

Motorcycling New Zealand  
Annual Report  
2017





**Our mission:**

*Advancing the sport of motorcycling.*

**Our vision:**

*To be New Zealand's motorsport of choice.*

**Our values:**

*Keeping motorcycling fun, fair and safe.*

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<b>President</b>	Glen Williams
<b>Board Members</b>	
Off Road (North Island)	Mac McLeod
Off Road (South Island)	Noel May
Road (North Island)	Grant Vinten
North Island Representative	Ray Broad
South Island Representative	Dean James
<b>Commissioners</b>	
Officials	Andrew Presant
Road Race	Greg Percival
Motocross	Howard Lilly
Enduro	Justin Stevenson
Cross Country	Chris Smyth
Moto Trials	Sandra Hallie
ATV	Jono Keegan
<b>Life Members</b>	
Robin Atkins	Errol Conaghan
Bob Cooke	Dave Craig
Jim Doherty	Gerald Dyer
Tim Gibbes	Trevor Heaphy
Noel McCutcheon	Del Morgan
Neil Ritchie	Sandra Perry
Murray Perry	Frances Scammell
<b>Operations</b>	
General Manager	Virginia Henderson
Office Manager	Jannine Curnow
Licences, Officials, Funding	Mary-Anne Hall
Permits, International Licences	Monique O'Hara
Media, Communications, Events	Lisa Wilson
Reception	Sharlene Morley
<b>Bank</b>	ANZ
<b>Solicitors</b>	Gibson Sheat
<b>Auditor</b>	BDO Waikato Ltd



Dear Affiliates and Members,

***'Maintaining focus on core principles and best practice'***

The primary focus for Motorcycling New Zealand is to 'advance the sport of motorcycling' in its many forms. To do this MNZ must have the close cooperation and the trust of its stakeholders.

Our substantially volunteer-based organisation means that all of us must have a common vision, play our part, and, for the good of the sport as a whole, keep it moving forward.

We all accept that as caretakers of our sport, the decisions we make today will have an impact on our future stakeholders.

2017 was another busy year for our clubs, administration, officials and also for our 'beyond sport' development. Investment in officials training has been further prioritised and the administration and board of MNZ continue to push for an

organisation that is modern, forward thinking and proactive.

Our relationship with our regional partner (Motorcycling Australia) is strong and we enjoy an open and direct line of communication at multiple levels between our two organisations. FIM Oceania has also been able assist in this area by mentoring this regional relationship wherever possible.

This year we have seen closer management of MNZ budgets and also with the help of our host-ing clubs we have improved the working struc-ture surrounding our national championships.

The challenge as always is maintaining focus on keeping competition costs as affordable as possible whilst at the same time keeping our championships available to as many members as possible.

Our strategic plan identifies that development and training for our sport, especially at grass-roots level, is another core performance indica-tor. The working model is unchanged over the years, where riders begin their relationship with our sport at fun days or club events, move onto club racing, then national competition, often followed by regional Oceania, and then interna-tional competition.

MNZ continues its modest rider funding pro-gram within this sector.

It is very pleasing to see many of our International and National stars giving their time and knowledge back to our sport, acting as mentors and providing training, and we thank them for this.

It is also pleasing to see a number of New Zealand riders leaving us to compete overseas and further their sporting careers and dreams.

# General Manager's Report 2017.

Whilst riders that leave our shores are a loss to our own championships — we must consider this transition to be an excellent measure of success for Motorcycling New Zealand and its affiliates.

The harmonisation of both sporting and technical rules at all levels continues to be a primary duty also.

MNZ has refined its sporting code rules review and implementation process. We also conduct regular face-to-face meetings with code commissioners. This includes an annual 'meet the board' meeting with individual commissioner able to explain their vision for their codes and allow the board of MNZ some practical insight into the key challenges that each sporting code faces.

We now have a process of working smarter and conduct pre-season and post season analysis meetings with all hosting clubs for our national championships and other major events. These meetings clarify the needs for both club and MNZ; they help to reinforce that these championships are run as a series, with clubs expected to work together for the good of the sport, and to create consistent and quality events

MNZ is tasked to retain a close watch over government legislation and other decisions that can have substantial influence on motorcycle sport. We often draw help from our affiliation to the FIM and share information with Motorcycling Australia on these matters. We have also established relationship with Motorsport New Zealand and have met to discuss where collaborative improvements can be made.

It is our ongoing responsibility to pay permanent attention to these important issues.

The landscape of our sport is also changing and we see challenges from entities and members who will often be quick to approach situations from a legal standpoint. These situations automatically require MNZ to take a position and we see the cost to the sport via the associated legal defence increasing into the future and likely affecting the cost of participation in the long term.

Whilst we will plan to minimise these situations, by implementing more robust systems and dealing with them internally wherever possible, it can be very difficult to forecast all scenarios.

Riders' safety and spectator safety continues to be of high importance along with good quality medical standards. Other areas for development are within the 'beyond sport' sector including trail rides, non-competition days, road safety, and taking a position on other public motorcycling policies as they arise.

Our presence in social media is changing and evolving, with our position moving toward not only being an information source for members and affiliates but to also to be active with sport promotion and marketing. Our policy on social media within the area of conduct is also under review.

I thank all of our members, clubs, life members, and strategic stakeholders for their constructive input during 2017, and also thank our Governing Board our many officials and Commissioners for their dedicated work given to our sport.

With best regards to all,

**Glen Williams**

*President, Motorcycling New Zealand Inc.*



Looking back over my first twelve months at the helm of Motorcycling New Zealand, the thing that stands out the most is the passion and dedication to our sport that you, our members, display. If this is an indicator of the future of motorcycle sport in this country, that future is bright indeed.

Over the course of 2017, we instigated a number of major projects in response to the findings of the survey of affiliate clubs and commissioners conducted in 2016. These include the development of the MNZ mobile app, a major overhaul of health and safety policy and operations, the development of high performance programmes, and the adoption of a proactive stakeholder-driven approach to communication with members and affiliates across various channels.

## Using technology to improve stakeholder experience

The MNZ Mobile App project was instigated to replace the existing paper-based licensing system, which has been in place for over 30 years,

with an easy-to-use, automated system that would help to increase membership and make events safer. The key goals are to reduce license costs, increase efficiency and improve the interaction and reporting between members, officials, clubs and the MNZ operational team.

Work began in Q1 2017 and continued throughout the year, as it became evident that the requirements of the permitting process, integration of the existing member database and reporting tools for officials were considerably more involved than initially understood. Since early 2018, the app has undergone extensive testing in real-world situations and the issues brought to light by the testing resolved as they arose.

While progress appears to have been slow, the scale of the project is significant and the app must be reliable before we launch it. We're confident it's nearing completion and will be ready for deployment this year to enable adequate data collection and financial modelling, after which the 'pay as you go' system facilitated by the app will be introduced in 2019.

## Showing leadership in health and safety

Keeping motorcycle sport fun, fair and safe is our guiding principle, and robust health and safety practices are critical to ensuring our sport has a future. With this in mind, we embarked on a major project with other motorsport codes to develop a Health & Safety Protocol to support clubs in managing risk and creating safer conditions at any events they hold. There have been some hard lessons in recent years and we hope this project will help mitigate the chances of similar events occurring in the future.

Being developed in collaboration with an H&S specialist, the protocol focuses on medics, rider safety, track safety, media, officials and spectator

safety. The main aims are to ensure motorsport in New Zealand operates as safely as is reasonably practicable and to protect event officials and organisers in the event of an accident. Due to the constantly evolving nature of the legislative environment, this will be an ongoing project, with modules and guidelines on particular areas released as they are developed.

Only by being proactive in this area can we hope to attract new members and new audiences and prove that we are committed to delivering motorcycle sport in a safe manner.

#### **Pathway to podium high performance programmes**

The future of motorcycle sport begins at grassroots level and hinges on encouraging new riders into the sport. New Zealand has a proud history at international level and boasts a disproportionate number of riders who have competed at world championship level when compared to our small population. As a nation we punch above our weight and one of our MNZ goals is develop more world champions. The best way to achieve this is by creating a pathway to develop young talent. Two high performance programmes were initiated in 2017 and we hope these pilots will help up and coming riders advance through the sport.

Coordinated by MX World Champion Ben Townley, the purpose of the Junior Motocross Pathway to Podium High Performance Programme is to develop more world motocross champions. The programme has been providing training and coaching for young riders, both on and off the bike. Fifteen riders joined the programme, from which a final squad will be selected to represent New Zealand at the 2018 FIM Junior World Motocross Championship in Australia.

The Suzuki GIXXER Cup was introduced as a new class in the 2017 Suzuki Tri-Series and the 2018 NZSBK Championship. Open to riders aged 14–21, the aim of the GIXXER Cup is to grow future road racing champions and provide a springboard to a successful racing future. With an accessibly-priced package of motorcycle, protective gear and helmet, the class provides an entry point for young riders keen to get into road racing and build track experience before moving on to bigger bikes.

#### **Proactive communication and engagement**

MNZ is not the governance board. It's not the operations team in the Huntly office or the discipline commissioners. We are a non-profit membership-based incorporated society, a collective of people who are members of this organisation because of our love for motorcycle sport. MNZ is its members — you.

We in the office and on the board are working hard to improve how we communicate with you, to keep you informed about what we're doing to advance our sport and ensure you have the information you need about events, licenses and other key things on the calendar. We were and will continue to be at more events and race meetings, visiting clubs whenever we're in the area and making the most of opportunities to meet and talk with as many of you as possible.

My sincere thanks to the many who have offered advice, support and knowledge throughout the year. I look forward to continuing this collaborative and inclusive approach into the future — together we are advancing the sport of motorcycling.

Kindest regards,

**Virginia Henderson**

*General Manager, Motorcycling New Zealand Inc.*

# Our Sport



***"The 2017 New Zealand ATV Championship event at Barrett Road MX Park, Taranaki, went off well, with 65 riders entered and all seven races being run."***

— Jono Keegan  
ATV Commissioner

# Cross Country

*“Cambridge Motorcycle Club ran another successful secondary schools event in September with very good entries. I feel that greater junior numbers will come from more clubs running Cross Country events and would encourage clubs to run some of these events.”*

— Chris Smyth  
Cross Country Commissioner





# Enduro

***“2017 was a good year for Enduro. The progress that’s been made towards rebuilding Enduro to its former glory is obvious, and we can expect to continue this momentum and see more growth in the sport this year.”***


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— Justin Stevenson  
Enduro Commissioner

*"It's been a wonderful year for Moto Trials in New Zealand, starting off with our team of very talented riders winning the FIM Oceania Challenge Cup."*

— Sandra Hallie  
Enduro Commissioner

# Motocross



*“Motocross is moving from being Commissioner-based to a true commission model, with the introduction of a team of targeted coordinators in 2018. The goal is to connect more with riders and clubs, with coordinators on the ground listening and working with clubs and riders to make improvements to things like event structure and timing. We’re looking to the future, and focusing both on championships and building the grassroots of our sport, which is where the core of our riders are.”*

— Ray Broad  
Motocross Commissioner (2018)

# Road Racing



*“NZSBK rider numbers have shown another good increase. 2017 overall numbers were up 31% over 2016 and have increased another 12% for 2018. Championship numbers are up 32%. Our sport is in a good position to keep growing into the future.”*

— Greg Percival  
Road Racing Commissioner

# Officials

***“Feedback from riders, teams and clubs on the introduction of series officials for championships was positive. As a first step in bringing more consistency and professionalism to the championships, it proved to be very successful.”***

— Andrew Presant  
Officials Commissioner



# 2017 New Zealand Champions.

## NZ Road Race Grand Prix

Superbike	Sloan Frost
Superstock 1000	Jeremy Holmes
Supersport	Damon Rees
650cc Pro Twin	Dennis Charlett
Superlite	Chris Defiori
Lightweight Production	Andy McLaughlin
250 Production	Campbell Grayling
125GP	Matthew Hoogenboezem
Sidecars	Spike Taylor/ Robbie Shorter

## NZ Road Race Tourist Trophy

Superbike	Sloan Frost
Superstock 1000	Hayden Fitzgerald
Supersport	Alex Phillis
650cc ProTwin	Dennis Charlett
Superlite	Nathan Jane
Lightweight Production	Jacob Stroud
250 Production	Campbell Grayling
125GP	Matthew Hoogenboezem
Sidecars	Barry Smith/ Tracey Bryan

## NZSBK

Superbike	Tony Rees
Superstock 1000	Jeremy Holmes
Supersport	Damon Rees
650cc ProTwin	Dennis Charlett
Superlite	Leigh Tidman
Lightweight Production	Andy McLaughlin
250 Production	Campbell Grayling
125GP	Matthew Hoogenboezem
Sidecars	Spike Taylor/ Robbie Shorter

## NZ Motocross Grand Prix

MX1	Todd Waters
MX2	Dylan Walsh
125cc	Maximus Purvis
Women	Courtney Duncan
Veterans 40+	Cam Negus
14–16 yrs 250cc	Cody Dyce
15–16 yrs 125cc	Riley Campbell
12–14 yrs 125cc	Grason Veitch
13–16 yrs 85cc	Brodie Connolly
11–12 yrs 85cc	Noah Smerdon
8–10 yrs 85cc	Kobe Thoms
MX 65cc 7–8 yrs	Delton Manson
Trail 7–11 yrs	Jackson Weekhoven
MX 65cc 9–11 yrs	Tyler Smith
MX 50cc 6–8 yrs	Jordan Coles

## NZ Senior Motocross

MX1	Cody Cooper
MX2	Hamish Harwood
125cc	Hayden Smith

## NZ Junior Motocross

8–10 yrs 85cc	Katriel Jones
11–12 yrs 85cc	Seth Henson
13–16 yrs 85cc	Brodie Connolly
12–14 yrs 125cc	Grason Veitch
15–16 yrs 125cc	Maximus Purvis
14–16 yrs 250cc	Maximus Purvis

## NZ Cross Country

C1 – Open 2 stroke	Adrian Smith
C2 — 0–200cc 2 stroke	Brandon Given
C3 — Open 4 stroke	Brad Groombridge
C4 — 0–300cc 4 stroke	Reece Lister
C5 — Veterans 35–44 yrs	Karl Roberts
C6 — Veterans 45+ yrs	Douglas Herbert
C7 — Women	Jan-Maree Pool
C8 Team 1st — ABJ	Brad Groombridge
C8 Team 2nd — SJB	Sam Greenslade
C8 Team 3rd — NAP	Nathan Tesselaar

## NZ Enduro

<b>Overall</b>	
Enduro	Angus MacDonald
Top Trail Riders	Blake Wilkins
<b>Expert</b>	
0–300cc 4 stroke	Brad Groombridge
201–Open 2 stroke	Hamish MacDonald
301–Open 4 stroke	Angus MacDonald
Women	Natasha Cairns
Veterans 40+ Open	Douglas Herbert
<b>Intermediate</b>	
Veterans 50–54 yrs	Jeff van Hout
Veterans 55+ yrs	Mike Bennett

## NZ Top Trail Riders

E1 0–300cc 4 stroke	Blake Wilkins
E2 0–300cc 4 stroke	Joshua Hilton
E3 201–Open 2 stroke	Cameron Manly
E4 301–Open 4 stroke	Tim Thorburn
Veterans 40–49 yrs	George Callaghan

#### NZ ATV Nationals

Premier 0–450cc	Ian Fitch
Veteran 40+ yrs	Greg Graham
450cc Production	Taylor Graham
250cc Production	
10–16 yrs	Jack White
Junior 9–12 yrs	Caitlyn Parish

#### NZ ATV MX Nationals

Premier 0–450cc	Cameron Keegan
Veteran 40+ yrs	Greg Graham
450cc Production	Corey Whitelock
250cc Production	
10–16 yrs	George Doig

#### NZ ATV Speedway

Premier 400–450cc	Cameron Keegan
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#### NZ Moto Trials

Expert	Karl Clark
Post Classic	Gavin Fox
Women	Stefanie Downes

#### NZ Supercross

Senior Open —	
126cc to Open	Cody Cooper
Senior Lites —	
Up to 125cc	Josh Coppins
Junior Lites —	
11–16 yrs	Ben Wall
Junior 250 —	
12–16 yrs	Grason Veitch

#### NZ Mini Motocross

50cc 6–8 yrs	Maz Parkes
65cc 7–8 yrs	Kase Thoms
65cc 9–11 yrs	Tyler Wiremu
Trail 7–11 yrs Small	William Pluck
Trail 7–11 yrs Big	Alex Gilchrist

#### NZ Veteran Motocross

Senior Women	Taylor Rampton
Junior Women	Shelby Catley
40–44 yrs All in	Daryl Hurley
45–49 yrs All In	Darren Capill
50–54 yrs All In	Mitchell Rowe
60+ yrs All In	Tony Cooksley

## MISSION

### WHY WE EXIST

## VISION

### WHAT WE ASPIRE TO

TO ADVANCE  
THE SPORT OF

# MOTORCYCLING

TO BE NEW ZEALAND'S  
MOTORSPORT  
- OF CHOICE -

KEEPING MOTORCYCLING FUN, FAIR AND SAFE

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



Facebook followers: **13,097**

**VOLUNTEERS**



NUMBER OF RIDERS  
ATTENDING  
OUR EVENTS

**56,981**



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

Current Members

**3,331**



**540**

NUMBER OF EVENTS

**52** Affiliated Clubs





2017 Club Statistics.

	Licensed Members Jan - Dec 2017	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	Flat & Long Track	Total
Club Name																				
Ashburton	38									6						1				7
Auckland ATV	2																			0
Auckland	147															20				20
B.E.A.R.S	59															8				8
Bush Riders	42		4		2	5		3					4							18
Cambridge	78		1			2		5												8
Canterbury ATV	74													1			1	14		16
Central Hawkes Bay						1		10					1							12
Central Otago	65				1			3												4
Christchurch Offroad	25				2	2		14												18
C.A.M.S.	128															9				9
Gore & Districts	85					4		2												6
Greymouth	1															2				2
Hamilton	31	13												1		4				18
Hawkes Bay	5	9	1		1		1	10												22
Horowhenua	100		1										2							3
Huntly	80					3		5												8
Ixion		14																		14
Kaipara	43		5																	5
Kapi Mana	45		4		5			13				1								23
Manawatu Orion		10	2					10							1					23
Marlborough	107	4	1			1		8					1							15
Matamata	126							6												6
Mosgiel	52		1		1	4		2												8
M/C Canterbury	6												3			15				18
Nelson	5	4	1		1	3		5							1					15
Mosgiel	48		1		1	4		2												8
M/C Canterbury	155												3			15				18
Nelson	100	4	1		1	3		5							1					15

	Licenced Members Jan - Dec 2017	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	Flat & Long Track	Total
Club Name																				
NZ Post Classic	48																			0
North Harbour	46							11												11
NZ Classic RR	165															5				5
Otago	35													1		2	1			4
Pacific	11															5				5
Patetonga	54							13												13
Pioneer	46	19											1							20
Pukekohe	218		4					11												15
Raglan	10		2			1														3
Rotorua	30							5												5
South Canterbury	131							12								1				13
South Otago	12		4					2												6
South Waikato	45				1		1	7												9
Southland	119						1	6								9				16
Taranaki	96		1					13										3		17
Taumarunui	12		1		1			1												3
Taupo	124		1				2	9												12
Tauranga	89		8					5					1							14
Te Awamutu	26																			0
Te Puke	0																			0
Thames Valley	3		2		1									1						4
Victoria	103															7				7
Waitemata	36	3	12		3	1														19
Wanganui	123					1		6		3										10
Westland	22				1			4												5
Whangarei	87		1			2		15												18
TOTALS	3331	76	57	0	20	30	5	216		9	0	1	13	4	2	88	2	17	0	540

# Hall of Fame Inductees

## Hall of Fame: Josh Coppins

### Josh Coppins

At the age of just 16 years old, world motocross legend Josh Coppins raced his first international race meeting, the Australian round of the 1993 World 125cc Championship at Manjimup. He had won the 1992 14–15 year old 80cc New Zealand Junior Motocross Championship and would go on to win numerous domestic motocross and supercross events and championships.

As one of the promising new talents on the local scene in the early 1990s, it was international motocross competition Coppins really had his sights set on, following fellow countrymen Darryll King, Shayne King and Daryl Atkins on to the world stage.

In 1995, after winning the NZ Supercross Championship, he headed for Europe to embark on his first full season in the FIM Motocross 250cc World Championship. Riding a private Suzuki he would finish the year in 41st, scoring two points in the series. In 1996 he won the New Zealand Grand Prix in Woodville in both 125cc and 250cc classes before returning to Europe. Going it alone in Europe was a struggle, but he improved his result and finished 23rd in the World Championship, the year he saw his fellow countryman Shayne King crowned 500cc World Champion.

And so began a pattern of taking championship wins in the New Zealand summers then heading to the other side of the globe to battle the best in the world during the European racing season. His NZ campaign of 1999 was one to mark, winning the NZ Supercross Championship double and the NZ Motocross Grand Prix in both 125cc and 250cc classes.

Coppins landed his first factory ride with Suzuki for the 2000 season. After years of grafting as a privateer, he took several podium places

for Suzuki and wound up fourth in the World Championship title chase. In 2006, he finished on the podium at every round bar one and won the Northern Ireland Grand Prix. There were no other GP winners that year other than he and Stefan Everts. The year finished on a high note for Coppins, riding for Team New Zealand in the Motocross of Nations with the team taking out third overall.

Retiring at the end of the 2010 season, he spent a total 15 years competing in WMX, riding factory bikes for the works Yamaha and Aprilia teams after his time with Suzuki.

In his professional career, Coppins chalked up WMX Grand Prix wins. Twice runner-up overall in the World Championship, he also won two British Championships, one Belgium Championship, one Italian Championship and two Australian Championships — not to mention 21 New Zealand and Island Championships.

Coppins continues to educate, train and pass on his racing knowledge to a new generation. In 2014 he started the Altherm JCR Yamaha race team, which to date has won seven New Zealand titles with various riders. JCR had two riders competing in Europe in 2017 — Courtney Duncan in the FIM Women's WMX Championship and Dylan Walsh in the European MX250 class.

Still considered one of the best in the motocross world, he maintains links to many companies and organisations globally and is at the forefront of the sport. He still races occasionally and is recognised as a key figure in a golden era for New Zealand motocross, a time when kiwi riders performed outstandingly on the world stage.

# Hall of Fame: Robert Holden

## Robert Holden

Born in 1958 in the UK, Robert Holden emigrated to New Zealand with his family in the early 1970s and is remembered as one of the most versatile and determined motorcycle racers this country has seen. His long and legendary racing career almost never got started, however, after a near-fatal road accident in Wellington before he'd taken his first national title.

Holden recovered and returned to the track to claim, in the 1977–78 season, his first of many visits to the top step of the podium. Riding a Suzuki RM125 converted for road racing, he won the New Zealand Ultra-lightweight 125cc Championship, along with the NZ 125cc Grand Prix and NZ 125cc Tourist Trophy. He also took top honours in the NZ 250cc Hill Climb Championship.

Whether riding a motocross or road race machine, speedway sidecar or sliding his car around on the beach, his adaptability, determination and hard-charging style saw him excel. As part of the Suzuki Wellington Motorcycle Centre race team, Holden raced alongside star riders Dave and Neville Hiscock. It was not unusual to see him race and win on a number of different machines at a single race meeting.

Holden was described by friend Kevin Maxwell as the most competitive person he knew. "Maybe not the best talent but he never wanted to be beaten. He was happiest when on something with a motor — road racing, motocross, trials, hare scrambles, trail riding, sidecars, saloon cars, midget cars. He pretty much turned

his hand to anything and was competitive straight away. He just loved having fun and being one of the lads."

Throughout the 1980s Holden continued to race in New Zealand, winning various national titles including the NZ Formula One Championship in the 1983/84 season and again in 1986/87, while also embarking on international campaigns in Australia and Canada.

When Holden parted ways with Suzuki, he began racing Ducatis for various sponsors, Australian Bob Brown, New Zealand's Dallas Rankine, Don O'Connor and Grant Vinten among them.

His international racing took him to the Isle of Man where he placed second in the 1994 Super Mono TT and won it in 1995. He raced in Ireland, Europe and Japan, taking wins in France, at the Ulster Grand Prix and the Northwest 200. He raced several seasons in the World Endurance Championship for leading privateer team Phase One with a number of top five results.

Holden's record at the famous Cemetery Circuit in Whanganui encompasses a staggering 47 wins, 22 second placings and 22 thirds.

Robert Holden died after crashing at Glen Helen, Isle of Man, on 31 May 1996, during practice week for the Isle of Man TT. His ashes were spread at his much-loved Cemetery Circuit.

# Hall of Fame: Darryll King

## Darryll King

It's a very rare sportsperson who can perform at or near the top level of their sport for over 30 years. But Darryll King is no ordinary sportsman.

King and his four brothers were born in to a motorcycle family. His father raced bikes and owned a motorcycle business so it was natural that the King boys would take up the sport. He started riding at just three years old on a Honda QA50 mini bike, competing in his first club race in 1979 at the age of 10.

It was around this time that Junior Motocross was gaining in popularity, with the inaugural NZ Junior Motocross held in 1980. King's name appeared for the first time as a championship winner in 1984, taking out the 12–15 year old 80cc class.

The following season, his first in the senior ranks, saw him quickly establish himself as a serious competitor. In his first senior meeting, the Johnny Old MX, he won the 125cc class and beat reigning NZ Champion Murray Anderson in the last 500cc race of the day.

It was a sign of things to come. King would go on to win 12 New Zealand championship titles between 1986 and 2012, including a dream season in 1991 which saw him take out both the Pro 125cc and Pro 250cc classes in the NZ Motocross Championship, plus the 125cc and 250cc classes in the NZ Supercross Championship.

King raced through New Zealand, Australia and the Pacific, before heading of to Europe to take on the world. He had his breakthrough season in 1995, finishing third in the World 500cc Championship on his privateer Kawasaki. In 1996 he came in fifth in the Championship

chase, the same year brother Shayne was crowned World Champion. Darryll fought for the top spot for the next two seasons, finishing second in both 1997 and 1998 riding for the Husqvarna factory.

Returning to New Zealand after 11 seasons abroad, he had raced in over 100 Grand Prix meetings and taken five overall Grand Prix victories in Italy, Switzerland, Belgium, Germany and Austria. He set up his own riding academy and, contracted to Yamaha, also competed in New Zealand and Australia, taking wins of both sides of the Tasman and claiming the Australian Open Motocross Championship in 2001, 2003 and 2004.

With unfinished business in Europe however, he decided in 2012 to have another shot at a world title. At the age of 43, King was crowned World FIM Veteran Cup Champion, returning in 2014 and 2015 to finish runner up both years.

His is a remarkable career indeed, with hundreds of wins and more New Zealand off road titles and major event wins than any other rider in history. Five World MX Grand Prix wins and twice runner up in the MX World Championship, he also represented New Zealand seven times in Motocross of Nations.

It is not only his successes, but his longevity and determination in the sport that sets him apart. He has suffered life threatening injuries and other disappointments and challenges, situations only made him push on to succeed. To be the best in the world and still winning after 30+ years in the sport, King's record is a true superman performance.

# Hall of Fame: Steve Roberts

## Steve Roberts

Born in the UK in 1939, Steve Roberts moved to New Zealand in the 1960s and began designing and making scrambler motorcycle frames, before turning his attention to road racing.

He teamed up with notable Wellington tuner Dick Lawton and Suzuki importer Rod Coleman to build special Suzuki race machine frames which, in the hands of Geoff Perry, Keith Turner and Dale Wylie among others, became the combination to beat. In 1971, Keith Turner took a Steve Roberts bike to the 500cc World Championship, eventually finishing runner up to Giacomo Agostini on a factory MV.

A decade later, Roberts was commissioned to build a bike for top NZ racer Dave Hiscock for the World TT Formula One Championship. Made from hand-beaten 3mm aluminium sheet metal, the bike stunned the paddock and indeed the motorcycling world. It was regarded as the best non-factory machine in the championship and Hiscock brought it home third. He also took the Roberts-framed bike to third in the 1982 Isle of Man TT behind the factory Hondas of Ron Haslam and Joey Dunlop.

Roberts' next invention was even more radical — a world first in fact. The 'Plastic Fantastic' was made of a special composite of kevlar and carbon fibre and featured a unique suspension that Roberts termed 'tension suspension'.

At the time, race bikes required more suspension travel to keep the rear wheel on the ground under heavy braking and the shock absorbers

tended to overheat. By moving the suspension under the machine, the improved airflow resulting in better cooling, the compression of the shock was transferred to the swing arm through the use of rods pulling rather than the conventional method of compressing. Another bonus was a lower centre of gravity. Roberts applied for a patent on the suspension but was turned down due to it having been used on a car before.

The Plastic Fantastic #1 was a prototype, #2 was raced by Dave Hiscock and Robert Holden and #3 raced by Norris Farrow and Blair Briggs. Roberts received the UDC Finance Inventors Award in 1983 for his kevlar motorcycle with tension suspension.

Moving away from two wheels, he built the first ever monocoque sidecar for Wellington's Andy Kippen which initially featured an entire aluminium body shell when everyone else was using fibreglass. Andy and Graeme Staples won three New Zealand Championships.

Well known throughout the motorcycle world for his skills and innovations, Roberts continues to craft his hand-made masterpieces, such as Manx Norton tanks for Ken McIntosh Engineering in Auckland. Everything he produces is bespoke, made individually by his own hand.

## Statement of Financial Performance

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# Motorcycling New Zealand Inc

## Statement of Financial Performance

For the Year Ended

31 December 2017

	2017	2016
<b>Income from Members</b>		
Licences - Domestic	472,785	489,444
One Day Licences	137,188	133,404
International Licences	19,904	11,716
Club Affiliation Fees	7,650	7,800
Online Entries	1,786	1,074
Special Event Upgrade Licence	5,835	4,735
International Meeting Number	535	922
Permits	47,483	53,975
	<u>693,165</u>	<u>703,070</u>
<b>Outside Funding</b>		
Sport New Zealand	8 50,000	75,000
Grants	7,500	-
	<u>57,500</u>	<u>75,000</u>
<b>Misc Income</b>		
TAB Income	2,192	987
Oceania Meeting Travel Income	3,105	-
Other Income	9 1,001	16,830
Interest Received	30,383	36,408
	<u>36,681</u>	<u>54,225</u>
<b>Total Income</b>	<u>787,346</u>	<u>832,295</u>

# Motorcycling New Zealand Inc

## Statement of Financial Performance

For the Year Ended

31 December 2017

	2017	2016
<b>Expenses</b>		
<b>Administration Expenses</b>		
Accident Compensation Levies	677	686
Accounting Fees	9,505	7,660
Audit Costs	6,907	6,127
Bad Debts	-	959
Bank Fees	981	599
Computer Support Costs	7,179	11,516
Depreciation	9,579	9,225
Doubtful Debts	6,213	-
Electricity	2,749	2,527
Flowers & Gifts	3,690	5,322
General	924	1,032
Insurance - Admin	24,798	22,118
Legal Fees Retainer & Admin	77,369	14,032
Loss on Disposal of Assets	1,934	238
Motor Vehicle Running	6,564	3,211
Motor Vehicle FBT	3,910	4,358
Museum Opening	-	537
Online Licencing Fees and Expenses	- 319	6,598
Online Voting	3,200	-
Petty Cash	292	183
Photocopier Copy Fees	12,834	10,741
Postage & Courier Fees	7,369	19,912
Printing and Stationery	40,794	37,557
Rates	4,023	3,709
Repairs & Maintenance	29,072	14,803
Telephone	7,305	7,193
Travel Admin	286	167
	<u>267,833</u>	<u>191,010</u>
<b>Staff Expenses</b>		
Uniforms	1,442	596
Wages & Salaries	291,199	220,076
Other Employer Expenses	8,501	4,156
Board Clothing	281	406
Board Costs	23,059	28,519
Life Member Jackets	315	2,630
General Manager Operations	8,562	1,225
Commissioner Clothing	731	613
Commissioner Meetings	4,126	2,903
	<u>338,216</u>	<u>261,124</u>
<b>Sport Operating Expenses</b>		
Rider Death Payment	10,000	20,000
Coroners Hearings	1,769	-
Health and Safety	8,419	3,331
Drug Testing	-	3,695

# Motorcycling New Zealand Inc

## Statement of Financial Performance

For the Year Ended

31 December 2017

	2017	2016
Technical	-	2,400
FIM Licences	7,700	7,369
Carnet	- 969	26
Subscriptions & Affiliations	2,506	1,672
FIM Membership & Travel Cost	10,637	1,528
Trophies	1,796	8,622
Subsidies	17,828	14,500
History of MNZ	-	8,234
Judiciary	7,476	1,325
Coaching	-	13,073
Website	1,060	4,279
QR App	-	2,624
Oceania Meeting Travel Costs	1,072	1,909
Officials Training General	14,694	-
	83,987	94,591
<b>Events Running</b>		
Promotion & Media	40,291	46,098
Awards Dinner	-	25,437
100 Year Celebration	-	55,662
Hall of Fame	5,389	5,295
Conference	30,102	37,943
	75,782	170,435
<b>Disciplines</b>		
Motocross	19,998	29,028
Road Race	93,864	16,626
Trials	1,218	12,323
Cross Country	8,202	4,554
Enduro	4,638	4,477
ATV	1,464	8
Junior Worlds	951	-
Supercross	- 1,800	-
Officials	4,680	3,203
	133,215	70,219
<b>Total Expenses</b>	899,032	787,379
<b>Net Surplus (Deficit) from Operations</b>	- 111,686	44,916

# Motorcycling New Zealand Inc

## The Disciplines Trading Accounts

For the Year Ended

31 December 2017

	2017	2016
<b>Motocross</b>		
<i>Income Championship</i>		
MX Nationals	16,250	16,253
<i>Expenses Championship</i>		
MX Nationals Running	22,545	19,491
	-6,295	-3,238
<i>Income of Nations</i>		
Sponsorship	20,141	13,474
	20,141	13,474
<i>Expenses of Nations</i>		
MX of Nations	26,849	36,156
	-6,708	-22,683
Oceania MX	135	0
MX Commissioner	6,860	3,107
<b>Motocross Surplus/(Deficit)</b>	-19,998	-29,028
<b>Road Race</b>		
<i>Income</i>		
Road Race Nationals	165,294	14,097
Sponsorship	32,122	3,000
Oceania Road Race	0	5,170
	197,416	22,267
<i>Expenses</i>		
Road Race Nationals Costs	291,280	25,467
Road Race Technical Checks	0	0
Oceania Road Race	0	10,000
RR Commissioner	0	3,426
	291,280	38,893
<b>Road Race Surplus/(Deficit)</b>	-93,864	-16,626
<b>Trials</b>		
<i>Income</i>		
Trial Des Nations	0	0
FIM Funding	0	685
Oceania Trials	0	0
	0	685
<i>Expenses</i>		
Oceania Trials	0	0
Trials Des Nations	0	10,923
Trials Commissioner	1,218	2,085
	1,218	13,008
<b>Trials Surplus/(Deficit)</b>	-1,218	-12,323

**Motorcycling New Zealand Inc**  
The Disciplines Trading Accounts  
For the Year Ended  
31 December 2017

	2017	2016
<b>Cross Country</b>		
Income	6,152	6,752
	<u>6,152</u>	<u>6,752</u>
Expenses		
Cross Country Nationals	11,544	9,050
Cross Country Commissioner	2,810	2,256
	<u>14,354</u>	<u>11,306</u>
<b>Cross Country Surplus/(Deficit)</b>	<u>-8,202</u>	<u>-4,554</u>
<b>Enduro</b>		
Income		
Enduro Nationals	0	0
	<u>0</u>	<u>0</u>
Expenses		
Enduro National Champs	3,791	0
Enduro Commissioner	847	4,477
	<u>4,638</u>	<u>4,477</u>
<b>Enduro Surplus/(Deficit)</b>	<u>-4,638</u>	<u>-4,477</u>
<b>ATV</b>		
Income	0	7,746
ATV Commissioner	1,464	7,756
<b>ATV Surplus/(Deficit)</b>	<u>-1,464</u>	<u>-8</u>
<b>Junior Worlds</b>		
Income	13,246	0
Expenses	14,197	0
<b>Junior Worlds Surplus/(Deficit)</b>	<u>-951</u>	<u>0</u>
<b>Supercross</b>		
Income	5,000	0
Expenses	3,200	0
<b>Supercross Surplus/(Deficit)</b>	<u>1,800</u>	<u>0</u>

**Motorcycling New Zealand Inc**  
Statement of Movements in Equity  
For the Year Ended  
31 December 2017

	2017	2016
Opening Balance	1,314,303	1,269,387
<b>Plus</b>		
Net Surplus/(Deficit) for the period	- 111,686	44,916
	<u>1,202,616</u>	<u>1,314,303</u>
Closing Balance	<u>1,202,616</u>	<u>1,314,303</u>

**Motorcycling New Zealand Inc**  
Statement of Financial Position  
As at 31 December 2017

	Notes	2017	2016
<b>Current Assets</b>			
Trade Debtors	20,210	51,904	
Cheque Account	162,963	180,493	
Savings Accounts	2 49,474	143,265	
Accruals and Prepayments	4 10,366	2,521	
GST	17,420	-	
Prepaid Expenses	4 21,876	55,868	
Term Deposits	3 836,202	948,518	
Petty Cash	50	48	
		<u>1,118,561</u>	<u>1,382,617</u>
<b>Investment</b>			
Riders Division NZ Ltd	6,751	6,751	
		<u>6,751</u>	<u>6,751</u>
<b>Non Current Asset</b>			
Property, Plant & Equipment	5 181,216	100,596	
		<u>181,216</u>	<u>100,596</u>
<b>Total Assets</b>		<u><b>1,306,528</b></u>	<u><b>1,489,964</b></u>
<b>Current Liabilities</b>			
GST	-	6,452	
Credit Card	1,221	-	
Leave Accrual	9,067	8,053	
Prepaid Permits	2,370	1,974	
Income in Advance	21,598	98,923	
Accrued Expenses	12,330	6,264	
Creditors	47,262	34,126	
One Day Licences with Clubs Unissued	10,065	19,870	
		<u>103,912</u>	<u>175,661</u>
<b>Total Liabilities</b>		<u>103,912</u>	<u>175,661</u>
<b>Equity</b>			
Retained Earnings		<u>1,202,616</u>	<u>1,314,303</u>
		<u>1,202,616</u>	<u>1,314,303</u>
<b>Total Equity &amp; Liabilities</b>		<u><b>1,306,528</b></u>	<u><b>1,489,964</b></u>

Signed as authorised:

Chairperson

Board Member

Date

*N.A. May* 6-4-2018  
*G. Z. Will* President MNZ  
6-4-18

**Motorcycling New Zealand Inc**

**NOTES TO THE FINANCIAL  
STATEMENTS**

**FOR THE YEAR ENDED 31 DECEMBER 2017**

**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. These standards have been applied as appropriate for entities that qualified for and applied differential reporting concessions for the year ended 31 December 2017. 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.

# Motorcycling New Zealand Inc

## NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2017

### 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 Income

Interest received is recognised as interest accrues.

# Motorcycling New Zealand Inc

## NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2017

### 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

	2017	2016
ANZ On Call Account	604	104,524
ANZ Self Insurance Account	40,268	30,169
ANZ Entries Account	8,602	8,572
	<u>\$ 49,474</u>	<u>\$ 143,265</u>

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

### 3 Term Deposits

	2017	2016
<b>Current</b>		
Deposit 1130	-	131,156
Deposit 1133	-	551,090
Deposit 1134	114,892	110,653
Deposit 1138	161,309	155,619
Deposit 1139	560,000	-
	<u>\$ 836,202</u>	<u>\$ 948,518</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:

	2017	2016
Accrued Bank interest	10,366	2,521
	<u>\$ 10,366</u>	<u>\$ 2,521</u>

All expenses in relation to the 2018 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.

	2017	2016
Prepaid Expenses	21,876	55,868
	<u>\$ 21,876</u>	<u>\$ 55,868</u>

**Motorcycling New Zealand Inc**

**NOTES TO THE FINANCIAL  
STATEMENTS**

**FOR THE YEAR ENDED 31 DECEMBER 2017**

**5 PROPERTY, PLANT AND EQUIPMENT**

	Cost	Current Depn	Accum Depn	Book Value 2017	Book Value 2016
Land	45,698	-	-	45,698	45,698
Buildings	61,958	2,325	31,045	30,913	29,673
Computer equipment	39,528	3,029	33,906	5,621	5,705
Office equipment	12,427	1,084	7,676	4,752	5,266
Office furniture & fittings	18,392	569	15,188	3,204	3,626
Plant and equipment	54,873	866	48,743	6,131	6,436
Software	104,391	758	21,705	82,686	1,034
Motor vehicles	31,901	948	29,690	2,211	3,159
	<u>\$ 369,168</u>	<u>\$ 9,579</u>	<u>\$ 187,952</u>	<u>\$ 181,216</u>	<u>\$ 100,596</u>

**6 CAPITAL AND LEASE COMMITMENTS**

**Capital commitments**

There are no capital commitments as at 31 December 2017. (2016: Nil)

**Operating commitments**

There are no operating commitments as at 31 December 2017. (2016: Nil)

**7 CONTINGENT LIABILITIES**

The was a fatality at Methven during the 2017 year. The case is currently with WorkSafe. There is a possibility of a fine which is currently unable to estimate. (2016 : 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)

**8 SPORT NZ INVESTMENT**

Sport NZ investment in Motorcycling NZ was agreed at \$50,000 for the 12 month period from 1 January 2017 to 31 December 2017 paid in four installments. (2016: \$75,000)

**9 OTHER INCOME**

	2017	2016
Fines	652	1,590
Member Benefits	261	680
Awards Dinner	-	14,343
Judiciary	87	217
	<u>\$ 1,001</u>	<u>\$ 16,830</u>

**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.

**Motorcycling New Zealand Inc**

**NOTES TO THE FINANCIAL  
STATEMENTS**

**FOR THE YEAR ENDED 31 DECEMBER 2017**

**11 SUBSEQUENT EVENTS**

There have been no events occurring after Balance Date that would have a significant effect on the Incorporated.

**12 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.

RDNZ was removed from the Companies Office register on 23/01/2018.







*Advancing the Sport of Motorcycling*



MOTORCYCLING NEW ZEALAND INC.  
[www.mnz.co.nz](http://www.mnz.co.nz)

