The main straight has been widened by approximately 3 m, as you can see from the photographs, so the main straight at Lakeside is now wider than the main straight at Ipswich. The exit from Eastern loop onto the main straight has an additional 6 m of paved surface for wild-man exits which means the entry to the straight is approximately 18 m wide and the kink is about 14 m wide. What's the bet that we will soon have Geminis seven wide on the main straight?

The entry to the bus stop has been upgraded to allow a better entry for cars. It is our intention to use the bus stop for the motorcycle and Street-car events to reduce the risk of accidents under the bridge by reducing speed and incident angles. It could make an interesting diversion for racing cars too. The camber angles under the bridge have been slightly realigned to give a better flow into Hungry. We have not widened the track under the bridge as we ran out of money because of the un-scheduled perimeter road upgrades and the larger tunnel which, as we said, is now required for pedestrian access to the inside of the track.

The gravel trap at Karussel has been filled, rolled and covered with GEOText fabric to bring it level with the roadway. The gravel in it will be topped up with an additional \$30,000 worth of fine river pebbles to improve its retardation properties. Unfortunately the tyre walls are still a mess but will serve their function until we have sufficient time, tyres and volunteers to help rebuild them.

The brilliant new Medical Centre and QML equipment building was installed on January 15th and it looks absolutely first-class. It is slightly bigger than the medical Centre at Ipswich. Danny Meneguzzo must be congratulated for the excellent job he has done with the preparation & painting of the tower. It is now bright yellow with Gloss Black highlights – it looks a million dollars. Shaun from Deborah Doors also deserves special recognition for the excellent contribution that he has made to the refurbishment of the tower too. It will soon be adorned with the Solo branding like the tower at Ipswich.

We have also purchased the buildings to be used for the driver briefing rooms which we expect to have in place in the near future. Just imagine having a Drivers Briefing Room at Lakeside. Actually it will double as the class room for the Sports & Racing School later in the year.

The Queensland Motorways E-toll gantry structure is absolutely enormous with piles that go 9 m into the ground and what looks like 1000 tons of concrete around each base! The use of Lakeside Park for developing future road management (Smart Road) technologies will be a crucial part of its future success as well as a significant part of Queensland's "Smart State" assets.

Amazingly, Gary Deane and his crew have achieved all of this in just four weeks with Christmas and New Years holidays in the middle. You can bet that by our first Lakeside

Street-Car Sprint Series event on March 1 Lakeside will look different but, I am sure, will still retain all of its charm even if it doesn't bite drivers quite so hard.

Just a bit more patience and there will be four permanent recreational motorsport venues available to you in South East Queensland. No other place on planet Earth can provide you with so many opportunities to enjoy the world's most owned, and loved, recreational equipment in so many different ways.

Happy motor-sporting, John Tetley

Enjoy the following construction photos.



# Light at the Beginning of the tunnel



# The Light at the end of the Tunnel



The old white line



Onto the Straight



A WIDER KINK

The new Medical Building





All shiny & new

# The Tonka Toys Move in

