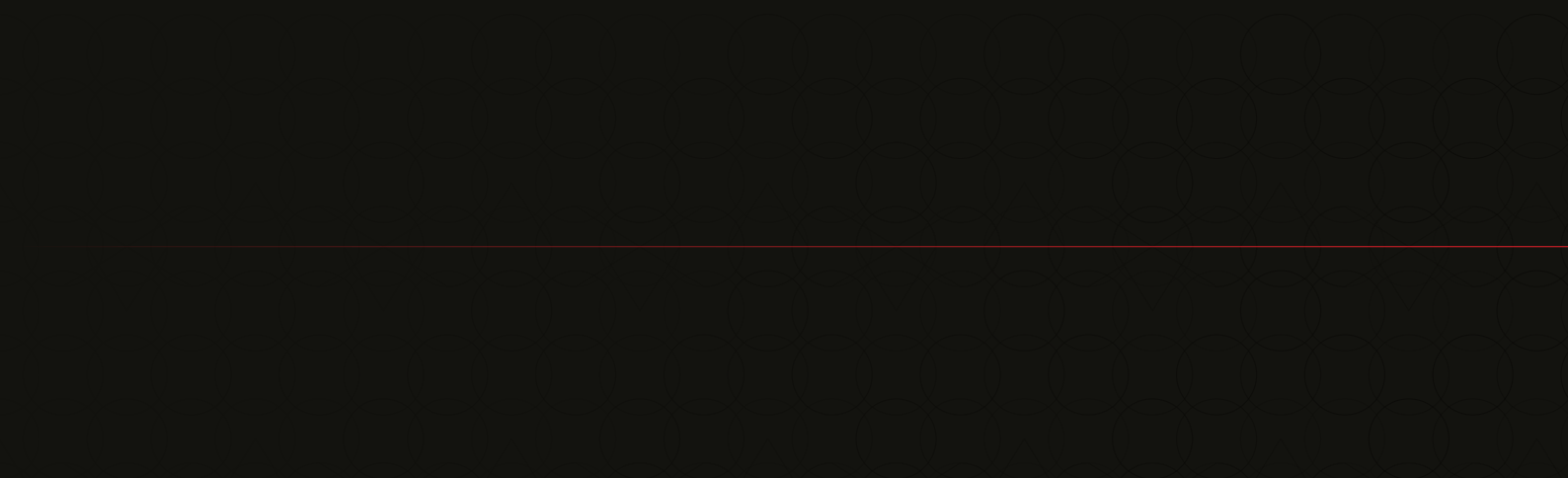


Motorcycling New Zealand
Annual Report
2016



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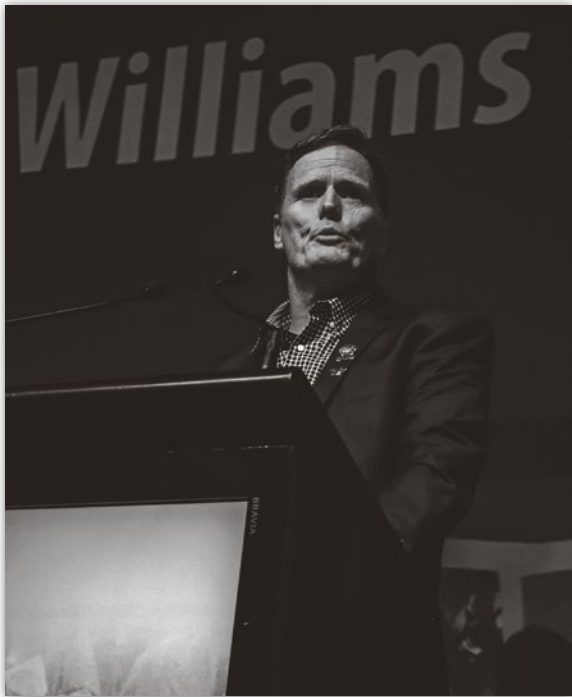
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The people who make it all happen.

Patron	Mr Mike Pero
President	Mr Glen Williams
Board Members	
Off Road (North Island)	Mrs Carmen Davidson
Off Road (South Island)	Mr Noel May
On Road (North Island)	Mr Hamish Barham
On Road (South Island)	Mr Seth Devereux
North Island Representative	Mr Ray Broad
South Island Representative	Mr Dean James
Commissioners	
Officials	Mr Andrew Presant
Road Race	Mr Greg Percival
Motocross	Mr Howard Lilly
Enduro	Mr Justin Stevenson
Cross Country	Mr Chris Smyth
ATV	Mr Jono Keegan
Life Members	
Mr Robin Atkins	Mr Errol Conaghan
Mr Bob Cooke	Mr Dave Craig
Mr Jim Doherty	Mr Gerald Dyer
Mr Tim Gibbes	Mr Trevor Heaphy
Mr Del Morgan	Mrs Sandra Perry
Mr Murray Perry	Mr Neil Ritchie
Mrs Frances Scammell	Mr Noel McCutcheon
Staff	
General Manager Operations	Mrs Vicky Hicks
Accounts & Membership Manager	Mrs Jannine Curnow
Administration Officer	Ms Monique O'Hara
Administration Officer	Mrs Mary-Anne Hall
Bank	ANZ
Solicitors	Gibson Sheat
Auditor	BDO Waikato Ltd

All images in this Annual Report Andy McGechan, BikeSportNZ.com

Special thanks to Sport New Zealand



On behalf of the governing board of Motorcycling New Zealand Inc, I am pleased to present this report.

2016 was the first year of Motorcycling New Zealand's four year strategic plan. The board has enjoyed another year of harmonious teamwork and effective implementation of governance. This year also saw the completion of a board directive for an independent review of our administrative processes and also an internal survey of affiliated clubs and our commissioners. The report and survey highlighted areas of both strengths and weaknesses. The board has focused on these surveys and has an on-going commitment to broadly implement their recommendations and guidelines where possible. Many of the guidelines fit within the current Motorcycling New Zealand strategic plan and also the General Manager's business plan.

- The surveys highlighted the following for MNZ:
- › That a culture of administrative function was potentially outweighing stakeholder driven benefits;
 - › That MNZ has risk exposure with respect to its operational knowledge being held within a relatively small management team;
 - › That the adoption of current day technology be considered to increase output and improve stakeholder experience. Use of available online administrative and membership application technology will likely allow automation of many day- to-day functions and see a reduction of paper-based systems. Improved response times and expanded services from the office should be expected;
 - › That MNZ adopt a general policy of being proactive rather than reactive to its existing stakeholders and potential new stakeholders;
 - › That MNZ strives to be a leader in our sport and seek growth of not only its traditional membership and affiliates, but also expand into associate affiliates and seek a wider capture of motorcycle activities for the betterment of all;
 - › That MNZ adopts modern (cloud-based) accounting tools to allow improved and more efficient stakeholder interaction, increased database accumulation, quality reporting for the executive, and improved forecasting ability for the organization;
 - › That MNZ should look to operate with a 'flat management' style and have a policy of mentoring within the organization at administration, club and officials level

Board and Staff updates:

We were joined in November 2016 by Mr Hamish Barham who has sat with the board for the interim in the vacant position of “North Island Road Member”.

We have also seen a new General Manager at our Huntly head office, as a result of our long standing and much valued employee Mrs Vicky Hicks moving onto new challenges. The General Manager’s position was widely advertised and the board received a range of applicants for the role. The board was particular in showing patience with respect to selecting the replacement person for this important role and would like to thank the staff of MNZ and the boards Chief Governing Officer for managing the organisation during the absence of a General Manager.

The Board, Affiliated Clubs, Life members and members welcomed Mrs Virginia Henderson to the General Manager’s role in February this year. Virginia comes to us from a sporting body background and has strengths in team building, branding, media management, online marketing, networking with stakeholders and the seeking out of alternative funding streams.

Virginia Henderson also sits with Ray Broad and myself on the FIM Oceania board. The Australian members of that board are Mr. Peter Doyle Motorcycling Australia CEO, and Mr. Simon Maas Motorcycling Australia ASBK Operations Manager. The working relationship with our Trans-Tasman neighbours continues to become stronger and ever more transparent as we develop and share our knowledge. The initial intention is to expand events for our members across the motocross and road racing codes where feasible.

Health and Safety

This year has presented sporting organizations such as Motorcycling New Zealand with new challenges within the Health and Safety and Workplace sectors. MNZ is the leading organization in New Zealand for permitted motorcycle events; and, while we have a substantial culture of safety, we must endeavour to remain the leader in the Health and Safety sector with the implementation of best practice and a safe culture whenever possible.

Conclusion

My thanks to all those that make up Motorcycling New Zealand, its valued Members, our Clubs and executives, Life Members, Officials and Stewards, Staff — and the many volunteers that have helped MNZ through this year.

An additional special thanks to those Life members and Commissioners that have offered the Board and Administration of MNZ assistance on special projects throughout this year.

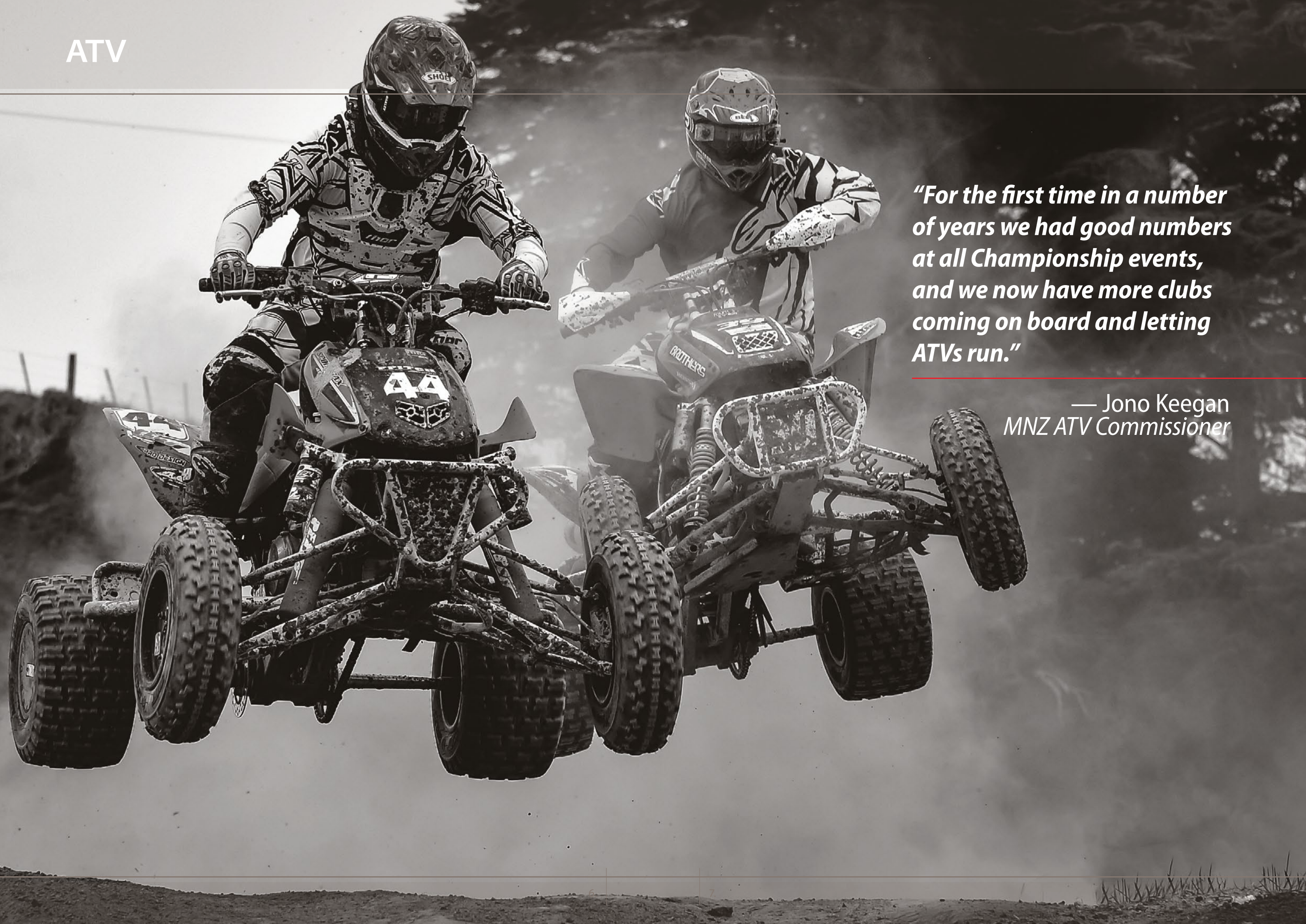
Yours,

Glen Williams

President, Motorcycling New Zealand Inc.

Our Sport

ATV



“For the first time in a number of years we had good numbers at all Championship events, and we now have more clubs coming on board and letting ATVs run.”

— Jono Keegan
MNZ ATV Commissioner

Cross Country



***"I would like to thank the clubs
that have come forward to run
an event this year."***

— Chris Smyth
MNZ Cross Country Commissioner

Enduro

*“Bringing back the cool,
fun factor in riding which
is attracting more riders.”*

— Justin Stevenson
MNZ Enduro Commissioner



Moto Trials

The pinnacle of off-road riding, Moto Trials riders tackle the most severe terrain capable of being conquered by any two- or four-wheeled machine. Spectators can watch from just a few feet away as riders attempt seemingly impossible obstacles.



Motocross



"Our sport is run predominantly by volunteers across the country who are extremely capable of producing world class events that prepare our riders to compete overseas at the ultimate level."

— Howard Lilly
MNZ Motocross Commissioner

Road Racing



“30% increase in rider numbers across our four Championship rounds, and live streaming attracted over 10,000 unique views.”

*— Greg Percival
MNZ Road Racing Commissioner*



The NZSBK Championship acknowledges the support of Mike Pero.



“Training last year we had 49 Marshalls, 120 New Officials, 197 Renewed Officials and we have 403 current registered officials.”

— Andrew Presant
MNZ Officials Commissioner

2016 National Championships.

NZ Road Race Grand Prix

125GP	Rogan Chandler
250 Production	Lewis Dray
650cc ProTwin	Dennis Charlett
Superbike	Sloan Frost
Superlite	Shaun Harris
Supersport	Cameron Hudson
Sidecars	Colin Buckley/ Robbie Shorter
Lightweight Production	Dennis Charlett

NZ Motocross Grand Prix

125cc	Tony Cvitanovich
MX1	Cody Cooper
MX2	Courtney Duncan
Women	Courtney Duncan
Veterans 40+	Bryan Heaphy
14-16yrs 250cc	Trent Liddle-Collins
15-16yrs 125cc	Wyatt Chase
12-14yrs 125cc	Grason Veitch
13-16yrs 85cc	James Scott
11-12yrs 85cc	Brodie Connolly
8-10yrs 85cc	Jared Hannon
MX 65cc 7-8yrs	Kobe Thoms
Trail 7-11yrs	Cameron Bond
MX 65cc 9-11yrs	Davi Jordan
MX 50cc 6-8yrs	Ajay Jordan

NZSBK

125GP	Rogan Chandler
250 Production	Lewis Dray
650cc ProTwin	Baillie Perriton
Superbike	Sloan Frost
Superlite	Jacob Stroud
Supersport	Daniel Mettam
Sidecars	Colin Buckley/ Robbie Shorter
Lightweight	Dennis Charlett

NZ Road Race Tourist Trophy

125GP	Rogan Chandler
250 Production	Jacob Stroud
650cc ProTwin	Baillie Perriton
Superbike	Sloan Frost
Superlite	Jacob Stroud
Supersport	Daniel Mettam
Lightweight	Dennis Charlett
Sidecars	Stu Dawe/ Ben Bygrave
Post Classic Pre '89-F2	Scott Findlay

NZ Miniature Road Race GP

Sidecars GP	Chris Lawrance/ Andy Scrivener
F4 GP	Nathanael Diprose
F5 GP	Nathanael Diprose

NZ Senior Motocross

125cc	Benjamin Broad
MX1	Cody Cooper
MX2	Hamish Harwood
NZ Junior Motocross	
8-10yrs 85cc	Mitchell Weir
11-12yrs 85cc	Brodie Connolly
13-16yrs 85cc	James Scott
12-14yrs 125cc	Grason Veitch
15-16yrs 125cc	Wyatt Chase
14-16yrs 250cc	Trent Collins

NZ Enduro

Overall	Brad Groombridge
Expert 0-200cc 2stroke	Tom Buxton
Expert 0-300cc 4stroke	Brad Groombridge
Expert 201 —Open 2stroke	Hamish MacDonald
Expert 301 —Open 4stroke	Angus MacDonald
Expert Vet 40+ Open	Rob Howe
Intermediate—Ladies	Natasha Cairns
Intermediate Vets 50-54yrs	Phil Skinner
Intermediate —Vets 55+	Mark Scott

NZ Cross Country

Overall	Brad Groombridge
C1—Open 2 stroke	Callan May
C2—0-200cc 2 stroke	Reece Lister
C3—Open 4stroke	Brad Groombridge
C4—0-300cc 4 stroke	Liam Draper
C5—Veteran 35-44yrs	Karl Roberts
C6—Veteran 45yrs+	Adam Youren
C7—Womens	Jan-Maree Pool
C8 Team 1st—NAKI	Josh Hunger
C8 Team 2nd—NAH	Nathan Tesselaar
C8 Team 3rd—FFC	Mark Fuller
Junior Overall	Logan Shaw
C1—12-16yrs 231-300cc 4stroke	Logan Shaw
C2—12-16yrs 86-200cc 2stroke	Jackson Walker
C3—12-16yrs 0-85cc 2stroke	Zac Fuller
C6 Junior Team 1st—RJB	Jackson Walker
C6 Junior Team 2nd—Bush Gang	Xavier McBrydie
C6 Junior Team 3rd—2 + Blue	Sam McPherson

Motorcycling a real family affair.

Words and photos by Andy McGechan, BikeSportNZ.com

Motorcycling — there is perhaps no activity like it for breaking down barriers and uniting people.

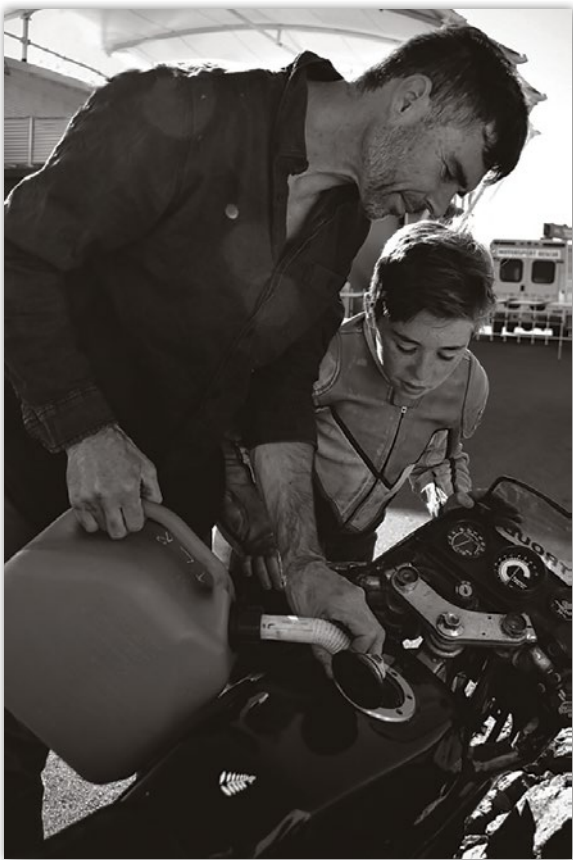
There are very few sporting activities that can feature pre-schoolers, teenagers, middle-aged men and women or retired people, all competing at or at least sharing the experience of the same event on the same weekend the way that so many motorcycling events can.

Motorcycling transcends the ages, unites the genders and bridges cultures and nationalities and the sport’s governing body here, Motorcycling New Zealand, has been proactive over many years to ensure that this happens on a daily, weekly or monthly basis.

With so many events planned, organised and managed by MNZ staff and volunteers over the year, not a weekend goes by that there is not an opportunity to ride motorcycles in a safe, and yet still challenging and exciting, environment.

The family atmosphere at motorcycling events around New Zealand is tangible and palpable.

A walk through the pits can define this as mums and dads chatter with friends in the next tent as they “talk trash” or swap notes, then turn their attention to preparing bikes for their young ones. These same adults may also be seen out on the race track, either competing alongside their offspring or in separate age-defined classes at the same event.



Hamilton’s nine-time national superbike champion, Andrew Stroud, assists his son Jesse with preparing his bike for action at Hampton Downs during the nationals there in March.

It was heart-warming stuff to see Whakatane’s 49-year-old multi-time national superbike champion Tony Rees, still in his leathers after his intense final race at Hampton Downs earlier this year, when he ran down pit lane to congratulate his youngest son, Damon, who had just won his first national road-race title.

NZ Miniature TT

Senior	
Class 1: MX1	Brad Groombridge
Class 2: MX2	Brad Groombridge
Class 3: Senior 125cc	Xavier Dalziel
Class 7: ATV	
Premier 0–450cc	Ian Ffitch
Class 10: ATV	
450cc Production	Cullen Curtis
Junior	
Class 4: 8–12yrs 85cc	Wade Bengston
2 stroke/150cc 4 stroke	
Class 5: 13–16yrs 85cc	Zak Hetherington
2stroke/150cc 4stroke	
Class 6:12–16yrs 125cc	Maximus Purvis
2 stroke & 14–16yrs	
250cc 4 stroke	

NZ Moto Trials

Expert	Jack Sheppard
Junior	Dylan Ball
President	Stephen Oliver
Women	Stef Downes
Post Classic/Twin Shock	Karl Clark

NZ ATV

450cc Production	Cullen Curtis
400–450cc	Cameron Keegan
4 Stroke Premier	
Vets 40+ 0–750cc	Gregory Graham
2 & 4 Stroke	
10–16yrs	Angus Parish
250cc Production	

NZ Veteran Motocross

30–34yrs Under	Dave Hay
30–34yrs Over	Andy Blanchard
35-39yrs Under	Ben Ferguson
35-39yrs Over	Joshua Coppins
40-44yrs Over	Bryan Heaphy
45-49yrs Over	Brent Scammell
50-54 yrs All In	Ricky Trompetter
55-59 yrs All In	Moston Wadsworth

NZ Women Motocross

Junior	Rachael Archer
Senior Women	Courtney Duncan

NZ Mini Motocross

7-11yrs Trail	Cameron Bond
9-11yrs MX 65cc	Cole Davies
7-8yrs MX 65cc	Kobe Thoms
6-8yrs MX 50cc	Kase Thoms

NZ Supercross

Senior Open	Ben Townley
Senior Lites	Richard Evans
Junior Lites 85cc 2stroke/	Brodie Connolly
150cc 4stroke	
Junior 250cc	Madison Latta

NZ Beach Race Champs

0–250cc	Ben McConchie
0–500cc	Joshua Coppins
0–Open	Johnny Racz

Club Statistics 2016.

	Licensed Members Jan - Dec 2016	Moto Trials	Trail Ride	Gymkhana	Enduro	Cross Country	Supercross	Motocross
Club Name								
Ascot Longtrack	1	-						
Ashburton	28		1					
Auckland ATV	10							
Auckland	149							
B.E.A.R.S	65							
Bush Riders	314		3		5	4		4
Cambridge	101		2			2		5
Canterbury ATV	79							
Central Hawkes Bay	73							11
Central Otago	25				4			2
Christchurch Offroad	152				11			12
C.A.M.S.	80							
Gold Coast MX	3							
Gore & Districts	19		2		1	4		1
Greymouth	5							
Hamilton	97	13						
Hawkes Bay	87		1					12
Horowhenua	1		3					
Huntly	39					5		4
Ixion	42	13						
Kaipara	2		6					
Kapi Mana	128		7		13			9
Manawatu Orion	144	9	3					12
Marlborough	44	5				1		10
Martinborough	8				4			
Matamata	9							10
Mosgiel	52				7	5		3
M/C Canterbury	158							
Nelson	91	1	3		5	3		5

Miniature TT	Pitbike	Beach	Training	Hill Climb	Miniature R/R	Road Race	Road Sprint	ATV	Total
									0
2						1			4
								5	5
					12	9			21
						7			7
1			1						18
									9
			1					17	18
									11
1									7
			2						25
						8			8
									0
									8
							1		1
						3			16
									13
									3
									9
			3						16
									6
			1						30
					1				25
			1						17
									4
									10
									15
			3			14			17
1									18

	Licenced Members Jan - Dec 2016	Moto Trials	Trail Ride	Gymkhana	Enduro	Cross Country	Supercross	Motocross		Miniature TT	Pitbike	Beach	Training	Hill Climb	Miniature R/R	Road Race	Road Sprint	ATV	Total
Club Name																			
NZ Post Classic	68																		0
North Harbour	36							10											10
NZ Classic RR	152															5			5
Otago	38													2		2	1		5
Pacific	15															5			5
Patetonga	52							15											15
Pioneer	43	15											1						16
Pukekohe	237		4					13											17
Raglan	13		2			1													3
Rotorua	27							1											1
South Canterbury	121							11				1	2			3			17
South Otago	11		4					2											6
South Waikato	24				2			6											8
Southland	133						1	3								9	1		14
Taranaki	111					1		9											10
Taumarunui	34		2					6		1									9
Taupo	105				1			8											9
Tauranga	59	7						1											8
Te Awamutu	14							5											5
Te Puke	0																		0
Thames Valley	4		2		8			1											11
Victoria	98												1			6			7
Wairarapa	5																		0
Waitemata	34	3	11		5	2													21
Wanganui	113				2	1		8											11
Westland	29							6											6
Whangarei	74					1		10					1						12
TOTALS	3656	66	56	0	76	30	1	215		6	0	1	17	2	13	73	3	22	581



Celebrating 100 years.

Centenary and Awards

The very fact that Motorcycling New Zealand has managed to survive 100 years is a clear testament to all of the people, clubs, officials and affiliations of Motorcycling New Zealand that have directly or indirectly played a part in creating, maintaining, re-inventing, and in some cases re-structuring our organisation over the many years to meet its members' needs.

I am proud to be part of Motorcycling New Zealand as we celebrate this achievement and take the opportunity to remember many of the great people involved at a sporting and administrative level.

There is a rich history of characters within our sport and our organisation, and throughout our history we have seen Kiwis flying the flag at the highest level across a wide range of motorcycling disciplines.

I have seen and am reminded constantly of the fact that New Zealand has boxed well above its weight when it comes to international motorcycling representation and sporting achievements.

Our sport is exciting, dynamic and addictive, and throughout our history, we have been lucky to have had enthusiastic people that love their sport within MNZ. The vast majority of these people have volunteered their time, their skills and their passion to the organisation of our sport so that all can enjoy it in a safe and fair environment. To all those people, Motorcycling New Zealand thanks you — and we are pleased to be making a concerted effort with our archival work to ensure your work and your efforts are remembered.

With 100 years behind us, what challenges do we see for our future?

Our past has taught us many lessons that still fundamentally apply today. One is that we need to keep the sport fun and accessible to as many people as possible. Another is to provide pathway opportunities within sports various disciplines to allow riders to evolve and achieve even higher levels.

Motorcycling New Zealand needs to remain of value to its member groups and stakeholders. We need to be seen as the leader in areas of Health and Safety — and this need will extend much farther than our rider members, and involve affiliates, aligned industry groups and the many helpers that MNZ and these groups rely on to keep our sport sustainable. MNZ will also likely become a specialist in the environmental impacts of our sport which follows a global trend.

To operate strongly into the future the organisation will need to maintain a level of financial security — and to achieve this we need to be an organisation that continually looks to expand its horizons, improve its services, seek alternative income streams and maintain a flexible and relevant attitude to the industry and market that exists at the time.

I hope that we take time to not only reflect on our past achievements and our mistakes, but also talk openly about our future challenges so that as the current caretakers of the sport we can give the generations to come something to be proud of and celebrate in another 100 Years.

Glen Williams

President, Motorcycling New Zealand Inc.



Our first 100 years.

An organisation that has survived 100 years is worthy of celebrating and we'd like to acknowledge the Clubs and volunteers who have been involved over the years.

As we celebrate 100 years we reflect on the history of the organisation that started as the New Zealand Auto Cycle Union Inc. (NZACU), and then some many years later modernised its name to Motorcycling New Zealand Inc. (MNZ) as we are known now.

The core values have not changed a lot: we still govern the overall activity of motorcycling, we have our affiliated Clubs and licenced members and we rely heavily on volunteers for the sport to succeed.

Whilst we don't have the World Wars, the influenza pandemic or the great depression to deal with as the NZACU did back from 1914 right through to 1929 we do have modern day challenges, going through the history has shown how just how resilient the organisation has been, to still be here 100 years on.

The first Conference of the organisation was held in Dannevirke in August 1916, with the first elected President being Gus Torstonson. Over the last 100 years the organisation has had thirty different Presidents with Errol Conaghan (now a Life Member) the longest serving President with a term of ten consecutive years (1994-2004).

We see some of the same family names right from the beginning still being involved in the sport; the first Championship to be won in New Zealand was by Percy Coleman, a name synonymous in the sport.

Although New Zealand riders started competing internationally as far back as 1910, it was not until 1926 that we saw the first two NZACU

licenced riders Spencer Stratton and Henry Moller competed in Australia and England respectively. It was Moller's intention to compete at the Isle of Man, however, engine problems prevented that.

Beach Racing was very popular in the early years as was Speedway, and Speedway is where our first World Champions came from, after Speedway was Road Racing and then some many years later was Motocross.

We have a strong history in International competition with the Isle of Man featuring heavily; in fact a Road Race around Waiheke Island was started and this Road Race was known as the NZ Tourist Trophy (1931) and became the qualifying event for New Zealand teams to be selected to compete at the Isle of Man. The New Zealand Tourist Trophy is still competed for to this day.

Another key event for the organisation was its affiliation to the FIM (World body for Motorcycling) back in 1983. This meant that we were now recognised as our own organisation rather than being under the ACU of England.

Not too long after that affiliation came the hosting of International events, the World Superbike Championships at Manfeild the FIM International Congress in Christchurch, then some years later the World Long Track Speedway World Championship in New Plymouth, followed not too long after by the ISDE then FIM World Junior Motocross Champ and finally the FIM Speedway Grand Prix.

Our full proud history can be found <http://mnz100.blogspot.co.nz/>

We take this time to thank **Ian Dawson** for the time and effort that has gone into researching the history of our organisation.

Hall of Fame: John Britten

John Britten

John Britten was born in Christchurch.

A dyslexic, he needed to have exam questions read to him at school and during his tertiary education, and his answers recorded by a writer, but that didn't stop him from developing into a remarkable engineer and architectural designer.

His childhood heroes were notable fellow New Zealanders, Richard Pearse (pioneer aviator), Bill Hamilton (father of the jet boat), Bruce McLaren (champion driver and founder of the McLaren Formula One Team), and Burt Munro. In his own short lifetime, Britten was regularly and favourably compared with all of his heroes.

Britten completed a four-year mechanical engineering course at night school before joining ICI as a cadet draughtsman, giving him a wide range of work experience including mould design, pattern design, metal spinning and various mechanical engineering designs.

Britten travelled to England where he worked for four months with Sir Alexander Gibb & Partners on a highway design linking the M1 motorway to the M4 motorway.

Back in New Zealand he was design engineer for Rowe Engineering, designing off-road equipment and heavy machinery. In 1976, he built glass kilns and went into business as a fine artist designing and making hand-made glass lighting, later joining the family property management and development business.

Britten worked on motorcycle design for some years, developing innovative methods using composite materials and performance engine designs. He created the Britten Motorcycle Company in 1992 to produce revolutionary machines to his own design made of light materials and using engines he built himself, which became famous around the world.

His Britten motorcycles won races and set numerous speed records on the international circuits, and astounded the motorcycle world in 1991 when they came a remarkable second and third against the factory machines in the Battle of the Twins at Daytona, United States of America.

The Britten V1000 and Britten V1100 are rare machines with only 10 plus 1 prototype having been constructed.

John Britten was awarded (posthumously) the FIM's Bronze Medal for services to Motorcycling in 1995.

Hall of Fame: Sean Clarke

Sean Clarke

Early on Sean’s ability on a motorcycle was recognised. When 11 years old, he was riding an old farm bike near Kinleith in Tokoroa. He obviously stood out and, on advice from others, the decision of his father was that he needed a new bike. From there, Sean never looked back, being placed at Junior Motocross Championships in the early ’80s.

He then made the change from Motocross to Enduro. It was evident that Sean had a winning ability as he won two separate Enduro Championships in 1998: a New Zealand Enduro Championship and the Australian Enduro Championship (A4DE).

From there, Sean’s winning prowess continued, winning a further 17 New Zealand Enduro Championships from 1992 to 2015. Sean also won the popular Tarawera 100 on one occasion and was runner up five times.

From the New Zealand Championships, Sean went on to compete further afield and competed at International Six Day Enduro (ISDE) events representing New Zealand on a number of occasions. He won gold medals when the ISDE was held in Australia on two separate occasions in 1992 at Cessnock and 1998 at Traralgon; and won silver medals on two further occasions, in 2005 in Slovakia and 2008 in Greece.

Sean also turned his skills to the Red Bull Romaniacs, an Extreme Enduro event held over four days testing rider and machine. Sean was placed 9th in 2011, won the event in his class in 2013, was placed 3rd in 2014 and 4th in 2015.

Sean doesn’t just compete in the sport of Enduro, he was the MNZ Commissioner for a number of years and an event organiser.

Sean was key to the 2006 ISDE being held in New Zealand, quickly being appointed as the Event Director and was the FIM accredited Clerk of the Course for the event.

The planning for the event started in 2004 with many of months taken in preparation for the event. Sean had quickly gained the confidence of everyone from landowners, Government Departments to the hundreds of volunteers involved in the event.

As a consequence of the successful event, New Zealand won the prestigious Watling Trophy the first time in its history. It went to event organisers rather than a team and Sean was the Administrator of the Year in the South Waikato Sports Awards.

Sean is a true Ambassador to the Sport.

Hall of Fame: Tim Gibbes

Tim Gibbes

First to introduce electronic timing to MNZ events, he did this with his own money and raised the standard of our events to World class by hosting these on the World Wide Web. This was state-of-the-art when he first pioneered it in 1999.

Tim was the first team manager for a New Zealand ISDE team. New Zealand had never previously had a team at this event, so Tim took the team behind the iron curtain at a time of cold war supremacy in 1982 to Czechoslovakia.

Tim was also the first team manager for the New Zealand Motocross of Nations team. He took a team of three “unknown” teenagers at the time to the United States of America to the World of Motocross. They were quickly launched onto the world stage through the leadership of Tim. The team were: Darryll King, Shayne King and Daryl Atkins.

From events held in other countries, Tim brought the name ‘Motocross’ back to New Zealand. He was the first event organiser to use this name at events in New Zealand. He also organised the first ever International Motocross in New Zealand, bringing international riders to the event — some of whom were world class competitors of that era and names that would subsequently become Kiwi favourites.

Woodville Motocross was created by Tim from a patch of his “in-laws” farm at Woodville. Tim designed and engineered a world-class facility that is still being used for the unique one-off annual event, and which now has New Zealand Grand Prix status.

Tim was the Motocross Commissioner for a period of time. During his tenure he lifted the profile of Motocross amongst his peers, and he also held motocross workshops, forums and ensured the on-going role of Motocross Commissioner.

In addition to this, Tim was also a world class rider: he competed for Australia in works and factory race teams as an international motocross rider. Tim continued to race overseas once he became a Kiwi, including competitions in Japan and the USA.

Tim was also a professional test rider for international companies in New Zealand. This included tyre testing for global brands with tyre manufacturers bringing their prototype tyres and executives to New Zealand. As a result of this, we were the first to see special tyres before other countries around the world. This was done under utmost secrecy and the unquestioned honesty and loyalty of Tim.

Hall of Fame: Burt Munro

Burt Munro

Munro was born in 1899 in Invercargill. Munro’s interest in speed began at an early age, riding the family’s fastest horse across the farm, despite the complaints of his father.

Munro quickly rose to the top of the New Zealand motorcycle scene, racing on Oreti Beach and later in Melbourne, Australia.

Munro’s Indian Scout was very early off the production line, being only the 627th Scout to leave the American factory. The bike had an original top speed of 55 mph (89 kph), but this did not satisfy Munro; so, in 1926, he decided to start modifying his beloved Indian.

The biggest two challenges for Munro to overcome while modifying his bike were his lack of money and the fact that he worked full-time as a motorcycle salesman. He would often work overnight on his bikes (he had a 1936 Velocette MSS as well), and then he would go to work in the morning, having had no sleep the night before.

Because Munro was a man of modest means, he would often make parts and tools himself instead of having them professionally built. For example, he would cast parts in old tins, make his own barrels, pistons, flywheels, etc. His micrometer was an old spoke.

In its final stages, the Indian’s displacement was 950cc (as built it was 600cc) and was driven by a triple chain drive system.

Munro travelled to Bonneville ten times, the first time for “sightseeing” purposes. In the nine times he raced at Bonneville, Munro set three

world records: first in 1962, again in 1966, and once more in 1967. He also once qualified at over 200mph (320kph), but that was an unofficial run and was not counted.

Following the misspelling of his name in an American motorcycling magazine in 1957, Bert Munro changed his name to Burt.

- › In 1962, he set a 883cc (53.9 cubic inches) class record of 288 kph (178.95 mph) with his engine bored out to 850 cc (52 cubic inches).
- › In 1966, he set a 1,000cc (61 cubic inches) class record of 270.476 km/h (168.066 mph) with his engine punched out to 920cc (56 cubic inches).
- › In 1967, his engine was bored out to 950 cc (58 cubic inches) and he set an under-1,000cc (61 cubic inches) class record of 295.453 kph (183.586 mph). To qualify, he made a one-way run of 305.89 kph (190.07 mph), the fastest-ever officially-recorded speed on an Indian. The unofficial speed record (officially timed) is 331 km/h (205.67 mph) for a flying mile.
- › In 2006, he was inducted into the AMA Motorcycle Hall of Fame.
- › In 2014, 36 years after his death, he was retroactively awarded a 1967 record of 296.2593 kph (184.087 mph) after his son John noticed a calculation error by AMA at that time.

Hall of Fame: Paul Treacy

Paul Treacy

Paul and his incredible ‘behind the front scenes’ expertise is a person few perhaps know.

Paul has been a pillar in the support of New Zealand and other countries’ riders, helping them attain major victories — including World Championships — with his knowledge and lust for thinking outside the envelope to develop engines and chassis well ahead of even factory research teams.

Born in New Zealand, Paul went through the New Zealand apprenticeship training programme, becoming the ‘Apprentice of the Year’ in his final year of training. Along the way, he competed in NZ Hare Scrambles (now known as Cross Country), Enduro, etc. which then led to his developing Honda XR200s to fever pitch. A first step towards what was to be a lifelong career. In Road Racing, he prepared a Yamaha XJ750 for the NZ Castrol 6 hour race, followed by a similar event in Australia, for riders Richard Scoular and Peter Fleming who won the 750cc class.

This jumped into a career that took him to the USA, running on a budget that had a gauge always “showing empty”. He developed Yamaha RD350s over there to such an extent that the bike shop owners got serious about road racing exposure and imported Kiwi Richard Scoular to beat the local American riders (to their despair), which he did many times using Paul Treacy prepared bikes.

Adding to his CV, Paul hosted one of our first NZ ISDE Teams as we passed through the USA on our way to Wales in 1982. Unable to resist, he followed us to the event and worked tirelessly behind the scenes to ensure the Kiwi ISDE team members had as much mechanical and moral support to get them to the end with the best possible result.

Paul made the UK his base to assist Kiwis Richard Scoular, Des Barry and Richard Scott to considerable successes in the Isle of Man, North West 200, F1 and F2 World Championship events.

This didn’t just mean preparing ordinary bikes — for example, cutting a crankshaft of a VFR750 in half to change it to 360° configuration to match the factory Honda being used by Joey Dunlop. Honda was so impressed that they got Paul to build a NS500 out of discarded spare parts from the Rothmans GP team comprising of Wayne Gardner & Ron Haslam.

To prove a point, Richard Scott rode as a wild card in the Spanish GP at Jerez and finished 10th. The bike came back to New Zealand for Richard for the summer Road Race series and Paul returned to the UK where he joined the famous Kenny Roberts factory Yamaha Team.

A steep learning curve followed with Paul becoming fully attached to the Kenny Roberts Team in 1998, dealing with the more complex work of developing data acquisition systems for engine and chassis design of GP bikes. He also worked closely with Mike Sinclair, creating an adjustable swing arm pivot and surprising the factory Yamaha Teams.

Paul was involved with the Kenny Roberts privately owned team as well when they built a 3-cylinder 2-stroke, where Paul was involved in the ignition and engine management system.

Paul also assisted Bill Buckley in 1999 and 2000 with his BSL 500 GP project.

Outcomes

MISSION

WHY WE EXIST

TO ADVANCE
THE SPORT OF

MOTORCYCLING

VISION

WHAT WE ASPIRE TO

TO BE NEW ZEALAND'S
MOTORSPORT
- OF CHOICE -

Ensuring the infrastructure is available to enable Clubs to provide accessible and affordable events

SPECTATORS **100,000+**
ATTENDING OUR EVENTS



Facebook followers 3,808

VOLUNTEERS

NUMBER OF RIDERS
ATTENDING
OUR EVENTS
35,798



To have an  effective model that strengthens the delivery of events and increases the profile of the sport

Current Members

3,589



**Increase number
of affiliated Clubs**

568 **NUMBER OF EVENTS**



Statement of Financial Performance



BDO WAIKATO

INDEPENDENT AUDITOR'S REPORT To the Members of Motorcycling New Zealand Incorporated

Report on the Financial Statements

We have audited the financial statements of Motorcycling New Zealand Incorporated on the pages stamped by BDO Waikato, which comprise the statement of financial position as at 31 December 2016, the statement of movements in equity and statement of financial performance for the year then ended, and a summary of significant accounting policies and other explanatory information.

This report is made solely available for the benefit of the Members of the Association as a whole. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Members of the Association as a body for our audit work, for this report, or for the opinions we have formed.

Board of Executives Responsibility for the Financial Statements

The Board are responsible for the preparation of these special purpose financial statements, in accordance with the stated accounting policies and for such internal control as the Board determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with International Standards on Auditing (New Zealand). Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Other than in our capacity as auditor we have no relationship with, or interests in, Motorcycling New Zealand Incorporated.

Opinion

In our opinion, the financial statements on the pages stamped by BDO Waikato, present fairly, in all material respects, the financial position of Motorcycling New Zealand Incorporated as at 31 December 2016, and its financial performance for the year then ended in accordance with accounting policies approved by the Board of Executives.

BDO Waikato

BDO Waikato

3 April 2017

BDO Building
1026 Victoria Street
Hamilton

Motorcycling New Zealand Inc
Statement of Financial Performance
For the Year Ended
31 December 2016

	2016	2015
Income from Members		
Licences - Domestic	489,444	458,789
One Day Licences	133,404	117,626
International Licences	11,716	10,203
Club Affiliation Fees	7,800	8,250
Online Entries	1,074	276
Special Event Upgrade Licence	4,735	3,448
International Meeting Number	922	-
Permits	53,975	50,890
	<u>703,070</u>	<u>649,483</u>
Outside Funding		
Sport New Zealand	8 75,000	100,000
	<u>75,000</u>	<u>100,000</u>
Misc Income		
TAB Income	987	778
Other Income	9 16,830	1,868
Interest Received	36,408	42,239
	<u>54,225</u>	<u>44,885</u>
Total Income	<u>832,295</u>	<u>794,368</u>

Motorcycling New Zealand Inc
Statement of Financial Performance
For the Year Ended
31 December 2016

	2016	2015
Expenses		
Administration Expenses		
Accident Compensation Levies	686	1,269
Accounting Fees	7,660	7,795
Audit Costs	6,127	5,465
Bad Debts	959	532
Bank Fees	599	246
Computer Support Costs	11,516	7,427
Depreciation	9,225	11,993
Electricity	2,527	2,752
Flowers & Gifts	5,322	2,928
General	1,032	270
Insurance - Admin	22,118	22,947
Legal Fees Retainer & Admin	14,032	97
Loss on Disposal of Assets	238	1,746
Motor Vehicle Running	3,211	3,097
Motor Vehicle FBT	4,358	4,358
Museum Opening	537	-
Online Licencing Fees and Expenses	6,598	5,873
Online Voting	-	3,000
Petty Cash	183	204
Photocopier Copy Fees	10,741	12,622
Postage & Courier Fees	19,912	13,927
Printing and Stationery	37,557	34,942
Rates	3,709	3,586
Repairs & Maintenance	14,803	8,622
Telephone	7,193	8,018
Travel Admin	167	269
	<u>191,010</u>	<u>163,985</u>
Staff Expenses		
Uniforms	596	1,245
Wages & Salaries	220,076	255,337
Other Employer Expenses	4,156	2,193
Board Clothing	406	-
Board Costs	28,519	23,154
Life Member Jackets	2,630	-
General Manager Operations	1,225	2,928
Commissioner Clothing	613	-
Commissioner Meetings	2,903	1,822
	<u>261,124</u>	<u>286,679</u>
Sport Operating Expenses		
Rider Death Payment	20,000	-
Health and Safety	3,331	1,323
Drug Testing	3,695	-
Technical	2,400	-

Motorcycling New Zealand Inc
Statement of Financial Performance
For the Year Ended
31 December 2016

	2016	2015
FIM Licences	7,369	3,525
Carnet	26	1,180
Subscriptions & Affiliations	1,672	4,099
FIM Membership & Travel Cost	1,528	9,034
Trophies	8,622	9,962
Subsidies	14,500	10,550
History of MNZ	8,234	1,575
Judiciary	1,325	3,202
Coaching	13,073	3,019
Website	4,279	6,845
QR App	2,624	-
Oceania Meeting Travel Costs	1,909	- 32
Officials Training General	-	7,204
	<u>94,591</u>	<u>61,484</u>
Events Running		
Promotion & Media	46,098	21,973
Awards Dinner	25,437	-
100 Year Celebration	55,662	-
Hall of Fame	5,295	-
Conference	37,943	24,886
	<u>170,435</u>	<u>46,858</u>
Disciplines		
Motocross	29,028	23,647
Road Race	16,626	11,815
Trials	12,323	961
Cross Country	4,554	7,021
Enduro	4,477	73
ATV	8	1,704
Safety	-	2,478
Officials	3,203	4,113
	<u>70,219</u>	<u>51,812</u>
Total Expenses	<u>787,378</u>	<u>610,818</u>
Net Surplus from Operations	<u>44,916</u>	<u>183,549</u>



BDO WAIKATO

Motorcycling New Zealand
The Disciplines Trading Accounts
For the Year Ended
31 December 2016

	2016	2015
Motocross		
<i>Income Championship</i>		
MX Nationals	16,253	14,929
<i>Expenses Championship</i>		
MX Nationals Running	19,491	15,470
	<u>-3,238</u>	<u>-541</u>
<i>Income of Nations</i>		
Sponsorship	13,474	29,267
	<u>13,474</u>	<u>29,267</u>
<i>Expenses of Nations</i>		
MX of Nations	36,156	48,650
	<u>-22,683</u>	<u>-19,383</u>
MX Commissioner	3,107	3,723
Motorcross Surplus/(Deficit)	<u>-29,028</u>	<u>-23,647</u>
Road Race		
<i>Income</i>		
Road Race Nationals	14,097	48,051
Sponsorship	3,000	0
Oceania Road Race	5,170	0
	<u>22,267</u>	<u>48,051</u>
<i>Expenses</i>		
Road Race Nationals Costs	25,467	56,207
Road Race Technical Checks	0	2,578
Oceania Road Race	10,000	64
RR Commissioner	3,426	1,017
	<u>38,893</u>	<u>59,866</u>
Road Race Surplus/(Deficit)	<u>-16,626</u>	<u>-11,815</u>
Trials		
<i>Income</i>		
Trial Des Nations	0	50
FIM Funding	685	0
Oceania Trials	0	5,181
	<u>685</u>	<u>5,231</u>
<i>Expenses</i>		
Oceania Trials	0	5,222
Trials Des Nations	10,923	0
Trials Commissioner	2,085	969
	<u>13,008</u>	<u>6,192</u>
Trials Surplus/(Deficit)	<u>-12,323</u>	<u>-961</u>



BDO WAIKATO

Motorcycling New Zealand
The Disciplines Trading Accounts
For the Year Ended
31 December 2016

	2016	2015
Cross Country		
<i>Income</i>	6,752	6,278
	<u>6,752</u>	<u>6,278</u>
<i>Expenses</i>		
Cross Country Nationals	9,050	11,368
Cross Country Commissioner	2,256	1,931
	<u>11,306</u>	<u>13,299</u>
Cross Country Surplus/(Deficit)	<u>-4,554</u>	<u>-7,021</u>
 Enduro		
<i>Income</i>		
Enduro Nationals	0	6,500
	<u>0</u>	<u>6,500</u>
<i>Expenses</i>		
Enduro National Champs	0	6,573
Enduro Commissioner	4,477	0
	<u>4,477</u>	<u>6,573</u>
Enduro Surplus/(Deficit)	<u>-4,477</u>	<u>-73</u>
 ATV		
<i>Income</i>	7,746	0
ATV Commissioner	7,756	1,704
	<u>7,756</u>	<u>1,704</u>
Speedway Surplus/(Deficit)	<u>-8</u>	<u>-1,704</u>



BDO WAIKATO

Motorcycling New Zealand Inc
Statement of Movements in Equity
For the Year Ended
31 December 2016

	2016	2015
Opening Balance	1,269,387	1,085,838
 Plus		
Net Surplus for the period	44,916	183,549
	<u>1,314,302</u>	<u>1,269,387</u>
 Closing Balance	<u>1,314,302</u>	<u>1,269,387</u>



BDO WAIKATO

Motorcycling New Zealand Inc
Statement of Financial Position
As at 31 December 2016

	Notes	2016	2015
Current Assets			
Trade Debtors	51,904	30,713	
Cheque Account	180,493	123,748	
Savings Accounts	2 143,265	100,054	
Accruals and Prepayments	4 2,521	18,632	
GST		1,448	
Prepaid Expenses	4 55,868	30,127	
Term Deposits	3 948,518	901,208	
Petty Cash	48	9	
		<u>1,382,617</u>	<u>1,205,938</u>
Investment			
Riders Division NZ Ltd	6,751	6,751	
Term Deposits	3	<u>100,000</u>	
		<u>6,751</u>	<u>106,751</u>
Property Plant & Equipment			
As per Schedule	5	<u>100,596</u>	<u>103,912</u>
		<u>100,596</u>	<u>103,912</u>
Total Assets		<u><u>1,489,964</u></u>	<u><u>1,416,601</u></u>
Current Liabilities			
GST	6,452	-	
Holiday Pay	8,053	7,990	
Prepaid Permits	1,974	4,710	
Income in Advance	98,923	37,092	
Accrued Expenses	6,264	5,000	
Creditors	34,126	71,042	
One Day Licences with Clubs Unissued	19,870	21,380	
		<u>175,661</u>	<u>147,214</u>
Total Liabilities		<u>175,661</u>	<u>147,214</u>
Equity			
Retained Earnings		<u>1,314,302</u>	<u>1,269,387</u>
		<u>1,314,302</u>	<u>1,269,387</u>
Total Equity & Liabilities		<u><u>1,489,964</u></u>	<u><u>1,416,601</u></u>

Signed as authorised:

Chairperson

Board Member

Date

Neil May
Carmen Davidson
3 - April 2017

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Motorcycling New Zealand Inc

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2016

1 STATEMENT OF ACCOUNTING POLICIES

Motorcycling New Zealand Incorporated is an organisation incorporated under the Incorporated Societies Act 1908. It was established in 1916 to represent the interest of all motorcyclists and to provide opportunities for elite sports people to excel in global competition.

The financial statements of Motorcycling New Zealand Inc are special purpose financial statements.

The financial statements of Motorcycling New Zealand Inc have been prepared in accordance with the stated accounting policies.

BASIS FOR PREPARATION

The special purpose financial statements of Motorcycling New Zealand Inc have not been prepared in accordance with generally accepted accounting practice in New Zealand (NZ GAAP). They have been prepared based on policies adopted from NZ International Financial Reporting standard PBE (NZ IFRS PBE Diff Rep) that formed part of NZ GAAP until 31 December 2015. NZ IFRS PBE (Diff Rep) are no longer in effect and do not form part of NZ GAAP.

The measurement base adopted is that of historical cost. Reliance is placed on the fact that the entity is a going concern.

All policies have been applied on a basis consistent with those used in previous years. The currency is New Zealand dollars.

FUNCTIONAL CURRENCY

The financial statements are presented in New Zealand dollars (NZ\$) and all values are rounded to the nearest NZ\$, except where otherwise indicated.

SPECIFIC ACCOUNTING POLICIES

The following specific accounting policies that materially effect the measurement of profit and financial position have been adopted.

Accounts receivable

Receivables are stated at expected realisable value.

Goods and Service Tax (GST)

The financial statements have been prepared using GST exclusive figures with the exception of receivables and payables which are stated GST inclusive.

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Motorcycling New Zealand Inc

NOTES TO AND FORMING PART OF THE FINANCIAL
STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2016

Property, Plant and Equipment and Depreciation

All owned items of property, plant and equipment are initially recorded at cost and, except for land, depreciated as outlined below. Initial cost includes the purchase consideration, or fair value in the case of a donated asset and those costs directly attributable to bringing the asset to the location and condition necessary for its intended use. These costs include, where appropriate, site preparation costs and installation costs. Costs cease to be capitalised when substantially all the activities necessary to bring an asset to the location and condition for its intended use are complete. All feasibility costs are expensed as incurred.

Subsequent expenditure relating to an item of property, plant or equipment is added to its gross carrying amount when such expenditure either increases the future economic benefits beyond its existing service potential, or is necessarily incurred to enable future economic benefits to be obtained, and if that expenditure would have been included in the initial cost of the item had it been incurred at that time.

Items of property, plant or equipment are written down immediately if an impairment in the value of the asset causes its recoverable amount to fall below its carrying amount. The impairment is recognised in the statement of financial performance.

Where an item of property, plant or equipment is disposed of, the gain or loss recognised in the statement of financial performance is calculated as the difference between the net sale price and the carrying amount of the asset.

All Property, Plant and Equipment have been depreciated at the following depreciation rates:

Building	0 - 4%	DV
Computers	40 - 60%	DV
Furniture and fittings	12 - 24%	DV
Office equipment	9.6 - 40%	DV
Plant and equipment	10 - 48%	DV
Software	50%	DV
Motor Vehicles	30%	DV

Income tax

Motorcycling New Zealand Incorporated is a sporting body exempt from paying income tax under section CW46 of the Income Tax Act 2007.

Revenue

Revenue is measured at the fair value of consideration received or receivable for the sale of goods and services, to the extent it is possible that the economic benefits will flow to the Incorporated and revenue can be reliably measured.

Interest received is recognised as interest accrues.



BDO WAIKATO

Motorcycling New Zealand Inc

NOTES TO AND FORMING PART OF THE FINANCIAL
STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2016

Grant Income

Grants received are recognised as revenue unless specific conditions attach to a grant and repayment of the grant is required where conditions are not met. In these cases a grant is treated as a liability until conditions have been met.

2 Savings Accounts

	2016	2015
ANZ On Call Account	104,524	96,186
ANZ Self Insurance Account	30,169	-
ANZ Entries Account	8,572	3,868
	<u>\$ 143,265</u>	<u>\$ 100,054</u>

Motorcycling New Zealand uses a credit card facility with a maximum credit limit of \$5,000.

3 Term Deposits

	2016	2015
Current		
Deposit 1130	131,156	125,175
Deposit 1133	551,090	525,000
Deposit 1134	110,653	-
Deposit 1136	-	101,033
Deposit 1137	-	150,000
Deposit 1138	155,619	-
	<u>\$ 948,518</u>	<u>\$ 901,208</u>
Long Term		
Deposit 1134	-	100,000
	<u>\$ -</u>	<u>\$ 100,000</u>

ANZ has a letter of security of \$125,000 over term deposits as security for Carnet facilities.

4 ACCRUALS AND PREPAYMENTS

At balance date Motorcycling New Zealand had prepaid expenses and accruals as follows:

	2016	2015
Accrued Bank interest	2,521	18,632
	<u>\$ 2,521</u>	<u>\$ 18,632</u>

All expenses in relation to the 2017 Road Race event have been treated as prepayments regardless of whether or not they are refundable if the event is cancelled. This is to report the total cost of the national events in the period that the event takes place.

	2016	2015
Prepaid Expenses	55,868	30,127
	<u>\$ 55,868</u>	<u>\$ 30,127</u>



BDO WAIKATO

Motorcycling New Zealand Inc

NOTES TO AND FORMING PART OF THE FINANCIAL
STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2016

5 PROPERTY, PLANT AND EQUIPMENT

	Cost	Current Depn	Accum Depn	2016	2015
Land	45,698	-	-	45,698	45,698
Buildings	58,699	1,110	29,026	29,673	30,783
Computer equipment	41,184	2,646	35,479	5,705	4,396
Office equipment	19,445	1,217	14,179	5,266	4,526
Office furniture & fittings	22,066	705	18,440	3,626	4,330
Plant and equipment	55,493	1,156	49,057	6,436	7,592
Software	21,981	1,037	20,947	1,034	2,074
Motor vehicles	31,901	1,354	28,742	3,159	4,513
	<u>\$ 296,467</u>	<u>\$ 9,224</u>	<u>\$ 195,870</u>	<u>\$ 100,596</u>	<u>\$ 103,912</u>

6 CAPITAL AND LEASE COMMITMENTS

Capital commitments

The entity had no capital commitments as at 31 December 2016. (2015 Nil)

Operating commitments

The entity had no operating commitments as at 31 December 2016. (2015 Nil)

7 CONTINGENT LIABILITIES

On 22 May 2016 a member of the public died at a Cambridge Club (MNZ affiliate) meeting as a result of a motorcycle colliding with them.
This event is being investigated by various government agencies, including Worksafe.
No outcome is known from the ongoing investigations but if MNZ is treated as a legal 'person who controls a business or undertaking' (PCBU) then a prosecution under the Health and Safety at Work Act 2015 may arise.
It is too soon to comment on what defences or consequences may follow if this was to occur or the costs that may arise.

8 SPORT NZ INVESTMENT

Sport NZ investment in Motorcycling NZ was agreed at \$75,000 for the 12 month period from 1 January 2016 to 31 December 2016 paid in four installments. (2015 \$100,000)

9 OTHER INCOME

	2016	2015
Fines	1,590	660
Member Benefits	680	743
Awards Dinner	14,343	-
Judiciary	217	465
	<u>\$ 16,830</u>	<u>\$ 1,868</u>



BDO WAIKATO

Motorcycling New Zealand Inc

NOTES TO AND FORMING PART OF THE FINANCIAL
STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2016

10 GUARANTEES

Motorcycling New Zealand is the guarantor for bank indemnities to the value of \$78,522 in relation to carnets on behalf of travelling members.

11 VISA Limit

Motorcycling New Zealand has a visa limit of \$5000 (2015 : \$5000)

12 SUBSEQUENT EVENTS

There have been no other events occurring after Balance Date, apart from the Cambridge incident described in Note 7 Contingent Liabilities, that would have a significant effect on the Incorporated.

This event is still under investigation by various government agencies and no outcome is known from the investigation.

13 INVESTMENT IN SUBSIDIARIES

Riders Division New Zealand Limited (RDNZ) was established on 04 April 2012 by Motorcycling New Zealand to promote recreational motorcycling activities. RDNZ is 100 percent owned by Motorcycling New Zealand Inc.

Carmen Davidson is a director of RDNZ.

RDNZ has not been consolidated into Motorcycling New Zealand Inc as RDNZ has not had any activity since it was established therefore consolidation would not have a material effect to the financial statement of Motorcycling New Zealand Inc.



BDO WAIKATO



Advancing the Sport of Motorcycling

