An artist's impression of Ben Harvey's dash around Burswood.

MY HOT LAP GUARANTEE

If the Burswood racetrack is delivered on budget, I'll run it in the nick

It's now clear that Basil Zempilas is not going to stop complaining about the proposed racetrack at Burswood.

That's fine, because, as has been said, the job of His Majesty's loyal Opposition is to oppose.

Basil is continuing this State's rich tradition of bitching and moaning about anything new.

We clutched our pearls when the location of the Perth Stadium was announced because we were convinced building on an old rubbish dump would see it sink into the ground (and have us watching the footy next to old McDonald's containers made of Styrofoam).

Ditto the casino. Plus, that was going to turn us into degenerate gamblers, remember?

Prevailing winds and tides in the northern beaches were going to have Hillarys marina swamped by a sand dune within a few years of being built.

The Rendezvous Hotel in Scarborough was going to turn us into the Gold Coast.

Elizabeth Quay was going to create intractable gridlock in the city because of the disruption to Riverside Drive.

The Dawesville Cut was going to kill every living thing in the ocean south of Exmouth.

I wasn't around when the Narrows Bridge was constructed but I bet you London to a brick that people were saying it would cause some calamity for the bream and flathead foraging on the riverbed beneath it.

Show a West Australian something new and they'll give 100 reasons why it is a bad idea.

Before we go on, please know that this column isn't about whether we should have a racetrack at Burswood.

I am agnostic about that.

As an old revhead I like the idea of motor racing with the city skyline in the background but having that green space so close to the CBD is also nice.

This column is about the policy process underpinning the project.

It's been a dog's breakfast, for at least four reasons.

First, the consultation process was a joke. Ask anyone in Burswood whether they had any idea about this thing before it was official Government policy and they'll say no.

Second, the tendering procedure was opaque. A project of this size should have gone out to public tender (instead, the Government "invited" a handful of companies to submit proposals) and there should have been far more debate about the scope.

Third, the costings are fanciful.

How do you arrive at a $217 million build price when you have no real idea what constitutes the associated "entertainment precinct", for example?

And how can you be so specific about costs before any detailed scoping study has been done.

Not $216m. Not $218m. Precisely $217m.

Fourth, the technical requirements are unknown.

Racetracks aren't like regular streets. And, as mentioned, this one is being constructed on an old medical waste dump, to boot.

Roger Cook has shaken off any such finance and governance concerns. The Premier is a bit like the Black Knight in Monty Python And The Holy Grail on this one, dismissing even the most pointed criticisms as mere flesh wounds.

It'll come in on time and on budget, he says.

Get your hand off it, Rog, we can't complete a train line on time and on budget and we've been building those in WA for close to 150 years.

Main Roads, which is the lead agency on the project, has bugger-all experience overseeing the construction of racetracks.

The bureaucrats there will be blinded by science within minutes of their first briefing with the build consortium.

Can you imagine the financial updates some jobsworth from Main Roads, who has never even watched Formula One, will give to the Treasury Department as costs start going up?

"Well, the builder reckons they'll need more flux capacitors for the bitumen machine because of unforeseen seismic hyperdrive warping linked to the Verstappen effect. Oh, and the light sabees they ordered for the steel cutting work are only rated to 88 miles per hour, so they'll need some more of those as well."

We taxpayers are about to get rogered, Roger, and if you doubt me, have a look at the racetrack's neighbours.

We spent a full year researching the location and technical ins and outsies of Optus Stadium and it was still 30 per cent over budget.

The new bridge next to The Causeway was meant to cost about $130m but came in at $187m.

That's a 43 per cent jump.

Roger, I am so certain the racetrack won't come in on time and on budget I will pledge right here and now to run a lap fully nude on its opening day if I am wrong — as long as you agree to do two laps if I'm right.

Deal?