



PRESIDENT

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2019 NZRCA AGM MINUTES

1. Meeting Open 11:19am
2. Welcome: Matthew welcomed everyone to the meeting and explained the JetPark building H&S Evacuation point & facilities location
3. Apologies: Counties, Otago (proxy vote), Hamilton, Dargaville, Manawatu, Tauranga, Shane O'Connor (2nd 23, Passed unanimously)
4. Minutes from last AGM: Minutes accepted as read. (2nd 23, Passed unanimously)
5. Matters Arising: Nil (2nd 9, Passed unanimously)
6. Correspondence: RCGP Letter. Letter read to the meeting by Scott Kendall and to be distributed to clubs for feedback.
7. Financial Report: Rex presented his financial report for first year as NZRCA treasurer. (See appendix 4). The accounts have been audited by independent auditor Deborah Crosland (NZDipBus). Rex moved that finance statement be accepted. (2nd 12, Passed unanimously)
8. Presidents Report: Presented by Matthew Banks (See appendix 5) (2nd 12, Passed unanimously)
9. Election of Officers
Appendix 1 - See Attached Nominations for the following positions:
10. Events
Appendix 2 Below
11. Remits
Appendix 3 Below
12. Setting of Annual Fees
Proposed fees to remain as current. (2nd 9, Passed unanimously)
13. General Business

- **Taranaki:** F1 modification/alterations allowed? Or tighten up the rule to remove confusion
Decision technical rules to be at Technical Officer final decision. ETS has existing rules in regards to wings that perhaps could/should be remitted next year.

- **NZRCA Website / Communication Hub**

- **NZRCA Host Agreement Form (Passed at 2012 AGM)** – review, update and put in place moving forward

NZRCA National Race Guidelines (Passed at 2012 AGM) – review, update and put in place moving forward

Forms to be updated & amended by the incoming NZRCA executive and put out to clubs. Forms to be aimed at assisting clubs to host events, not put more stipulations in place so we end up with no clubs wanting to host events.

14. Meeting Closed: 3:22pm
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Appendix 1

2019/ 2020 NZRCA EXECUTIVE COMMITTEE NOMINATIONS

A. President

Club	Nominated Person
Capital Model Racers / CHCH Indoors	Matthew Banks - Passed unanimously

B. Secretary

Club	Nominated Person
Capital Model Racers / Little Forest	Scott Kendall - Passed unanimously

C. Treasurer

Club	Nominated Person
Capital Model Racers / CHCH Indoors	Rex Wessels - Passed unanimously

D. Electric On-Road Technical Officer

Club	Nominated Person
North Harbour	Daryl Maslin - Passed unanimously

E. Electric Off-Road Technical Officer

Club	Nominated Person
CHCH Indoors	Luke Prattley - Passed unanimously

F. I.C On-Road Technical Officer

Club	Nominated Person
Taranaki	Selwyn Duthie - Passed unanimously

G. I.C Off-Road Technical Officer

Club	Nominated Person
Capital Model Racers	Shane O'Connor - Passed unanimously

H. Publicity Officer

Club	Nominated Person
Capital Model Racers / Little Forest	Amber Kendall - Passed unanimously

I. Licence Secretary

Club	Nominated Person
Tauranga Indoors / CHCH Indoors	Amy Joblin - Passed unanimously

J. HSE Officer

Club	Nominated Person
Capital Model Racers	Matthew Banks - Passed unanimously



Appendix 2

2018/2019 NZRCA SANCTIONED EVENT NOMINATIONS

A. Electric On-Road Nationals

Club	Date

B. I.C On-Road Nationals

Club	Date
Canterbury RC Car Club	19-March to 22-March 2020 - Passed unanimously

C. 1/10th Scale Electric Off-Road National Champs

Club	Date
Hawke's Bay RC Car Club	12 th -15 th March, 2020 - Passed unanimously
Manawatu (027 443 4343)	28 th January – 31 st January 2021 (1 st Feb Rain Day) - Passed unanimously

D. 1/8th Scale Electric Off-Road National Champs

Club	Date

E. I.C Off-Road National Champs

Club	Date
Taranaki	5 th till the 8 th March 2020 - Passed unanimously

F. Other (any other event outside those listed above)

Club	Event	Date
Hawkes Bay Large Scale Speedway	NZRC Quarter Scale NZ Title	Labour Weekend Every year / this year 25 th , 26 th , 27 th Oct 2019 - Passed unanimously
Canterbury	South Island Champs – EP & I.C Onroad	22-October to 25-October 2020 Labour weekend - Passed unanimously



Appendix 3

NZRCA GENERAL RULES REMITS

Remit 1: Little Forest Raceway (Remit 1)

Current Rule G1.5

G1.5 There will be only one NZRCA sanction event on any given date.

Proposed Rule G1.5

G1.5 There will be only one NZRCA sanction event from each faction (eg. EP-Onroad) on any given date, **Subject NZRCA AGM or NZRCA Executive approval.**

Reason:

With the addition of other factions such as Large Scale, there are often events held on the same weekend that are so removed from each other there is no reason they can't both be held on the same weekend. By stating same faction means that each area of the sport can only have 1 sanctioned event approved per weekend.

Seconded	4 (changes to proposed rule – 2nd 9 - Passed unanimously)
For	6, 9, 3, 23, 4, 13, 15, 20, 8
Against	12
Abstained	
Result	Passed

Remit 2: Little Forest Raceway (Remit 2)

Current Rule G4.9

G4.9 The lap counting and/or timing system manager to be appointed by the NZRCA and may not be a competitor in the main event, but may race in a support class at the event.

Proposed Rule G4.9

G4.9 The lap counting and/or timing system manager to be appointed by the host club in consultation with the NZRCA and may not be a competitor in the main event, but may race in a support class at the event.

Reason:

To make the same wording as the race director role. Host clubs should be able to choose the lap counter for their event provided they can prove to the NZRCA that the person selected is capable of completing the position.

Seconded	9
For	6, 9, 3, 12, 23, 4, 13, 15, 20, 8
Against	
Abstained	
Result	Passed

Meeting suspended at 12:30pm for lunch
 Meeting recommenced 1:00pm

Note: Delegate from BOP Club (20) left the meeting during the lunch break and no further votes submitted



Remit 3: NZRCA Executive (Remit 1)

Current Rule – G5.2 (addition to G5.2)

Violent behaviour or language on the rostrum or in the pits is also unacceptable.

Proposed Rule G5.2.1

Drivers will be held accountable for the actions and behaviours of pit crew, friends, relatives or anyone directly associated to them at any NZRCA club or sanctioned events, and any adverse actions or behaviours may result in penalties as outlined in Rule G16 “Inappropriate Behaviour Penalties”.

Reason:

Currently there is no rule in relation to the behaviour of people associated with the driver and therefore the race director or NZRCA Executive have no powers to issue penalties to the driver should any adverse actions or behaviours take place. This was highlighted during 2018 after an incident relating to the pit crew of a driver.

Drivers should be responsible to ensure the people related to them and their racing act appropriately at both club race days and NZRCA sanctioned events.

Seconded	4
For	6, 9, 3, 12, 23, 4, 13, 15, 8
Against	
Abstained	
Result	Passed

Remit 4: CMR (Remit 1)

Current Rule: G7.2 Technical Inspection must take place before the start of the first heat. Cars must be presented for inspection after being requested by the Officials.

Proposed Rule:

G7.2 Technical Inspection for Sanctioned Events

Prior to the start of each qualifying heat or final all cars in that heat or final must be presented for technical inspection. Cars which are not presented for technical inspection will be disqualified. Cars that have a technical infringement must fix the issue before the race.

~~Pre-Race Check:~~

~~All cars shall be presented immediately before their race for the following checks;~~

~~Bodyshell (all)~~

~~Tyre markings (All TC Classes)~~

~~Battery voltage (All)~~

~~Weight (all)~~

~~Binky Mode (as per Blinky classes)~~

Once checked, cars shall not be permitted to return to the pit area.

At any time, the Race Director may ask any competitor to present their cars to Technical Inspection.

Additionally, at the Chief Scrutineer’s discretion, any or all cars, may be checked for any regulation post-race.

All cars maybe impounded at the end of the finals for potential further technical inspection.

At any time, the Race Director may ask any competitor to present their cars to Technical Inspection.

No race will be delayed because of non-compliance by a competitor.

Reason:

Currently no guidelines as to running of pre or post-race tech inspection. Recommend pre-inspection as can check cars meet standard before race as a post-race check does not account for starting battery voltage nor if an illegal car interferes with a legal car’s run potentially effecting results.

Seconded	12 (changes to proposed rule – 2nd 9 - Passed unanimously)
For	9, 12, 23, 4, 13, 15



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Against	6, 3
Abstained	8
Result	Passed

Remit 5: Christchurch Indoors (Remit 1)

Current Rule: G7.2 Technical Inspection must take place before the start of the first heat. Cars must be presented for inspection after being requested by the Officials.

Proposed Rule: G7.2 Technical Inspection of battery voltage, weight, size, and motor/ESC/tire restrictions (where applicable) must take place before the start of **EVERY** race. Any car may be requested for further technical inspection at any time by the Officials.

Reason:

Sets a procedure for the scrutineering of vehicles at major events, with the implementation of High voltage batteries there is no way to test beginning voltage after the completion of a race, requiring technical inspections of core class rules to be carried out prior to races commencing.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	



NZRCA EP On-Road Remits

Remit 6: Christchurch Indoors (Remit 4)

Current Rule: No current rule in on road technical. To be placed as A3.12

Proposed Rule: New Rule:

A3.12 Sanctioned meetings may be run under "Reedy/Points" Format, at host clubs discretion. Format is to be a minimum of 2x5min practice runs. followed by a minimum of 6 rounds from which which points are accrued from race finishing positions, dropping the single worst round. Grids are to be generated using an approved fair spread random calculator (As approved by NZRCA).

Reason:

We spend 75% of any given sanctioned meeting practicing/qualifying/not RACING, which is what defines the 25% of the meeting which determines the result. Under the Points/Reedy format, it requires drivers to not only fast, but have consistency and race craft beyond qualifying at the front, starting at the front, and having (potentially) 2 races decide the result of the meeting.

This format was tried recently at a large meeting, and has been trialed and run successfully at club level with an overall increase of driver awareness and ability seen. It is noted that there were some discrepancies/errors with the generation of grids at some of these meetings, however there are means to generate correctly spread draw tables for this style of meeting.

Seconded	4
For	6, 9, 12, 23, 4, 13, 15
Against	3
Abstained	8
Result	Passed

Remit 7: Christchurch Indoors (Remit 5)

Current Rule:

A7.2.1 Motors for Stock Touring class to be 21.5 turn motors. Only motors list in the NZRCA 21.5 Turn Motor List are legal.

Proposed Rule:

A7.2.1 Motors for Stock Touring class to be ROAR/EFRA/IFMAR approved brushless motors with a minimum of 21.5 turns.

Reasoning: Bring Stock Touring into line with Super Stock Touring. there are more than one "version/generation" Of the current "control" motor, with (arguably) different performance figures. Open back up to Internationally approved lists allows all internationally recognised approved motors to be used with minimal requirement on the NZRCA to determine which motors are "in" and which motors are "out". It is a Stock Class, not a spec class, so why is a spec motor required. Many clubs do not enforce this rule at club level anyway.

Seconded	3
For	6, 9, 3, 23
Against	12, 4, 13, 15
Abstained	8



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Result	Passed
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Remit 8: Capital Model Racers (Remit 2)

Current Rule: A7.2.1 Stock Touring: NZRCA approved Reds Racing 21.5T (Model Number MTTE0013) 540 size 21.5 turn brushless motor only.

Proposed Rule: A7.2.1 NZRCA be retender the 21.5T motor for on a 2 year cycle with six month lead in time.

Seconded	9
For	9, 23, 4, 13
Against	3, 12, 6
Abstained	8, 15
Result	Passed

Remits 7 & 8 to be present as one remit to the online vote offer the following 4 options:

1. Retain current rule A7.2.1
2. Motors to be ROAR/EFRA/IFMAR Approved Motors Only
3. Retender of the 21.5t motor on a 2 year cycle with six months lead in
4. Abstained

The meeting voted unanimously to submit this remit for online voting as one combined remit. If the total number of votes for options 2 & 3 combined = a majority of 66% vote in favour, the option with the higher voting numbers will be the option that is passed. If the combined total of 2 & 3 does not exceed 66% of votes cast, then neither option will be passed. We have included the option to vote to retain the current rule as some may have an opinion on the vote so do not wish to abstain, but also do not vote in favour of either option 2 or 3.

Remit 9: Christchurch Indoors (Remit 10)

Current Rule: No Rule

Proposed Rule: (Should Previous Remit for Stock touring not go through) A control motor is to appointed by the NZRCA through tender, with control motors being retendered every 2 years. Control motor to be retendered prior to the beginning of 2020 Season.

Reasoning: Advancements in technology and motors may allow better options to be available as time progresses. control motor generations change over time, so an update every 2 years allows a more reasonable time frame to fix motor commitments from suppliers.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

Remit 10: Christchurch Indoors (Remit 9)



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Current Rule: A7.2.2 Formula One: 540 size 21.5 turn brushless motors as per NZRCA approved list only.

Proposed Rule: A7.2.2 Motors for Formula One ~~Stock Touring~~ class to be ROAR/EFRA/IFMAR approved brushless motors with a minimum of 21.5 turns.

Reasoning: Bring into line with Stock Touring. Remove the need for the NZRCA to maintain its own approval list, when there are already approval lists out there which are tested/mandated to a far higher level than we are currently able to.

Seconded	4
For	6, 9, 4
Against	3, 12, 15
Abstained	13, 23, 8
Result	Passed

Remit 11: Christchurch Indoors (Remit 7)

Current Rule:

A7.2.2 Formula One: 540 size 21.5 turn brushless motors as per NZRCA approved list only.

Proposed Rule:

A8.4 Formula One: 540 size 21.5 turn brushless motors as per NZRCA approved list only.

Reasoning: Formula 1 is a Limited Class, not a Stock Class, so should be with the limited motor rules (EG pro 10/12)

Seconded	4
For	6, 9, 3, 4, 15, 23
Against	
Abstained	13, 8, 12
Result	Passed

Remit 12: Christchurch Indoors (Remit 8)

Current Rule: No Rule

Should previous remit go through:

Proposed Rule: A8.4.1 Type and brand of ESC used is open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode.

Reason: Duplicating ESC Rules for SuperStock if rule was to be shifted out of "Stock motor" Section to cover blinky mode/stock spec being mandatory

Seconded	4
For	6, 9, 3, 4, 15, 23
Against	
Abstained	8, 13, 12
Result	Passed



Proposed remits 11 & 12 to be combined to one wording for online voting (2nd 23 passed unanimously)

Remit 13: Christchurch Indoors (Remit 6)

Current Rule:

A8.1 Motors for Stock Touring class to be 21.5 turn motors. Only motors list in the NZRCA 21.5 Turn Motor List are legal

Proposed Rule: Removal Of Rule. This Rule Is A Double Up, and is covered under stock motor specifications section rule A7.2.1

Seconded	3
For	6, 9, 3, 12, 4, 13, 15
Against	
Abstained	8, 23
Result	Passed

Remit 14: Taranaki (Remit 9)

Current Rule A17.3

No tyre additives or tyre conditioners are allowed.

Proposed Rule A17.3 A1.17

Move it to Electric General Rules to cover all tyres in all Electric classes.

Reason:

To simplify and standardise the rules so it is common for all Electric on road classes.

Seconded	9 (changes to proposed rule – 2nd 3 - Passed unanimously)
For	6, 9, 3, 12, 4, 13, 15
Against	
Abstained	8, 23
Result	Passed

Remit 15: North Harbour (Remit 1)

Current Rule A17 – Tyres

There is no current rule on control tyres for NZRCA on-road sanctioned events

Proposed Rule A17.4

A hosting club of an NZRCA on-road event is allowed to ~~nominate~~ ~~select~~ a ~~specified control~~ tyre for the event in question.

Reason:

To help keep an even playing field between competitors

The club has local knowledge of the best tyre compounds so removes the need for multiple tyre brands/compounds needing to be purchased by competitors

The club can allocate the maximum number of sets for each class allowed reducing the overall racing costs for the competitor (the racer does not need to buy the maximum allocation if they choose not to do so)

** recommended maximum 2 sets for stock class / 3 for modified class

Creates a more realistic racing event as racers can decide on when to run a new or used set during qualifiers or mains



Control tyres are the international standard for on-road events

NZ already utilising this rule in mini on-road and for offroad NZRCA sanctioned events so is not an untested rule. Also utilised to great success at a club level with the spec TT02 class that a number of clubs run

Seconded	15 (changes to proposed rule – 2 nd 13 - Passed unanimously)
For	12, 4, 13, 15
Against	6, 3
Abstained	8, 23, 9
Result	Passed

Remit 16: Christchurch Indoors (Remit 11)

Current Rule: A19, 20, 21

Proposed Rule: Removal of rules

Reasoning: These Rules Are covered under Motor Rules, A7/A8. No Receiver pack Rule is redundant, receiver packs are not hard cased and as such cannot be used anyway.

Seconded	6
For	6, 9, 3, 4, 13, 15
Against	
Abstained	8, 23, 12
Result	Passed

Remit 17: Hawkes Bay (Remit 1)

Current Rule A22

A22 M-CHASSIS

A22.1 Any Tamiya M03/M05 chassis car apart from the below exceptions may be used.

A22.2 Kits deemed to be illegal: a. RC Fiat Abarth 1000 TCR – M05 Berlina Corse (#58465) NZRCA EP ON-ROAD RULES 2019 Version 22.0 © 10 b. RC Suzuki Swift Super 1600 – M05Ra (#58464/#58471) c. Any M03/M05 PRO kit (#58443/#84131) d. Any M03/M05 R kit (#84023/#49417)

A22.3 Cars must be assembled as per instruction manual, and no chassis/power train modifications allowed.

A22.4 A minimum weight limit of 1230g (with transponder) will apply.

A22.5 No Hop-Ups allowed, apart from the following: a. standard ball bearing kit (no ceramic bearings), b. Tamiya M03/M05 sway bar kit, c. Tamiya High Torque Servo Saver and d. M Chassis reinforced gear set Tamiya part number 54277

A22.6 Only Tamiya plastic damper may be used (No oil filled shocks).

A22.7 No chassis lightening allowed.

A22.8 Only Body shells listed in the NZRCA M-Chassis body list are deemed legal.

A22.9 Sweep Pre-Glued 40deg M-Chassis Tyres only – Part # SWP-MN40 shall be eligible for M-Chassis class

A22.10 Drilling extra vent holes in the wheels is illegal.

A22.11 Only batteries as per Rule A10 may be used. Modifying the chassis to fit batteries is not permitted.

A22.12 Only stock motors as per Rule A7.1 may be used.

A22.13 Only 16, 18, 20 tooth pinions to be used.

A22.14 Any brand of motor heat sink is permitted as long as they attach to the motor in such a manner as to not be considered a structural component of the car. A22.15 Only the three step mechanical speed controller, as supplied in the kit or the Tamiya ESC model TEU-101BK - P/N 45029, TEU-104BK – P/N 45041, TEU105BK – P/N 45055,



TBLE-02S – P/N 45057, are permitted. The battery plug may be changed, however no other component/s relating to the speed controller maybe altered.

A22.16 The ride height of all cars will be minimum 7mm. This will be measured by rolling the car over a NZRCA Approved Gauge after the scrutineer has compressed the car's suspension. Pre Load Spring Clips only can be used to achieve this.

Proposed Rule A22 **A22 Tamiya M-CHASSIS**

A22.1 Any Tamiya M-Chassis car including models:
M02, M03, M04, M05, M06, M07, M08.
This includes kits with "R", "Ra" and "PRO" in their title.

A22.2 Cars must be assembled as per instruction manual and no chassis modifications or chassis lightening is allowed, except for minor grinding on the M07 for clearance of the brushless motor wire tabs.

A22.3 No power train / diff modifications are allowed.

A22.4 A minimum weight limit of 1230g (with battery & transponder) will apply.

A22.5 The ride height of all cars will be minimum of 6mm. This will be measured by rolling the car over an NZRCA Approved Gauge after the scrutineer has compressed the car's suspension.

A22.6 Only genuine Tamiya replacement parts designed for that particular chassis can be used with the exception of the following hop ups:

- a. Standard ball bearing kit (no ceramic bearings)
- b. Sway Bar kit
- c. Tamiya High Torque Servo Saver and any aftermarket alloy servo horn specifically made to fit the Tamiya High Torque Servo Saver.
- d. M-Chassis reinforced gear set Tamiya part number 54277
- e. Any aftermarket Touring Car shocks and spring set
- f. Alloy wheel hexes, with a maximum thickness of 5mm
- g. Universal Swing Shaft, including Double-Carden type driveshafts.
- h. Hardened motor pinion - 16, 17, 18, 19 & 20 tooth only.
- i. Any brand of motor heatsink is permitted as long as they attach to the motor in such a manner as to not be considered a structural component of the car.
- j. 3Racing 7075 Aluminium Side Stiffener 2 pcs for Tamiya M07 – these are required to provide the necessary clearance of the brushless motor wire tabs.

A22.7 No other hop-up part including (but not limited to) the following are allowed:

- a. Any optional high-speed gear sets, gear adaptors or ball diffs.
- b. Alloy or aftermarket steering rack
- c. FRP / Graphite or alloy shock towers

Basically - if it's not on the "allowed" list - it's not allowed.

A22.8 Only 16, 17, 18, 19 or 20 tooth pinions to be used.

A22.9 Body Shells

Only Body shells (from any manufacturer) specifically designed for M-Chassis with wheelbase of 210 / 225 / 239mm can be used

A22.10 Spec Tyre & Wheel combo

Only RIDE 60mm SC36m Pre-Glued Rubber Tire 2 pcs w/ White Rim for 1/10 M-Chassis Part #26300 are allowed.

A22.11 Drilling extra vent holes in the wheels is illegal.

A22.12 Spec Motor and ESC

Hobbywing Stock ESC / 17.5 Motor COMBO. #XR10-JS5-G2.



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- a. Only permitted motors are unmodified Hobbywing 17.5 (PN 30408006). Motors to be from the Combo Kit #XR10-JS5-G2. **The motor and ESC will be retendered on a 2 year basis**
- b. A stock motor run at 8 volts unloaded must draw no more than 1.7 amps. Any motor which draws close to the maximum allowable current (1.7amps) be subjected to a timing test to ensure it has no more than 35Deg timing.
- c. The battery plug may be changed, however no other component/s relating to the speed controller may be altered.
- d. The motor wire bullet plugs must be used without modification.

A22.14 Only batteries as per Rule A10 may be used. Modifying the chassis to fit batteries is not permitted.

Reason:

The current M-chassis rules have been in place - largely unchanged - for a couple of decades.

Support for the class has dropped significantly in recent years.

There are new chassis available - the M07 and now the M08 - with a different spec (ie no electronics, motor or body in the kit).

With this in mind HB has been running the class at club level with its own updated set of rules for the last 18 months.

Essentially:

Allowing the M07 to race

Using a spec brushless ESC/Motor – for all cars, not just the M07.

Plus, opening up the body rules and returning to 60 diameter tires.

Numbers have climbed from 4 or 5 cars to at least 15. And the fun factor has returned. In many ways this has been a runaway success at our club attracting some of the largest fields.

The racing has been close. A good driver with an M03 or M05 can still win (and often do).

However, the M07 is a much nicer car to drive and is keeping newbies happy – something you couldn't say about any of the previous models. The result is better buy-in; racers are sticking with the class as opposed to buying an M03 / M05, hating it's driving characteristics and leaving the class.

The Brushless system has also levelled the playing field. Bench testing shows the tolerances of the system are much closer than the old silvercan. There is virtually no difference in several units that were tested. The racing has confirmed this.

Important to note: The brushless system is no faster (or slower) than a good silvercan, so that aspect hasn't changed.

The Hobbywing system we are using has been adopted by other clubs, so a large number of racers are already using it. It's well priced, readily available from several sources and has proven to be robust. We have no reports of faulty units. Being a popular spec system in Asia, the factory tells us they will be manufactured to the same spec for some time.

Plus – the M07 comes without a Motor/ESC – meaning you have to buy something. It wouldn't make sense to continue buying a silvercan system. The technology is out of date.

It did make perfect sense to use what was in the box when it came with the kit. But it doesn't appear that Tamiya are going to release the M07 (or M08) with a Motor/ESC and body.

There are a couple of hop-up options included in our remit. This is intended to allow ALL M-Chassis cars reach a similar spec, regardless of age or model.

We realise this is a significant leap from previous rules but after 18 months of trialing – it's certainly worked at our club. And perhaps rather than drip-feed these changes over several years it's time to bite the bullet and move on.

Also of Note: We didn't put forward this remit at last year's AGM, even though at that point we had been running to this revised set of rules for some time. This has allowed plenty of time to iron out any issues (in fact there have been none) and for other clubs to either trial it or come and race at HBRC to see for themselves. We regularly attract out-of-town drivers and they appear to be as happy & supportive of the change as much as HB locals. During this time, we have made a hard copy flyer freely available and the same info can be found on our webpage. The trial has not been done in secret.



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Seconded	12 (changes to proposed rule – 2nd 23 - Passed unanimously)
For	3, 12, 13, 15
Against	3, 23, 4
Abstained	6, 8
Result	Passed



NZRCA EP Off-Road Remits

Remit 18: Christchurch Indoors (Remit 2)

Current Rule:

B1.10 It is the responsibility of the competitor, to be able to prove the legality of his/her batteries. Cells/Packs must retain original covering and labelling in suitable condition to satisfy scrutineers as to the cells/packs eligibility.

Proposed Rule:

Relocate to General Rules battery Section G17

Reasoning: Keeps all battery rules together.

Seconded	13
For	9, 3, 23, 4, 13
Against	
Abstained	6, 12, 15, 8
Result	Passed

Remit 19: Christchurch Indoors (Remit 3)

New Rule:

B3.13 Sanctioned meetings may be run under "Reedy/Points" Format, at host clubs discretion. Format is to be a minimum of 2x5min practice runs. followed by a minimum of 6 rounds from which which points are accrued from race finishing positions, dropping the single worst round. Grids are to be generated using an approved fair spread random calculator (As approved by NZRCA).

Reason:

We spend 75% of any given sanctioned meeting practicing/qualifying/not RACING, which is what defines the 25% of the meeting which determines the result. Under the Points/Reedy format, it requires drivers to not only fast, but have consistency and race craft beyond qualifying at the front, starting at the front, and having (potentially) 2 races decide the result of the meeting.

This format was tried recently at a large meeting, and has been trialed and run successfully at club level with an overall increase of driver awareness and ability seen. It is noted that there were some discrepancies/errors with the generation of grids at some of these meetings, however there are means to generate correctly spread draw tables for this style of meeting.

Seconded	23
For	9, 23, 4, 13, 15
Against	
Abstained	6, 12, 8, 3
Result	Passed



NZRCA IC On-Road Remits

Remit 20: Taranaki (Remit 10) Remit not required – secretary to update

Current Rule C37.4, C37.6, C39.3, C43.2 x 2,
 "AARCMCC"

Proposed Rule C37.4, C37.6, C39.3, C43.2 x 2,
 Replace with "NZRCA".

Reason:

To remove reference to Australian rules, we are after all New Zealand.

Seconded	Withdrawn – can be changed by NZRCA Secretary as typo not rules
For	
Against	
Abstained	
Result	

Remit 21: Taranaki (Remit 11)

Current Rule C43.1.

Tires must be "production" tires commercially available –hand cut tires or those not available to the general public are not permitted. "Available" is defined as having been sold to consumers a minimum of 30 days prior to the official start of the event. Tires must be molded rubber -no foam tires are permitted in any class.

Proposed Rule C43.1

Tires must be "production" tires commercially available –hand cut tires or those not available to the general public are not permitted. "Available" is defined as having been sold to consumers a minimum of 30 days prior to the official start of the event.

Reason:To simplify the rule, there are issues with some rubber tyres “balling” their rubber which is then left behind on the track, this is particularly bad for belt driven cars where it builds up in the pulleys. Although this rule alteration doesn’t directly cure that problem directly but it opens the rule up for options and we will need to follow suppliers and other countries rules to minimize this issue in the future.

Seconded	23
For	23, 13
Against	3
Abstained	6, 9, 4, 15, 12, 8
Result	Passed



NZRCA VINTAGE Remits

Remit 22: Taranaki (Remit 1)

Current Rule V1.3.4 (read in conjunction with rule V10 (remit 7))

1/10th & 1/12th scale Tamiya CW-01 class vehicles, including at time of writing, the Lunchbox, Midnight Pumpkin, Unimog & Montero Wheelie.

Proposed Rule V1.3.4

1/10th & 1/12th scale vehicles which fulfil the intent of the “Stunt Class” (formally “Lunchbox Class”).

Reason:

To expand on the list of allowable vehicles of similar performance.

Seconded	4
For	23, 4, 13
Against	
Abstained	6, 9, 8, 3, 15, 12
Result	Passed

Remit 23: Taranaki (Remit 2)

Current Rule V4.3

V4.3 Li-Po / Li-Fe batteries shall be a maximum of 40C Hard Case Only

Proposed Rule V4.3

V4.3 Li-Po / Li-Fe batteries shall be hard-case and charged to a maximum of 8.4V. Batteries to be as per rule G17

Reason:

Allows utilisation of existing batteries - Most LiPo batteries now have a ‘C’ rating greater than 40C and as written the rule did not prohibit charging of HV batteries to greater than 8.4V

Seconded	23 (changes to proposed rule – 2 nd 23 - Passed unanimously)
For	4, 23, 13, 15
Against	
Abstained	6, 9, 8, 3, 12
Result	Passed

Remit 24: Taranaki (Remit 3)- read in conjunction with V9.2 (TRCCC remit 5), V12 (TRCCC remit 7)

Current Rule V7

V7 CLASSES

V7.1 Classes offered are:

- 2wd Buggy Spec - Pre 1995 (Handout brushed motor only);
- 4wd Buggy Spec - Pre 1995 (Handout brushed motor only);
- 2wd Truck Spec - Pre 1995 (Handout brushed motor only);
- Tamiya CW-01 (Lunchbox type) Chassis (Silver-can brushed motor only);
- 2wd Plastic chassis – Pre 1989 (Silver-can brushed motor only);
- 4wd Plastic chassis – Pre 1989 (Silver-can brushed motor only) ;
- 2wd Plastic chassis Truck Pre 1995 (Silver-can brushed motor only);
- 2wd Buggy Mod - Pre 1995;



4wd Buggy Mod - Pre 1995;

Proposed Rule V7

V7 CLASSES

V7.1 Classes offered are:

- 2wd Buggy Stock - Pre 1995 (Silver-can brushed motor only);
- 4wd Buggy Stock - Pre 1995 (Silver-can brushed motor only);
- 2wd Truck Stock - Pre 1995 (Silver-can brushed motor only);
- Tamiya Stunt Class (Silver-can brushed motor only);
- 2wd Plastic chassis – Pre 1989 (Silver-can brushed motor only);
- 4wd Plastic chassis – Pre 1989 (Silver-can brushed motor only);
- 2wd Plastic chassis Truck Pre 1995 (Silver-can brushed motor only);
- 2wd Buggy Mod - Pre 1995;
- 4wd Buggy Mod - Pre 1995;

Reason:

This rule requires hand-out motors to be supplied at each event – remove. Spec class replaced by Stock Class; “Tamiya CW-01 Chassis” replaced by “Tamiya Stunt Class” as per remit 1, rule V1.3.4

Seconded	23
For	23, 13, 15
Against	
Abstained	6, 9, 8, 4, 3, 12
Result	Passed

Remit 25: Taranaki (Remit 4)

Current Rule V8

Minimum weights for a vehicle including transponder are:

- 2wd Buggy 1500g
- 4wd Buggy 1600g
- 2wd Truck 1700g

Tamiya CW-01 Class vehicles shall be built per the original release and there is no weight limit imposed.

Proposed Rule V8

Minimum weights for a vehicle including transponder are:

- 2wd Buggy 1474g
- 4wd Buggy 1588g
- 2wd Truck 1700g

There is currently no weight limit imposed on Stunt or plastic chassis class vehicles.

Reason:

To align with existing NZRCA EP off road weight limits; to align wording of “Stunt” class; to prevent having to add weight to a non-competitive type chassis i.e. Tamiya Fox / Hornet.

Seconded	23
For	23, 4, 13
Against	
Abstained	6, 9, 8, 4, 3, 12
Result	Passed

Remit 26: Taranaki (Remit 5)



Current Rule V9.2

Spec classes shall run hand-out 'Team Powers' brushed 27t, fan cooled closed end-bell type (P/N TP-540B-94F). Should the motor fail during the event, the competitor may purchase a replacement from the host club. Defective motors may be replaced at the discretion of the race director.

Proposed Rule V9.2

Remove rule

Reason:

Spec class removed

Seconded	23
For	23, 13, 4
Against	
Abstained	6, 9, 8, 3, 12, 15
Result	Passed

Remit 27: Taranaki (Remit 6)

Current Rule V9.3

Mod Classes - may run any commercially available brushed modified motor – brushless motors are strictly prohibited.

Proposed Rule V9.3

Mod Classes - may run any commercially available brushed modified motor or brushless motor.

Reason:

Brushed modified motors and ESCs are becoming harder to find and can be unreliable. The last two vintage open events have allowed brushless motors and the majority of racers chose to run brushless power.

Seconded	4
For	4, 13
Against	23
Abstained	6, 9, 8, 3, 12, 15
Result	Passed

Remit 28: Taranaki (Remit 7)

Current Rule V12

V12 SPEC & MOD CLASSES

V12.1 Any period relevant hop-ups are allowed.

V12.2 There is no restriction on wheels or tyres.

Proposed Rule V12

V12 STOCK & MOD CLASSES

V12.1 Any period relevant hop-ups are allowed.

V12.2 There is no restriction on wheels or tyres.

Reason:

Spec class removed, rename to "Stock Class"



PRESIDENT
Matthew Banks
matthew@buildmaster.co.nz
C: 021 388 813
SECRETARY
Scott Kendall
scott@randommail.co.nz
C: 021 273 8046

Seconded	23
For	23, 13, 4
Against	
Abstained	6, 9, 8, 3, 12, 15
Result	Passed

Remit 29: Taranaki (Remit 8)

Current Rule V10

TAMIYA CW-01 - LUNCHBOX, MIDNIGHT PUMPKIN, UNIMOG & MONTERO WHEELIE

V10.1 Vehicles shall be assembled as per original assembly manual and shall run a silver can brushed motor.

V10.2 Wheels and tyres to be kit items only.

V10.3 No 'lightening' of the chassis or body is allowed.

V10.4 The body must be a Tamiya item intended for the chassis. Metallic special variants are allowed.

V10.5 The following period relevant hop-ups are also allowed: Ball Bearings; Oil filled dampers (Tamiya plastic CVA type only; 5th shock mods on rear swing arm are not allowed)..

Proposed Rule V10 – full re-write

Stunt Class – Lunchbox, Hornet, Blackfoot & variants

1/10th & 1/12th scale vehicles which are not considered "Race Orientated" type vehicles, where their respective performances are similar. Eligible vehicles include: Tamiya Lunchbox series, Tamiya Grasshopper & Hornet series, Tamiya Blackfoot and Monster Beetle series. Other similar vehicles may be eligible for entry at the race director's discretion.

Reason:

To expand on the list of allowable vehicles of similar performance.

Seconded	23
For	23 4 13
Against	
Abstained	6, 9, 8, 3, 12, 15
Result	Passed



PRESIDENT
Matthew Banks
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NZRCA LARGE SCALE SPEEDWAY Remits

Remit 30: Hawkes Bay Large Scale Speedway (Remit 1)

NZRC Quarter Scale rules to be added to NZRCA
Please see attached

Seconded	23
For	23 4 15
Against	
Abstained	6, 8, 9, 3, 12, 15
Result	Passed



FINANCIAL STATEMENT

for the Year Ending 31st March 2019

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Treasurer's Report

2019 Has been a good year for the NZRCA. The increase in affiliation fees has had the desired effect of bringing the books back into the black, and some new projects have been undertaken to utilise the funds to drive benefit for the clubs and the sport overall. I have stepped into the role of treasurer with very little handover, and have done my best understand and manage the NZRCA financially as best I can. I am open to have any discussions around the financial statement and associated topics, and to explain in detail what I have done. I have had some interesting challenges. A Xero account was previously set up, but with no handover, the NZRCA was paying for a service we did not have access to, and could not use. After numerous communications with Xero, I have managed to terminate this account. The volume of transactions per year do not warrant such an expensive accounting package. I also inherited some unpaid debt. The venue for the 2018 AGM was left unpaid, and the FEMCA association fee has been underpaid in previous years and had a high outstanding balance. Despite all of this, the increased affiliation fees have pushed us back into the black, and have covered the increased insurance costs sufficiently. In the upcoming year we will be looking at spending some of the accumulated equity in order to benefit the sport.

Notes to the Financial Statements for previous years

After studying previous years financial statements, several minor discrepancies were discovered, which, if included in this year's financial statement, would have caused confusion. Furthermore, to reduce accounting effort, we have decided to align the financial statement with the IRD financial year for tax returns, 1 April to 31 March. This also means that including a previous year would not make sense, as there are overlapping dates.

Asset depreciation was done incorrectly, despite being noted as depreciating at the maximum allowed 20% per year, which means any asset is written off after 5 years, yet there were still assets listed that was purchased in 2012, and even earlier. The 2018 financial report also did not use the ending position of the 2017 report as the starting position. To this end I have used 2017 as a starting point. I have also indicated what the assets should have been worth at 2018, and based on that, what they are worth in 2019. This resulted in all historic assets older than 5 years finally being fully depreciated, and new assets will continue to be depreciated at 20% of the cost price per year.

Statement of Accounting Policies Reporting Entity:

1. The financial statements have been prepared in accordance with generally accepted accounting principles. Please note that at the time of printing these accounts have not yet been audited by a suitably qualified person, appointed by the executive board.
2. Goods & Services Tax: The New Zealand Radio Car Association is not registered for GST and the financial statements are prepared on a GST inclusive basis.
3. Investments: Investments are valued at cost plus accumulated interest.
4. Fixed Assets: Fixed assets are initially recorded at cost.
5. Taxation: Income derived by an association established to promote an amateur game or sport is exempt from income tax. Provided:

- a. The game or sport is conducted for the recreation or entertainment of the general public, and no part of the funds of the association are available to be used for the pecuniary profit of a member or one of their associates.

The New Zealand Radio Car Association meets these criteria.

6. Depreciation: In accordance with the Framework for Differential Reporting, depreciation has been charged at the maximum rates permitted by the Income Tax Act 1994.
7. Changes in Accounting Policy: We have changed the accounting period to align with IRD.
8. Commitments: Capital Commitments - The New Zealand Radio Car Association has no contracts for capital expenditure at balance date.
9. Contingent Assets & Liabilities: The New Zealand Radio Car Association has no contingent assets & liabilities at balance date that I am aware of except for an unknown payment that may need to be refunded. I have listed this as a liability for the time being.

Asset Register

Assets	Cost	20% of cost	2017 Closing	2018 Closing	2019 Closing
Decoder, Cabling, Loop Oct-12	\$5,303.34	\$1,060.67	\$976.24	\$0.00	\$0.00
Test Equipment Oct-12	\$650.00	\$130.00	\$207.33	\$77.33	\$0.00
Scales Nov-12	\$140.00	\$28.00	\$34.13	\$6.13	\$0.00
Voltmeters Feb-2019 ¹	\$479.72	\$16.00	N/A	N/A	\$463.72

¹ Depreciation for the first year has been apportioned for the 2 months since purchase.

Auditor's report

I have reviewed the Financial Statement for the year ending 31 March 2019 and, in my opinion, believe that they give a true and fair review of the financial position of the NZRCA.

Deborah Crosland (NZDipBus)

16 September 2019

Profit & Loss – Year ending March 2019

Income	Mar-19
Club affiliations	\$ 5,000.00
Club Licences	\$ 8,350.00
Interest	\$ 7.53
Stripe payments	\$ 578.24
Gross Profit	\$ 13,935.77
<hr/>	
Less expenses	
Accounting (Xero)	-\$ 496.40
AGM Flights and venue	-\$ 2,115.98
Banking charges	-\$ 12.10
Equipment	-\$ 479.72
FEMCA Membership (overdue)	-\$ 3,933.47
Fire Extinguishers	-\$ 1,552.50
Insurance	-\$ 2,044.46
Badges / Trophies	-\$ 56.66
Website Hosting	-\$ 667.00
Worlds Entries	-\$ 1,002.15
Total Expenses	-\$ 12,360.44
Nett Profit	\$ 1,575.33

Balance Sheet – Year ending 2019

Assets	Mar-19
Bank	
NZRCA Cheque	\$ 11,623.00
NZRCA Savings	\$ 13,573.11
Total Bank balance	\$ 25,196.11
<hr/>	
Fixed Assets	
Equipment	\$ 563.18
Less depreciation	\$ 99.46
Total Fixed Assets	\$ 463.72
<hr/>	
Liabilities	
Unknown Stripe payments	-\$ 578.24
Total Liabilities	-\$ 578.24
<hr/>	
Total Assets	\$ 25,081.59
<hr/>	
Equity	
Profit / Loss for 2019	\$ 1,575.33
Accumulated Funds - Cheque Account	\$ 7,052.63
Accumulated Funds - Savings Account	\$ 16,568.15
Total Equity	\$ 25,196.11

Bank transactions - Cheque Account

Date	Amount	Payee	Particulars	Code	Reference	Classification
16/04/2018	-\$ 53.76	XERO NZ LTD	552150581931	WELLINGTON	499160257	Accounting
1/05/2018	-\$ 2,044.46	Crombie Lockwood NZ			120-037G0	Insurance
15/05/2018	-\$ 53.76	XERO NZ LTD	552150581931	WELLINGTON	499150249	Accounting
15/05/2018	-\$ 17.82	Badge King Limited			Inv61432	Trophies
15/06/2018	-\$ 53.76	XERO NZ LTD	552150581931	WELLINGTON	499150507	Accounting
27/06/2018	-\$ 386.00	Scott Kendal	S Kendal		AGM flights	AGM
6/07/2018	\$ 1,000.00	NZRCA Savings			INTERNET XFR	Inter-Account
6/07/2018	-\$ 300.00	D & R Stallard			Refund WC	Worlds
6/07/2018	-\$ 150.00	Shane OConnor			Refund WC	Worlds
6/07/2018	-\$ 15.00	FEMCA	USD PAYMENT	PAYMENT FEE	CPIT15257430	FEMCA
6/07/2018	-\$ 3,918.47	FEMCA	inv480 491		CPIT15257430	FEMCA
16/07/2018	-\$ 53.76	XERO NZ LTD	552150581931	WELLINGTON	499150507	Accounting
27/07/2018	\$ 300.00	Crane M L & D R	Derek Crane	Worlds		Worlds
15/08/2018	-\$ 53.76	XERO NZ LTD	552150581931	WELLINGTON	499150519	Accounting
28/08/2018	\$ 100.00	WANGANUI RADIO CONTR	95	95	95	Club
30/08/2018	-\$ 350.15	FEMCA	DCrane world		FEMCA	Worlds
31/08/2018	\$ 1.31	GROSS CR INTEREST	2	LESS R/W TAX	\$0.64	Interest
6/09/2018	\$ 100.00	1272/2720000000/002		RC	Invercargill	Club
7/09/2018	\$ 490.00	Canterbury Radio Con	inv		91	Club
7/09/2018	-\$ 199.48	Canterbury RCCC	Travel		Inv1088 1060	AGM
17/09/2018	-\$ 38.84	Scott Kendal	S Kendal		Murrayaward	Trophies
17/09/2018	-\$ 1,552.50	Fire Equipment H.B.			Fire Extingu	Fire Equipment
17/09/2018	\$ 2,000.00	NZRCA Savings			INTERNET XFR	Inter-Account
17/09/2018	-\$ 53.76	XERO NZ LTD	552150581931	WELLINGTON	499150506	Accounting
28/09/2018	-\$ 10.00	Flexi Debit Visa	Flexi Debit	Annual Fee		Banking
1/10/2018	\$ 370.00	James William Dale	HBRCC	HBRCC	HBRCC JAMES	Club
3/10/2018	-\$ 147.50	Luke Duthie			NZRCAAGM18	AGM
15/10/2018	-\$ 56.54	XERO NZ LTD	552150581931	WELLINGTON	499150513	Accounting
30/10/2018	-\$ 150.00	Gage Peters	Gage Peters	Worlds entry	NzrcaContrib	Worlds
30/10/2018	-\$ 150.00	Shane Mangu	Shane Mangu	Worlds entry	NzrcaContrib	Worlds
30/10/2018	-\$ 391.00	Amber Kendall	worlds	shirts		Worlds
1/11/2018	-\$ 0.90	Services Fee - See	Internet Ban	king message	for details	Banking
2/11/2018	\$ 339.00	Mark J			Mark J IFMAR	Worlds
15/11/2018	-\$ 58.65	XERO NZ LTD	552150581931	WELLINGTON	499150519	Accounting
22/11/2018	-\$ 150.00	Jayden Jamieson	worlds	refund		Worlds
3/12/2018	-\$ 0.30	Services Fee - See	Internet Ban	king message	for details	Banking
17/12/2018	\$ 380.00	MARTIN KERRY IA	NRCCC	Affiliation		Club
17/12/2018	\$ 500.00	CAP MODEL RAC	FromCMR		AffFee2018	Club
17/12/2018	\$ 100.00	CAP MODEL RAC	FromCMR		AffFee2018	Club
17/12/2018	\$ 570.00	Tauranga Indoor	2018 Fees	2019 Affilia	TIRCCC	Club
17/12/2018	\$ 650.00	HRCCC	Hamilton RC	Fees and	Licences	Club
17/12/2018	-\$ 58.65	XERO NZ LTD	552150581931	WELLINGTON	499150939	Accounting
18/12/2018	\$ 430.00	TAURANGA RADI	BOPRCCC	Affiliation	Fee	Club
19/12/2018	\$ 380.00	James William Dale	Hawkes Bay	HBRCracing	fees 20189	Club
19/12/2018	\$ 100.00	Tauranga Indoor	Part 2	TIRCCC	Affill 2019	Club
20/12/2018	\$ 230.00	WALKER G N	Dargaville r	cr affiliati	on&licence f	Club
27/12/2018	\$ 2,930.00	0644/6440000000/002			Jenny Tamanu	Club
27/12/2018	\$ 144.56	Stripe Payments		TRF SWBH18XJ	STRIPE	Stripe
7/01/2019	\$ 350.00	HAWKES BAY LA	HBLSS	LARGE SCALE	2019 FEES	Club
7/01/2019	\$ 380.00	D A & P R BLOWERS	Aff etc.		Whangarei	Club
8/01/2019	\$ 540.00	DUTHIE MRS K T & MR	TRCCC		TARANAKI	Club
10/01/2019	\$ 290.00	BLENHEIMRADIOCO	BRCCC			Club
11/01/2019	\$ 300.00	Otago Radio Con	Affiliation	Licences	DunedinOtago	Club
15/01/2019	\$ 100.00	BLENHEIMRADIOCO	BRCCC		AFFILIATION F	Club
21/01/2019	\$ 160.00	WANGANUI RADIO CONTR	WRCCC		WRCCC	Club
22/01/2019	\$ 100.00	WANGANUI RADIO CONTR	WRCCC		WRCCC	Club
25/01/2019	\$ 144.56	Stripe Payments		TRF G6KDPTWT	STRIPE	Stripe
30/01/2019	\$ 110.00	WEST AUCKLAND RADIO	WestAuckland			Club
31/01/2019	\$ 680.00	COUNTIES R/C	CRCCC	2018	Fees	Club
31/01/2019	\$ 250.00	WE CUT SHAPES	Manawatu	RIR		Club
31/01/2019	\$ 100.00	WEST AUCKLAND RADIO	WestAuckland	Affiliation		Club
1/02/2019	\$ 620.00	Canterbury Radio Con	inv	no number	fees	Club
1/02/2019	\$ 460.00	NORTH HARBOUR RADIO	from NHRCCC	Affiliation	and licenses	Club
4/02/2019	\$ 200.00	AUCKLAND RADIO	ARCCC		20	Club
7/02/2019	-\$ 479.72	JA Russell Ltd	voltmeters			Equipment
12/02/2019	-\$ 1,383.00	heartland hotel	AGM	Conference	Hotel	AGM
15/02/2019	-\$ 667.00	Website	Website			Website

<i>Date</i>	<i>Amount</i>	<i>Payee</i>	<i>Particulars</i>	<i>Code</i>	<i>Reference</i>	<i>Classification</i>
19/02/2019	\$ 200.00	BECKDM&AG	Affiliation	Invercargill		Club
25/02/2019	\$ 144.56	Stripe Payments		TRF SRKXGRDO	STRIPE	Stripe
28/02/2019	\$ 1.26	GROSS CR INTEREST	2	LESS R/W TAX	\$0.62	Interest
1/03/2019	-\$ 0.90	Services Fee - See	Internet Ban	king message	for details	Banking
18/03/2019	\$ 410.00	harewood Radio Contr	Harewood fee	License	Affiliation	Club
21/03/2019	\$ 770.00	SHOEMARK MRS M A	LITTLE	FOREST	S KENDALL	Club
28/03/2019	\$ 144.56	Stripe Payments		TRF JTPBIRJD	STRIPE	Stripe

Bank transactions - Savings Account

<i>Date</i>	<i>Amount</i>	<i>Payee</i>	<i>Particulars</i>	<i>Code</i>	<i>Reference</i>	<i>Classification</i>
30/04/2018	\$ 0.49	BASE CR INTEREST	\$0.73	LESS R/W TAX	\$0.24	Interest
31/05/2018	\$ 0.47	BASE CR INTEREST	\$0.70	LESS R/W TAX	\$0.23	Interest
29/06/2018	\$ 0.44	BASE CR INTEREST	\$0.66	LESS R/W TAX	\$0.22	Interest
6/07/2018	-\$ 1,000.00	NZRCA Cheque			INTERNET XFR	Inter-account
31/07/2018	\$ 0.46	BASE CR INTEREST	\$0.69	LESS R/W TAX	\$0.23	Interest
31/08/2018	\$ 0.44	BASE CR INTEREST	\$0.66	LESS R/W TAX	\$0.22	Interest
17/09/2018	-\$ 2,000.00	NZRCA Cheque			INTERNET XFR	Inter-account
28/09/2018	\$ 0.38	BASE CR INTEREST	\$0.57	LESS R/W TAX	\$0.19	Interest
31/10/2018	\$ 0.41	BASE CR INTEREST	\$0.61	LESS R/W TAX	\$0.20	Interest
30/11/2018	\$ 0.38	BASE CR INTEREST	\$0.56	LESS R/W TAX	\$0.18	Interest
31/12/2018	\$ 0.39	BASE CR INTEREST	\$0.58	LESS R/W TAX	\$0.19	Interest
31/01/2019	\$ 0.39	BASE CR INTEREST	\$0.58	LESS R/W TAX	\$0.19	Interest
28/02/2019	\$ 0.35	BASE CR INTEREST	\$0.52	LESS R/W TAX	\$0.17	Interest
29/03/2019	\$ 0.36	BASE CR INTEREST	\$0.54	LESS R/W TAX	\$0.18	Interest

Rex Wessels
NZRCA Treasurer

04/08/2019

Appendix 5

2019 NZRCA Presidents Report – Matthew Banks

It's good to see that there are a number of clubs here today and while I don't want to start on a negative, it's disappointing that we have a number of large member clubs who are not in attendance today. I have chased these clubs where possible to find out why this is the case, however there is no clear reason as to why.

Today I want to talk about 3 things – past, present and future and what the 2018/2019 executive have been up to and doing a bit of clean-up throughout the year.

Past:

Scott and Rex have had a long year chasing stuff that has happened in the past to try and bring the current executive and NZRCA up to date. An example of this is sorting of the financial accounts as presented in Rex's financial report, and the 2 NZRCA documents being discussed later in general business.

Present year:

Executive meetings have been setup on a regular basis. Facebook Messenger has been used for general discussion and payment approvals, and then discussions on messenger are then brought up again at the next executive meeting and ratified. This system has proven to work very effectively with Rex having one payment approved by the entire executive within 15 minutes in one instance.

The NZRCA website went down early in the year and none of the executive knew who the most current contact was for this. While this was embarrassing at the time, it then became the main driver for the development of the new NZRCA website was released just over a week ago. Further to this, there is a "Communication Hub" in development which will allow better communication to clubs, and give a better way to do licencing etc, online. A big thanks to Amber for all her work on the new website as a phenomenal amount of work has gone in to this project.

We have had some great, fantastic events. Some events have seen numbers down however most have still be very healthy.

Future:

The NZRCA Executive are looking at ways to help clubs promote events via Facebook advertising etc.

Personal thanks to Amy for her ongoing work on the licencing lists and making sure licences are sorted so our members are covered by our liability insurance. There are huge issues around members not being up to date on the licence list as our public liability insurance only covers licenced members and with such clubs like BOP who race in a forestry area worth well over \$12m, the risks are huge.

The next step of the website is to have clubs loading their members directly onto the site for licences. This will be an ongoing project for the new executive.

Biggest Concern:

My biggest concern is the overall growth of the sport and trying to give clubs as much support as possible. In the 80's RC cars were the big thing. In the 90's technology was increasing which gave more options, and now in the current world we have so many options available to people.

A frustration I have is we have got some things in our sport where there are division or 2 school of thoughts, or miscommunication, or just outright hatred for somebody. I have been trying to find a word that best describes it all as one – maybe “madness”.

Words like: Conflict, Friction, Discord, Disagreement, Dissention, Dispute, Variance, Argument, Wrangling, Quarrelling, Bickering, Disharmony, Controversy, Ill-feeling, Animosity, Bad Blood, Hostility, Contention, Falling Out, etc.

These are just small pockets, but they have a large impact on our hobby and bring about a lot of unnecessary negativity. I want to work on creating fewer divisions and want to put forward to you here today to take back to your clubs, and try to work on reducing or eliminating these issues as they are often unnecessary and often driven by passion or miss-understanding.

We need to stop the “madness”, play with toy cars and go round in circles.

If you have any issues or dramas, I welcome you all to bring them to me so we can try and address them and move forward in a positive way.



Matthew Banks

NZRCA President 2018/2019



2019 NZRCA AGM Attendance Register

Name	Notes	Club	Deligate Y / N
Scott Kendall		NZRCA Exec	N
Amber Kendall	Proxy Voting for Otago (6)	NZRCA Exec / LFR (23)	Y
Matt Banks		NZRCA	N
Rex Wessels		NZRCA	N
Edwin Pibal		CMR (4)	Y
Jason Kelly		Canterbury (3)	Y
Darren Biggs		Hawkes Bay (15)	Y
Robin Upton		North Harbour (12)	Y
Anthony Mara		North Harbour	N
Selwyn Duthie		Taranaki	N
Luke Duthie		Taranaki (13)	Y
Mikki Strong		BOPRCCC (20)	Y
Luke Prattley	Delegate for CHCH Indoors (9) and Harewood (8)	NZRCA Exec / CHCH Indoors / Harewood	Y
Darryl Maslin		NZRCA Exec	N