

## **NEW COURSE PROPER DETAILS AND STATISTICS**

The Chairman Committee Management and Staff are delighted that the final stage of the redevelopment of Thoroughbred Park is now complete with the first race meeting on the course proper today.

The course proper will be officially opened by the Chief Minister Mr Jon Stanhope at the race meeting on 2 December 2007.

The new course proper is one of the most modern racetracks in Australia and is designed to provide the highest level of safety on a surface that will deliver highly competitive and bias free racing. To ensure these outcomes the track has been reshaped to provide improved camber through the turns. New irrigation and drainage systems have been installed, the highest quality materials have been used and Australia's foremost racetrack consultants have been utilised on the project.

Funding has been provided through the ACT Government Racecourse Development Fund. Contributions to the fund are provided by ACTTAB through the three racing codes distribution arrangement.

The project has required some adjustments to the racehorse training programs and the patience and co-operation from trainers during the reconstruction period has been outstanding.

### **Vital Statistics and Construction Information for the Course Proper**

**Cost:**

\$4.5 million plus GST.

**Funding:**

Funding has been provided through the ACT Government Racecourse Development Fund. Contributions to the fund are provided by ACTTAB through the three racing codes distribution arrangement.

**Contractor:**

The contractor for the project is Guideline ACT, one of Canberra's major earth moving contractors.

**Design Consultants:**

Design work and project management has been provided by Canberra firm Cardno Young Pty Ltd. Cardno Young are experienced in race track design and construction management having been involved with Flemington, Moonee Valley and Randwick course reconstructions.

**Turf consultants:**

The turf consultant is John Neylan from Victorian based AGCSATech (Australian Golf Course Superintendents Association), a group experienced in racecourse turf requirements.

**Track Statistics:**

1815 metres in circumference, 25 metres wide and total area of 64,000 square metres. Turns are cambered to 5%, the back straight camber is 2.5% and the main straight camber is 1.5%.

**Soil Profile:**

The soil profile is a mix of sand and loam with a 10 to 1 ratio of sand to loam and is made up of washed sand, screened sand and loam. The specifications for the soil were developed by AGCSATech to provide a hydraulic conductivity rate of between 100mm and 200mm/hour. In layman terms this means that water penetrates the soil at the rate of a minimum of 100mm and a maximum of 200mm per hour. The soil was supplied by Schmidt Quarries and sourced from Braidwood. 36,000 tonnes of soil has been delivered to the site at the rate of ten truck loads a day over eight weeks.

**Seed Mix:**

The track will be sown initially with kentucky bluegrass and I over sown with rye grass in February/march 2007. The track will not be raced on until the spring of 2007 to allow further consolidation and binding of the root system to ensure the surface can sustain horse racing without excessive damage to the surface and to ensure a first class racing surface for years to come.

**Irrigation System:**

A fully automated irrigation system was designed by Hydro Plan Pty Ltd to be supplied by the modern pumping station installed two years ago. The course proper has required 5,000 metres of pipes and 180 sprinkler heads, and was installed by Waterland ACT.

**Moisture sensors:**

Moisture sensors have been installed to assist in monitoring the moisture levels and are connected to the Racecourse Manager's central control computer.

**Water Supply & Water Storage Dams:**

Two interconnected water storage dams have been constructed to collect excess drainage water, stormwater and run off. Both dams are connected to a pumping station and at full capacity, without on going top ups, contain enough water for three months of watering. Supplementary town water is available as required. The Club has a user agreement for the use of water with Actew

**Drainage:**

Eighteen kilometres of subsoil drains have been installed across the entire width of the course, spaced 3 metres apart. The subsoil drains are connected into the stormwater system and return excess water to the water storage dams for reuse as irrigation.

**Storm Water:**

An extensive stormwater system has been installed to collect run off from almost all of Thoroughbred Park, including the Acton Track, course proper subsoil and surface drainage, as well as stormwater runoff from the buildings. The stormwater system is connected to the storage dams for recycling.

**Ambulance Track:**

A road has been installed between the Acton Track and the course proper specifically to provide all weather access by the course Ambulance and Veterinary Surgeon. This road provides quick access to both tracks and eliminates damage to either track caused by vehicles on the racing surfaces.

**Stewards Towers:**

Two additional steward and filming towers have been installed as part of the project bringing the total number of steward's towers to six. This will ensure stewards have total viewing and filming coverage of the course to assist the steward's panel in carrying out their duties.

**Cabling:**

All steward towers are connected by underground conduit and wiring back to the video production unit for efficient production of steward film requirements and innovative on and off course broadcasting.

**Winning Post:**

Two new winning posts are to be installed, one for the Acton Track, which is currently in use, and a fold down winning post for use on the course proper. The course proper winning post folds down so as not to obscure the Acton Track winning post from the judges and photo finish camera.

**Fencing and Running Rail:**

New fencing has been installed for much of Thoroughbred Park for racing and track work access, new running rail for the course proper will be installed prior to the opening of the track.

Members can now look forward to being part of a Club, which will deliver a strong racing product and has the facilities and infrastructure to rotate racing between the course proper and the Acton (synthetic) Track as required.

Metre markers for the course proper are the green signs with white numbers and the Acton Track are the red signs with white numbers.

Plan of course proper