



**PRESIDENT**  
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**SECRETARY**  
Scott Kendall  
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## 2022 NZRCA AGM AGENDA

1. Meeting Open 11:15am
2. Welcome Matt welcomed all to the meeting

NZRCA No.	Club Name	Name	Role
NZRCA	President	Matthew Banks	
NZRCA	Secretary	Scott Kendall	
NZRCA	Treasurer	Rex Wessels	
NZRCA	IC Onroad Technical Officer	Selwyn Duthie	
NZRCA	EP Onroad Technical Officer	Darryl Maslin	
NZRCA	IC Offroad Technical Officer	Shane O'Connor	
NZRCA	EP Offroad Technical Officer	Luke Prattley	
NZRCA	Publicity Officer	Amber Kendall	
03	Canterbury Radio Control Car Club	Grant McEwan	Delegate
04	Capital Model Racers	Matthew Banks	Delegate
05	Counties RC	Shane O'Connor	Delegate
07	Hamilton Radio Control Car Club	Bryan Jordan	Delegate
09	Christchurch Indoor Radio Control Car Club	Ross Martin	Delegate
12	North Harbour Radio Control Car Club	Robyn Upton	Delegate
13	Taranaki Radio Control Car Club	Selwyn Duthie	Delegate
13	Taranaki Radio Control Car Club	Luke Duthie	Delegate
14	Auckland Indoor Radio Control Car Club	Stu Macferson	Delegate
15	Hawkes Bay Radio Control Car Club	Sonny Pearce	Delegate
16	Whangarei Radio Control Car Club	Roger Holmes	Delegate
20	Bay of Plenty Radio Control Car Club	Bernard Christobal	Postal Vote
22	Tauranga Indoors	Bernard Christobal	Postal Vote
23	Little Forest Raceway	Scott Kendall	Delegate
26	Invercargill RC Racers	David Beck	Delegate
31	Mainland Model Racers	Luke Prattley	Delegate

3. Apologies: Julian Hardy (RIR/MRCCC), Vince Gee (AIRCCC)
4. Minutes from last AGM: Scott presented the minutes from 2021 AGM
5. Matters Arising: no matters arising
6. Correspondence
  - Letter from RIR / Manawatu – Julian Hardy – *Appendix 6 Below*
  - Femca information about fees
  - Femca information about IFMAR
7. Financial Report
  - Rex presented the financial report for 2022 - *Appendix 4 Below*
  - 2<sup>nd</sup> - 31 - passed unanimously
8. Presidents Report
  - Matt repesented his financial report to the meeting. *Appendix 3 Below*
  - 2<sup>nd</sup> - 26 - passed unanimously
  - Executive Member Reports *Appendix 3 Below*
    - Secretary Report – Scott Kendall
    - I.C Onroad Report – Selwyn Duthie presented to the meeting
    - I.C Offroad Report – Shane O'Connor presented to the meeting
    - EP Offroad Report – Luke Prattley presented to the meeting
    - EP Onroad Report – Darryl Maslin presented to the meeting
  - All reports 2<sup>nd</sup> – 4 – passed unanimously



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9. Election of Officers  
*Appendix 1 - See Attached Nominations for the following positions:*  
All nominations passed
10. Events  
*Appendix 2 Below*  
All event applications passed.
11. Remits  
*Appendix 5 Below*
12. Setting of Annual Fees  
Matt proposed fees to remain as current  
2<sup>nd</sup> – 26 - Passed unanimous
13. General Business
  1. Invercargill had presented a question about what cars are to do when they present a voltage of greater than 8.40 volts.  
ETS rules state: If a car is present with 8.44 volts or higher you are excluded from racing. 8.41-8.43 a driver is allowed to discharge their battery and return to the back of the queue and represent.

Meeting closed 1:47pm

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## APPENDIX 1:

### 2021/ 2022 NZRCA EXECUTIVE COMMITTEE NOMINATIONS

#### A. President

Club	Nominated Person
Counties	Matthew Banks

#### B. Secretary

Club	Nominated Person
LFR	Scott Kendall

#### C. Treasurer

Club	Nominated Person
Capital Model Racers	Rex Wessels

#### D. Electric On-Road Technical Officer

Club	Nominated Person
North Harbour	Daryl Maslin

#### E. Electric Off-Road Technical Officer

Club	Nominated Person
Counties	Luke Prattley

#### F. I.C On-Road Technical Officer

Club	Nominated Person
Taranaki	Selwyn Duthie

#### G. I.C Off-Road Technical Officer

Club	Nominated Person
Counties	Shane O'Connor

#### H. Publicity Officer

Club	Nominated Person
Capital Model Racers	Jayson Stringer

#### I. Large Scale Speedway

Club	Nominated Person
Capital Model Racers	Ron Groom

#### J. HSE Officer

Club	Nominated Person
Capital Model Racers	Matthew Banks

#### K. NZRCS Representative

Club	Nominated Person
Wellington RC Speedway	Keegan Levien



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## APPENDIX 2:

### 2023 NZRCA SANCTIONED EVENT NOMINATIONS

#### A. Electric On-Road Nationals

Club	Date

#### B. I.C On-Road Nationals

Club	Date
Canterbury (CRCCC)	17 <sup>th</sup> – 19 <sup>th</sup> February 2023

#### C. 1/10<sup>th</sup> Scale Electric Off-Road National Champs

Club	Date
Capital (CMR)	TBC 2023
Little Forest (LFR)	18 <sup>th</sup> – 21 <sup>st</sup> April 2024 – Hawera Indoor Dirt
Manawatu (Ruakawa Int. Raceway)	4 <sup>th</sup> – 6 <sup>th</sup> April 2025

#### D. 1/8<sup>th</sup> Scale Electric Off-Road National Champs

Club	Date
Counties (CRCCC)	9 <sup>th</sup> – 12 <sup>th</sup> February 2023

#### E. I.C Off-Road National Champs

Club	Date
Counties (CRCCC)	9 <sup>th</sup> – 12 <sup>th</sup> February 2023

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

Club	Date
South Island Onroad champs	Labour weekend 2023

## APPENDIX 3:

### Presidents report – Matthew Banks

Thanks to all of the other executive members for the year. Thanks to Rex for presenting his treasurers report. There are some changes to the executive this year, but thank you to all those who have served over this last year.

Past: Nothing to dwell on at this time.

Present: We have run some very successful national events. This is despite the covid interruptions. We have had a few new clubs join – we have 1100 members over this last year so this shows some steady growth. 757 events on the website over the last 12 months with 4wd Stock being the most popular class.

We have had our lowest remit numbers submitted for this years agm which we see as a good thing as hopefully this means the rulebooks are in the right direction

Future: Hopefully no covid – no masks etc. There will need to be some things discussed within the new executive. A lot of this will be around rc speedway with a few remits today and a number of new clubs joining our association.

Website development is ongoing with more smaller updates and changes to come over the next 12 months Biggest concern – madness. We are racing toy cars for plastic trophies. We have had 1 serious issue this year and hopefully the executive have been able to help as much as we can to help resolve.

Potential changes to the executive at the next agm as this is potentially my last year standing, along with others.



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### **EP Onroad Technial Officer Report : Darryl Maslin**

It has been a light year in terms of events. 2 more regional events still to come in 2022, both in the south islands and I wish the clubs well in hosting these. North Harbour held the nationals at their all weather venue with 21.5t touring being the biggest class of the weekend. The event ran using the reedy style event. This was successful but also showed the same cream rose to the top.

I have had discussions with clubs around who will host events over the next year and more is to follow after the agm as discussions are ongoing with others. 21.5t touring is growing well but pan car classes are showing low to no numbers and not currently being run.

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### **IC Offroad Technical Officer Report: Shane O'Connor**

A hard year with covid etc... and this year's event was definitely effected by that and with the weather that was had at the event was in a super unlucky time with it raining heavily 3 of the 4 days making the event a one day express version and the club pulled together to make it happen with a huge effort. Still good to get a result and made something at least of the weekend especially from the guys that travelled for it.

Looking forward to 2023 in 8<sup>th</sup> Scale Offroad with a Nationals at Counties RC looking to make it fun and exciting with some new ideas and build on some successful events of recent years.

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### **IC Onroad Technical Officer Report: Selwyn Duthie**

Hi all, nothing really to report on this year, numbers continue to be low for National events due mainly to only 1 track to race on in the country, but helpfully that will change soon. The Feb IC Nationals in Christchurch hosted 9 x 1/8 th Can Am Drivers, 9 x 1/8 th GT Drivers and 6 x 200mm Nitro Touring Drivers

No major rule issues or debates so very little to talk about there.

There is a bit of interest in the GT Worlds to be held in Sydney next year so I anticipate we may have to allocate entries but we'll see how many we are offered first.

One concern for the year is the ongoing discontent and bad rap the sport is receiving from the continued Foam tyre debacle. I will be discussing this with both parties in an effort to try to end this ASAP for the betterment of the sport.

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### **EP Offroad Technical Officer Report: Luke Prattley**

2022 has been a solid, but at times challenging year for Electric Off-Road. We have seen a continued increase in popularity and attendance across the board of competitors in 1/10 scale, as well as the addition of a number of new clubs, including new dedicated electric off road clubs in Auckland, The Manawatu, Gisborne, and christchurch.

The end of 2021, and beginning of 2022 saw some challenges for clubs holding major events due to Covid, with the Waikato champs being cancelled last year, and Taranaki 1/10 nationals being postponed in March this year. However, with Covid becoming less prominent, we were able to return to a more or less normal winter season. This saw major events returning, with the South island indoor champs, Waikato champs, and Taranaki Nationals all being successfully run, and a number of major meetings to come in the remainder of the year.

I would like to make special mention to the Taranaki Club, who after having their nationals postponed earlier in the year, managed to pull off the largest 1/10 scale nationals in recent history, hosting a fantastic meeting even in light of massive entry numbers and questionable weather. This event also saw the single biggest class entry in my memory at a nationals event, with just shy of 60 cars entering 4wd stock.

For the first time since my involvement, We have found ourselves in a position where there are host clubs lined up already to hold the nationals in 2023, 24, and 25, with two more clubs having expressed their interest for 26 and 27. This puts these clubs and the NZRCA in a great position to ensure that we can work with these clubs to ensure that these meetings as successful as the last, constantly working to make things better than before.



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There are a three main improvement areas which I would like to see develop over the next year and beyond:

The first, is the creation of a set of guidance documents for the running of national events. These documents will serve to allow not only to provide guidance to race officials and host clubs on the running of the meeting, but also to provide a guideline for competitors to know what they should expect when attending the nationals, and to fill in some of the unwritten and often ambiguous procedures in the current manuals, which are often open to interpretation or provide no guidance.

The second, is to continue working with the wider community and clubs, identifying areas where the NZRCA are able to add value and improve on how we do things in our relationship with clubs, and continue development of the website as a tool and hub for not only clubs, but racers and prospective new members as well.

The third, is to begin working on a more forward thinking plan, to look at not only where we are now and over the next year, but where we want to be in 3, 5, 10 years time, with our organisation, our membership, and our classes and rules to make sure that as we advance, we do so in a considered, planned manner to do what is best for the growth and longevity of our sport.

In summary, electric off road is in a very healthy place at the moment, and by continuing to work with clubs and racers alike, and a forward thinking vision, long may this continue.

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### **Secretary Report: Scott Kendall**

2021 / 2022 has been a relatively quiet year for the executive. At the start of our term we had to make a decision around the 21.5t touring car motor rule as the supplier was still struggling to get sufficient stock to make the rule effective from 1<sup>st</sup> January 2022. It was decided to roll back 1 year on 1<sup>st</sup> January on the rule so that the control/spec motor would take effect from 1<sup>st</sup> January 2023. We now wait with anticipation to see how this works out for the next 2 years. There was a lot of talk over the last 18 months within the executive as to what would happen if we had remits to change that rule at this years AGM – it seems all those conversations have become a moot point as no remits were received in relation to the motors at all.

Speaking of remits, the 2022 AGM has the lowest number of remits received at an AGM that I personally know of. Hopefully this means we are doing things write and people for the most part are happy with the current rules.

Once again over the last year we have had to deal with government mandates and restrictions relating to Covid19. This took up a fair amount of my own time in the first 6 months of the role, making regular calls to SportsNZ to get govt. advice that I use in all the memo's that get sent out.....it was however extremely frustrating spending all this time and putting out information for our clubs to be challenged by clubs over decisions made. This was not me personally sending out information but passing on what we had been advised as an association we needed to let our members know, and for some who felt they could side-step the rules or bend them to suit their club made for some incredibly frustrating times. Fortunately, we seemed to come out the other side of all the restrictions and it would appear live as we know it is returning to some form of "normal".

IFMAR have started up running their events once again. We don't have anyone from NZ competing at any of their events for 2022, however with the 8<sup>th</sup> GT Onroad Worlds being held in Sydney next year, I anticipate the NZRCA executive receiving several applications from racers looking to cross the ditch to attend.

I had planned on stepping down from my role this year, as work is incredibly busy, and my own family are growing up fast, my time has become a lot more valuable to me. However as nobody seems to want to do the role, I have advised Matt that I would assist and do it one last time. I want to spend a lot more time with my family and getting back into my own racing as my boys are now at an age, they want to be more involved, so that will be my priority moving forward.

I want to thank the other members of the executive. We give up our time to do this for the racers, and I think we have a pretty good group where we can have some good heated discussions about things, while having respect for each other's opinions and keeping the racers as a whole at the forefront of decisions we make.

Finally, I want to thank Amber for the years you have spent on the executive with me in your role as publicity officer. You started this role with such passion; however this has been a hard role for you particularly over the last few years with us being removed a bit from racing with our young family, yet you have continued to promote the



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sport via social media, and always doing the website updates to keep everyone informed of my memo's etc. I know you have often felt like you were not listened to in meetings, but I listen and try to fight the battles with you. I thank you for being part of our NZRCA journey.



## ***FINANCIAL STATEMENT***

**for the Year Ending 31st March 2022**

### Contents

Treasurer's Report .....	2
Statement of Accounting Policies Reporting Entity:.....	2
Asset Register.....	3
Auditor's report .....	3
Profit & Loss – Year ending March 2020.....	3
Balance Sheet – Year ending 2020.....	4
Bank transactions - Cheque Account .....	4
Bank transactions - Savings Account .....	5



## Treasurer's Report

2021-2022 was another mostly uneventful year due to the pandemic and various levels of restrictions. This year saw us thinking a lot about helping clubs run smoothly, especially new clubs. We have made some purchases like a decoder and laptop and even though not part of this financial year, we have since moved the decoder on to a club that needed it and could put it to immediate use. This allowed us to define and navigate processes for this kind of assistance and creates a basis to improve on in the future. When we asked clubs for expressions of interest for the decoder, there were a few respondents, telling us that this is another avenue that the NZRCA can provide value to our clubs.

Our expenses for the year were relatively low. With the AGM held online again, we did not have travel or venue costs, but did provide attendees with a gesture towards lunch as in the previous year. FEMCA also notified us that they will not be invoicing again for the year, due to restrictions limiting international events.

The NZRCA has continued doing Facebook advertising for major events, and will continue to spend money on advertising, helping clubs to promote their NZRCA sanctioned regional and national events.

Our biggest expense was on equipment, as mentioned we purchased a second-hand decoder when we spotted one on the open market, as we knew it would come in hand for a club one day. To ensure fairness, the nominated club would pay back the cost of the decoder, so the NZRCA is not making a profit or a loss but helping a club with cash flow and timing. We will continue to look for opportunities like this, as we see it as a good benefit for the clubs and the sport overall.

This year we spent \$52.16 more than our income, but we have had some clubs that did not pay their affiliation by end of March, so they will be accounted for next year. The money spent on the decoder has also been recouped and will be accounted for in the next year. We still have a good buffer in the bank and doing well financially.

## Statement of Accounting Policies Reporting Entity:

1. The financial statements have been prepared in accordance with generally accepted accounting principles.
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. Depreciation on new assets are calculated at the number of months in the year the asset was owned.
7. Commitments: Capital Commitments - The New Zealand Radio Car Association has no contracts for capital expenditure at balance date.
8. 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.
9. The licence fees and affiliations has been combined this year, due to a limitation in the automated invoicing system at the time of invoicing that is being addressed for the next round.

## Auditor's report

### Asset Register

Assets	Cost	20% of cost	2020 Closing	2021 Closing	2022 Closing
Voltmeters Feb-2019	\$479.72	\$95.94	\$367.78	\$271.84	\$175.89
Scales Feb 2020	\$287.50	\$57.50		\$277.92	\$220.42
Laptop	\$659.00	\$131.80			\$549.17
Decoder	\$2,890.43	\$578.09			\$2,408.69
<b>Total</b>	<b>\$4,316.65</b>	<b>\$863.33</b>	<b>\$367.78</b>	<b>\$549.75</b>	<b>\$3,354.17</b>

### Profit & Loss – Year ending March 2022

<b>Income</b>	<b>Mar-20</b>	<b>Mar-21</b>	<b>Mar-22</b>
Club affiliations	\$ 4,600.00	\$ 15,340.00	\$ 8,695.00
Club Licences	\$ 6,000.00		
Interest	\$ 155.75	\$ 35.60	\$ 14.86
Stripe payments	\$ 269.32		
<b>Gross Profit</b>	<b>\$ 11,025.07</b>	<b>\$ 15,375.60</b>	<b>\$ 8,709.86</b>
<b>Less expenses</b>			
AGM Flights, venue and meetings	-\$ 2,523.50	-\$ 666.23	-\$ 180.00
Banking charges	-\$ 4.20	-\$ 1.50	-\$ 38.00
Equipment	\$ -	-\$ 287.50	-\$ 3,549.43
FEMCA Membership	-\$ 2,063.92		
Insurance	-\$ 2,006.84	-\$ 1,385.75	-\$ 1,386.39
Badges / Trophies	-	-\$ 276.00	
LiveTime	-\$ 3,740.99		
Votenet	-\$ 2,578.07		
Website Hosting + Development	-\$ 4,173.00	-\$ 12,397.00	-\$ 2,205.70
Auditing	-\$ 862.50	-\$ 862.50	-\$ 862.50
Advertising	-\$ 200.00	-\$ 237.76	-\$ 540.00
		<b>-\$</b>	
<b>Total Expenses</b>	<b>-\$ 18,153.02</b>	<b>16,114.24</b>	<b>-\$ 8,762.02</b>
<b>Nett Profit</b>	<b>-\$ 7,127.95</b>	<b>-\$ 738.64</b>	<b>-\$ 52.16</b>

## Balance Sheet – Year ending 2022

<b>Assets</b>	<b>Mar-20</b>	<b>Mar-21</b>	<b>Mar-22</b>
<b>Bank</b>			
NZRCA Cheque	\$ 4,342.22	\$ 3,568.63	\$ 7,264.51
NZRCA Savings	\$ 13,725.94	\$ 13,760.89	\$ 10,012.85
<b>Total Bank balance</b>	<b>\$ 18,068.16</b>	<b>\$ 17,329.52</b>	<b>\$ 17,277.36</b>
<b>Fixed Assets</b>			
Equipment	\$ 463.72	\$ 655.28	\$ 4,099.18
Less depreciation	\$ 95.94	-\$ 105.53	-\$ 745.01
<b>Total Assets</b>	<b>\$367.78</b>	<b>\$549.75</b>	<b>\$3,354.17</b>
<b>Liabilities</b>			
Unknown Stripe payments	\$ 269.32		
<b>Total Liabilities</b>	<b>-\$ 847.56</b>	<b>-\$ 847.56</b>	<b>-\$ 847.56</b>
<b>Total Assets</b>	<b>\$ 17,588.38</b>	<b>\$ 17,031.71</b>	<b>\$ 19,783.97</b>
<b>Equity</b>			
Profit / Loss	-\$ 7,127.95	-\$ 738.64	-\$ 52.16
Accumulated Funds - Cheque Account	\$ 11,623.00	\$ 4,342.22	\$ 3,568.63
Accumulated Funds - Savings Account	\$ 13,573.11	\$ 13,725.94	\$ 13,760.89
<b>Total Equity</b>	<b>\$ 18,068.16</b>	<b>\$ 17,329.52</b>	<b>\$ 17,277.36</b>

## Bank transactions - Cheque Account

<i>Date</i>	<i>Amount</i>	<i>Payee</i>	<i>Particulars</i>	<i>Code</i>	<i>Reference</i>	<i>Classification</i>
19/04/2021	-\$ 60.00	Amber	Facebook	advertising		Advertising
12/05/2021	-\$ 35.00	CALLEN KNOWLING	AUD PAYMENT	PAYMENT FEE	CPBT21566411	Banking Fees
12/05/2021	-\$ 2,890.43	CALLEN KNOWLING	Decoder	Laptop	CPBT21566411	Decoder
12/05/2021	\$ 3,762.14	NZRCA Savings			INTERNET XFR	Inter-Account Xfer
27/05/2021	-\$ 120.00	Amber	Facebook	advertising		Advertising
27/05/2021	-\$ 659.00	CMR	CMR	Timing	Laptop	Laptop
1/06/2021	-\$ 0.30	Services Fee - See	Internet Ban	king message	for details	Banking Fees
30/06/2021	\$ 200.00	MATTHEW SPACKMAN TRA	Gizzy RC		Gizzy RC	Club affiliations & licences
6/07/2021	\$ 50.00	Heslin K A & Ma	2016.00		RC HAULERS	Club affiliations & licences
2/08/2021	-\$ 60.00	Amber	Facebook	advertising		Advertising
16/08/2021	\$ 200.00	TOYMOD LIMITE	GKR Raceway			Club affiliations & licences
26/08/2021	\$ 600.00	James William Dale	HBRC	Affiliation	licences	Club affiliations & licences
31/08/2021	\$ 0.49	GROSS CR INTEREST	0.89	LESS R/W TAX	0.40	Interest
6/09/2021	-\$ 862.50	DA Crosland	financial	Audit		Audit
13/09/2021	-\$ 1,386.39	JRI Insurance	JRI Insurance			Insurance
16/09/2021	\$ 200.00	Nelson Radio Control	Fees	336227000.00		Club affiliations & licences
20/09/2021	\$ 200.00	PALMERSTON NORTH RAD	PNRC Speed	membership		Club affiliations & licences
27/09/2021	-\$ 90.00	Amber	Facebook	advertising		Advertising
30/09/2021	-\$ 1,980.70	zombieghost	Website	development		Website
1/10/2021	-\$ 0.30	Services Fee - See	Internet Ban	king message	for details	Banking Fees
5/10/2021	\$ 200.00	XTREME R/C ST	Wellington	RC Speedway	Membership	Club affiliations & licences
20/10/2021	-\$ 40.00	Scott and Amber	AGM	Thank you		AGM
26/10/2021	-\$ 20.00	Michael	AGM	lunch		AGM
26/10/2021	-\$ 20.00	chc rc stockcars	AGM	lunch		AGM
26/10/2021	-\$ 20.00	Grant	AGM	lunch		AGM
26/10/2021	-\$ 20.00	Breadon	AGM	Lunch		AGM
26/10/2021	-\$ 20.00	Daryl	AGM	Lunch		AGM

26/10/2021	-\$	20.00	Roger	AGM	Lunch		AGM
29/10/2021	-\$	20.00	Selwyn	AGM	Attendance	lunch	AGM
1/11/2021	-\$	2.40	Services Fee - See	Internet Ban	king message	for details	Banking Fees
1/11/2021	-\$	30.00	Amber	Facebook	advertising		Advertising
23/11/2021	\$	530.00	Christchurch Indoor	circcc			Club affiliations & licences
26/11/2021	\$	120.00	LITTLE FOREST RACEWA	LITTLE	FOREST	FEES	Club affiliations & licences
6/01/2022	\$	200.00	James William Dale	HBRC	AFFILIATION	FEE	Club affiliations & licences
11/01/2022	\$	415.00	TARANAKI RADIO CONTR	TARANAKIRCCC	FEE FOR 2022	43 LICENCES	Club affiliations & licences
11/01/2022	\$	540.00	CAP MODEL RAC	FromCMR	Licences2021	AffFee2022	Club affiliations & licences
13/01/2022	\$	60.00	WALKER G N	DRRC affilia	tion and lic	ence fees	Club affiliations & licences
14/01/2022	\$	455.00	COUNTIES R/C	CRCCC	2021.00	Fees	Club affiliations & licences
14/01/2022	\$	310.00	Gizzy RC Incorp	Gizzy RCC			Club affiliations & licences
14/01/2022	\$	130.00	WHANGAREI REMOTE-CON	Licnce/affil			Club affiliations & licences
14/01/2022	\$	365.00	BAY OF PLENTY RADIO	2022-License	Affiliation	BOPRCCC	Club affiliations & licences
17/01/2022	\$	90.00	LITTLE FOREST RACEWA	LITTLE	FOREST	FEES	Club affiliations & licences
17/01/2022	\$	390.00	NORTH HARBOUR RADIO	NHRCCC	Affiliation	Licences2021	Club affiliations & licences
17/01/2022	-\$	180.00	Amber	Facebook	advertising		Advertising
18/01/2022	\$	395.00	Christchurch Indoor	circcc			Club affiliations & licences
21/01/2022	-\$	225.00	zombieghost	Website	development		Website
24/01/2022	\$	265.00	BLLENHEIM RADIO CONTR	BRCCC			Club affiliations & licences
24/01/2022	\$	265.00	harewood Radio Contr	HarewoodRC	Associate	Fees	Club affiliations & licences
24/01/2022	\$	315.00	Tauranga Indoor	TIRCCC	2022.00		Club affiliations & licences
28/01/2022	\$	455.00	Canterbury Radio Con	CRCCC	2022 Fees	2022 Fees	Club affiliations & licences
31/01/2022	\$	280.00	Otago Radio Con	Affiliation	Licences	DunedinOtago	Club affiliations & licences
3/02/2022	\$	50.00	AUCKLAND RADIO	ARCCC		20.00	Club affiliations & licences
8/02/2022	\$	200.00	TOYMOD LIMITE	GKR Raceway			Club affiliations & licences
14/02/2022	\$	255.00	WEST AUCKLAND RADIO	WARCCC	2021licences		Club affiliations & licences
14/02/2022	\$	270.00	Southland Society of	IN RC Cars	Affiliation	Licence	Club affiliations & licences
18/02/2022	\$	425.00	AUCKLAND RADI	Annual Fees		AIRCCC	Club affiliations & licences
22/02/2022	\$	215.00	James William Dale	HBRC	2021 licence	FEE	Club affiliations & licences
28/02/2022	\$	0.27	GROSS CR INTEREST	0.50	LESS R/W TAX	0.23	Interest
1/03/2022	\$	50.00	Heslin K A & Ma	2016.00		RC HAULERS	Club affiliations & licences

## Bank transactions - Savings Account

Date	Amount	Payee	Particulars	Code	Reference	Classification
30/04/2021	\$ 0.31	BASE CR INTEREST	0.57	LESS R/W TAX	0.26	Interest
30/04/2021	\$ 0.94	BONUS CR INTEREST	1.70	LESS R/W TAX	0.76	Interest
12/05/2021	-\$ 3,762.14	NZRCA Cheque			INTERNET XFR	Inter-Account Xfer
31/05/2021	\$ 0.27	BASE CR INTEREST	0.49	LESS R/W TAX	0.22	Interest
30/06/2021	\$ 0.68	BONUS CR INTEREST	1.23	LESS R/W TAX	0.55	Interest
30/06/2021	\$ 0.22	BASE CR INTEREST	0.41	LESS R/W TAX	0.19	Interest
30/07/2021	\$ 0.22	BASE CR INTEREST	0.41	LESS R/W TAX	0.19	Interest
30/07/2021	\$ 0.46	BONUS CR INTEREST	0.82	LESS R/W TAX	0.36	Interest
31/08/2021	\$ 0.73	GROSS CR INTEREST	1.32	LESS R/W TAX	0.59	Interest
30/09/2021	\$ 0.68	GROSS CR INTEREST	1.23	LESS R/W TAX	0.55	Interest
29/10/2021	\$ 0.65	GROSS CR INTEREST	1.19	LESS R/W TAX	0.54	Interest
30/11/2021	\$ 0.73	GROSS CR INTEREST	1.32	LESS R/W TAX	0.59	Interest
31/12/2021	\$ 2.10	GROSS CR INTEREST	3.82	LESS R/W TAX	1.72	Interest
31/01/2022	\$ 2.10	GROSS CR INTEREST	3.82	LESS R/W TAX	1.72	Interest
28/02/2022	\$ 1.90	GROSS CR INTEREST	3.46	LESS R/W TAX	1.56	Interest
31/03/2022	\$ 2.11	GROSS CR INTEREST	3.83	LESS R/W TAX	1.72	Interest

Rex Wessels  
NZRCA Treasurer

28/06/2022

# 2022 NZRCA AGM - Remits

## GENERAL

### Remit 1 Capital Model Racers Radio Control Car Club (Remit 1)

**Current Rule:** No current rule

**Proposed Rule:** New Rule to be placed as G 1.13

If any club or club member have a dispute where it could being the sport into disrepute then the club or club member involved must make NZRCA aware of said issues.

**Reason:**

To make sure that NZRCA are aware of issues that being the sport into disrepute.

<b>Seconded</b>	23
<b>For</b>	03, 04, 05, 07, 09, 12, 13, 14, 15, 16, 23, 26
<b>Against</b>	
<b>Abstained</b>	31, 22
<b>Result</b>	✓ Passed

## EP ON-ROAD RULES

### Remit 2 Canterbury Radio Control Car Club (Remit 2)

**Current Rule:** A3.4

Qualifying will be done via a staggered start system. Each driver will have a staggered start and be on an individual clock for the race period. The race director or computer lap scoring programme will determine the starting order and timing between staggering of drivers. The starting order will be shuffled for each heat.

**Proposed Rule:** A3.4

A3.4

Qualifying will be done via a staggered start system. Each driver will have a staggered start and be on an individual clock for the race period. The race director or computer lap scoring programme will determine the starting order and timing between staggering of drivers. During the first round of qualifying, heat starting positions will be determined either by Seeded practice result, or randomly called. Subsequent qualifying rounds will be called by the overall fastest time of driver from anyprevious qualifying rounds.

**Reason:**

Lets everyone have a cleaner run, with fastest to the front in qualifying. Wording taken from the IFMAR Rule book. It is something that is generally done anyway, but according to the rule book is incorrect. This is just tidying the rule to be more consistent with how its done in practice.

<b>Seconded</b>	26
<b>For</b>	03, 04, 05, 07, 13, 16, 23, 26
<b>Against</b>	
<b>Abstained</b>	09, 12, 14, 15, 31, 22
<b>Result</b>	✓ Passed

### Remit 3 North Harbour Radio Controlled Car Club (Remit 3)

**Current Rule:** A6.1

All heats and finals will be of the time duration specified for each class as listed below, plus the time to finish the last lap: or a defined number of laps per class, that must not take longer than the standard race time per class, plus the time to finish the last lap

- a. 21.5 Spec Touring - Five minutes.
- b. Super Stock - Five minutes.
- c. Touring Modified - Five minutes.
- d. M-Chassis - Five minutes.
- e. Formula One - Five minutes.
- f. Pro 10 - Five minutes.
- g. Pro 12 - Eight minutes.

**Proposed Rule: A6.1**

A6.1

h TCR FWD – 5 minutes.

**Reason:**

Adding for FWD Class

<b>Seconded</b>	26
<b>For</b>	03, 04, 07, 13, 14, 15, 16, 26
<b>Against</b>	
<b>Abstained</b>	05, 09, 12, 31, 22, 23
<b>Result</b>	✓ Passed

**Remit 4 Little Forest Raceway (Remit 4)**

**Current Rule: A7.4**

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.

**Proposed Rule: A7.4**

Type and brand of ESC used with these is also open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode, with no softening or smoothing functions activated.

**Reason:**

ROAR have stated on 27th June 2022 that some ESC's are able have softening / smoothing functions activated while still showing as blinky. This acts almost the same as advancing of timing and therefore can be used as a tool to exploit the rules and gain and advantage.

<b>Seconded</b>	04
<b>For</b>	03, 04, 07, 13, 14, 23
<b>Against</b>	16
<b>Abstained</b>	05, 09, 12, 15, 31, 22, 26
<b>Result</b>	✓ Passed

**Remit 5 Little Forest Raceway (Remit 5)**

**Current Rule: A8.1.1**

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.

**Proposed Rule: A8.1.1**

Type and brand of ESC used with these is also open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode, with no softening or smoothing functions activated.

**Reason:**

ROAR have stated on 27th June 2022 that some ESC's are able have softening / smoothing functions activated while still showing as blinky. This acts almost the same as advancing of timing and therefore can be used as a tool to exploit the rules and gain and advantage.

<b>Seconded</b>	04
<b>For</b>	03, 07, 13, 14, 15, 16, 23

<b>Against</b>	
<b>Abstained</b>	04, 05, 09, 12, 31, 22, 26
<b>Result</b>	✓ Passed

**Remit 6 North Harbour Radio Controlled Car Club (Remit 6)**

**Current Rule: A8**

A8 LIMITED BRUSHLESS CLASSES MOTOR SPECIFICATIONS

**Proposed Rule: A8**

A8.4 Motors for TCR FWD will be a spec motor – Hobby Wing Justock 17.5 FTM G2.1 Item #30408011 (older versions maybe used).

A8.4.1 – Newer versions of the Justock 17.5 FTM will be eligible from Jan 1 the following year.

**Reason:**

Motor Rule for TCR FWD Class

<b>Seconded</b>	04
<b>For</b>	04, 12, 13, 15, 16
<b>Against</b>	
<b>Abstained</b>	03, 05, 07, 09, 14, 31, 22, 23, 26
<b>Result</b>	✓ Passed

**Remit 7 North Harbour Radio Controlled Car Club (Remit 7)**

**Current Rule: A8**

A8 LIMITED BRUSHLESS CLASSES MOTOR SPECIFICATIONS

**Proposed Rule: A8.3**

A8.3 Formula One / TCR FWD: ROAR/EFRA/IFMAR approved brushless motors with a minimum of 21.5 turns.

**Reason:**

Secondry remit to A8.4 remitted rule. Should remit A8.4 Pass this remit will be withdrawn.

<b>Seconded</b>	04
<b>For</b>	04, 07, 12, 16, 26
<b>Against</b>	
<b>Abstained</b>	03, 05, 09, 13, 14, 15, 31, 22, 23
<b>Result</b>	✓ Passed

**Remit 8 Little Forest Raceway (Remit 8)**

**Current Rule: A8.3.1**

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.

**Proposed Rule: A8.3.1**

Type and brand of ESC used with these is also open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode, with no softening or smoothing functions activated.

**Reason:**

ROAR have stated on 27th June 2022 that some ESC's are able have softening / smoothing functions activated while still showing as blinky. This acts almost the same as advancing of timing and therefore can be used as a tool to exploit the rules and gain and advantage.

<b>Seconded</b>	04
<b>For</b>	03, 04, 05, 07, 13, 14, 31, 16, 23, 26
<b>Against</b>	09

<b>Abstained</b>	12, 15, 22
<b>Result</b>	✓ Passed

**Remit 9 Taranaki Radio Control Car Club (Remit 9)**

**Current Rule: No current rule**

**Proposed Rule: New Rule to be placed as A8.4**

Motors for PRO 12 class to be ROAR/EFRA/IFMAR approved brushless motors with a minimum of 13.5 turns.

**Reason:**

make pro 12 class 13.5t

<b>Seconded</b>	12
<b>For</b>	03, 04, 13, 16, 26
<b>Against</b>	
<b>Abstained</b>	05, 07, 09, 12, 14, 15, 31, 22, 23
<b>Result</b>	✓ Passed

**Remit 10 North Harbour Radio Controlled Car Club (Remit 10)**

**Current Rule: A11.1**

Any commercially available, narrow scale type touring cars are eligible for these classes.

**Proposed Rule: A11.1**

A11.1a Any commercially 1/10th narrow scale Front Wheel Drive Kit or Commercially available conversion kit may be used for TCR FWD.

**Reason:**

Allowing for TCR FWD Class

<b>Seconded</b>	04
<b>For</b>	04, 07, 12, 13, 15, 16, 26
<b>Against</b>	
<b>Abstained</b>	03, 05, 09, 14, 31, 22, 23
<b>Result</b>	✓ Passed

**Remit 11 North Harbour Radio Controlled Car Club (Remit 11)**

**Current Rule: A12.1**

Any commercially available Four-Door or Internationally approved body may be used.

**Proposed Rule: A12.1**

A12.1a For TCR FWD any commercially available or BRCA/ FEMCA/ EFRA / IFMAR / ROAR approved 1/10th scale Front Wheel Drive or TCR type body shell maybe used.

**Reason:**

Adding rule to allow correct body shells for FWD Class

<b>Seconded</b>	04
<b>For</b>	04, 12, 13, 15, 16, 26
<b>Against</b>	
<b>Abstained</b>	03, 05, 07, 09, 14, 31, 22, 23
<b>Result</b>	✓ Passed

**Remit 12 North Harbour Radio Controlled Car Club (Remit 12)**



**Current Rule: A15.1**

Flat plan 1/10th and 1/12th scale chassis are not allowed. Chassis must have independent suspension to all four wheels. Each driven wheel must have flexible joint, eg universal joint.

**Proposed Rule: A15.1a**

A15.1a For TCR FWD only the front wheels are allowed to be driven..

**Reason:**

Adding FWD Class

<b>Seconded</b>	04
<b>For</b>	04, 12, 13, 15, 16, 26
<b>Against</b>	
<b>Abstained</b>	03, 05, 07, 09, 14, 31, 22, 23
<b>Result</b>	✓ Passed

**Remit 13 North Harbour Radio Controlled Car Club (Remit 13)****Current Rule: A17.3**

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

**Proposed Rule: A17.4**

For TCR FWD Control / Spec Tyres are to be mounted on a spoked rim.

**Reason:**

Set Spec / Control Tyre for FWD Class

<b>Seconded</b>	15
<b>For</b>	04, 12, 13, 16, 26
<b>Against</b>	
<b>Abstained</b>	03, 05, 07, 09, 14, 15, 31, 22, 23
<b>Result</b>	✓ Passed

**Remit 14 North Harbour Radio Controlled Car Club (Remit 14)****Current Rule: A18.1**

Dimensional requirements for all touring car classes:

<b>Overall Dimensions &amp; Weight</b>	<b>Minimum</b>	<b>Maximum</b>
<i>Wheelbase</i>	250mm	270mm
<i>Width (without body shell)</i>	170mm	190mm
<i>Width (with body shell)</i>	175mm	195mm
<i>Weight (including transponder)</i>	1320g	1700g

**Proposed Rule: A18.1**

Add

Weight (including transponder) TCR FWD Min 1250g Max 1600g

**Reason:**

Allowing for FWD Class

<b>Seconded</b>	04
<b>For</b>	04, 12, 13, 15, 16, 26

<b>Against</b>	
<b>Abstained</b>	03, 05, 07, 09, 14, 31, 22, 23
<b>Result</b>	✓ Passed

### Remit 15 Taranaki Radio Control Car Club (Remit 15)

**Current Rule: A22.8**

Only motors as per Rule A9 may be used.

**Proposed Rule: A22.8**

Only stock motors as per Rule A8.1 may be used.

**Reason:**

Change 1/12th to 13.5t blinky

<b>Seconded</b>	04
<b>For</b>	03, 04, 13, 16, 26
<b>Against</b>	
<b>Abstained</b>	05, 07, 09, 12, 14, 15, 31, 22, 23
<b>Result</b>	✓ Passed

### Remit 16 Taranaki Radio Control Car Club (Remit 16)

**Current Rule: No current rule**

**Proposed Rule: New Rule to be placed as A22.10**

Only speed controllers as per Rule A7.4 may be used.

**Reason:**

Make pro12 blinky

<b>Seconded</b>	04
<b>For</b>	03, 04, 13, 16, 26
<b>Against</b>	
<b>Abstained</b>	05, 07, 09, 12, 14, 15, 31, 22, 23
<b>Result</b>	✓ Passed

## EP OFF-ROAD RULES

### Remit 17 Little Forest Raceway (Remit 17)

**Current Rule: B7.2**

BRUSHLESS MOTORS: 540 size (36mm dia x 50mm length) 17.5 turn brushless motors (sensored or unsensored), brand and type are to be ROAR, EFRA or IFMAR approved.

- a. Type and brand of ESC used with these is also open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode.
- b. It is the responsibility of the competitor to prove that their motor has the correct number of winds to comply with this rule.

**Proposed Rule: B7.2**

Type and brand of ESC used with these is also open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode, with no softening or smoothing functions activated.

**Reason:**

ROAR have stated on 27th June 2022 that some ESC's are able have softening / smoothing functions activated while still showing as blinky. This acts almost the same as advancing of timing and therefore can be used as a tool to exploit the rules and gain and advantage.

<b>Seconded</b>	04
<b>For</b>	03, 04, 05, 13, 14, 15, 31, 16, 23
<b>Against</b>	09
<b>Abstained</b>	07, 12, 22, 26
<b>Result</b>	✓ Passed

**Remit 18 Counties Radio Control Car Club (Remit 18)**

**Current Rule: B7.2**

BRUSHLESS MOTORS: 540 size (36mm dia x 50mm length) 17.5 turn brushless motors (sensored or unsensored), brand and type are to be ROAR, EFRA or IFMAR approved.

- a. Type and brand of ESC used with these is also open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode.
- b. It is the responsibility of the competitor to prove that their motor has the correct number of winds to comply with this rule.

**Proposed Rule: B7.2**

BRUSHLESS MOTORS: 540 size (36mm dia x 50mm length) 13.5 turn brushless motors (sensored or unsensored), brand and type are to be ROAR, EFRA or IFMAR approved.

- a. Type and brand of ESC used with these is also open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode.
- b. It is the responsibility of the competitor to prove that their motor has the correct number of winds to comply with this rule.

**Reason:**

To comply with the rest of the world standards, Aussie, USA & Europe are all running 13.5t in 4wd, Current 17.5t setup is getting hard to control temperature with the huge gains in ESC technology enabling huge amps etc... We are wanting this in 4wd stock only. 2wd still stays 17.5t we propose.

<b>Seconded</b>	04
<b>For</b>	04, 05, 22
<b>Against</b>	03, 09, 13, 15, 31, 23, 26
<b>Abstained</b>	04, 05, 07, 12, 14, 16
<b>Result</b>	X Failed

## RC SPEEDWAY

**Remit 19 RC Speedway Palmerston North (Remit 19)**

**Current Rule: No current rule**

**Proposed Rule: New Rule to be placed as**

Propose to add new RC Speedway class rulebook to NZRCA rules as per attached. Rule format and number to be updated if approved to match NZRCA number system.

**Reason:**

To add rules to NZRCA for RC Speedway which follows all NZRCA constitution and procedures for applying rules, rule changes, and events.

<b>Seconded</b>	04
<b>For</b>	03, 04, 07, 13, 15, 31, 16
<b>Against</b>	
<b>Abstained</b>	05, 09, 12, 14, 22, 23, 26
<b>Result</b>	✓ Passed

**Remit 20 RC Speedway Horowhenua Levin (Remit 20)**

**Current Rule: No current rule**

**Proposed Rule: New Rule to be placed as**

Propose to add new RC Speedway class rulebook to NZRCA rules as per attached. Rule format and number to be updated if approved to match NZRCA number system.

**Reason:**

To add rules to NZRCA for RC Speedway which follows all NZRCA constitution and procedures for applying rules, rule changes, and events.

<b>Seconded</b>	
<b>For</b>	
<b>Against</b>	
<b>Abstained</b>	
<b>Result</b>	Withdrawn as same as Remit 19

**Remit 21      RC Speedway Wellington (Remit 21)**

**Current Rule: No current rule**

**Proposed Rule: New Rule to be placed as**

Propose to add new RC Speedway class rulebook to NZRCA rules as per attached. Rule format and number to be updated if approved to match NZRCA number system.

**Reason:**

To add rules to NZRCA for RC Speedway which follows all NZRCA constitution and procedures for applying rules, rule changes, and events.

<b>Seconded</b>	
<b>For</b>	
<b>Against</b>	
<b>Abstained</b>	
<b>Result</b>	Withdrawn as same as Remit 19

## **APPENDIX 6:**

### **2022 RIR/MRCCC NZRCA AGM Annual Report.**

2022 has been an interesting year for RIR, having used the 2021 Nationals as a platform to highlight to our community how our sport operates and what a positive sport it is for family and youth development.

We hear from new parents that they are concerned about screen time of their children and how they do not make it outdoors. Our club offers 12 months of activities for children of all ages and we use the resource we have as often as possible to help grow the enthusiasm and interest in the sport of RC car racing.

The platforms we use to help promote our club are extremely limited, but by targeting groups that we would like to be involved, we are able to actively reach out and make contact and get new people to our sport. We have tracked down 2 facebook pages in our region, one called PN Parents with 8000 users and another PN Community pages, with 35000 users. By using these pages as an advertising mechanism for encouraging the public in to have a look and we are gaining new members monthly. But be prepared, getting them there is the first step, you then actually have to go and talk and interact with them, or they just walk away as easy as they walk in.

We are buoyed by what we believe could be our biggest year of membership, and may even get us back to the heady days of the late 80's when Manawatu had a membership over nearly 200 members. This comes from our annual community off-site outings, and the positive word of mouth feedback our members are getting from people they know. Interestingly my eldest daughter is known as "Julian Hardy's daughter" at parties, and "your dad has that cool track and races rc cars, man we want to do that". Needless to say that does not impress her much, but we can't wait for the stream of spotty hormonal teenage boys arriving in droves.....

We are also buoyed by the emergence of MRC – Manaia Raceway in Masterton, only an hour away on the other side of the hill. Matt Evans has forged a fantastic 1/10<sup>th</sup> off road track out on private property in Masterton, and we have been supporting this by going over as a club, bringing the timing gear, and offering the same system and formats we race with to gain momentum. The team has about 6 active people and we will be working together to help them achieve similar results as RIR.

We continue to travel as a group to other clubs around the lower north island and also made Inter-club challenge boards for CMR, Hawkes Bay and Taranaki to try and encourage the joy of rc racing more and adding a little token board for bragging rights. We have also put together over Labour weekend the "RC IRONMAN" event, where we have 3 clubs, 3 tracks, 3 days, 9 races, 1 winner. This is an entirely new idea/concept and will involve racers going to each track over the 3 days, but the event is actually a single race meeting on the timing system. Details will be loaded on the NZRCA page shortly, but again, the relationships we have made through being open and enthusiastic have allowed such a great opportunity.

We added a new piece to the RC puzzle this year, the Citrus Bowl RC speedway. We have studied the event participation numbers that come out every week on Live Time, of the worldwide LiveRC users, are always minimum 50% users are 1/10<sup>th</sup> off-road and 1/10<sup>th</sup> Speedway, with the highest levels around 85%. This represents nearly 4000-6000 people weekly racing these cars, so we are proud to be part of that. It is a large learning curve, as there are no plans, but communications with the US tracks have given us an insight. The current track we built has 4 levels of banking from 5' to 20' but unfortunately the maintenance of the banking makes it unsustainable, so we will now build a new one, longer, and flat and that will allow us to try and attract a new set of member to race on this track. We hope to have the upgrade completed by the PN Speedway Teams champs weekend, 6-7 Feb and get some of the 20000 spectators to call out and have a go on the track during the days. We are building our own Sprint cars and Super Saloons, to partner with the Mudboss class we have already sorted. For those who have not tried dirt oval racing, it is simply awesome. At the end of the first events 30 lap final, which took 3 minutes and 20 seconds, the racers thought we had been going for an hour. It's quite the experience, and if you are in town, drop us a line and have a go.

We are again pleased to announce that we are running the Manawatu Champs here over February 12/13 with our own race formats, combining Vintage and modern cars together over 4 races to find the eventual winner. We are buoyed by the knowledge that we maybe joined by the Gizzy Crew this year, as well as the Masterton and other local track peeps. It will be the usual late start Saturday to allow out of towners to arrive and practise in the morning, BBQ tea on site plus some dirt oval racing and then an early start Sunday to be done by 3pm to get everyone home again. This year we are proud to announce that this year's event will be a celebration of all things Short Course Truck racing and with many thanks to HOT RC we have 3 special races for the trucks with some special prizes for these as well. We are hoping for

over 200 cars so it will be the greatest weekend of RC racing this year, and we will try and put the Interclub shields up for grabs as well.

It's also great to see that there is only 1 remit this year for 1/10<sup>th</sup> Electric off-road, which means that the rule book is stable and easy to grow from.

This year we would like to see more time invested in creating procedure and operational manuals for National events, which would be adopted at next year's AGM as an appendix that gives all racers and officials a true guideline of procedures, race expectations, race determinations, formats, alternative formats to eventually get to the point of no "interpretation" of what should happen. This would be a "live" document that can be amended after events where an issue has been identified and simply updated and confirmed. It would not require the slow reaction of the AGM and members, but actual experiences of events to make it easier to give the best outcome for all racers. This would only be used for National Championship events, but could also be helpful for new clubs or racers to read to have a better understanding and use aspects for major club events as well, however, we do encourage major club events to be unique to make them as such.

Another item I have witnessed in the UK is that every racer brings their own fluoro vest to events. This means when you go up to race, your vest is on, and your responsibility. It makes the transition from stand to marshal faster and if used at club events as well, would be smoothly adopted at national levels. Perhaps the NZRCA can investigate a bulk purchase and club buy their requirements from the NZRCA and could act as a small fund raiser for the sport and to give some uniformity across the clubs.

Referring to our motorsport experience, I feel that at National events we need to add a new official, which is referred to as a CRO = Competitor Relations Officer, to act as the go between the Race Director and racers. This role allows the Race Director to run the meeting and allow it to continue and be officiated, while the CRO will take the racers issues and talk to the RD when the time is right, and then go back to the racer to advise the outcome.

It has always been strange to me that we don't have this medium, as it simply stretch's the RD to far.

Finally congratulations to Taranaki on the Nats this year, difficult climate and conditions, and of course the earlier health delays made it a challenging time. Perhaps it's time to consider that the National events are ranked according to participation and dates preference is made to the biggest group – one would consider this common sence – and that the 1/10 off-road nats are held around Easter, or during April School holidays to try and encourage more young people to attend without having to take time out of school and families can make a holiday out of it. The event is now really a 5 day event, with the participation numbers, and by the last day its really time to go home, and I know the young team that were with me were shattered beyond belief, and that does not make for a memorable outcome going forward.

We have travelled as a club to Wellington, Christchurch, Hawkes Bay, Masterton, Hamilton and Taranaki this year. Our club is made up of many small to medium business owners, who also participate in other hobby's/sports/organisations. We all debrief events together and make considered thoughts and ideas about what we have witnessed, we take the best ideas and try to integrate these into our club events, to further improve our members experience, and where we see not so good bits, we try and communicate these to the clubs, so they may get feedback that can help them grow as well. So when RIR makes comments, please don't be offended or get bent out of shape, we are giving you honest feedback from a group perspective so you can potentially make changes for the better.

We wish all the clubs and racers the best for 2022/23, the outlook needs to remain upbeat, positive and most of all we need to stop airing our dirty washing on social media.

Let's make some real change, and as a group lets aim to have 2000 NZRCA members, 30 clubs is only 66 each, so we challenge you to use some new methods, new racers and lets get your battery's charged, your nitro's tuned up and your vintage cars back together and make RC great(er) again.

Yours in RC

Julian Hardy

For the RIR Members.