

## **VENUE INSPECTION – FRANKSTON MOTORCYCLE COMPLEX**

**18<sup>th</sup> April, 2015.**

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At the request of Frankston City Council, I inspected the Frankston Motorcycle Complex located at Old Wells Road, Seaford. The following report is based on reference to Motorcycling Australia's current Track Guidelines.

There are 5 circuits, Loop Track, Main Track, 80cc Track, Intermediate Track and Pee Wee Track. Only the Main Track has a full section in the Track Guidelines relevant, being Motocross. The other 4 tracks do not have a relevant section, however I have utilized the parts in relation to obstacles and neutral zones (space between track and objects) from the motocross section, as they would be the most relevant.

There is additional information in regards to Operational Minimum Guidelines however I am only providing a report on the tracks themselves for you, and not on the operational portion of the venue.

Below are areas where I found the track/s to not be within the track Guidelines;

### **MAIN TRACK**

- 6.2.2 WIDTH: Minimum width at any point should be 6 metres wide for no more than 30 riders on track. Several of the tablespots are less than 6 metres on the top of the platform where they are at their narrowest point and are required to be measured. One narrowed from the beginning of the jump to the end, which has the potential to cause riders to move towards one another mid-jump.
- 6.2.3 VERTICAL SPACE: Minimum requirement is 3.5 metres, several areas are less than this. 6.2.10 PROTECTION OF OBSTACLES refers to methods of providing adequate protection.
- 6.2.4 SPEED: Length 1530 metres, average lap time of a Pro rider 1.30, giving an average speed of 61kph. This is above the maximum average speed, however this can vary greatly given the soil type and potential for conditions changing speed, even during the course of one day. The lap time used was of an experienced Pro rider with very smooth track conditions.
- 6.2.5 OBSTACLES: Several of the obstacles on the track do not meet the specific definitions of the track Guidelines, eg – a tabletop must have a flat surface to be classified as a table top. For the obstacles that do not meet the definitions, I have used 6.2.E) and 6.2.5.1.C) to determine that these obstacles are designed in a way that is suitable to a large range of skill level by offering options for both experienced and less experienced riders, due to having well rounded landing zones for riders

jumping both long and short. Several obstacles exceeded the 3m maximum height limit, and several obstacles exceeded the 18m maximum tabletop length.

- 6.2.6 FLAG MARSHALLING POINTS: As this venue is not used for competition flag marshal points would not be used in the same manner, however I would like to highlight in a positive manner the fact there is a good warning light system in use.

- 6.2.9 WATERING SYSTEM: A fantastic watering system is in place, however the above ground pipes could present a hazard to riders if they rode off the track. Most of the sprinkler points are located to the inside of turns, which is the preferred location.

- 6.6.1 COURSE MARKERS: Tyres are mostly used here however are found singular. B) recommends using 2 tyres, generally beside each other and tied together, this stops a tyre rolling across the track. More of a problem at venues with a hard soil type and/or hills.

- GENERAL COMMENTS: Some concerns around drainage appearing deeper than last inspection, and the angle of the sides of tablesps and some corners being rather steep. These items could potentially increase the likelihood of an incident occurring, and the consequences, if a rider goes off track in these areas.

#### **LOOP TRACK, 80CC TRACK, INTERMEDIATE TRACK, PEE WEE TRACK**

Main areas of concern are around 6.2.2 WIDTH and 6.2.3 VERTICAL SPACE.

For WIDTH the Track Guidelines require a minimum track width of 6 metres for a maximum of 30 riders. Given the venue is not used for competition, you may wish to consider restricting the amount of riders on these tracks to a suitable amount based on their width to minimize the level of risk.

For VERTICAL SPACE, same as MAIN TRACK, 6.2.10 suggests suitable methods of protection.

The LOOP TRACK has had some minor changes to the layout since the last inspection. I believe further attention should be directed towards marking of the track edges and protection or removal of obstacles within the minimum clear vertical space area.