



ANNUAL REPORT

2022
EDITION



Department of
Local Government, Sport
and Cultural Industries



A FEDERATION MEMBER



WHO WE ARE

MOTORCYCLING WESTERN AUSTRALIA, REPRESENTS 50 AFFILIATED CLUBS AND PROMOTERS AND MORE THAN 4,000 REGISTERED MEMBERS ACROSS THE STATE. EACH DAY, DEDICATED VOLUNTEERS WORK WITH THE ASSOCIATION TO PROVIDE OPPORTUNITIES FOR WESTERN AUSTRALIANS OF ALL AGES, GENDERS AND BACKGROUNDS TO ENGAGE IN THE EXCITING WORLD OF MOTORCYCLING.

AS A NOT-FOR-PROFIT ASSOCIATION, MWA RELIES ON THE GENEROUS SUPPORT OF ITS MEMBERS, THE STATE GOVERNMENT, DLGSC, LOTTERYWEST, HEALTHWAY, SPONSORS, EVENT PARTNERS, CLUBS AND DEDICATED VOLUNTEERS WHO CONTRIBUTE TO THE GROWTH OF MOTORCYCLING ACROSS WESTERN AUSTRALIA.

MWA WOULD LIKE TO ACKNOWLEDGE THE TRADITIONAL CUSTODIANS OF THE LAND ON WHICH WE WORK AND RIDE, AND RECOGNISE THEIR CONTINUING CONNECTION TO LAND, WATER AND COMMUNITY. WE PAY RESPECT TO ELDERS PAST, PRESENT AND EMERGING.



THANK YOU.





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MISSION & VALUES

MWA MISSION - TO SUPPORT,
PROMOTE AND GROW
MOTORCYCLING

MWA VALUES - COMMUNITY —
EXCELLENCE — INNOVATION

MWA VISION - JUST RIDE

STRATEGIC PILLARS

MEMBERSHIP - PARTNERSHIPS AND PEOPLE

ESTABLISH THE BRAND - PROMOTION AND INNOVATION

CLUB DEVELOPMENT - BUILDING STRONG COMMUNITIES

FINANCIAL SUSTAINABILITY - BUILD THE BUSINESS



HONOUR BOARD 2004-2022

SPORTSMAN AWARD

2004 BARRY BARTON
2005 ROB WOFFINDEN/BRUCE RUSSELL
2006 TIM PRICE
2007 BETHWYN GAISFORD
2008 JODIE STABBACK
2009 ROB POLLARD
2010 RYAN LANCASTER
2011 LUKE GAISFORD
2012 BRYAN STARING
2013 SIMONE GAISFORD
2014 JESSICA DERRIN
2015 JOSHUA SHEEHAN
2016 JESSICA MOORE
2017 LUKE GAISFORD
2018 NEIL PRICE
2019 MAX VLASICH
2020 REGAN DUFFY

PATRON'S AWARD

2004 BRYAN STARING
2005 LEWIS NOLAN/JAKE PRUITTI
2006 TAI WOFFINDEN
2007 COURTNEY HIRST
2008 ALEX NOLAN
2009 JESSICA MOORE
2010 CAMERON HEEPS
2011 SCOTT KRAMER
2012 CALEB GROTHUES
2013 CHRIS BOSNAKIS
2014 CALEB GROTHUES
2015 REGAN DUFFY
2016 KAYDEN MINEAR/TAHLIA O'HARE
2017 KAYDEN MINEAR
2018 REGAN DUFFY/BEN WALLINGS
2019 REGAN DUFFY
2020 KAYDEN MINEAR
2021 MASON BROWN

COACH OF THE YEAR

2004 BARRY BARTON
2005 ROB WOFFINDEN/BRUCE RUSSELL
2006 TIM PRICE
2007 BETHWYN GAISFORD
2008 JODIE STABBACK
2009 ROB POLLARD
2010 RYAN LANCASTER
2011 LUKE GAISFORD
2012 BRYAN STARING
2013 SIMONE GAISFORD
2014 JESSICA DERRIN
2015 JOSHUA SHEEHAN
2016 JESSICA MOORE
2017 LUKE GAISFORD
2018 NEIL PRICE
2019 MAX VLASICH
2020 REGAN DUFFY
2021 NEIL PRICE

VOLUNTEER OF THE YEAR

2011 DEBBIE ROBERTSON
2012 PETER STRICKLAND
2013 ANITA FELLOWES
2014 JO GARNER
2015 NATASHA BUZACOT
2016 SHARON RYKERS
2017 JUSTIN SHEPHERD
2018 BOB HUMPHRIES
2019 DAN ROBINSON
2020 BILLY BARTLETT

MOST IMPROVED CLUB

2011 BSA&HD
2012 PATHFINDERS
2013 WANNEROO JMC
2014 WA JMC
2015 TRAIL AND ENDURO
2016 OFFROAD RIDING CLUB OF WA
2017 SUPERMOTO CLUB OF WA
2018 AJS MOTO TRIALS
2019 WAJMCC
2020 BUNBURY MC
2021 COASTAL MC

CLUB OF THE YEAR

2012 BEVERLEY AND DISTRICTS
2013 BROOME
2014 VINTAGE
2015 CRANBROOK AND DISTRICTS
2016 GOLDFIELDS
2017 SPEEDWAY MC OF WA
2018 HISTORIC MCC
2019 NORTHAM DISTRICTS MC
2020 ALBANY MC
2021 ESPERANCE MC

OFFICIAL OF THE YEAR

2011 PETER SMITH
2012 TREVOR NEWMAN
2013 CHRIS SIMON
2014 TRACY SIMPSON
2015 KERRIE COLLIER
2016 PETER SMITH
2017 PAUL HINDS
2018 MEAGHAN ANDREWS
2019 PAUL DONOHOE
2020 TRUDY CAMPAIN
2021 NICK MAXFIELD



HALL OF FAME

JEFF LEISK - MX, INDUSTRY
CHUM TAYLOR - SPEEDWAY
TREVOR LAURANCE - ADMINISTRATION
JOHN ROCK - TRIAL, ROAD RACE, MX
PETER NICOL - ROAD RACE, MX
DENNIS NASH - SPEEDWAY
DALE BRITTON - MX
CHARLIE WEST - ROAD RACE, MX
RITCHIE KINGS - MX
GEORGE SCOTT - ROAD RACE
GRAEME SMYTHE - MX
JULIE RODIER - MWA ADMINISTRATION
GORDON RENFREE - MX
NEVILLE CUTTS - MX
ROBERT O'LEARY - MX, SPEEDWAY, RR
SIG SCHLAM - SPEEDWAY
GLEN BRITZA - MX
ERIC NICOLL - SPEEDWAY
ALF JOHNSON - SPEEDWAY
CON MIGRO - MOTORCYCLING



MWA AFFILIATES

- AJS MOTOTRIALS CLUB OF WA
- ALBANY MOTORCYCLE CLUB INC
- AJS MOTORCYCLE CLUB
- BEVERLEY DISTRICTS MOTORCYCLE CLUB INC
- BUNBURY MOTORCYCLE CLUB
- CARNAVON MOTORCYCLE CLUB INC
- CLASSIC MXWA
- COASTALS MOTORCYCLE CLUB
- COLLIE MOTORCYCLE CLUB
- COLLIE MOTORPLEX
- CRANBROOK DISTRICTS MOTORCYCLE CLUB
- DENMARK MOTORCYCLE CLUB
- ESPERANCE MOTORCYCLE CLUB
- GASCOYNE OFFROAD RACING CLUB
- GOLDFIELDS MOTORCYCLE CLUB
- HISTORIC COMPETITION MOTORCYCLE CLUB OF WA
- IRONSTONE ADVENTURE RIDING CLUB INC
- JERRAMUNGUP DISTRICTS MOTORCYCLE CLUB
- KIMBERLEY ENDURO CLUB INC
- KUNUNURRA MOTORCROSS CLUB
- LIGHTWEIGHT MOTORCYCLE CLUB
- MANJIMUP MOTORCYCLE CLUB
- MOTORCYCLE RACING CLUB OF WA
- MX101
- NARROGIN DIRT BIKE ASSOCIATION
- NORTHAM DISTRICTS MOTORCYCLE CLUB
- OFFROAD RIDING CLUB OF WA
- PATHFINDERS TRIALS MOTORCYCLE CLUB
- QUAD RIDERS WESTERN AUSTRALIA
- RAVENSTHORPE ENDURO CLUB
- RIDIN' FREE
- SOUTHERN CAPES MOTORCYCLE CLUB
- SOUTHERN CROSS MOTORCYCLE CLUB
- SPEEDWAY MOTORCYCLING CLUB WA
- SUPERMOTO WA INC
- TRIAL & ENDURO
- VINDURO WA INC
- VINTAGE MOTORCYCLE CLUB OF WA
- VIPER WHEELIE MACHINE
- WA COLLEGE OF AGRICULTURE
- WA JUNIOR MOTORCYCLE CLUB
- WANNEROO JUNIOR MOTORCYCLE CLUB
- WA HARD ENDURO (WHES)
- WESTERN DESERT RACER INC
- DIRT HIGH PROMOTIONS
- DUCATI PERTH
- GREAT EASTERN MX PARK - MICK JONES
- DARREN DUFFY MX PROMOTOR
- TRAKDAYZ
- WOMEN IN MOTORCYCLING WA
- WA WOMEN MOTORCYCLE RIDERS INC
- MOTO TRAINER PERTH
- JASON RAPOFF
- RIVERVALE FARM (Lenny Butler)
- BRAD PITTER



MWA BOARD & STAFF

MWA BOARD

PRESIDENT - BRENDAN TAYLOR
VICE PRESIDENT - PAUL DONOHOE
PETER CAMPAIN
JASON GASKE (RESIGNED JULY 2022)
HELEN PARKER
ANIKE SENIOR
KATHRYN WATSON

MWA STAFF

CEO - CARL GROSSETTI
BUSINESS DEVELOPMENT & OPERATIONS COORDINATOR -
JUSTIN HEROLD (MARK GILL RESIGNED OCT 2022)
OFFICE MANAGER - NATHALIE DE MONTEREAU
FINANCIAL CONTROLLER - MONICA LEBER
SPONSORSHIP & EVENTS COORDINATOR - JANINE WRAGG
RECEPTION & ADMIN OFFICER - CHARO MOORE
(ZOE SCARLETT RESIGNED OCT 2022)

MWA SPORTING PANELS

OFFICIALS ADVISORY PANEL

Chairperson
Frank Gibbins
Warren Littlefair (RESIGNED 2022)

Secretary
Decima Johns

Members
Kristin Thomas
Dave Cheshire
Trudy Campain
Chris Sheehan (APPOINTED 2023)

To contact the OA panel
email admin@motorcyclingwa.org.au



MWA SPORTING PANELS

EN SPORTING PANEL

Chairperson
Peter Campain

Members
Stacey Pike-Brausch
Glenn Allen
Winton Lawton
Collin Jennings

MX SPORTING PANEL

Chairperson
Chris Sheehan

Secretary
Meaghan Andrew

Members
Kerry O'Leary
Gerald Connolly

RR SPORTING PANEL

Chairperson
Nick Favazzo

Secretary
Terina Hickey

Kathleen McQueen
Marc Cartier
Denise Stronach

MT SPORTING PANEL

Frank Walling
Simon Price
Mark Austin

ATV SPORTING PANEL

Chairperson
Michael Harcourt

Justin Langridge
Zac Croonen
Jamie Brack
Michael Murphy

To contact the panels
email admin@motorcyclingwa.org.au



PRESIDENT REPORT

2022 saw a return to stability and a new focus on different challenges.

The whole world began to focus on new things, objectives and requirements but the people of WA and especially the motorcycling community continued the way they know best by getting onto their bikes, riding and enjoying.

There was competition and recreational riding aplenty and all disciplines ran full State Championships throughout the year. Our clubs continued to grow and build after the covid interruptions of previous years.

Our normal development and training programs ran and some new ones started up with support from local people and businesses. I thank those people and businesses very much for their unwavering and continuing support. We could not do this without you.

Our office team did an awesome job, keeping things running smoothly throughout the year.

Mark and Zoe took the opportunity to explore other career opportunities and I thank them for the great contribution they made to our organisation. We have two new team members in the office that are already making a big contribution. Welcome aboard Justin and Charo.

The setup of the new building has continued to develop, and the year saw a number of disciplines and clubs use it for meetings, training and activities. The sale of the Maylands office finally settled and placed MWA back in a healthier financial position.

One aspect of our sport that has changed significantly world wide since covid and a number of natural events (floods and fires) is insurance. There is a new focus on identifying and managing risk and it has become increasingly more difficult to obtain insurance for motorsport activities of all kinds. We are fortunate that MA has a good structure that allows us to obtain insurance for all of our permitted activities, far easier and cheaper than other motorsports, however the way we have to think about events has changed for the foreseeable future.

Our sport survives and thrives because of our volunteers. They put in another massive effort this year and found the time to make all events run smoothly and with great professionalism. I commend them for their efforts. Without our volunteers, this sport does not run.

I would also like to thank our volunteer Board members for their tireless efforts this year working on some complex matters behind the scenes to keep our organisation current and on track for the future.

Finally I would like to remind everyone that no matter what challenges the world throws at us, nothing can replace the feeling you get when you get on your motorcycle and "Just Ride!"

Brendan Taylor
President



CEO REPORT

My first year in the CEO role at Motorcycling WA, proved to be a 'baptism of fire' and the past 12 months across 2022-23 since our last AGM, continued to be just as challenging for me and for MWA. Meeting the demands of our diverse membership who comprise the motorcycling community in WA which we support, is not always an easy task.

That said, the past year has also been somewhat rewarding, as relationships and increased communication with our member clubs, presidents, officials, volunteers, discipline specific sporting panels, officials advisory panel and affiliates, continue to strengthen and some significant outcomes, that broadly align to the MWA Strategic Plan, have been achieved.

We grew the MWA community with the addition of new club affiliates and recently welcomed back several formerly affiliated regional clubs; Southern Cross, Goldfields and Carnarvon MC. We also welcome the WA Hard Enduro Series (club) and several additional private promoters in the area of skills coaching and licensed venue operators.

Following the collapse of AMA, many conversations have been held with clubs, particularly those located in regional WA, seeking alternative options for motorcycle (competition) events and venue insurance and the benefits and support that come with affiliation to MWA, as the State Controlling Body for our sport. Those conversations are still ongoing with the potential of increased affiliation to MWA, always on offer.

MWA re-established our discipline specific sporting panels and the Officials Advisory Panel, as a core group of experienced subject matter experts, to help advise, guide and develop our diverse sporting needs and future of our sport. Thank you to those volunteer panel members for your ongoing contributions, our licensed venue inspectors and to those members who supported the training and development of new officials, locally and for our officials who received training in the regions.

Our small MWA team continues to work hard to support our membership across all disciplines and it's inspiring to see the level of commitment and work done by the team and our volunteer club officials in our club scene. I'm encouraged by the support the MWA Team offers and the ongoing, tireless (and mostly unacknowledged) efforts which your club officials provide to you all.

Can I ask that you all continue to give generously of your time, to lend a hand where you can, by volunteering towards improvements in club activity, participation and in welcoming entry level riders and their family into your clubs. Did you know that for every 3 participants in sport in WA we need at least 1 volunteer, with volunteers contributing over 41 million hours per year, for free!

Recently communicated legislative changes, with regards to volunteers (as defined workers) in the Workplace Health & Safety Act and obligations to provide a safe workplace and practices, has changed the playing field for all volunteer-based sports.

CEO REPORT CONTINUED

As motorcycling is an inherently dangerous sport, safety considerations for all our participants, volunteers and spectators is paramount. Equally important is being respectful of our volunteer officials and to one another, by exhibiting acceptable behaviour at our events and leading by example as members of our sporting community.

As members will know, a major change for MWA included the purchase of our new office complex and relocation to Malaga in December 2021. Our new office facility (and 'the shed') provides a great improvement on Maylands and is a valuable asset for our Association and home base for MWA staff and our members to utilise, for many years to come.

The sale and settlement of our Maylands office was finalised in August of 2022, after lengthy delays, many settlement contract defaults by the purchaser and the funds received from the transaction topped up the substantial cash reserve MWA holds in a fixed term deposit account, maintaining our strong financial stability.

MWA was initially on track to deliver a surplus budget for 2022, but unexpected and increased (MAIL) insurance costs and several pending significant claims, including one in WA, resulted in all SCB's required to make a large financial contribution to the MAIL captive holding account, to prevent it from becoming insolvent. This is reflected in the attached audited financial report.

I previously mentioned that MWA is set to reach an elusive milestone - 100 years since the original formation of our Association took place following a meeting of some of our oldest clubs at a Perth hotel on 31 July 1923, to formally create an association to represent motorcycling in Western Australia. We look forward to sharing something special to commemorate reaching this achievement in July.

I would also like to extend my thanks to the current Board of Directors; MWA President Brendan Taylor, Vice President Paul Donohoe, Directors Helen Parker, Peter Campaign, Anike Senior and Kathryn Scoble (Watson) for their advice and supporting me in delivering outcomes aligned with the four pillars in our Strategic Plan 2019-2023 - Partnerships and People; Promotion and Innovation; Building Strong Communities and Building the Business.

My continuing personal thanks to Nathalie de Montereau (Office Manager), Monica Leber (Finance) and Janine Wragg (Sponsorship and Events Coordinator) and our newest team members Justin Herold (Business Development and Operations Coordinator) and Charo Moore (Reception and Admin Officer), all of whom work tirelessly for the sport and for the many out of hours, behind the scenes work they all do, to support our members.

We said goodbye to Mark Gill (Operations Manager) and Zoe Scarlett (Licensing and Admin) who resigned from MWA in late 2022 to pursue other career opportunities in businesses connected to our sport of motorcycling.

CEO REPORT CONTINUED

Finally, my sincere thanks on behalf of MWA to Steve Lynch and Linda Dravet at GPL Partners Chartered Accountants for their ongoing financial services; Reliance Auditing Services; the Honorable David Templeman, MLA as Minister for Sport and Recreation: the Department of Local Government, Sport and Cultural Industries, Lotterywest/Heathway; Sportwest and Motorcycling Australia, for their continuing support.

Stay safe and well.

Carl Grossetti
Chief Executive Officer



OFFICIALS & VOLUNTEERS REPORT

The Motorcycling Western Australia (MWA) Annual General Meeting brings together officials and volunteers from all disciplines within the motorcycling community in WA. In 2022, we continued our efforts to enhance the professionalism and expertise of our officials. This report provides a summary of the activities and initiatives undertaken during the year.

Officials Accreditation Levels

MWA offers four levels of officials accreditation to ensure the highest standards of safety and professionalism:

1. Level 1 Club
2. Level 2 Inter Club
3. Level 3 Open Event/State Title
4. Level 4 National Championship

Courses and Seminars

Throughout 2022, MWA conducted various courses and seminars aimed at improving the skills and knowledge of our officials. The following courses were organised:

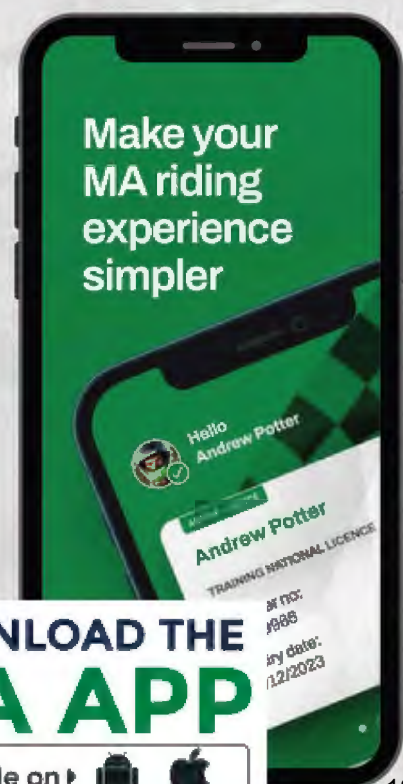
1. Clerk of Course (CoC) Seminars:
 - Two Metro CoC seminars with 19 participants each.
 - Two Regional CoC seminars with 15 participants each.
2. Steward (RS) Seminars:
 - One Metro RS seminar with 5 participants.
 - Two Regional RS seminars with 14 participants each.
3. Scrutineering (SC) Seminars:
 - One Metro SC seminar with 11 participants.
 - Three Regional SC seminars with 25 participants each.
4. Metro Coaching Courses:
 - Two Metro Coaching courses with 19 participants each.

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RIDERNET 2.0
Ride. Rare. Enjoy.



DOWNLOAD THE
MA APP

available on ▶



OFFICIALS & VOLUNTEERS REPORT

Metro seminars were held at the MWA office and Regional seminars were held, Kununurra, Narrogin, Southern Cross & Kalgoorlie.

Managing Conflict and Difficult People Workshop

MWA organised a workshop on "Managing Conflict and Difficult People" delivered by Ian Crawford of Candor Training and Consultancy. This seminar was well-received by all participants, providing them with valuable insights and strategies for effectively managing and de-escalating conflicts.

Upgrading Level 3 Officials Accreditation

We worked closely with the Officiating Accreditation Panel (OAP) to streamline the Level 3 (L3) officials' accreditation process. Our goal was to ensure that the L3 upgrade aligns with the criteria set by Motorcycling Australia (MA). These efforts will help maintain the highest standards of officiating within our sport.

Harmonisation of Official Training

MWA collaborated with Motorcycling Australia to streamline officials' training across all State Controlling Bodies (SCBs). By harmonizing the training programs, we aimed to improve the consistency and quality of education for officials. The committee temporarily paused these efforts during the transition to the new database in 2022, but will resume working on this initiative in 2023.

Transition to RiderNet 2.0

In September 2022, we successfully migrated from RiderNet 1.0 to RiderNet 2.0. However, this transition presented some challenges as not all official information was seamlessly transferred to the new database. MWA staff are currently working on manually inputting active hours of officials into their profiles. We appreciate your patience and understanding during this process.

Acknowledgements

We extend our gratitude to the course presenters who contributed to the success of our 2022 training seminars:

- Steve Scragg
- Warren Littlefair
- Paige Burton
- Mark Gill
- Winton Lawton

Conclusion

The development and training of officials remain crucial for the future of motorcycle sport, retaining and introducing new officials is imperative for clubs and promoters to hold events. MWA continues to train officials however, it is only with assistance of high-level officials willing to mentor and share their expertise with the next generation of officials that will ensure events continue to grow in the safest possible environment for our competitors and spectators.

We express our appreciation to all the officials, volunteers, and staff who have contributed to the success of MWA in 2022.

WOMEN IN MOTORCYCLING WA COMMITTEE

Over the past number of years as many industries have returned to business as usual post the covid years, we have seen motorcycling return with a wide range of ride park days, coaching schools and racing across club, state and national level. Girls and women classes are continuing to be included across all facets of motorcycling with multiple new and old faces hitting the tracks. The current Women's committee consists of myself Kathryn Watson, Leeha Worthington, Sophie Fowler, Kat Kingsley and Gabrielle Watson. We invite all supporters of women in motorcycling to join us in our endeavour to strengthen female participation.

Women participation in 2022-2023

We know female participant numbers need ongoing support and opportunity to grow. Gathering numbers to constitute championship classes continues to be a battle for many disciplines but early 2023 has shown a positive increase in female participants in Desert racing, Enduros, Road racing as well as Motocross which includes 3 constituting classes across juniors and seniors.

Registered female riders per 1st discipline Active female Licence holders

Dirt track 22 Junior 108

Enduro 43 Senior 124

Road Racing 28 Official 39

Motocross 108

Moto Trials 22

Minikhana 4

MWA Women's Committee Awards

I would like to take this opportunity to thank all those who took the time to nominate the wonderful volunteers, officials and riders for the general and race recognition awards. There are so many examples of amazing females making a difference in their clubs and disciplines on and off the race track.



The 2022 race recognition award winner was Abbie Cameron who has paved the way for females into the national road racing circuit. Abbie was the first female and WA competitor to complete a full season in the heavily competitive Oceanic Junior Cup. 2023 has seen Abbie step up into the 300 Super sport class. When not racing in the Australian rounds Abbie can be found training and racing at home in WA. Well done Abbie on being a great role model to not only the females but all competitors in road racing wanting to step up into national competition.

Nominations for the general recognition award came from a number of disciplines across motorcycling for both junior and senior volunteers and officials. It was awesome to see a number of club representatives nominate some of the wonderful volunteers that put in so much work to assist in the running of events, as well as supporting and promoting female participation. The 2022 General recognition award winner was Kylie Lockhart from the Offroad riding club of WA. Kylie who is not only a motocross mum but a committee member and membership officer of the ORCWA. Kylie is generally the first friendly face new members have to the club and a fountain of knowledge. Kylie is always super helpful and a key member steering the club into the future.



WOMEN IN MOTORCYCLING WA COMMITTEE



Australian 4 day Enduro (A4DE) 2023 saw the return of the A4DE to WA in Harvey after a 10 year absence. The Event was meticulously organised and run by a number of amazing people who worked behind the scenes for well over a year in advance with our very own Lynne Makin as race secretary as well as a host of other female volunteers.



WA had 9 female entrants with the women's WA State team comprising of Kat Kingsley, Cara Potts and Melissa Hookway. Congratulation to the girls for finishing 3rd overall.

Individual results saw Melissa Hookway finishing 7th, Kat Kingsley 8th, Cara Potts 9th and Emmily Campain in 10th overall.



Lets get girls riding day with Coastal Motorcycle Club

Saturday the 18th of March saw females of all ages enjoying riding, coaching and drills in the deep sand of Coastal.

Over the day a number of beginner riders graduated from the MWA mini bikes to bigger capacity bikes and completing their first laps around the full size motocross track. It was also fantastic to see a large number of our junior and senior racers get some pre season coaching and training in.



I wish all our amazing female racers, riders, volunteers, officials and supporters the best of luck for the rest of 2023. Keep all your adventures coming through on the MWA socials.

Enjoy the ride!

Kathryn Watson

MWAW Chairperson.



MOTORCYCLING WESTERN AUSTRALIA



FIVE STAR YAMAHA

MINIX 2022

ANNUAL REPORT

6 APRIL - 12 NOVEMBER



SMARTER *than smoking*

THE 2022 SMARTER THAN SMOKING MINIX PROGRAM IS A FANTASTIC INITIATIVE FOR FAMILIES WITH CHILDREN AGED 4-12 WHO ARE INTERESTED IN MOTORCYCLING, OR FOR THOSE WHO WANT TO IMPROVE THEIR SKILLS IN A FUN AND FRIENDLY ENVIRONMENT. UNDER THE GUIDANCE OF OUR ACCREDITED COACHES, PARTICIPANTS ENGAGE IN SKILL-BUILDING ACTIVITIES SUCH AS CORNERING, BALANCE, ACCELERATION, VISION, BRAKING, JUMPING, VARIABLE SURFACES, BIKE SETUP, BODY POSITIONING, AND NAVIGATING OBSTACLES.

OUR MAIN OBJECTIVE WAS TO ATTRACT AS MANY YOUNGSTERS AS POSSIBLE FROM ALL OVER THE STATE AND ENCOURAGE THEM TO CHOOSE MOTORCYCLING AS THEIR SPORT ACTIVITY WHILE PROMOTING THE INDUSTRY. WE ENCOURAGED NEW MEMBERS TO DEVELOP AND INCREASE THEIR SKILLS BASE ON THE BIKE IN A SAFE, CONTROLLED ENVIRONMENT, MANAGED BY OUR TALENTED AND PASSIONATE MOTOCROSS COACHES, TO HELP KIDS CHASE THEIR DREAMS OF BECOMING A STAR MOTORCYCLING RIDER.

THIS YEAR, THE PROGRAM RECEIVED SUPPORT FROM HEALTHWAY UNDER THE SMARTER THAN SMOKING MESSAGE INCENTIVE. WE WORKED CLOSELY WITH THE PARTNER TO ACHIEVE THEIR GOALS AND DELIVER AN EXCEPTIONAL SERIES. ADDITIONALLY, WE EXPANDED THE PROGRAM TO REGIONAL AREAS IN WESTERN AUSTRALIA, AIMING TO PROMOTE AND ATTRACT NEW AFFILIATE RIDERS TO OUTER METRO CLUBS.

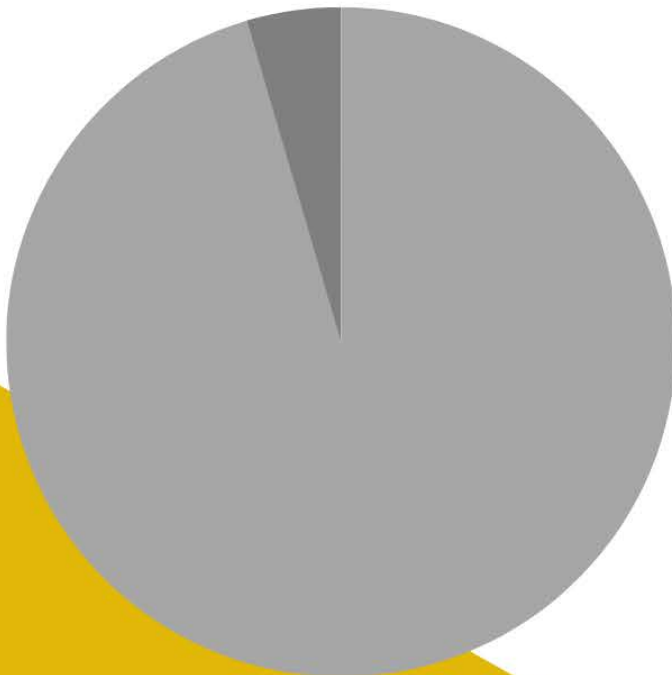
IN ADDITION TO PROVIDING AN OPPORTUNITY FOR CHILDREN TO LEARN AND DEVELOP THEIR MOTORCYCLING SKILLS, THE PROGRAM ALSO OFFERS AN EDUCATIONAL PLATFORM TO RAISE AWARENESS ABOUT GOOD HEALTH AND HEALTHY ACTIVITIES.



THE FIGURES

During the season, 132 participants took part in the program across 9 rounds. However, the graph indicates a low turnout of female riders. In 2023, we plan to encourage more female participation.

FEMALE 1.3%



MALE 98.8%



THE COACHES & VOLUNTEERS

THE 2022 SMARTER THAN SMOKING MINIX PROGRAM WAS SUCCESSFULLY MANAGED BY DAN ROBINSON "COACH DAN" AND LOUISE KEEP AS ADMINISTRATOR. DAN AND LOUISE CONSISTENTLY WENT ABOVE AND BEYOND TO ENSURE THAT THE CHILDREN HAD A FUN AND ENRICHING LEARNING EXPERIENCE THROUGHOUT THE SERIES. THEY DELIVERED THE MINIX EVENTS WITH THE UTMOST PROFESSIONALISM, WHICH DID NOT GO UNNOTICED. PARENTS WHO ATTENDED THE EVENTS ALSO GAVE GREAT FEEDBACK ABOUT THEIR HARD WORK AND EFFORTS.

JULIANNE HIGGOTT, NATHAN HIGGOTT, SHAUN SNOW, JAMES BROWN AND OTHER ASSISTANT COACHES WERE ALSO EXTREMELY VALUABLE THROUGHOUT THE SERIES. ASSISTANT COACHES AND PARENT HELPERS WHO SUPPORTED THE PROGRAM WERE EXCEPTIONAL, AND MANY NEW ACCREDITED COACHES WERE ABLE TO FULFIL THEIR

HOUR REQUIREMENTS NEEDED TO LEVEL UP THROUGH IN-HOUSE TRAINING COURSES. WE HOPE TO ENCOURAGE MORE COACHES TO ASSIST AND WORK IN THE PROGRAM FOR 2023.

WE EXTEND A MASSIVE THANK YOU TO ALL THE SERIES PARTNERS, HOSTING CLUBS, PARENTS WHO ATTENDED EACH EVENT AND HELPED WITH THE RUNNING OF THE DAY AND OF COURSE EACH OF THE RIDER PARTICIPANTS. THE SUCCESS OF THESE EVENTS WOULD NOT HAVE BEEN POSSIBLE WITHOUT THEIR SUPPORT, AND WE APPRECIATE EVERYTHING THEY DO FOR THE SERIES.

IN 2023 WE HOPE TO ENCOURAGE MORE SUPPORT FROM COACHES AND RIDERS TO ASSIST WITH THE RUNNING OF THE SERIES AND GETTING INVOLVED



THANK YOU

2022 CALENDAR



MINIX
SMARTER THAN SMOKING
WHERE THE JOURNEY BEGINS

2022 DATES & LOCATIONS

9 APR	LIGHTWEIGHT MC	
23 APR	LIGHTWEIGHT MC	
7 MAY	WA JUNIOR MC	
18 JUN	WANNEROO JNR MC	
9 JUL	NORTHAM MC	
6 AUG	WANNEROO JNR MC	
20 AUG	NORTHAM MC	
22 OCT	WA JUNIOR MC	
12 NOV	COASTAL MC	

Ride. Race. Enjoy.

FUN • SAFE • COACHING
EVENTS@MOTORCYCLINGWA.ORG.AU
0498 708 553



2022 SERIES PARTNERS



WA MX STATE CHAMPIONSHIP REPORT

Introduction: The 2022 WAMX State Motocross Championship was a year of exciting racing, growth, and learning. Despite the ongoing challenges posed by the pandemic at the start of the year, the second year of MWA as the promoter, the MX & ATV community in Western Australia came together to deliver an exceptional State Championship Series.

Race Formats: Following mixed feedback in 2021, MWA adopted the senior riders' request to align formats with National (and other Global) events. The 20-minute motos and 2-race format were used across all events, resulting in a positive reception, and delivering exciting racing for the Senior Riders, while keeping the Juniors and Support Classes to 3 rounds and shorter times.

Officials and Volunteers: A team of highly accredited officials and volunteers with a wealth of knowledge was formed to help manage the State series in partnership with the event promoter. MWA, in conjunction with the hosting clubs, held 6 country rounds and 6 metro rounds. There is a need to encourage new officials and club volunteers to the sport for future years to provide additional support for clubs to run successful events. The same dedicated officials and volunteers acted in multiple positions to deliver a successful event, highlighting the need for MWA to assist clubs to grow their pool of volunteers and officials.

MWA Board is now addressing this concern by appointment of an Officials Advisory Panel and working collaboratively with MWA office to provide more support and training opportunities to Officials and Volunteers.

Club Strengths and Weaknesses: Each club had its strengths and weaknesses as we moved across the series, but all of them welcomed MWA and worked collaboratively to achieve great results. Post event feedback sessions provided invaluable learning for MWA, officials, and clubs alike. Each club faced issues with lack of volunteer support from within our community.

Series Events: The 2022 WA MX & ATV State Motocross Championship series was hosted by several clubs across Western Australia, all of whom worked tirelessly to try to deliver top-notch events with limited resources given. The season got off to an incredible start with a successful double-header event hosted by Bunbury Motorcycle Club and ended with Coastal MC hosting the final round. These two clubs, along with the other hosting clubs, demonstrated a great deal of dedication and commitment to making each event a success. Their hard work and tireless efforts were greatly appreciated by all involved and helped to make the 2022 championship series a true success.



WA MX STATE CHAMPIONSHIP REPORT CONTINUED



2022 SMARTER THAN SMOKING



WAMX STATE CHAMPIONSHIP



WA MX STATE CHAMPIONSHIP REPORT CONTINUED

Marketing and Media: WA MX & ATV continued to develop and implement a media plan to ensure our members and all motorcycle enthusiasts remained engaged on various social media websites and platforms. A social media strategy was developed to increase brand awareness and equity across the series. Advertisements for the series were put in local Southwest Newspapers and in local Online Community Sites prior to the events, with positive results.

Rider interviews and local radio station interview opportunities were provided, which were well received. MWA plans to build on this success in future seasons.

Conclusion: The 2022 WA MX & ATV State Motocross Championship was a great success, showcasing the strength and resilience of the MX community in Western Australia. The new race formats were well received by senior riders. While there were areas for improvement, such as the need to encourage more officials and volunteers to support the clubs in hosting successful events,

MWA would like to express our heartfelt gratitude to everyone involved in making the 2022 WA MX & ATV State Motocross Championship a reality. To the dedicated members of our team, including Dean Doyle, Nick Maxfield, Richard Hall, Louise Keep, Paige Burton, MWA Staff Carl, Nathalie, Mark, Josh, Zoe and many others, thank you for all your hard work, commitment, and passion for the sport.

We extend our appreciation to the hosting clubs for their support and excellent organisation throughout the series. We also want to acknowledge the competitors who showcased their skills and sportsmanship both on and off the track, as well as the sponsors whose contributions made this Championship possible. Your support and involvement are instrumental in the growth and development of the State Championship.

Thank you to all the riders, members, officials, photographers, announcers, volunteers, suppliers, local Shires, local businesses and to all the fans and motorcycling enthusiasts who played a part in this event too. Your time, dedication, and feedback are invaluable. As we reflect on the challenges and successes of the past year, we look forward to working alongside MWA, the relevant sporting panels and assisting them in implementing constructive changes and improvements for the future. Together, we can continue to elevate the State Championship and create an exceptional experience for all participants.

Your support and commitment are essential for the continued success of our sport. Here's to a bright future ahead!

Janine Wragg, MWA
Sponsorship/Events Coordinator and
the 2022 Key Official Team.

MOTOTRIALS REPORT

2022 was a positive year for Trial.

Both WA Trials clubs, AJS and Pathfinders are to be commended on their management of their clubs and the sport. Also for their close collaboration for the betterment of the sport and motorcycling in general.

WA Trial continues to see significant growth unlike our eastern states counterparts. 165 AJS members and 130 Pathfinders members.

Between the two clubs there approximately 24 trial events throughout the year including a good number of two day events plus of course the state championships.

Trial interclub events are attracting over 90 participants.

Worthy notes for 2022 was, The running of the 2022 Australian Trial Championships here in WA promoted by SJS Motos and spearheaded by Mark Austin, the then AJS Trials club President.

The establishment of kids come and try series by the AJS Trials Club. On a management side of things the Pathfinders club have had a number of challenges to deal with and their committee and their constitution has stood them in good stead.

2023 looks to be a bigger and better year and we look forward to providing a positive report for 2023.



MOTORCYCLE RACING CLUB OF WA REPORT

Modern Road Race – Motor Cycle Racing Club of WA 2022 Review

2022 was another growth year for the Motorcycle Racing Club of WA with a strong and steadily growing field of competitors, particularly the novice classes. The 6 Round AGV Helmets Australia WA State Road Racing Championship provided fantastic racing throughout the year with mostly dry conditions throughout. Congratulations to all the riders and winners of the State Championships.

In 2023, MCRC will host a 7 round State Championship series. The club also ran the second Endurance 3 hour race on 26 March 2023, this time with 58 riders in teams of 2. There were a further 17 riders in the GP style feature Production race.

2023 is shaping up to be another great year of growth. The club intends to focus on increasing our volunteer base.

MCRC acknowledge that there is a significant shortage of high level volunteers and officials, and particularly a shortage of incoming officials to learn from the exceptionally skilled and experienced officials that we currently have.

Training and Non-competitive Events

Non-competitions events are seeing lower participant numbers, with 4 providers now providing non-competition events. In order to ensure training events are financially viable, MCRC will not be running level 1 introduction to track coaching courses. Instead the club will focus on levels 2 and 3, intermingled with tuning groups for licenced riders to provide opportunity to licence new riders to race.

MCRC also joined other providers in purchasing a large trailer to assist with the proper handling of air-fence panels to improve set-up and pack-up of the large number of panels.



MOTORCYCLE RACING CLUB OF WA REPORT

2022 Competition Season

The Motor Cycle Racing Club of WA ran an Endurance Race, 6 State Championship rounds, and 6 Tuning Days. Participant numbers were up in all events from the previous year with competition rider numbers for each class are below:

	Clubman 600/1000	Golden Era	B-Grade Series	Junior Road Race	Production	Superbike	Supersport	Sidecars
Round 1	31	-	14	9	7	13	14	6
Round 2	32	18	18	-	10	20	14	5
Round 3	24	-	23	-	8	15	14	5
Round 4	17	14	16	-	8	11	14	6
Round 5	24	-	15	-	11	13	12	7
Round 6	26	-	20	8	26	16	11	7
Endurance	46 riders forming 23 teams of 2 using 1000cc and 600cc machines							

The inaugural Wanneroo 300 Road Race Endurance competition was held on March 6th and sponsored by RF Mechanical Services and Motorcycle Assist. The planned 300km race fell short due to a few safety car periods, ultimately concluding after the 2.5-hour limit, with the winners Adam Senior and Steve Kelly covering just over 250km. Second place was held by Keith Harrison and Lachlan Hickey, with brothers Reece and Connor Southern taking third place.



MOTORCYCLE RACING CLUB OF WA REPORT

MCRC introduced the 2-round Stars of Tomorrow series for Clubman competitors which proved to be popular. The mini-series featured one round at Wanneroo and one at Collie, with Reece Southern taking out the win by 4 points ahead of Bryan McCormack and Dain Hutton just 10 points behind.

The Dynapumps Superbike Championship was determined by 1 point over the whole season, with Cam Stronach beating older brother Ben Stronach, ahead of Adam Senior in third.

Superbike C-grade saw a close finish with Jake Wilson ahead of Jack Langley and Warren French. Both Jack and Jake were graded to B-Grade at the conclusion of the season.

The Cully's Yamaha Supersport Championship was taken out by Bronson Pickett, well ahead of second place Lachlan Hickey and Paul Joshua. Bronson was promoted to A-grade at the end of the season, one of the first riders to make the cut for a long time. He also won the Frenken Group B-Grade series. Paul Joshua was also promoted and upgraded to B-Grade. C-Grade Supersport was won by Jordan White, followed by Stephen Byrne and Josh Cook, with only 24 points separating the three after 6 rounds.

The AGV Helmets Australia Sidecar State Championship saw a points tie, with 362 points each between Graeme Evans/Rob Dillon, and Des Harvey/Steve Marshall, with Murray Stronach/Darryl McLeod bringing in third place. Sidecars are looking to grow into 2023, with rumours a few more teams will be joining the racing to bolster numbers.

The Go Moto Production Championship featured a strong field, growing significantly for the final round, which will hopefully be carried through to 2023. The championship was taken out by Jordan White, followed by Jayden Martin and Calvin Moylan. The Formula 2 production series being won by Kobi Treversh, followed by Max Webb and Paul Joshua.

The Senior Engineering Junior Road Race Championship featured 2 rounds hosted by each of the three clubs, the Historic Competition Motorcycle Club, Supermoto Club and Motorcycle Racing Club of WA, creating a 6 round Championship across a range of circuits. The 2022 championship was won by Jayden Martin, ahead of Calvin Moylan and Lenny Cowley. These Juniors are well on the path to becoming very strong competitors and it will be great to follow their development. Jayden Martin is currently racing in the 2023 Yamaha BluCru R3 Championship in Europe.



HCMCWA - HISTORIC COMPETITION MOTORCYCLE CLUB OF WA REPORT

In 2022 the club held 8 race meetings at the Collie Motorplex in the Southwest of the state. This year the club plans to offer six race meetings at the Collie Motorplex with another two Historic racing events and a special tuning day for older bikes and sidecars to be held at the Neerabup race track, Carco.com.au Raceway.

After a six year absence from the local Perth race track in Neerabup, there have been challenges to re-establish operations with sourcing officials and volunteers but with the efforts of our new committee the club has held the first of these events in 2023

HCMC have always promoted a junior training and racing program for 12 - U16 year olds. With our very dedicated rider coach, our junior numbers continue to grow even though we lose a number of our riders each year as they become seniors and they continue ride with us or move onto other clubs for different race classes. A number of our junior riders from HCMC are now competing in events held by the ASBK specifically designed to showcase our up and coming riders of the future.

From the start of 2020 the club has managed to meet many challenges, the 2022/23 year has seen a return to regular racing with steadily increasing membership currently at around 180 along with holding successful well attended racing events.

We manage a 404 concessional licensing register and have held club social rides to Bridgetown for a BSA and early triples 3 day ride and a ride to a Jurien Bay Motorcycle museum. Well attended events that promote our club objectives.

State championships race meetings are held over a 2 day weekend each year and participation along with the quality of racing increases each year with many rare and older bikes making special appearances at this event.

To bring the operations of the club up to a higher standard and ensure our future prosperity we are currently undergoing a review of our Governance and document policies to enable continuity between future management committees.

These are some of the highlights and activities the club has enjoyed since the last MWA annual report 2022.

Rob Fry

President,
Historic Competition Motorcycle Club of Western Australia inc.
president@historicracing.asn.au
PO Box 1029 5 Dellamarta Rd Perth
Western Australia 66065
Ph 0408 206 866



AWARDS & CHAMPIONS 2022

SENIOR TRIALS	1st Place	2nd Place	3rd Place
Trial1	Neil Price	Mark Atherton	Craig Austin
Trial2	Grant Morris	Benjamin Walling	Richard Kent
Trial3	Tristian Lowe	Matthew Page	Joshua Austin
Trial4	Todd Cummins	Kent Hodges	Simon Thomas
Trial5	Robin Rodgers	Leo Nolan	Gary Connell
Twin Shock	Kurt Pickering	Samuel Richardson	Jason Griffiths
Women	Pyper Kent	Holy Wilson	Nancy Appleby
Veterans	David Thomas	Darryl Boorer	Ian Pickering
Sidecar	Lewis Kitney/ Rohan Martin	Glenn Ursino/ Kevin Reynolds	Mark Austin/ Roy Austin
JUNIOR TRIALS	1st Place	2nd Place	3rd Place
Junior	Attila Sinkovics	Jack Walling	Jaxon Morrissey
SENIOR MOTOCROSS	1st Place	2nd Place	3rd Place
MX1	Charlie Creech	Jayden Rykers	Liam Atkinson
MX2	Stuart Eardley-Wilmot	Jake Turner	Jordan Minear
MX 3	Jake Rumens	Taj Moore	Charlie Bartlett
MXATV	Joshua McQuade	Deegan Fort	Namo Leao
MXV	Dean Porter	Jackson May	Oliver Smith
MXW	Hannah Stewart	Megan Bagnall	Phoebe Bronwin
JUNIOR MOTOCROSS	1st Place	2nd Place	3rd Place
50cc Auto	Jaxon O'Grady	Ryder O'Grady	Chase Wilson
65cc 7-u10	Jayce Stocker	Barn Hill	Evan Foley

65cc 10-u12	Deegan Fort	Ollie Birkitt	Angus Fay
85cc 9-u12 SW	Ollie Birkitt	Nate Tomerini	Deegan Fort
85cc 12-u16 SW/BW	Mason Brown	Kaidan Freight	Kai Pratt
Girls 85ccc/250cc 12-u16	Jaylee Rimbass	Leah Rimbass	Makayla Rimbass
100cc/125cc 13-u16	Seth Shackleton	Patrick Butler	Jake Rumens
128cc/150cc-200cc/250cc 13-u16	Seth Shackleton	Jake Rumens	Taj Moore
ATV 60cc/90cc-85cc/125cc Comp & Ltd	Blade Madden	Riona Schmid	Aja Tito
ATV 200cc/250c Hybrid & Air Cooled	Bailey Langridge	Kyden Crowe	William Rice
SENIOR ENDURO	1st Place	2nd Place	3rd Place
Expert Light	Jesse Lawton	Ben Lynch	Trent Stone
Expert Open	Charlie Creech	Brennan Abbs	Zane Plati
Women	Melissa Hookway	Kat Kingsley	Krystal Campain
Veterans	Carl Pickersgill	Philip Carmichael	Ben Hothersall
Masters	Troy Wilson	Jay Branson	Josh Treasure
JUNIOR ENDURO	1st Place	2nd Place	3rd Place
J4 15ys	Riley Mouritz	Hamish Walmsley	Oliver Campbell
J3 13-14 Yrs	Jackson Versteegen	Ty Newman	Tim Booth
J2 12-15 Yrs	Thomas Oskar	Matthew Crosbie	Kade Green
JG2 12-15 Yrs	Mia Kennedy	Lara O'Leary	Oceana Denniss
J1 9-11 Yrs	Jack Walling	Aiden Behan	Robert Burrage
JJ 7-11 Yrs	Jax Valenti	Chase Thatcher	Lucas Butcher
SENIOR ROAD RACE	1st Place	2nd Place	3rd Place
Superbike	Cameron Stronach	Ben Stronach	Adam Senior

Supersport	Bronson Pickett	Lachlan Hickey	Paul Joshua
Production	Jordan White	Jayden Martin	Calvin Moylan
Sidecar	Graeme Evans/ Robert Dillon	Des Harvey/ Steve Marshall	Murray Stronach/ Darryl McLeod
JUNIOR ROAD RACE	1st Place	2nd Place	3rd Place
Junior RR	Jayden Martin	Calvin Moylan	Lenny Cowley
HISTORIC ROAD RACE	1st Place	2nd Place	3rd Place
Period 2 Vintage Junio	Andrew Davies	Robert Dillon	Ken Vincent
Period 3 Classic Junior	Shaun Oliver	Marco Vittino	Suellyn Luckett
Period 3 Classic Senior	Brian Richardson	Glenn Baldwin	Alexander Kennedy
Period 4 Classic Junior (1st place only)	Tony Logan		
Period 5 Forgotten Era Junior	Adam Senior	Chris Sullivan	David Mercer
Period 5 Forgotten Era Senior	Martin Baldwin	Marco Vittino	Alistair Outen
Period 5 Forgotten Era Unlimited (1st place only)	Tony Hynes		
Period 6 New Era Ultra Lightweight	Hayden Treversh	David Manson	Ian Hughes
Period 6 New Era 250 Production	Richard Langdon	Samuel Lloyd-Cox	Paul Joshua
Period 6 New Era Lightweight 250GP	Dean Nicholls	Stephen Lloyd-Cox	Bradley Verreyne
Period 6 New Era Senior	Richard Langdon	Samuel Lloyd-Cox	Glen Ottley
Period 6 New Era Formula 750	Paul Smith	Brad Thompson	Glen Ottley
Period 6 New Era Formula 1300	Joshua Mathers	Paul Smith	Brad Thompson
Premodern	Samuel Lloyd-Cox	Shaun O'Neil	Lloyd Pearce
Thunderbikes	Michael King	Lachlan Thornton-Wey	Dan Hughes
129 GP (1st & 2nd only)	Hayden Treversh	David Manson	
Period 4 Post Classic Sidecars	Kevin Webb/Marty Dunbar-Stuart	John Mattaboni/Jason Dillon	Nichola Caddy
Period 5 Forgotten Era Sidecars (1st & 2nd only)	Andrew Davies/Joshua Mathers	Richard William/Gabrielle Watson	

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2022

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Independent Auditor's Report

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

DIRECTORS' REPORT FOR THE YEAR ENDED 31 DECEMBER 2022

Your board members submit the financial report of Motorcycling Western Australia Inc ('MWA' or 'the Association') for the year ended 31 December 2022.

BOARD MEMBERS

The names of the board members throughout the year and at the date of this report are as follows:

Mr Brendan Taylor President
Mr Paul Donohoe Vice President
Mr Cornel Scheibling (Term ended 25 May 2022)
Mr Jason Gaske (Resigned 12 July 2022)
Mr Peter Campain
Ms Helen Parker
Ms Jessica Boujos (Term ended 25 May 2022)
Ms Anike Senior
Ms Kathryn Scoble (Appointed 9 August 2022)

Directors have been in office since the start of the financial year to the date of this report unless otherwise stated.

Board Meetings

The number of board meetings held during the year and the number of meetings attended by each board member during the financial year were as follows:

	Attended	Eligible to Attend
Mr Brendan Taylor	10	12
Mr Paul Donohoe	12	12
Mr Cornel Scheibling	3	5
Mr Jason Gaske	6	6
Mr Peter Campain	12	12
Ms Helen Parker	10	12
Ms Jessica Boujos	4	5
Ms Anike Senior	11	12
Ms Kathryn Scoble	4	4

Principal Activities

The principal activity of the Association during the financial year was that of the Motorcycle Sport Development and Administration.

No significant change in the nature of these activities occurred during the year.

OPERATING RESULTS AND REVIEW OF OPERATIONS FOR THE YEAR

Operating Results

The operating deficit for the year was \$37,276 (2021 deficit \$55,030). The Association generated an operating surplus for the year before incurring an extraordinary contribution of \$68,360 to Motorcycling Australia Ltd.

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

DIRECTORS' REPORT FOR THE YEAR ENDED 31 DECEMBER 2022

OTHER ITEMS

Significant Changes in State of Affairs

During the financial year settlement completed for the property located at 25/168 Guildford Road, Maylands.

There have been no other significant changes in the state of affairs of the Company during the year.

Events after the Balance Date

No matters or circumstances have arisen since the end of the financial year which significantly affected or may significantly affect the operations of the Association or the financial statements.

Likely Developments and Expected Results

MWA's operations are primarily determined and dependent on funds from licence sales, events income, sponsorships, product sales and grants. At this time it is our intention to maintain operations in 2023 to a similar level as 2022. Our activities will be guided by our Strategic Plan.

Environmental Regulation and Performance

The Association is not subject to any particular or significant environmental regulation.

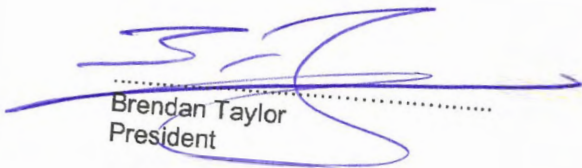
Indemnification and Insurance of Officers and Auditors

There is a management liability insurance policy in place which provides insurance coverage over the Directors of the Company.

Auditor's Independence Declaration

A copy of the auditor's independence declaration as required under s.80 of the Associations Incorporation Act 2015 has been received and is included in the financial statements.

Signed in accordance with a resolution of members of the Board:



Brendan Taylor
President

Dated this 30th day of August, 2023.

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

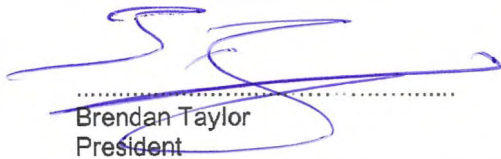
DIRECTORS' DECLARATION FOR THE YEAR ENDED 31 DECEMBER 2022

This general purpose financial report has been prepared to satisfy the reporting requirements under the Association's constitution. The Board of Motorcycling Western Australia Inc has determined that the accounting policies adopted are appropriate to meet the needs of the members of the Association. The financial statements have been prepared in accordance with applicable Accounting Standards and other mandatory professional reporting requirements and other statutory requirements.

In our opinion:

1. The financial statements give a true and fair view of the financial position of Motorcycling Western Australia Inc as at 31 December 2022 and of its performance for the year ended on that date and comply with the Associations Incorporation Act 2015, the Association's constitution and Australian Accounting Standards; and
2. there are reasonable grounds to believe that the Association will be able to pay its debts as and when they become due and payable.

For and on behalf of the Board:



.....
Brendan Taylor
President

Dated this 30th day of MARCH, 2023.

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

**STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR THE YEAR ENDED 31 DECEMBER 2022**

	Note	2022 \$	2021 \$
Revenue	3	986,889	914,505
Cost of sales		<u>(348,523)</u>	<u>(357,322)</u>
		638,366	557,183
Employee benefits expense		(522,696)	(506,330)
Depreciation		(17,606)	(21,921)
Affiliation		(6,066)	(6,073)
Property expenses		(18,117)	(28,348)
Advertising and promotion		-	(3,012)
Extraordinary contribution to Motorcycling Australia Ltd		(68,360)	-
Other expenses		<u>(42,797)</u>	<u>(46,529)</u>
Net surplus/(deficit)		<u>(37,276)</u>	<u>(55,030)</u>
Other comprehensive income		(1,345)	-
Fair value adjustment to property		<u>-</u>	<u>134,150</u>
Total comprehensive income/(loss) for the year		<u><u>(38,621)</u></u>	<u><u>79,120</u></u>

The accompanying notes form part of these financial statements

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER 2022

	Note	2022 \$	2021 \$
CURRENT ASSETS			
Cash and cash equivalents	4	429,279	345,223
Trade and other receivables	5	70,043	101,488
Inventories	6	4,269	5,587
Investments	7	600,000	-
Non current assets classified as held for sale	8	-	639,000
TOTAL CURRENT ASSETS		<u>1,103,591</u>	<u>1,091,298</u>
NON CURRENT ASSETS			
Trade and other receivables	5	38,477	65,509
Property, plant and equipment	9	840,200	841,818
TOTAL NON CURRENT ASSETS		<u>878,677</u>	<u>907,327</u>
TOTAL ASSETS		<u>1,982,268</u>	<u>1,998,625</u>
CURRENT LIABILITIES			
Trade and other payables	10	50,482	34,041
Unexpended grants and contract liabilities	11	125,995	129,141
Provisions	12	37,871	26,006
TOTAL CURRENT LIABILITIES		<u>214,348</u>	<u>189,188</u>
NON CURRENT LIABILITIES			
Provisions	12	-	2,896
TOTAL NON CURRENT LIABILITIES		<u>-</u>	<u>2,896</u>
TOTAL LIABILITIES		<u>214,348</u>	<u>192,084</u>
<u>NET ASSETS</u>		<u>1,767,920</u>	<u>1,806,541</u>
EQUITY			
Accumulated surplus		1,767,920	1,508,057
Asset revaluation reserve	13	-	298,484
<u>TOTAL EQUITY</u>		<u>1,767,920</u>	<u>1,806,541</u>

The accompanying notes form part of these financial statements

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 31 DECEMBER 2022

	Accumulated Surplus	Asset Revaluation Reserve	Total
	\$	\$	\$
Balance at 1 January 2021	1,563,087	164,334	1,727,421
Deficit for the year	(55,030)	-	(55,030)
Other comprehensive income	-	-	-
Fair value adjustment to property	-	134,150	134,150
Balance at 31 December 2021	<u>1,508,057</u>	<u>298,484</u>	<u>1,806,541</u>
Balance at 1 January 2022	1,508,057	298,484	1,806,541
Deficit for the year	(37,276)	-	(37,276)
Other comprehensive income	-	(1,345)	(1,345)
Transfer property revaluation after settlement	297,139	(297,139)	-
Balance at 31 December 2022	<u>1,767,920</u>	<u>-</u>	<u>1,767,920</u>

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

STATEMENT OF CASH FLOWS FOR THE YEAR ENDED 31 DECEMBER 2022

	Note	2022 \$	2021 \$
Cash flows from operating activities			
Grants received		192,500	208,000
Receipts for sponsorships		49,273	38,386
Sale of products and fee income		690,411	719,326
Interest received		-	5,530
Payments to suppliers and employees		(1,005,461)	(1,009,079)
Net GST receipts/(payments)		<u>71,479</u>	<u>(72,503)</u>
Net cash inflow/(outflow) from operating activities	14	<u>(1,798)</u>	<u>(110,340)</u>
Cash flows from investing activities			
Payments for property, plant and equipment		(18,099)	(775,730)
Payment for investment in term deposit		(600,000)	-
Proceeds from sale of property, plant and equipment		639,000	500
Interest received		<u>37,226</u>	<u>-</u>
Net cash inflow/(outflow) from investing activities		<u>58,127</u>	<u>(775,230)</u>
Cash flows from financing activities			
Loan repayments from Clubs		27,727	30,198
Loans advanced to Clubs		<u>-</u>	<u>(40,000)</u>
Net cash inflow/(outflow) from financing activities		<u>27,727</u>	<u>(9,802)</u>
Net increase/(decrease) in cash and cash equivalents		84,056	(895,372)
Cash and cash equivalents at the beginning of the year		<u>345,223</u>	<u>1,240,595</u>
Cash and cash equivalents at the end of the year	4	<u><u>429,279</u></u>	<u><u>345,223</u></u>

The accompanying notes form part of these financial statements

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022

NOTE 1 - CORPORATE INFORMATION

The financial report of Motorcycling Western Australia Inc ('MWA' or 'the Association') for the financial year ended 31 December 2022 was authorised for issue in accordance with a resolution of the board members on 15 March 2023.

Motorcycling Western Australia Inc is an Association that is incorporated and domiciled in Australia.

The nature of the operations and principal activities of the Association are as described in the Directors' report.

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Basis of Preparation

The financial report is a general purpose financial report which has been prepared in accordance with the Associations Incorporation Act 2015, the Association's Constitution, Australian Accounting Standards and other authoritative pronouncements of the Australian Accounting Standards Board.

The financial statements, except for the cash flow information, have been prepared on an accruals basis and are based on historical costs unless stated otherwise. The amounts presented in the financial statements have been rounded to the nearest dollar.

Statement of Compliance

The general purpose financial statements have been prepared in accordance with the requirements of the Associations Incorporation Act 2015, the Association's Constitution, Australian Accounting Standards and other authoritative pronouncements of the Australian Accounting Standards Board. A statement of compliance with International Financial Reporting Standards (IFRS) as issued by the International Accounting Standards Board (IASB) cannot be made due to the Association applying not-for-profit specific requirements contained in the Australian Accounting Standards.

New Accounting Standards and Interpretations

In the current year, the Association has adopted all of the new and revised Standards and Interpretations issued by the Australian Accounting Standards Board (the AASB) that are relevant to its operations and effective for annual reporting years beginning 1 January 2022. The adoption of these new and revised Standards and Interpretations did not have any material effect on the financial position or performance of the Association.

Australian Accounting Standards and Interpretations relevant to the Association that have recently been issued or amended but are not yet effective have not been adopted for the annual reporting year ending 31 December 2022. These Standards and Interpretations are listed in the following table:

MOTORCYCLING WESTERN AUSTRALIA INC

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**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES continued

New or revised requirement	Effective for annual reporting periods beginning on or after
AASB 2020-1 Amendments to Australian Accounting Standards - Classification of Liabilities as Current or Non-Current (AASB 101) AASB 2020-6 Amendments to Australian Accounting Standards - Classification of Liabilities as Current or Non-Current - Deferral of Effective Date (AASB 101) AASB 2021-2 Amendments to Australian Accounting Standards - Disclosure of Accounting Policies and Definition of Accounting Estimates	1 January 2023

When these amendments are first adopted for the year ending 31 December 2023, there will be no material impact on the financial statements.

Significant Accounting Judgements, Estimates and Assumptions

The carrying amount of certain assets and liabilities is often determined based on estimates and assumptions of future events. The key estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of certain assets and liabilities within the next annual reporting year are:

(i) Impairment of non-financial assets

The Association assesses impairment of all assets at each reporting date by evaluating conditions specific to the Association and to the particular asset that may lead to impairment. These include asset performance, technology and economic and political environments. If an impairment trigger exists, the recoverable amount of the asset is determined.

(ii) Estimation of useful lives of assets

The estimation of the useful lives of assets has been based on historical experience as well as manufacturers' warranties (for plant and equipment) and turnover policies. In addition, the condition of the assets is assessed at least once every year and considered against the remaining useful life. Adjustments to useful lives are made when considered necessary.

(iii) Long service leave

The Association measures long service leave liability based on estimates of future employee retention rates and pay increases.

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES continued

(iv) Provision for expected credit losses of trade receivables and contract assets

The Association uses a provision matrix to calculate ECLs for trade receivables and contract assets. The provision rates are based on days past due for groupings of various customer segments that have similar loss patterns (i.e. by geography, product type, customer type and rating, and coverage by letters of credit and other forms of credit insurance).

The provision matrix is initially based on the Association's historical observed default rates. The Association will calibrate the matrix to adjust the historical credit loss experience with forward-looking information. For instance, if forecast economic conditions (i.e. gross domestic product) are expected to deteriorate over the next year which can lead to an increased number of defaults in the manufacturing sector, the historical default rates are adjusted. At every reporting date, the historical observed default rates are updated and changes in the forward-looking estimates are analysed.

The assessment of the correlation between historical observed default rates, forecast economic conditions and ECLs is a significant estimate. The amount of ECLs is sensitive to changes in circumstances and of forecast economic conditions. The Association's historical credit loss experience and forecast of economic conditions may also not be representative of customer's actual default in the future.

(v) Revenue Recognition

Judgment is required in relation to the determination of the appropriate method for determining percentage completion of the performance obligations, and therefore the amount of revenue recognised as well as the contract assets and contract liabilities. As total actual costs may differ to the estimated total contract costs, it is possible that adjustments will be made to profits or losses recognised on grant agreements for which performance obligations were not completed at reporting date.

Current versus Non-Current Classification

The Association presents assets and liabilities in the statement of financial position based on current/non-current classification. An asset is current when it is:

- expected to be realised or intended to be sold or consumed in the normal operating cycle;
- held primarily for the purpose of trading;
- expected to be realised within twelve months after the reporting period; or
- cash or cash equivalent unless restricted from being exchanged or used to settle a liability for at least twelve months after the reporting period

All other assets are classified as non-current.

A liability is current when:

- it is expected to be settled in the normal operating cycle;
- it is held primarily for the purpose of trading;
- it is due to be settled within twelve months after the reporting period; or
- there is no unconditional right to defer the settlement of the liability for at least twelve months after the reporting period

The Association classifies all other liabilities as non-current.

Cash and Cash Equivalents

Cash and cash equivalents in the statement of financial position comprise cash at bank and on hand and short-term deposits with an original maturity of three months or less, that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES continued

Trade and Other Receivables

A receivable represents the Association's right to an amount of consideration that is unconditional (i.e. only the passage of time is required before payment of the consideration is due). Refer to accounting policies of financial assets, financial instruments – initial recognition and subsequent measurement.

Property

Property is carried at either cost or fair value, based on periodic, but at least triennial, valuations by external independent property agents.

Increases in carrying amounts arising on revaluation are credited to the Asset Revaluation Reserve in equity. To the extent that the increase reverses a decrease previously recognised in profit and loss, the increase is first recognised in profit and loss. Decreases that reverse previous increases of the same asset are first charged against revaluation reserves directly in equity to the extent of the remaining reserve attributable to the asset; all other decreases are charged to the statement of profit or loss and other comprehensive income.

Non-current assets classified as held for sale

Non-current assets classified as held for sale are presented separately and measured at the lower of their carrying amount immediately prior to their classification as held for sale and their fair value less costs to sell.

Plant and Equipment

Plant and equipment are stated at historical cost less accumulated depreciation and any accumulated impairment losses. Such cost includes the cost of replacing parts that are eligible for capitalisation when the cost of replacing the parts is incurred. All other repairs and maintenance are recognised in the profit or loss as incurred.

The cost of each item of plant and equipment is written off over its expected economic life, adjusted for any salvage value if applicable. Depreciation is provided on a straight-line basis or diminishing value on all plant and equipment. Depreciation years are:

	2022	2021
Fit outs, Plant and equipment	3-13 years	3-13 years

Derecognition

An item of plant and equipment is derecognised upon disposal or when no further future economic benefits are expected from its use or disposal.

Impairment

Plant and equipment are reviewed for impairment if there is any indication that the carrying amount may not be recoverable.

Financial instruments – initial recognition and subsequent measurement

A financial instrument is any contract that gives rise to a financial asset of one entity and a financial liability or equity instrument of another entity.

MOTORCYCLING WESTERN AUSTRALIA INC

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NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES continued

Financial assets

Initial recognition and measurement

Financial assets are classified, at initial recognition, as subsequently measured at amortised cost, fair value through other comprehensive income (OCI), and fair value through profit and loss.

The classification of financial assets at initial recognition depends on the financial asset's contractual cash flow characteristics and the Association's business model for managing them. With the exception of trade receivables that do not contain a significant financing component or for which the Association has applied the practical expedient, the Association initially measures a financial asset at its fair value plus, in the case of a financial asset not at fair value through profit and loss, transaction costs.

In order for a financial asset to be classified and measured at amortised cost or value through OCI it needs to give rise to cash flows that are 'solely payments of principal and interest (SPPI)' on the principal amount outstanding. This assessment is referred to as the SPPI test and is performed at an instrument level.

The Association's business model for managing financial assets refers to how it manages its financial assets in order to generate cash flows. The business model determines whether cash flows will result from collecting contractual cash flows, selling the financial assets, or both.

Subsequent measurement

For purposes of subsequent measurement, financial assets are classified in four categories:

- Financial assets at amortised cost (debt instruments)
- Financial assets at fair value through OCI with recycling of cumulative gains and losses (debt instruments)
- Financial assets designated at fair value through OCI with no recycling of cumulative gains and losses upon derecognition (equity Instruments)
- Financial assets at fair value through profit or loss

Financial assets at amortised cost (debt instruments)

This category is the most relevant to the Association. The Association measures financial assets at amortised cost if both of the following conditions are met:

- The Financial asset is held within a business model with the objective to hold financial assets in order to collect contractual cash flows; and
- The contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

Financial assets at amortised cost are subsequently measured by using the effective interest (EIR) method and are subject to impairment. Gains and losses are recognised in profit or loss when the asset is derecognised, modified or impaired.

The Association's financial assets at amortised cost trade receivables.

Derecognition

A financial asset (or, where applicable, a part of a financial asset or part of a group of similar financial assets) is primarily derecognised (i.e removed from the Association's statement of financial position) when:

- The rights to receive cash flows from the asset have expired; or
- The Association has transferred its rights to receive cash flows from the asset or has assumed an obligation to pay the received cash flows in full without material delay to a third party under a pass-through arrangement; and either (a) the Association has transferred substantially all the risks and rewards of the asset, or (b) the Association has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset.

MOTORCYCLING WESTERN AUSTRALIA INC

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NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2022

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES continued

When the Association has transferred its rights to receive cash flows from an asset or has entered into a pass-through arrangement, it evaluates if, and to what extent, it has retained the risks and rewards of ownership. When it has neither transferred nor retained substantially all of the risks and rewards of the asset, nor transferred control of the asset, the Association continues to recognise the transferred asset to the extent of its continuing involvement. In that case, the Association also recognises an associated liability. The transferred asset and the associated liability are measured on a basis that reflects the rights and obligations that the Association has retained.

Impairment of financial assets

The Association recognises an allowance for expected credit losses (ECL's) for all debt instruments not held at fair value through profit or loss. ECL's are based on the difference between the contractual cash flows due in accordance with the contract and all the cash flows that the Association expects to receive, discounted at an approximation of the original effective interest rate.

ECL's are recognised in two stages. For credit exposures for which there has not been a significant increase in credit risk since initial recognition, ECLs are provided for credit losses that result from default events that are possible within the next 12-months (a 12-month ECL). For those credit exposures for which there has been a significant increase in credit risk since initial recognition, a loss allowance is required for credit losses expected over the remaining life of the exposure. Irrespective of the timing of the default (a lifetime ECL).

For trade receivable, the Association applies a simplified approach in calculating ECL's. Therefore, the Association does not track changes in credit risk, but instead recognises a loss allowance based on lifetime ECL's at each reporting date. The Association has established a provision matrix that is based on its historical credit loss experience, adjusted for forward-looking factors specific to the debtors and the economic environment.

Provisions

Provisions are recognised when the Association has a present obligation (legal or constructive) as a result of a past event, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.

When the Association expects some or all of a provision to be reimbursed, for example under an insurance contract, the reimbursement is recognised as a separate asset but only when the reimbursement is virtually certain. The expense relating to any provision is presented in the statement of profit or loss and other comprehensive income net of any reimbursement.

Provisions are measured at the present value of management's best estimate of the expenditure required to settle the present obligation at the reporting date. The discount rate used to determine the present value reflects the current market assessments of the time value of money and the risks specific to the liability. The increase in the provisions resulting from the passage of time is recognised in finance costs.

Employee entitlements

(i) Wages, salaries, annual leave and sick leave expected to be settled within 12 months of the reporting date

Liabilities for wages and salaries, including non-monetary benefits, annual leave and accumulating sick leave expected to be settled within 12 months of the reporting date are recognised in respect of employees' services up to the reporting date. They are measured at the amounts expected to be paid when liabilities are settled. Expenses for non-accumulating sick leave are recognised when the leave is taken and are measured at the rates paid or payable.

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES continued

(ii) Long service leave and other employee entitlements expected to be settled more than 12 months from the reporting date

The liability for long service leave and other employee entitlements expected to be settled more than 12 months from the reporting date is recognised and measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date using the projected unit credit method. Consideration is given to expected future wages and salary levels, experience of employee departures and years of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currencies that match, as closely as possible the estimated future cash outflows.

Revenue from contracts with customers

The core principle of AASB 15 is that revenue recognised on a basis that reflects the transfer of promised goods or services to customers at an amount that reflects the consideration the Association expects to receive in exchange for those goods and services.

Revenue is recognised by applying a five-step model as follows:

1. Identify the contract with the customer
2. Identify the performance obligations
3. Determine the transaction price
4. Allocate the transaction price to the performance obligations
5. Recognise revenue as and when control of the performance obligations is transferred

Generally the timing of the payment for sale and goods and rendering of services corresponds closely to the timing of satisfaction of the performance obligations, however where there is a difference, it will result in the recognition of a receivable, contract asset or contract liability.

None of the revenue streams of the Association have any significant financing terms as there is less than 12 months between receipt of funds and satisfaction of performance obligations.

The revenue recognition policies for the principal revenue streams of the Association are:

Rendering of services

Revenue from the provision of services is recognised over the period in which the services are rendered

Affiliation fees

Affiliation fees are paid annually and are recognised by amortisation over the period for which the benefit apply. Fee income relating to future years is treated as income in advance.

Grant Income

Grant income is recognised in accordance with AASB 15 if the contract has sufficiently specific performance obligations. Grant income without sufficiently specific performances obligations is recognised under AASB 1058.

Where grant income arises from an agreement which is enforceable and contains sufficiently specific performance obligations then the revenue is recognised when control of each performance obligation is satisfied.

MOTORCYCLING WESTERN AUSTRALIA INC

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**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES continued

The performance obligations are varied based on the agreement. Each performance obligation is considered to ensure that the revenue recognition reflects the transfer of control and within grant agreements there may be some performance obligations where control transfers at a point in time and others which have continuous transfer of control over the life of the contract.

Where control is transferred over time, generally the input methods being either costs or time incurred are deemed to be the most appropriate methods to reflect the transfer of benefit.

Amounts arising from grants in the scope AASB 1058 are recognised at the assets fair value when the asset is received. The company considers whether there are any related liability or equity items associated with the asset which are recognised in accordance with the relevant accounting standard.

Once the assets and liabilities have been recognised then income is recognised for any remaining asset value at the time that the asset is received.

Contract assets and liabilities

Where the amounts billed to customers are based on the achievement of various milestones established in the contract, the amount recognised as revenue in a given period do not necessarily coincide with the amounts billed to or certified by the customer.

When an amount of consideration is received from a customer prior to the entity transferring a good or service to the customer, the Company presents the contract as a contract liability.

Goods and Services Tax ("GST")

Revenue, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office ("ATO").

Receivables and payables are stated inclusive of GST.

The net amount of GST recoverable from, or payable to, the ATO is included as part of receivables or payables in the statement of financial position.

Income Tax

The association is exempt from Income Tax under Division 50-B of the Income Tax Assessment Act 1997.

Comparative information

Comparative information has been restated where required for consistency with current year disclosures.

Economic Dependence

The Association is dependent upon ongoing receipt of State Government grants and community and corporate donations to ensure the ongoing continuance of its programs. At the date of this report, management has no reason to believe that this financial support will not continue.

MOTORCYCLING WESTERN AUSTRALIA INC

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**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
NOTE 3 - REVENUE		
Affiliation Fees	34,776	34,932
Penalty Fees	2,227	455
Grants	180,000	208,000
Healthway & Other Sponsorships	49,273	38,386
Interest Received	37,226	5,530
Awards Levy & Function	33,162	39,351
Miscellaneous Income	6,421	5,757
Events Income	293,943	290,874
State Round Entry Fees	188,854	152,997
Course Income	16,685	14,899
Licensing Income	18,639	31,097
Sale of Products	125,683	92,227
	<u>986,889</u>	<u>914,505</u>

NOTE 4 - CASH AND CASH EQUIVALENTS

CBA Term Deposit	25,031	25,000
Commonwealth Bank Cheque Account	28,760	184,907
Commonwealth Bank Online Saver Account	375,390	135,024
Petty Cash Float	98	292
	<u>429,279</u>	<u>345,223</u>

MOTORCYCLING WESTERN AUSTRALIA INC

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**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022 \$	2021 \$
NOTE 5 - TRADE AND OTHER RECEIVABLES		
Current		
Trade Receivables	39,545	25,212
GST Receivable	-	47,622
Prepayments	2,539	-
Loans to Clubs	27,959	28,654
	<u>70,043</u>	<u>101,488</u>
Non Current		
Loans to Clubs	<u>38,477</u>	<u>65,509</u>
NOTE 6 - INVENTORIES		
Current		
AMP Transponders & Brackets	351	463
Flags	350	356
Medallions	3,568	4,768
	<u>4,269</u>	<u>5,587</u>
NOTE 7 - INVESTMENTS		
Current		
CBA Term Deposit	<u>600,000</u>	<u>-</u>
NOTE 8 - NON CURRENT ASSETS CLASSIFIED AS HELD FOR SALE		
25/168 Guildford Road, Maylands - at fair value	<u>-</u>	<u>639,000</u>
Settlement completed during the 2022 financial year		

MOTORCYCLING WESTERN AUSTRALIA INC

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**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
NOTE 9 - PROPERTY, PLANT AND EQUIPMENT		
<i>Land and Buildings</i>		
8/7 Montgomery Way, Malaga - at cost	758,124	758,124
	<u>758,124</u>	<u>758,124</u>
<i>Plant and Equipment</i>		
At cost	283,168	282,961
Accumulated depreciation	(201,092)	(199,267)
	<u>82,076</u>	<u>83,694</u>
Total Property, Plant and Equipment	<u>840,200</u>	<u>841,818</u>
Carrying amount at beginning of year	841,818	593,690
Additions	18,099	775,730
Fair value adjustment	-	134,150
Disposals	(1,496)	(500)
Depreciation expense	(17,606)	(21,921)
Loss on disposal of assets	(615)	(331)
Reclassified as non-current asset held for sale	-	(639,000)
Carrying amount at end of year	<u>840,200</u>	<u>841,818</u>

NOTE 10 - TRADE AND OTHER PAYABLES

Current

Trade Payables	3,016	7,564
CBA Credit Card	1,572	1,226
GST Payable	23,857	-
PAYG Withheld	4,402	8,994
Deposits Received	4,000	4,000
Accrued Expenses	13,635	12,257
	<u>50,482</u>	<u>34,041</u>

MOTORCYCLING WESTERN AUSTRALIA INC

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NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022

	2022 \$	2021 \$
NOTE 11 - UNEXPENDED GRANTS & CONTRACT LIABILITIES		
Current		
Income in Advance	38,495	54,141
Contract Liabilities	<u>87,500</u>	<u>75,000</u>
	<u>125,995</u>	<u>129,141</u>
NOTE 12 - PROVISIONS		
Current		
Annual Leave	25,083	14,990
Long Service Leave	<u>12,788</u>	<u>11,016</u>
	<u>37,871</u>	<u>26,006</u>
Non Current		
Long Service Leave	<u>-</u>	<u>2,896</u>
NOTE 13 - ASSET REVALUATION RESERVE		
Opening Balance	298,484	164,334
Increments/(Decrements)	<u>(298,484)</u>	<u>134,150</u>
	<u>-</u>	<u>298,484</u>

MOTORCYCLING WESTERN AUSTRALIA INC

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**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$
NOTE 14 - CASH FLOW INFORMATION		
Reconciliation of net income to net cash provided to operating activities		
Surplus/(deficit) for the year	(37,276)	(55,030)
Non-cash flows in profit		
- Depreciation	17,606	21,921
- Loss on disposal of assets	615	331
- Investing activity	(37,226)	-
	<u>(56,281)</u>	<u>(32,778)</u>
Changes in assets and liabilities:		
- (Increase)/Decrease in receivables	(14,333)	(7,804)
- (Increase)/Decrease in prepayments	(2,539)	880
- (Increase)/Decrease in inventory	1,318	59
- Increase/(Decrease) in payables	(7,265)	(16,060)
- Increase/(Decrease) in unexpended grants & income in advance	(3,146)	14,753
- Increase/(Decrease) in provisions	8,969	3,113
- Increase/(Decrease) in GST liability	71,479	(72,503)
Cash flows from/(used in) operations	<u>(1,798)</u>	<u>(110,340)</u>

NOTE 15 - FINANCIAL RISK MANAGEMENT

The Association's principal financial instruments comprise receivables, payables, and cash and short-term cash in investment accounts.

Primary responsibility for the identification and control of financial risks rests with the Board of Directors. The Association uses different methods to measure and manage the different types of risks to which it is exposed. These include monitoring levels of exposure to interest rate and assessment of market forecasts for interest rates. The Association manages credit risk by only dealing with recognised, creditworthy sporting clubs. Liquidity risk is monitored by regularly comparing expected payables to cash on hand and placing in investment accounts only those funds which are not required to settle liabilities within the next three months.

Interest rate risk

The Association's current exposure to the risk of changes in market interest rates relate primarily to cash assets and is managed by the Board approved investment policy.

The Association does not account for fixed rate financial assets and liabilities at fair value through profit or loss.

MOTORCYCLING WESTERN AUSTRALIA INC

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**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$

NOTE 15 - FINANCIAL RISK MANAGEMENT continued

Financial assets

Cash and cash equivalents	429,279	345,223
Investments	600,000	-
	1,029,279	345,223

The following table summarises the impact of reasonably possible changes in interest rates for the Association at 31 December 2022. The sensitivity is based on the assumption that interest rate changes by 25 basis points with all other variables held constant. The 25 basis points sensitivity is based on reasonably possible changes over a financial year.

Impact of profit and equity

Higher/(lower)		
25 basis point increase	2,573	863
25 basis point decrease	(2,573)	(863)

Credit risk

Credit risk arises in the event that a counter party will not meet its obligations under a financial instrument leading to financial losses. The Association manages credit risk by trading only with recognised, creditworthy sporting clubs and private promoters. All short-term deposits and investment accounts are held with major banks

Liquidity risk

The responsibility for liquidity risk management rests with the Board of Directors.

The Association manages liquidity risk by maintaining sufficient cash to meet the Association's operating requirements and investing excess funds in highly liquid short-term investments. The Association's liquidity needs can be met through funding from cash generated from operations and short-term borrowings, if required.

The following table details the Association's financial liabilities according to their contractual maturities. The amounts disclosed are based on contractual undiscounted cash flows.

	Less than 6 months \$	6 months to 12 months \$	1-2 years \$	> 2 years \$
At 31 December 2022				
Trade and Other Payables	3,016	-	-	-
	3,016	-	-	-
At 31 December 2021				
Trade and Other Payables	7,564	-	-	-
	7,564	-	-	-

MOTORCYCLING WESTERN AUSTRALIA INC

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**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2022**

	2022	2021
	\$	\$

NOTE 16 - RELATED PARTY DISCLOSURES

The Association's related parties include its key management personnel and related entities as described below.

Unless otherwise stated, none of the transactions incorporate special terms and conditions and no guarantees were given or received.

Amounts paid by the Association for key management service rendered by a separate management entity:

Global Tennis	<u>-</u>	<u>24,231</u>
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NOTE 17 - AUDITOR'S REMUNERATION

The auditor of MWA for the year ended 31 December 2022 is Reliance Auditing Services.

Audit fees for audit of the financial report	<u>6,200</u>	<u>5,800</u>
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NOTE 18 - SIGNIFICANT EVENTS AFTER THE BALANCE DATE

No circumstances or events have arisen subsequent to the end of the year that have had, or are likely to have, a material impact on the operations of the Association or the financial statements.

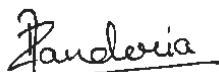
**AUDITOR'S INDEPENDENCE DECLARATION
TO THE BOARD MEMBERS OF MOTORCYCLING WESTERN AUSTRALIA INC**

In accordance with the requirements of section 80 of the *Associations Incorporation Act 2015*, as auditor of Motorcycling Western Australia Inc for the year ended 31 December 2022, I declare that, to the best of my knowledge and belief, there have been:

- No contraventions of the auditor independence requirements of the *Associations Incorporation Act 2015* in relation to the audit; and
- No contraventions of any applicable code of professional conduct in relation to the audit.

Reliance Auditing Services

Reliance Auditing Services (WA) Pty Ltd



Naz Randeria
Managing Director
Perth
30 March 2023

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF MOTORCYCLING WESTERN AUSTRALIA INC

Opinion

We have audited the financial report of Motorcycling Western Australia Inc ('the Association'), which comprises the statement of financial position as at 31 December 2022, and the statement of profit or loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies, and the directors' declaration.

In our opinion, the accompanying financial report gives a true and fair view of the financial position of the Association as at 31 December 2022, and of its financial performance and its cash flows for the year then ended in accordance with the *Associations Incorporation Act 2015* and the Australian Accounting Standards.

Basis for Opinion

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Association in accordance with the ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* ('the Code') that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of the Board Members for the Financial Report

The board members are responsible for the preparation of the financial report that gives a true and fair view in accordance with the Australian Accounting Standards and the *Association Incorporation Act 2015* and for such internal control as the board members determine is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the board members are responsible for assessing the Association's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the board members either intend to liquidate the Association or to cease operations, or have no realistic alternative but to do so.

The board members are responsible for overseeing the Association's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Report

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial report.

As part of an audit in accordance with the Australian Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit.

Auditor's Responsibilities for the Audit of the Financial Report (Continued)

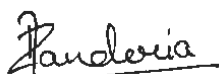
We also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Association's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the board members.
- Conclude on the appropriateness of the board members' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Association's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial report or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Association to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Reliance Auditing Services

Reliance Auditing Services (WA) Pty Ltd



Naz Randeria
Managing Director
Perth
30 March 2023



The Social Return on Investment of Structured Sports Participation in Western Australia Results Flyer: Motorcycling

The Social Return on Investment of Structured Sports Participation in Western Australia seeks to measure the economic and social benefits realised from organised, club-based sports across the State. The study is based on an established "SROI" methodology, which links verifiable benefits and costs associated with club-based sport to individuals, clubs and State Sporting Associations. This does not include unstructured play, participation programs, or general health & fitness activities.

This report provides a summary of the results of the study for motorcycling, one of the sports (through Motorcycling WA) which was integral to the development of the SROI framework and the associated inputs and assumptions required to facilitate the modelling.

HEADLINE SUMMARY

Total registered participants	Additional volunteers and support	Financial cost of delivery	Additional social costs
2,847	911*	\$10.1m p.a.	\$4.2m pa
Direct economic value created	Indirect economic value supported	Jobs supported	
\$16.2m p.a.	\$6.2m p.a.	101 FTE	

SOCIAL RETURN ON INVESTMENT ANALYSIS

For every \$1 of economic and social costs...

\$3.54

...of economic and social benefits are fostered.



Each motorcycling participant realises a return of...

\$10.6k

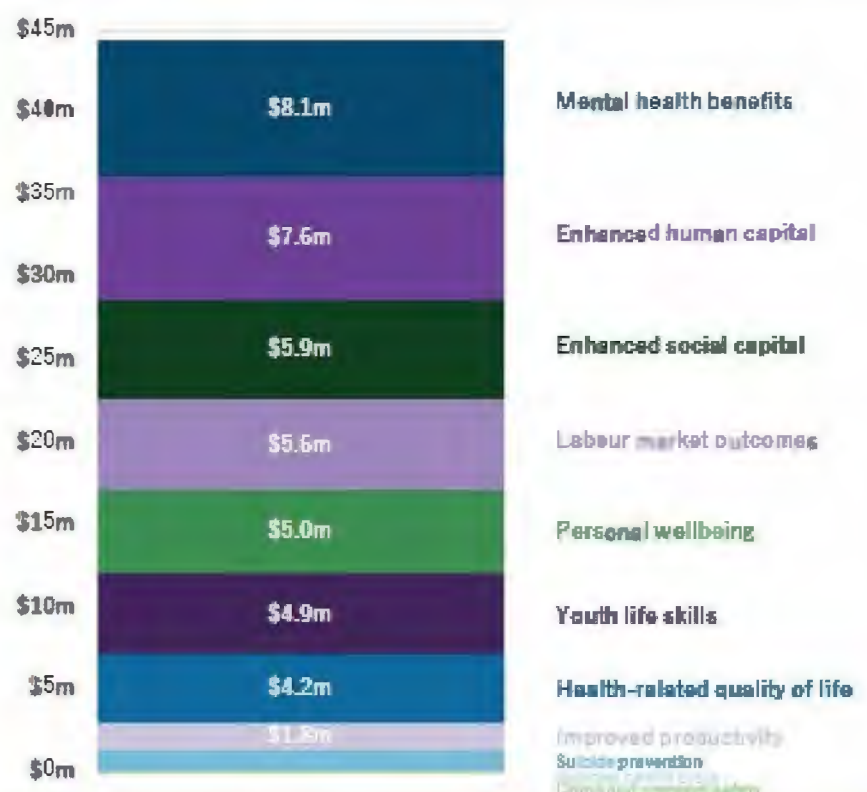
...in today's dollars from their participation.

The estimated gross benefit[†] of organised motorcycling in WA each year is...

\$44.4m

p.a.

BENEFIT BREAKDOWN



The Social Return on Investment Approach and Methodology

Social Return on Investment ('SROI') is a form of benefit cost assessment but one that takes the approach to quantify the social change created by a program, a policy, investment or entity.

It is a useful form of analysis for not-for-profit or mission-based organisations, which seek to foster positive social change but have benefits which are difficult to measure in traditional financial means.

In this study ACIL Allen worked with SportWest and 13 participating State Sporting Associations to build a data set which allowed for the estimation of a range of benefits and costs associated with organised sports in WA. These are outlined in the table to the right.

ACIL Allen developed a comprehensive database of benefits and costs using these inputs and assumptions, and past studies and research which quantified these impacts. This flyer presents results for a single sport, underpinned by a more comprehensive report for all of sport.

Benefits & Costs	Brief description
Enhanced human capital	Sport teaches resilience and life skills
Health-related quality of life	Sport fosters improved physical health
Avoided health costs	Improved health lowers disease burden
Improved productivity	Improved health reduces absenteeism
Labour market outcomes	Clubs are sources of job matching
Personal wellbeing	Individuals feel good when playing sport
Crime and personal safety	Sport reduces individual risk of crime
Suicide prevention	Improved mental health reduces suicides
Mental health benefits	Sport provides significant mental benefits
Enhanced social capital	Sport and clubs builds social capital
Youth life skills	Youth sport prepares kids for life
Volunteering hours spent	The opportunity cost of volunteering
Sports injuries	Financial cost of sports injuries
Fees and charges	The financial cost borne by participants
Other SSA spending	Additional spending required to run sport

About Motorcycling WA and motorcycling in Western Australia

Motorcycling WA represents 47 affiliated clubs and promoters and around 3,000 participating members across the state. The sport relies on its dedicated volunteers and association to provide opportunities for Western Australians of all ages, genders and backgrounds to engage in the exciting sport of motorsport. As a not-for-profit association, MWA relies on the generous support of its members, the State Government, sponsors, event partners, clubs and dedicated volunteers who contribute to the growth of motorcycling across Western Australia.



ACIL Allen is a leading independent economics, policy and strategy advisory firm, dedicated to helping clients solve complex issues. Our purpose is to help clients make informed decisions about complex economic and public policy issues. Our vision is to be Australia's most trusted economics, policy and strategy advisory firm. www.acilallen.com.au



SportWest is the peak industry body for sport in Western Australia. SportWest exists to promote, strengthen and advocate for the sports community of WA. We represent more than 130 members and over 5,000 sporting clubs involved in the conduct, administration, promotion & development of sport & related activities. www.sportwest.com.au

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In conducting the analysis in this report ACIL Allen has endeavoured to use what it considers to be the best information available at the date of publication, including information supplied by the addressee. ACIL Allen has relied upon the information provided by the addressee and has not sought to verify the accuracy of the information supplied. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions - as expressed in this report - may change. The passage of time, manifestation of best conditions or impacts of future events may require further examination of the project and subsequent data analysis, and re-evaluation of the data, findings, observations and conclusions expressed in this report. Unless stated otherwise, ACIL Allen does not warrant the accuracy of any forecasts or projections in the report. Although ACIL Allen exercises reasonable care when making forecasts or projections, factors in the process, such as future market behaviour, are inherently uncertain and cannot be forecast or projected reliably.

This report does not constitute a personal recommendation of ACIL Allen or take into account the particular investment objectives, financial situation or needs of the addressee in relation to any transaction that the addressee is contemplating. Investors should consider whether the content of this report is suitable for their particular circumstances and, if appropriate, seek their own professional advice and carry out any further necessary investigations before deciding whether or not to proceed with a transaction. ACIL Allen shall not be liable in respect of any claim arising out of the failure of a client investment to perform to the advantage of the client or to the advantage of the client to the degree suggested or assumed in any advice or forecast given by ACIL Allen.

2022

EDITION



Department of
Local Government, Sport
and Cultural Industries



A FEDERATION MEMBER