

CLASSIC MOTOR RACING CLUB

Presidents Report

38th Annual General Meeting

What a challenging year it has been. Moving in and out of lockdown and working around COVID19 restrictions has made our operations difficult and at times, as evidenced by the cancellation of our Brooklands event, impossible. This cancellation was both regrettable and totally beyond our control. All competitors will receive a full refund of their entry fees.

I would like to begin by saying some important thankyou's.

Debbie Chapman and Roger Eade have both stepped back from committee roles in 2021. Both brought vital skills and talents to our club. I thank them both for their service.

Our executive committee have been very active this year. Early on we made the decision to meet online and to meet monthly. There has been important work to do. I thank them all for their willingness to put in the time and to offer their ideas and at times to agree to disagree. There have been some forthright discussions but we believe we are heading in the right direction – more on this later.

During the year we have managed to run some of our events and what's more come out with the finances looking satisfactory. Given the uncertainty during this period this can only be seen as a great result. As we know these meetings don't just happen. They are the result of a team effort that comes from a small and highly dedicated group of individuals. The Race Organising Committee has, once again, been capably led by Brian Dixon. This sub-committee also deserves our accolades.

Lastly I want to thank the competitors who got their cars out and made our meetings a success.

So what have we been doing this year?

In the past we had meetings by audio conference. From both a technical quality and convenience point of view these were less than satisfactory. We have now moved to meeting via Zoom. This has proved much more useful and after a little bit of upskilling we are now all on board with this.

We have successfully run the 2020 Brooklands, the South Canterbury Hydraulics and the Autumn Fling meetings. We have instituted new electronic budgeting financial planning tools to ensure that we are better informed. Under Paul Coghill's leadership we have also reformed our financial recording processes. This has involved a move to the use of the Xero accounting software package.

One of my goals for the last year was to improve our working relationship with MotorSport New Zealand. Our delegation of Brian Dixon, Wayne Perkins and I to the MSNZ annual conference/ AGM worked hard to achieve this. The feedback we have received suggests we have achieved this.

One of the recent success stories is the introduction of the Pre-78 class. Under the stewardship of Wayne Perkins this is going from strength to strength. Well done to Wayne, a great deal of work has gone into this and its success is no accident. Our committee has actively supported Wayne is getting this up and running. It is also fitting that we congratulate Wayne on his appointment to the MSNZ Historic Commission.

The work of the Race Secretary is vital to the success of our meetings. Collecting entry information and payments etc. is exacting work. Our previous system was heavily paper based and essentially manual. To ease the work for the secretary we have decided to go to an electronic entry system that integrates the entry form and payments in one step. At present the MSNZ system is not quite where we want it to be so we will utilise software called *Cognito Forms*. (Highlands uses this system with great success) Our first effort using this was to have been the Brooklands. I'm still learning to use this. Thanks to those who did enter and let me know the things I need to improve – it will be right for the 2022 SCH meeting.

We recognised that our communication with our members needs to be better. We know there is still some work to do here. My thanks go to Past President Barry Dorking for his willingness to keep the website up to date.

What are we planning to do in the remainder of this year and 2022?

We want to further improve our communications. Getting more active in the social media space is a priority. If you have skills in this area and could help we'd love to hear from you!

The use of electronic entries to our events will be further advanced. Ideally we would like to get this totally embedded for the next meeting but for those who don't have access to the web we will continue to offer an alternative.

Each member of the 2020/21 executive committee will have a portfolio, an area of club operations that is their main focus. This is seen as a way of getting more done as well as utilising the diverse skills and talents more efficiently.

For a car to be considered a 'classic' it must be at least 20 years old. Thus cars manufactured up to 2001 now qualify. How well are we catering for this group of modern classics? The committee believes this is an area requiring development. We want to see vehicles from this vintage out there racing.

The committee is looking to expand. Ideally we would like to attract executive members from areas that are not currently represented e.g. Southland. There is also the need to attract younger members who might bring new and different insights. This may tie in nicely with the goal above.

We wish to see a growth in membership. The committee will continue to look at how we make ourselves attractive to prospective competitors.

One of our major workstreams will be in supporting the work of a revised and reinvigorated Vehicle Acceptance Committee. Many of our discussions this year have centred about 'what makes a classic a classic?' There is the need for more clarity in this area. In an ideal world all of our competing vehicles would have a Certificate of Description. This would ensure that vehicles are period correct. The VAC will work with competitors to get cars to conform to the rules of what a classic should be. This will be an evolutionary process involving education and communication in order to move towards compliance.

Nga mihi
Nick Simpson