

MotorSport New Zealand

76th Annual General Meeting and Conference Report

This conference was held at the Intercontinental Hotel in Wellington. Our delegation consisted of:

Nick Simpson – delegate

Craig McQuilken – observer

Wayne Perkins – Historic Commission

Craig and I split ourselves between the various workshops to ensure we gathered the maximum amount of information to bring back to our club. Wayne was primarily engaged in the work being done by the Historic Commission.

ATTENDANCE

53 of the 92 car clubs that comprise MSNZ were in attendance. This is the greatest number for some years.

SOCIETIES ACT INFORMATION

This is a matter that is of importance to all clubs. It arises due to the changes brought about by new legislation, namely the Incorporated Societies Act 2022. This passed through parliament in April of 2022.

There is some work that we will need to do in order to ensure we are compliant. This will be a job for our executive committee.

The CMRC will need to develop an internal dispute resolution procedure and this must be specified in the club constitution.

MSNZ is developing a template constitution that we can adapt for our unique situation.

We must re-register as an incorporated society by 5 October 2023.

I believe that we will need to ensure that our executive committee continues to have someone with strong legal experience on board. (As we currently do.)

TECHNICAL AND RACE

Fuel Handling

Following on from 2022, the code of practice for fuel handling has now been made mandatory. It has existed as an appendix to Schedule Z for the last 5 years.

How will this affect us?

- expect Clerks and Stewards to police this actively – serious breaches can be penalised
- remember that drivers are responsible for the conduct of the crew members so the, ‘I wasn’t doing the refuelling’ is no defense
- to begin with an educative approach has been advised – we are asked to have printed copies of the code available to uplift.
- the code must be referenced in the Supplementary Regulations. This confers the authority to

enforce a breach.

- it was suggested that an Assistant Clerk of the Course be delegated to inspect arrangements for fuelling cars, including fire extinguishers
- refuelling is now a 2 man job – one person refuelling and one with an extinguisher
- correct PPE must be worn by the refueller

Protective Clothing

There are changes to the FIA standards for clothing. The new standard is indicated by the code 8856-2018 and a gold holographic label. It will be valid for 10 years. This new clothing extends the fire resistance times in an accident. To see just how good it is view the new gear is view the F1 crash of Romain Grosjean who survived an absolute inferno for 28 seconds.

HANS devices do not currently have an expiry. However it has become clear that after a period of use the retaining straps/webbing may become frayed or deformed. Two of the suppliers of such devices can replace the straps for approximately \$150.

What this means for us

- new equipment can be easily identified by the code and hologram
- new equipment is even safer
- older equipment may still be used but condition is all-important. A safety auditor may reject clothing if it is oil stained or in poor condition even though it is within time.
- be careful with your race protective clothing - keep it clean and in good repair. As an example: if you damage the zip fastener on a new gold hologram race suit it has to go back to the manufacturer for a replacement.
- HANS straps should be checked and, if necessary, replaced by a competent repairer.

Lithium ion batteries

Lithium ion batteries are now available as a replacement for lead based cells used in race cars. Their high energy density and light weight make them a good choice. However Li-ion batteries are problematic if they start to overheat – they can physically explode. Because the resulting fire is anaerobic (does not require oxygen from the air) the fire can be very difficult to extinguish.

Advice if you are going to run a Li ion battery

- a label must be displayed to warn marshals etc. that the battery is of this type.
- ensure it is charged on the correct type of charger – a normal lead acid/gel cell battery charger is not to be used
- protect the battery from mechanical damage e.g. severe shocks, sharp objects etc.
- disconnect the electrical load immediately if it starts to get hot – if it is already smoking DO NOT attempt to remove it as it may explode
- try to cool if possible – at a recent event one was placed in a chilli bin of water

Health and Safety

Steve Collier who previously chaired the volunteer commission now has a new permanent role as the MSNZ Safety Officer. New systems have been put in place to analyse accident data. If patterns are noted, e.g. repeated injury accidents at a part of a circuit, then this information will be shared with the track inspection team.

HISTORIC

There was a follow-on session from last year. This was run by Bruce Dyer and Leon Hallett. It was very thorough. It covered what a COD was, why you'd want one, how to get one etc.

The process for gaining a Certificate of Description was outlined in detail. It covered all of the aspects that are considered when inspecting a vehicle.

Information was provided about various schedules that vehicles may be covered by – e.g. T&C groups 1-2 and 3-4, CR and K. I found this really clear and very helpful. There is no doubt we are on the right track with our process here. At present the Historic Commission members work with competitors who wish to gain a COD to move them along the path for compliance. This involves advice and guidance and due to costs that may be incurred, parts that might need to be procured etc. a reasonable time frame is being allowed.

What should we do?

- continue to acknowledge that these schedules define our cars
- continue to support the COD process as the way of defining cars
- continue to work with competitor via our Vehicle Acceptance Committee and the Historic Commission Vehicle Inspector
- allow competitors engaging with the process a reasonable time to comply
- have a plan to achieve compliance
- set a realistic deadline for compliance on a competitor by competitor basis

Eventually a car is either compliant with the relevant schedule it races under or it is not. If competitors choose not to engage in the process at all, or the negotiated time to comply passes, then that vehicle competing in that class is no longer an option

Motorsport Online (Sporty)

The new system for event management, licences logbooks etc. has been in beta testing since February of this year. This has included testing at events.

Training in how to use the *Sporty* system will be available on 8 and 14 June.

We need to appoint system administrators who have make changes.

The first session will be on club management. The second session will be on event management. Competitors will get an email advising them of a login to the training session webinar which will take place on 22 June.

There will be an officials webinar on 27 June.

All training sessions will be recorded to allow those who cannot attend of the designated dates the opportunity to do these sessions in their own time.

There will be a dedicated support website - support.motorsport.co.nz

There will also be telephone support for the first 6 months of operation.

On 3 July the data will be exported from the old *Possum* system. It will cease to exist after that date. Onboarding for clubs will take place on 5 or 6 July and we will have access after that.

Licences and logbooks will be digital though paper copies, especially for historic vehicles will remain valid.

It is possible to have *Sporty* pinned to our club website. This means competitors could make an entry to an event from our website. This would be a good way of getting visitors to the site!!

MSNZ has negotiated discount deals with PBTech for tablets/laptops (dustproof and weatherproof) that can be used by scrutineers and club officials.

Licences and logbooks will have a traffic light showing status clean endorsed/fine owing or suspension

The system can integrate with Xero- may need Stripe or Poly to get money (our PayPal account??)

Action items for us

- we will need to choose who the administrators are for our club
- we need our admin people to do the training
- we need to support competitors to get training (entering on the new system will be much easier)
- use *Sporty* for our Brooklands event
- add access to the *Sporty* app to our website – ‘ENTER AN EVENT’
- investigate using *Sporty* to send out newsletters etc.

Inclusive MotorSport Seminar

An initial discussion was held around Equality, Diversity & Inclusivity (EDI) in Motorsport. It was agreed amongst the group that Motorsport was ahead of many other sports in this area and actively included/supported EDI across Competitors, Events, Officials & Volunteers.

Our Workshop discussed how to actively attract/involve a younger generation to Motorsport, initiatives discussed were

- Targeting Secondary schools
- Running of Motorsport workshops at schools with Motorsport identities such as Emma Gilmore & Hayden Paddon
- Provision of a more visible pathway to become involved in Motorsport.

Motorsport Fees

No changes to fees have been made since 2014. The Board has decided to increase fees. If this does not happen then the money gained for the sale of Motorsport House will be eroded.

The changes are:

- Licences going up by \$30
- Permit for a race meeting going up by \$150
- Participation levy rise by \$7
- Capitation levy rises to \$12

The board is looking to generate new revenue by working with suppliers of motorsport equipment. This happens in some overseas jurisdictions and takes the form of a small percentage levy which is directed back to the governing body.

SUNDAY SESSIONS

Finance

There was a loss of \$418 789 recorded for the last financial year. Due to weather and other factors, 73 events were cancelled in the last year. This has had an adverse effect on the bottom line for MSNZ.

Fees have not been sufficient to cover the costs of the services provided. They need to increase to allow the organisation to run properly.

The \$1.3M raised by sale of Motorsport House remains intact. It has been agreed by the meeting that this sum, or a portion of this sum, be invested in a managed fund by fund management organisation. This decision is at the discretion of the MSNZ Board.

It has been further agreed that the plan to buy or build a new home for MSNZ be abandoned in favour of continuing to rent a building.

Constitutional Reform

New categories of membership have been approved by the AGM.

For the past 75 years we have been an association of clubs. Only clubs could be members. The door could now be opened to individuals and other entities such as circuits and businesses.

There will also be the proposed ability for competitors and officials to vote on 1 Board member and 2 members of the Commissions that they are associated with. I believe this to be a positive step.

The next step is for the proposals to be written into constitutional amendments that can be considered at the 77th AGM.

Elections

- Daniel Gaunt was elected to the vacant position on the Board.
- Richard Kelly was elected to the vacant position on the Race Commission
- Tony McConachy was elected to the vacant position on the Rally Commission
- Helen Cameron was elected to the vacant position on the ClubSport Commission.
- Bruce Dyer was re-elected to the Historic Commission.

OVERALL COMMENTS

There is no doubt in my mind that the progress we have made in the last couple of years is in the right direction.

Once again I enjoyed the company of fellow committee members at conference. Having more than one attendee continues definite plus.

Nick Simpson & Craig McQuilken

22 May
