



**MOTORCYCLING
WESTERN
AUSTRALIA
2023
ANNUAL REPORT**

RIDE. RACE. ENJOY.



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OUR MISSION

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

WHO WE ARE

Motorcycling Western Australia (MWA), represents fifty-two Affiliated Clubs and Promoters, and over 4000 members across the state. Each day a team of dedicated volunteers work in collaboration with MWA to provide the opportunity for our members to participate in motorcycle sport events and programs.

As a not-for-profit association, MWA relies on generous support of the State Government, DLGSC, Healthway and Lotterywest who make significant contributions to fund our sport, MWA also relies on the dedication of Volunteers who donate their time and contribute to the growth of motorcycle sport across the state.

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 elder past present and emerging.



HONOR BOARD

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 - SWAY

PATRON'S AWARD

2004 BRYAN STARING
 2005 LEWIS NOLAN &
 JAKE PRUTTI
 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

SPORTSPERSON

2004 BARRY BARTON
 2005 ROB WOFFIDEN &
 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

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
 2022 DAN ROBISON

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HONOR BOARD

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
 2022 KEITH MCCULLOUGH

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
 2022 DECIMA JOHNS
 2023 KRIS THOMAS

CLUB OF THE YEAR

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

MOST IMPROVED CLUB

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

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MWA AFFILIATES

- AJS MCC
- BEVERLEY DISTRICTS MCC
- BUNBURY MCC
- CARNAVON MCC INC
- CLASSIC MXWA
- COASTALS MCC
- COLLIE MCC
- COLLIE MOTORPLEX
- CRANBROOK DISTRICTS MCC
- DENMARK MCC
- ESPERANCE MCC
- GASCOYNE OFFROAD RACING CLUB
- GOLDFIELDS MCC
- HISTORIC COMPETITION MCC
- IRONSTONE ADVENTURE RIDING CLUB
- JERRAMUNGUP DISTRICTS MCC
- KUNUNURRA MCC
- LIGHTWEIGHT MCC
- MANJIMUP MCC
- MOTORCYCLE RACING CLUB OF WA
- MX 101
- NARROGIN DIRT BIKE ASSOCIATION
- NORTHAM DISTRICTS MCC
- OFFROAD RIDING CLUB OF WA
- PATHFINDERS TRIALS MCC
- 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
- WA ROAD RACING SIDECAR ASSOCIATION
- WANNEROO JUNIOR MOTORCYCLE CLUB
- WA HARD ENDURO (WHES)
- WESTERN DESERT RACER INC
- DIRT HIGH PROMOTIONS
- GREAT EASTERN MX PARK - MICK JONES
- DARREN DUFFY MX PROMOTOR
- TRAKDAYZ
- TRAKWORX (Jason Rapoff)
- WOMEN IN MOTORCYCLING WA
- WA WOMEN MOTORCYCLE RIDERS INC
- MOTO TRAINER PERTH
- RIVERHILL FARM (Lenny Butler)
- BRAD PITTER

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MWA BOARD AND STAFF

MWA BOARD

President - Peter Campain
 Vice President -Brendan Taylor (Term ends 3rd April 2024)
 Helen Parker (Resigned 2023)
 Paul Donohoe
 Anike Senior
 Kathryn Watson
 Lynn Make (Board Appointed)
 Michael Harcourt (Resign 2023)

MWA STAFF

CEO- Carl Grossetti (Outgoing 2024)
 CEO – Colin Cameron (Incoming 2024)
 Business Development & Operations Coordinator - Justin Herold
 Office Manager - Nathalie de Montereau
 Financial Controller - Monica Leber
 Sponsorship & Events Coordinator - Janine Wragg (Resigned 2023)
 Reception & Administration Officer- Charo Moore

CEO- Carl Grossetti (Outgoing)

MWA PANEL

ENDURO PANEL

Chairperson
 Peter Campain

Secretary
 TBA

Members
 Stacey Pike-Brausch
 Roland Ward
 Winton Lawton
 Colin Jennings

MOTOCROSS PANEL

Chairperson
 Chris Sheehan

Secretary
 Meagha Andrew
Members

Kerry O'Leary
 Gerald Connolly

MOTO TRIAL PANEL

Frank Walling
 Simon Price
 Mark Austin

ROAD RACE PANEL

Chairperson
 Nick Favazzo

Secretary
 Terina Hickey

Members
 Kathleen McQueen
 Marc Cartier
 Denise Stronach

MWA WOMENS COMMITTEE

Kathryn Watson
 Kat Kingsley
 Leeha Worthington
 Gabrielle Watson

OFFICIALS ADVISORY PANEL

Chairperson
 Chris Sheehan

Secretary
 Decima Johns

Members
 Trudy Campain
 Kris Thomas

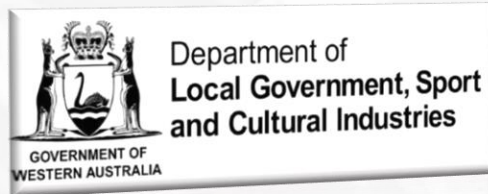


RIDE. RACE. ENJOY.

OUR PARTNER

MWA would like to take this opportunity to thank our partners for their continuing to support thought the years, It is only with support from the below mentioned the MWA and the sport can continue to grow thereby giving the opportunity for a diverse group of people to participate in our sport.

DEPARTMENT OF LOCAL GOVERNMENT, SPORT AND CULTURAL INDUSTRIES



HEALTHWAY



SMARTER THE SMOKING



LOTTERY WEST



MOTORCYCLING AUSTRALIA



VOLUNTEERS/OFFICIAL/COACHES



PRESIDENT REPORT

The 2023 season was off to a great start with the Speedway Club of WA hosting the Sidecar Nationals in April followed shortly after with the Trail and Enduro Club hosting the Australian 4 Day Enduro. Both events were well received by the competitors and credit to their respective host clubs.

There were some issues with the State motocross series with two clubs withdrawing their commitment and alternate hosts needing to be sourced at short notice however the series did proceed with the planned number of senior events and the loss of one junior round. MWA will continue to work with the MX sporting panel and the host clubs to restore the series to the standing it deserves.

The enduro scene was flat through 2023 with the Trail and Enduro club drained by the 4-Day commitments and Dirt High promotions running no events while Willie Thomson was out of action due to a motorcycling accident. The Enduro season ended on a sour note with the Kalgoorlie Desert Race incurring a rider fatality.

The road racing scene ran into issues late in 2023 with the Wanneroo shire insisting on \$50M public liability insurance for the use of the Carco racetrack. MA secured an extension to its public liability cover specific to the Carco facility however the additional cover to October 2025 came at a cost of \$30,000 which was borne by the Motor Cycle Racing Club of WA as well as Trakdayz and Champions the two MWA/MA affiliated promoters running the ride day events at Carco. MWA has engaged with the Department of Sport and Recreation to question the need for the cover and the ward off the risk the practice could move to other councils and other venues.

As the Carco insurance claim was being resolved a greater insurance issue raised its head in October with the possibility that MA's insurance may not have been renewed. As with all insurance companies Motorcycling Australia Insurance Limited (MAIL) is required to maintain a quantity of funds available sufficient to settle the outcomes of all current and future insurance claims. The State Controlling Bodies of which MWA is one were required to top up the MAIL provisions at the start of 2023 however toward the end of the year it was considered that the potential for future claims may have made MAIL unviable past October 2023. The impasse was eventually resolved however it is very apparent that the risk profile for motorcycling in Australia needs to be reduced with track design and injuries to spectators at the top of the action list.

Late in 2023 MA appointed a track certifier whose role it is to oversee track licensing in Australia. All venues both permanent and temporary tracks will come under increased scrutiny in 2024 and venues with long overdue compliance works or a history of non-compliant tracks can expect to have difficulty in renewing their licence. The recent closure of the Manjimup track is the first such case of this happening.

Midway through 2023 the MWA CEO Carl Grossetti indicated to the MWA board that he would be leaving at the end of his contract expiry in February 2024. This started a board managed recruitment drive to source a new CEO for MWA. There were thirty-seven applicants for the role many of which had a level of involvement with motorcycling in WA. The board interviewed a short list of five applicants of which four were from the sport and settled on Colin Cameron as the successful candidate. Colin is a past competitor, past club committee member and an active level 4 clerk of course. Colin has also had in the prior ten years been in motorcycle related employment. Colin commenced with MWA in late January 2024 and is already having a positive influence on the sport in general.

Colin has been given a set of priorities for 2024 which have to object of improving the relationships between the board, the MWA office and the motorcycling community. These include topic such as improvement of reports from the office to the board, addressing track compliance, the interrogation of event reports, official training and development and engagement with the sporting panels.

The MWA 2023 financial year ended with the association \$37,000 in the black which followed a similar sized loss in the prior years. The MWA fee schedule for money retained by MWA (as opposed to sent to MA) are the lowest in the country by a significant mark. It is a point of contention with MA and some of the others states who would prefer that all states charged the same amount as there was then no need to justify the differences between states. The MWA office runs on substantially less overhead that other states however it must be noted that in following this path it does limit the ability of the office to provide services.

Going into 2024 we were looking to four national events to headline our calendar however the road racing side car national was been cancelled due to a lack of support. Hopefully the remainder of the 2024 season remains on track.

Peter Campain

**President
MWA BOARD**



CEO REPORT – (OUTGOING)

I write my CEO annual report for MWA on the last day of work in my role as CEO and officially hand the reins to Colin Cameron. During our protracted handover period since Colin started in mid-January, he has been exposed to the many “behind the scenes” intricacies that come with leading the State Controlling Body of an inherently dangerous sport. Unfortunately, not many people outside of MA, the MWA Board and this office fully comprehend what this task entails.

2023, not unlike the past three years that I’ve been leading MWA, has been filled with many accomplishments, the result of the collective efforts of many contributors but also tarnished with the consequences of managing, facilitating and officiating motorcycle sport.

Some of the milestone achievements include; celebrating the MWA Centenary - 100 years since your association's formation; securing and moving to the new MWA premises in Malaga (a great improvement over Maylands) venue for our staff and members to utilise for many years to come; securing insurance additional cover for road racing motorcycling activity at Carco Raceway; partnering with Sportwest and professional psychological counselling services for our sporting officials/members exposed to critical incidents - the result of work started when I first commenced in the role. Together with increased and defined medical standards and first responder requirements for our sport (developed nationally) and clear concussion injury protocols, some changes for the better are SLOWLY being realised.

Unfortunately, during my time and particularly last year, we managed another competitor's fatality and serious, life threatening injuries to junior competitors. No words can describe the impact this has and managing critical incidents and the responsibility that comes with that (talk to the partner of, or parent of a seriously injured or deceased rider - see how that goes for you). Thank you, Motorsport Chaplain Terry Dorrington for your unwavering support (to all of our community who are impacted when we need you) and friendship.

I am still astounded at the level of insults, criticism and inappropriate conduct levelled at our officials (yes, they sometimes get it wrong - they’re human), mostly by parents of junior competitors or the “entitled” keyboard warriors amongst our senior membership. Great role models for the sport and your kids! Think you can do a better job - step up and become an official.



RIDE. RACE. ENJOY.

On a personal note, I extend my thanks to the current MWA staff for supporting me in the role; the officials and members in our association who “get it” on the business (and particularly the risk and liability) aspects of being a State Sporting Association.

I hand over the ‘business’ with a new Constitution, approved following the 2023 AGM and in a sound financial position for 2024 and beyond.

Best of luck to you all. Stay safe and well

Carl Grossetti - outgoing CEO



CEO REPORT – INCOMING APPOINTED JAN 2024

Much like my predecessor's first report as CEO, my first 3 months as the CEO has been an education to say the least. Meeting the demands of a diverse membership and affiliate base (and some non-affiliates) has kept the operational part of the MWA business well and truly tied up to say the least.

Stepping into this role with an open mind and no presets has helped me see and highlight issues that are either ongoing or in a development phase. I hope to be more collaborative to the stake holders and rebuild/rekindle relationships as we move in the 2024 season of Motorcycle sport and beyond.

I feel moving forward there needs to be a better connection with the members and affiliates and this comes from what I will call ground zero (so to speak) and rebuild working upward to create new relationships and align with the collective in creating a more efficient and effective work culture.

With a view on Governance, the operational sector of the business will commit to building repour with the key stakeholders and remain a consistent driver in ensuring the same message/decisions are made and in turn, the correct decision or action is taken at all opportunities.

From a Motorcycle racing (all disciplines) perspective, I feel the sport has an opportunity to re-connect with the local communities with a heightened focus on Women's competition and Junior participation with a multi-cultural view. We have pushed this agenda in the past and with additional assistance from the DLGSC and our partnership with Heathway's and the Lotteries commission, we are looking to expand further into the regions with events such as the Mini-X and learn to ride / come and try programs.

I have been leaning on some of our affiliates and members to work in with their core volunteers (after all that's the business – Volunteers) to attend training courses and to date we have run some well attended successful courses for Coaching (Level 1) and Clerk of Course training seminars early in 2024. Let me assure you all disciplines will have the opportunity to attend as we progress on obtaining/gaining/teaching more volunteers. There will be more courses for all Key officials' roles and Coaches as we progress into the season, so I ask for patience as we fine tune the curriculum to ensure we deliver the best possible training to the participants.

We are also in the early planning phase of Introducing a Level 2 Coaching seminar which I foresee will be towards the later part of this year – More on this as we progress during into 2024.

As for MWA and our staff, the team (all 5 of us) do our best daily to provide the best support possible, so I ask the members and affiliate's to please be patient when requiring information or feedback etc. I'm encouraged by the support we are shown but often we simply don't have enough time in the day to get everything completed – I can assure you we try! As motorcycling is an inherently dangerous sport, safety considerations for all our participants, volunteers and spectators are 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. I find it alarming that volunteers (officials) often cop abuse and inappropriate behaviour from members of the public (sometimes members of MWA) physically in person or online. Sadly, this has seen a decline in participation of officials – Something that is not lost on me - as we all know, no officials, no racing!

This is a topic high on my agenda and with the assistance of the OAP (Officials Advisory Panel) I hope we can put an end to this behaviour and rebuild the core officials base – we must remember the officials are often involved across their chosen discipline - They are the Flaggies, the Technical Officials, the COC, sometimes the Steward but more importantly and often overlooked, they are the Psychologist, the Nutritionist, The Mentor and last but certainly not least, the Parent/Guardian.

One a similar note, I hope we never see another race meeting cancelled in the future because of a lack of key officials – this is a big issue that must be taken and treated seriously – Training and encouraging a cross pollination of key officials into different disciplines will be a planned task as we move forward. During 2023, we experienced a heightened focus on Insurance, specifically with Road Racing and Public Liability cover – This is an issue I foresee will be ongoing and potentially across all disciplines. It will require a measured approach moving into 2024-25 and beyond – I hope I'm being over cautious here but it's a wait and see approach, we must treat this as important and be on the front foot...

2023 was also a milestone in Motorcycling WA with the 100 Year Anniversary of the organisation. This organisation was founded off the back of a host of Motorcycle clubs getting together to form an organisation that become Motorcycling Western Australia Inc. My take on this is that these clubs all collaborated and formed the association and I see that this is a good point to note - it's important our clubs continue to work together to achieve the same goal – Success. The result only has 2 x possible outcomes, being failure to collaborate or to succeed in collaboration, I prefer the succeed option myself and see no reason we can't all succeed by working and collaborating.

I would like to extend my thanks to the current Board of Directors; MWA President Peter Campaign, Vice President Brendan Taylor (outgoing 2024), Directors Paul Donohoe, Anike Senior, Kathryn Scoble & Lynne Makin for their advice and supporting the delivery and outcomes aligned with the four pillars in the Strategic Plan 2019- 2023 - Partnerships and People, Promotion and Innovation, Building Strong Communities and Building the Business. We are about to embark on the writing of a new Strategic plan, and I look forward to working in with the new director's ex AGM.



My continued personal thanks the MWA staff - Nathalie de Montereau (Office Manager), Monica Leber (Finance) Justin Herold (Business Development and Operations Coordinator) and Charo Moore (Reception and Admin Officer), for their tireless work 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 Carl Grossetti (CEO) who has taken an early retirement and will grow tomatoes, table grapes and cycle about Perth in his abundant spare time and Janine Wragg (Sponsorship and Events Coordinator) who resigned from MWA in late 2023 to pursue other career opportunities in a business connected to our sport of motorcycling. Finally, my sincere and upmost thanks on behalf of MWA to Carl Grossetti for the staged handover of the CEO Role and the work carried out during the 3 year tenure where the role not being easy in any way was carried out with dignity and with a best business practice focus, Steve Lynch at GPL Partners Chartered Accountants for the ongoing financial services, Reliance Auditing Services, the Honourable David Templeman - MLA as Minister for Sport and Recreation, the Department of Local Government, Sport and Cultural Industries, Lotterywest/Heathway, Sportwest & Motorcycling Australia for their continuing support.

Kindest Regards in Motorcycle Sport,

Colin Cameron – Chief Executive Officer - Motorcycling WA Inc



OFFICIALS/VOLUNTEERS & COACHES REPORT

HARMONIZATION OF KEY OFFICIAL TRAINING PROGRAM

In 2023 MWA continued to work in collaboration with Motorcycling Australia (MA) and the other state controlling bodies (SCB) on the harmonization project. The harmonization committee consisted of Tim Beech who is MA's Training and Officials Coordinator, one staff member from each SCB and a couple of officials experienced in key official roles. MWA did nominate two key officials however due to the time difference between WA and the other states these officials were not able to attend the harmonisation working groups.

The aim of the harmonisation project was to streamline and give consistency to the training delivered for key officials across all states. The project wrapped up in early 2024 and is now being delivered throughout all state.

Along with a new training material, MA has also developed a new upgrade and renewal process for all officials' accreditations.

COACHES

MWA has been working with current coaches and new coaches to ensure that they meet MA's criteria for Club and L1 coaching accreditation. Throughout 2023 all coaches were emailed requesting they complete the below courses. The course below form part of the National Integrity framework developed to make sport inclusive, safe and fair.

Beginning Coaching General Principles – (new coaches only)

Anti-Doping Fundamentals Course (formerly Level 1).

Sport Integrity Australia e-Learning PBTR - Child Protection and Safeguarding

And must apply for Working with Children Check



OFFICIAL COURSES

As part of the Harmonization project in August 2022 the Thinkific online Operation level 1 (L1 Op) course went live and during 2023 officials were contacted and requested to complete MA's L1 Op course. Ensuring that current officials complete the MA requirements has been a mammoth task that started in late 2022 and continued through 2023, MWA is working toward having all official completing the above-mentioned course by the end of 2024.

KEY OFFICIAL COURSES

In 2023 MWA along with the course presenter delivered a total of nineteen course either in person or online.

RACE SECRETARY (RS)

Three courses were delivered in 2023. Two "in person" courses, one at MWA offices and one in Collie with a combined total of fourteen participants. MWA also trialled delivering the Race Secretary course online. The course was run over two nights and had a total of fourteen participants.

CLERK OF COURSE

Three courses were delivered two in person, one at MWA Offices, one in Collie, one Bunbury with a combine total of twenty-six participants.

SCRUTINEER (SC)- Accreditation re-name in 2024 to Technical Officer (TO)

Four courses were delivered all were in person, one at MWA office, one in Collie with a combine total of twenty-five participants

RIDERNET TRAINING

There were nine training session all delivered online via Teams with the combine total of twenty-eight participants. The RN training sessions were delivered outside of business hours to accommodate Race/Club Secretaries.

COACHING COURSE

They were two coaching courses delivered, one in person at the MWA office and one online via Teams. The in-person course had a total of six participants and the online course had a total of eight participants.



TRACK INSPECTORS

There was one Track inspection course delivered with a total of five participants.

The Track inspection course is an MA delivered course and therefore this course does not run on regular basis,

CONCLUSION

With the success of some key official course being deliver online via Teams, MWA will be working closely with the current and new presenter to enable some if not all key official courses via Team. MWA is conscious of the fact that some members prefer in person course and MWA will continue to accommodate these members, while giving an option for those members who have competing priorities and are not able to attend in person courses.

MWA would like to thank course presenters Steve Scragg, Peter Smith, Winton Lawton, Terina Hickey, Ryan Buckley. We look forward to working with the current or new presenter in roll out MA's Officials and Coaches

RIDERNET

RIDERNET DATABASE

After much consideration a decision was made to only concentrate on working and fixing the current glitches and then move forward with further development of the system such as a shopping cart etc..

MWA continues to work closely with MA and SCB's by attending Ridernet meetings once week to allow the SCB's work on solutions and discuss how best to work around some of glitch in the system. One of the main dilemmas for WA is currently the database work on EST time. MWA has brought this to attention of MA and hoping to get this rectified in 2024.

MWA PROGRAMS

MINIX

MiniX continues to be a popular program for new and current junior rider from the ages 4-12. This program is skill base program to assist junior to ride with confidence while having fun.

This year MWA held a total of Six MiniX round with a total of hundred and twenty-six participants.

MWA would like to thank Dan Robinson and Louise Keep, Julianne Higgot, Michael Harcourt, Rebecca Jones who dedicated their Saturday morning to host the MiniX events and ensure this program continues to grow.

MWA would also like the thank the clubs, Coastal MCC, Lightweight MCC, Wanneroo Junior MCC, Northam MCC, Bunbury MCC for their continuing support by allowing MiniX to take place at their track.



LEARN TO RIDE (LTR)

The LTR program was developed to assist new potential riders who may not already own a motorcycle and protective gear to have a go. MWA supplies the motorcycle and all the protective gear. This program affords inexperienced riders to participate and learn to ride a motorcycle while under supervision of an experienced coach. As this program is tailored to new inexperienced riders MWA keeps the number of participants to a minimum of four to six riders for this coaching event.

MWA would like to thank Kat Kingsley for taking on this project as head coach for assisting with the coaching days. MWA would also like to thank the Speedway Club of WA for allow LTR to be held at their track.

It is only with the continuing support of the coaches, volunteers, and clubs that the MiniX and LTR programs continues in strength and numbers.

CONCUSSION MANAGEMENT

In late 2023 MA released The Motorcycling Australia guidelines on sport-related concussion are an essential guide designed to provide clear, comprehensive instructions for our teams, officials, motorcycle sports participants, coaches, and healthcare personnel. **See Guidelines include in the Annual Report.**

Nathalie de Montereau

Officials & Coaches Development

Office Manager

RIDER CONCUSSION



“It’s ok to say you’re not ok

...if in doubt, sit them out”

If you or a fellow rider experiences the following concussion symptoms, you should sit it out if in doubt, and get checked out by a doctor if you have the following symptoms:

- > loss of consciousness
- > seizure or convulsion
- > balance problems
- > nausea or vomiting

For more information visit www.ma.org.au/support/medical

For additional information
on sports concussion
www.concussioninsport.gov.au



MOTORCYCLING
AUSTRALIA

www.ma.org.au

2023 LICENCE REPORT

ONE EVENT LICENCES

In late 2022 during meeting of the alliance partners a discussion was held about the misuse of one of its licences by the SCB's. In 2023 MWA has been working with clubs to ensure all one event licence conditions are met one event licences were not permitted at Open events except for:

NOTE 2: If the Event SRs provide for it, a One Event Competition Licence is available for:

- a) National or State Championship Classic or Historic Events;
- b) Competitors using modern machines competing in Veteran or Masters classes at National or State Championship Events;
- c) Competitors competing at Trials State Championships, Open Trials events or Club and Inter Club Trials events; and
- d) Competitors participating in Practice, Coaching, Recreation or Competition at Club or Inter Club Events; in addition to which
- e) The RCB has discretion to grant exemptions, subject to conditions, and published in the SRs.

LICENCES PURCHASED

Senior National Licence	1394
Senior Restricted Licence	131
Junior National Licence	549
Junior Restricted Licence	24
Mini Licence	127
Crew Licence	46
Entrant Licence	2
Introductory Recreational Licence	408
One Event Competition Licence	390
One Event Crew Licence	390
One Event Recreational Licence	33
Manual Recreational & Competitive One Event licence	1594
Recreational Licence	333
Trail Pass	1
National Media Licence	2
State Media Licence	22
TOTAL	4248

LICENCE UPGRADES

Upgrade from Junior National Licence to Senior National Licence	8
Upgrade from Junior Restricted Licence to Junior National Licence	1
Upgrade from Mini Licence to Junior National Licence	11
Upgrade from Recreational Licence to Junior National Licence	3
Upgrade from Recreational Licence to Senior National Licence	9
Upgrade from Recreational Licence to Senior Restricted Licence	1
TOTAL	33

OPERATIONS COORDINATOR REPORT

I started here at MWA as Operations Coordinator in January 2023. Since starting at MWA it has been a steep learning curve to say the least. With 8 active motorcycling disciplines it's a lot to learn and take in, throw in the behind the scenes stuff like permits, rider and track licencing and it all adds up to a big task.

I have been out to as many events as I can during the last 16 months and will continue to do so going forward. I appreciate the feedback I have received from club representatives, both good and bad, and take it all onboard to improve our sport and guarantee its future success. At the end of the day, I'm a motorcycle sport fan, no matter what the discipline!

TRACKS

One of my main areas of responsibility is Track Licencing. In July 2023 I attended the MA Track Inspectors Training seminar and was accredited in September. This has given me an added insight into Track Licencing and the relevant standards our venues need to meet. MA introduced an extra layer of protection in October with all inspection reports now going through a National Track Certifier to check "all boxes have been ticked" and nothing missed.

One of our biggest issues is recognised non-compliance items not being actioned in a timely manner. Gone are the days of "she'll be right" or "it will never happen", as it all turns sour very quickly when something does happen. If an issue has been identified, and no action is taken, it raises a question of



liability and negligence. Clubs are urged to rectify issues as soon as practicable, or your track licences or permits can and will be suspended until the works are completed. I can be contacted at any time to answer questions or queries.

Rules and Technical

Another area of concern I have found is rules, in particular the lack of understanding, misconception and misinterpretation of the GCR's. Our MoMS is written with an aim of creating a level playing field for all competitors, and there is some level of interpretation involved from our officials which may differ from your own.

At the end of the day, the system is fair, and equal for all competitors with the checks and balances written into the rules. If you do not agree with the decision of an official, you can calmly approach the official to discuss the issues. If you're unsatisfied with the decision, you have a right to protest by following the correct procedure. Our officials are volunteers and not infallible, sometimes errors are made, and we do our best to correct them within the scope allowed.

I encourage all competitors and parents of juniors to read the MoMS and gain a simple understanding of the rules and procedures to follow. I encourage you to speak to event officials calmly and resolve the issue on the day of an event if possible. Unfortunately, there is nothing that can be done on Monday morning after an event. I urge you even more strongly to get involved, come and attend an official's course and see what goes on to put on a motorcycling event.

If anyone has any questions or queries on rules or technical matters, email me at operations@motorcyclingwa.org.au. If I cannot answer your query immediately, I may need to seek clarity from MA, but will always get you an answer.

I look forward to visiting more of our affiliated clubs and events throughout 2024.

Justin Herold

Business Development & Operations Coordinator



WA STATE ENDURO PANEL REPORT

2023 was an outstanding year for the Enduro discipline in WA.

A4DE (Australian Four Day Enduro Championship)

WOW what an amazing event!

A huge effort from the management committee and over 120 Volunteers per day.

203 riders from all over Australia, descended on Harvey to compete in the prestigious A4DE.

With local community support the event was based in the centre of town at the Harvey showgrounds, then heading up into the hills on two days and out to the sandy Myalup pines area on one day. Racing was tight with the overall winner being crowned by just a matter of seconds, after 27 timed special tests and 4 days of racing.

WA State teams did us proud, with all state teams on the podium. A First for WA!

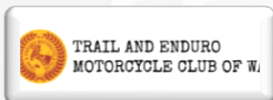
Junior (U23) 2nd place

Senior 3rd Place

Women's 3rd place

WA State Enduro Championship

Due to WA hosting the A4DE, the number of state rounds was reduced to 3 rounds to constitute the State championship. The rounds were well supported with 80-90 riders at each event. All rounds were hosted by the Trail and Enduro club of WA.



Junior Enduro/Offroad

The Offroad Riding Club of WA is still going strong with over 120 riders attending every event.

This year they held 6 competitive events, made up of 6 Club championships and 4 State Rounds.

Along with the competitive events the club also ran a number of coaching days for its members. The club has continued to produce some very talented riders with a few competing at a National level in both the Australian Offroad Championship and the Hattah Desert race.



The Ironstone Adventure Riding Club.

The IARC once again ran the very popular Capel 200 Trail Bike rally.

The club has gained a reputation of putting on high quality events and has the support of the local shire and community.

A total of 327 riders enjoyed the trails and the positive atmosphere of the event.



Dirt High Promotions

Unfortunately, due to Willie Thompson having a serious motorcycle accident, Dirt High Promotions didn't organise any events in 2023.

He has a number of major events planned for 2024 and It will be great to have him back on the scene.

Other Clubs & Events

With the re affiliation of a number of country clubs, it has been great to see some Offroad Enduro orientated events put on by these clubs, that have attracted riders from all over the state. We look forward to more events in the future.

In conclusion

Congratulations to all clubs for the events they put on this year and special congratulations to our State Enduro Champions and State Teams at the A4DE.

Thank you to the many volunteers whose efforts continue to grow the support.

SOUTHERN CAPES MCC REPORT

2023 was a great year for Southern Capes Motorcycle Club. We retained over 200 members, hosted 6 events (5 club rounds and one for the South West Championship Series). We were lucky to have amazing weather for all events and saw an average of 80 riders at our club rounds and 165 for the Series.

We had a very similar committee to the previous year, so internally everything ran quite smoothly.

Highlights for the year:

For the riders is always round one, which was a huge success.

SWCS always gets a great showing and I know is one all the riders look forward to.

We are a small club running on not much but the love of motorbikes and a lot of volunteer hours.



HISTORIC COMPETITON MCC REPORT

In 2023 the club ran seven race meetings at Collie Motorplex, six of these being club championship events and our premium State Championships event. It was the intention of the club to return to the local metro raceway in Neerabup with two events and a tuning day for the first time since 2017. Unfortunately, due to a missed administrative issue involving insurance out of our control we were only able to run the tuning day early in the year which still had an excellent turn out. The insurance issue came to light literally in the last weeks before the first race event at Carco Raceway resulting in its cancellation. Fortunately, due to the strong relationship we have with Collie Motorplex they managed to schedule in another weekend for the cancelled second event. As a result of this we ended up running in the short circuit configuration for this event, as we had not raced the original track configuration for over four years, and it was also enjoyed as a change for our members.

Like many clubs that rely on members discretionary incomes the club has had challenges in funding, finding the volunteers without whom we cannot race and keeping up numbers and memberships. This challenged the committee in many ways, but through a combination of some innovative thinking and the loyalty of our members and our volunteers we managed to overcome these challenges and have a great year of racing.



One of the innovations that helped the club was formally organising a sponsorship program. This was a fantastic win-win with the financial help from the sponsors helping the club with non-racing expenditure such items as generator power distribution boards and cabling, servicing recovery vehicles, providing satellite wi-fi, upgrading our electronic capabilities such as our website and the introduction of Zoom facilities for committee and general meetings. In return the sponsors had naming rights for their sponsored classes race, promotion from the race commentator and publicity via the club. This was a very successful initiative we hope to continue in 2024 and hope that the sponsors feel that they received value for their financial consideration.

A continued innovation was the HCMC Volunteers fund. This is funded by the riders with an optional contribution when they pay entry for the race rounds, and is a way for the riders to express their thanks for the time and effort the volunteers put in. The fund is completely independent of the club's general revenue and its sole aim is to be used in ways that benefit the volunteers. As an example, it has used for such purposes as paying for the volunteers cost for the end of year function, transport costs for the same and for a function for those southwest volunteers that do not come to the city for the formal awards night.

Enhancements were made to the club website to make it more current and allow the club to operate a storefront for such items as memberships, race entries and other items. Longer term plans include archiving the minutes and publishing the policies and procedures that the committee is trying to formalise to enable smooth consistent decision making by the committee.

The ever-popular junior program progressed strongly throughout the year. As in previous years we have encouraged junior racing by having a specific race for the juniors and by allowing endorsed juniors to race with our senior members in the p6 125GP and 250 production classes. Additionally, members have stepped up by allowing juniors to ride some of these machines – giving young riders a chance to see what a “real race bike” such as a 125 2 stroke machine is like to ride. We were very pleased to see new juniors come on board, even as the elders of the class move on to their senior racing careers. The club also participated in the Junior State Championship with the MCRC and Supermoto clubs.

In the spirit of interclub co-operation, we are hoping to organise a two-day celebration of motorcycling with the MCRC in 2024, demonstrating the best of past hundred years and present motorcycling road racing action over a weekend. Although in the planning stages, both clubs are keen to showcase how good our sport is, and we look forward to this event.

Congratulations to Maureen Davey on the awarding of life membership of the club for her years of hard work and support. The club was also extremely proud to add Bob Humphreys to the Hall of Fame as recognition for his incredible hard work and dedication to the club over many years. General membership remained consistent



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PATHFINDER TRIALS MCC REPORT

2023 was a very positive year for Pathfinders.

Pathfinders Club has seen an increase in membership from 130 to our 2022 Committee was re-elected unopposed. Pathfinders again ran a fundraising event for the Australian Trials des Nations team and will be running the event in 2024 as well.

Our interclub events are attracting over 90 participants. We have significant growth in kids and women membership. It's great to see Dads, Mums, sons, and daughters all riding together.

During 2023 the club investigated and endorsed the establishment of an electronic scoring system due to be rolled out at our first 2024 event on Sunday 10th March. This initiative was spearheaded by Sean Austin, our club Secretary. This is a significant investment in our sport and is designed to lighten the workload of our volunteer officials. It will also provide event results almost immediately which provides a good social component at the end of an event.

A new Trial event for the Pathfinders in 2024 is the Denmark Easter. This event is ideal for combining a bit of riding and a holiday all in one. The weather down south should be perfect. We look forward to seeing that event grow.

2024 looks to be a bigger and better year and we look forward to providing a positive report for 2024.



SUPERMOTO WA MCC REPORT

2023 was a turning point in the strategy of Supermoto WA. We have invested in and dedicated significant time in improving the member experience and online presence of our club through a revamped website, and social media. We recognise the most valuable parts of our club and will be focusing on maximising our potential in those areas.

Senior competition members continue make up the majority of our membership base. There was a slight reduction in 2022, however is an increase on 2021. Crucially, we did see an increase in junior & family members which is encouraging for the long.

Our Thursday night Track Nights continue to be a significant part of our event structure. They represent unmatched value for money of any tarmac orientated motorcycle competition (possibly even nationally), and are a key factor in attracting new members to the club.

Members Riders (134) Members (81) Racing vs Practise Non-Comp (124) Comp (66) There continues to be significant interest, and a 'buzz' around Supermoto WA in the riding community. With an increase in our social media marketing and partnering with Perth Moto Festival we were able to engage with already interested riders and this is reflected.

in our attendance data. Notably, we had a distinct difference between the number of riders participating in an event vs our member numbers. We had a significant number of single event entrants (e.g. Come & Try / 90-Day Offer) which did not convert into full time members - a potential factor being significant bike prep required for Track Nights.



RIDER
RACER
ENJOY

BUNBURY MCC REPORT

Bunbury enjoyed another successful year in 2023 with a member base of 237 which was slightly down on the previous year.

unbury enjoyed another successful year in 2023 with a member base of 237 which was slightly down on the previous year.

BMCC hosted 2 non-competitive events, 6 club events, one of which was combined with our 1 inter club event, 1 open event & 2 state championship events (junior and senior), giving a total of 11 events.

A breakdown of competitor entries can be viewed on the 2nd page of this report.

Financially we had a good year from income from events, and donations from a solid sponsor base, Profits were reinvested back into the club for upgrades to our facility and infrastructure.

Some of the projects that were carried out in 2023 were,

- A new start gate doghouse
- Installation of a second wash bay for competitors
- Installation of limestone blocks for tiered spectator viewing
- Reticulation upgrades for the track
- Sign on Shed lighting upgrades
- Irrigation pump guarding
- A new brick bar in our clubrooms

Track Safety remain one of our focus, as we eliminated some more of the track TRA's and continue to work on these.

A point of interest, Planning works have started to ramp up in the back ground for the proposed Bunbury motorsports precinct where the state government is looking to bring our motocross club, go karts, speedway and rallycross car club all under the one banner, we have been working with the planners in the hope that this could bring potential funding for upgrades to our facility and the possibility of more land.

We look forward to our year ahead in 2024 with expected growth due to the junior nationals.



MOTORCYCLE RACING CLUB OF WA REPORT

2023 saw the Motor Cycle Racing Club of WA host another strong State Championship Series, growing from the steady growth seen in 2022 and with the 'Clubman Stars of Tomorrow' novice mini-series, held across the final few rounds of the year.

The 5 Round AGV Helmets Australia WA State Road Racing Championship provided fantastic racing throughout the year, albeit with a small delay through the middle of the season and the consequential rescheduling of the series due to insurance coverage issues.

MCRCWA Congratulate all the riders and winners of the State Championships and all other classes.

In 2024, MCRC are hosting a 6 round State Championship series along with the co-hosting of the Junior Road Race State Championship. Whilst the ever-changing landscape in both the supersport and 'production' market do present challenges, MCRC are eager to see growing fields in both classes this season.

The 3rd Endurance Road Race was held March, prior to the MWA AGM, and saw 56 riders forming 28 teams, with ultimately 22 teams reaching the end of the race in fantastic weather for racing. The production GP saw fewer competitors from the previous year, with 11 starters but still produced a great race for spectators and competitors alike!

2024 will be another season of growth for the club. With an internal focus on growing our volunteer base and improving club member participation in the activities to support both events on the day, and in the continued operation of the club. MCRC continue to 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-competition events, the public training and coaching groups, and tuning days for licenced riders, are seeing lower participant numbers. MCRC will continue to assess viable methods for the club to attract riders into the sport.

Competition Season

The Motor Cycle Racing Club of WA ran the Endurance Race and 5 State Championship rounds. Participant numbers were up in all events from the previous year with competition rider numbers for each class are below:



	Clubman (combined)	Junior Road Race	Production	Superbike	Supersport	Sidecars
Round 1	35	-	22	22	13	6
Round 2	32	-	18	18	13	6
Round 3	33	-	20	14	12	8
Round 4	22	7	17	12	13	7
Round 5	21	7	16	20	11	7
Endurance	29 teams (58 riders) plus 13 Production GP riders.					

The Wanneroo 3-hour Endurance Road Race competition was held on March 26th. Over the course of the 3-hour race, the top three riders completed 161 laps. The partnership of Jack Langley and Josh Cook took out the win, followed closely by Cam Stronach and George Moorehead. Third place, and on 600cc bikes, was Lino Mazzali and Paul Joshua. The 24 lap production GP Race was won by Jayden Martin, followed closely by Steven Martin and Ethan Thompson, with 7 seconds separating the three after almost 30 minutes of racing.

The Clubman Stars of Tomorrow two-round series at the final two rounds of the season, at Collie and at Carco Raceway, saw Dain Hutton take a commanding victory over Will Power in second, and Colm Keane in third place. For the 600cc machines, Martin Calley took out first place, with Nathan Hetherington in second, and Glenn Johnson in third.

The Dynapumps Superbike Championship was won in a dominating performance across the year from Sam Clarke, followed closely by Cam Stronach and Ben Stronach, with 6 points separating the brothers after the year. Superbike C-grade was won by Warren French, with Adrian O'Callaghan following behind by 16 points, and Ryan O'Callaghan in third.

In the Cully's Yamaha Supersport Championship Lachlan Hickey won, 61 points clear of second placed Jordan White, with Will Wasley only a further 5 point behind. The top four riders were incredible close all season and the club look forward to a similar level of competition in 2024. Jordan White was ultimately the winner of the C-Grade Supersport series, followed by Josh Cook and Will Wasley.

The VRT Signs Sidecar State Championship was won by Des Harvey/Steve Marshall, with Sam Watson/Eamon Hegarty only 2 points adrift in second place. Third place in the State Championship was held by Ant Metcalf/Sean Fegan. Special mention to Morgan and Dion Marshall, with the 4 aforementioned teams showing continued consistency across the season to secure the top 4 places.

The Go Moto Production Championship was again a strong field in 2023, with 46 entrants throughout the season. Ultimately the championship was won by Calvin Moylan, 47 points clear of second place Ethan Thompson, and in third, Bruce Olivier. MCRC look forward to seeing these riders progressing through other classes in 2024. The Production Lights series was won by Dain Hutton, 40 points clear of Martin Monahan in second, with Tahlia Lang in third.

The 4ward Fabrications 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. Calvin Moylan with his win in Production, also took out the 2023 Junior Road Race Championship, with Rossi McAdam and Joel Jenzen taking the two remaining podium places for the season.



RIDE. RACE. ENJOY.



SPEEDWAY MOTORCYCLE CLUB OF WA REPORT

Current Board Members: Ian Moylan, Rick Gill, Terina Hickley, Kazz Dossett

SMCWA 2022/2023 Season Wrap Up!

We are extremely appreciative of the efforts that have been given throughout this season from Robyn and Steve McMurray, Russell Mitchell and Adam Wenn. We wish them all the best with their future ventures...

As we Welcome aboard 3 new Board Members very soon!

2023/2024 Season!

The first night of the season we were all fired up with the Chum Taylor/Dennis Nash Foundation Cup... but halfway through the night it saw us all 'fogged out!' Never seen anything like it before!

Our second meeting brought our Flat Trackers in by the tapes load... many of them finishing off the end of season in other disciplines so they could all arrive for their State Titles full of revs and excitement!

Thankfully we were able to re-run the Chum Taylor/Dennis Nash Foundation Cup on 2nd December... with no dramas!

Our fast and furious Junior's had their 125/250cc Solo State Championships on 16th December.

Classics... what more can be said! Always a night to remember as they put on a spectacular show for all on the 6TH January!

The Sidecar State Championships on 20th January gave us a night of multiple former Australian and State Champions battling out there amongst our local sidecar teams.

The Premier of all Events came along on Saturday 3rd February... Our Rob Woffinden Classic went off with a blast with a 6 man/5 lap final to see Justin Sedgmen take the title over Jaimon Lidsey and Tai Woffinden.

Thank you to Tai Woffinden, Marshall McDiarmid, Drew Winchester and their crew for putting on another great show that we were able to showcase at Pinjar Park Speedway Club!

The 500cc Solo State Championship was held on 17th February... Dale Wood and Declan Knowles stayed on from the RWC and joined our 14 local 500cc Solo riders.

Daniel Winchester took his 7th reign on the podium for the King of Pinjar event, closely followed by Declan Killeen and Colby Mason... Points declared just prior to the finals due to rain!



Our last event of the season, the Jeff Gittus Memorial... entries were small, but the racing was fast and safe! Josh Wells and Adam Barnes took 1st Place... and a week later Josh Wells and Corey Blackman competed in the FIM Oceania Sidecar Championships at Gillman, SA.

March also brought us:

- Mr Farmer Damien Foley... who took up prime position in the Commentary Box for the remainder of the season! He had guest speakers with him each night and we were super stoked with the information that all could hear and learn from!
- Thankyou also to Samantha Sandilands as she also sat up in the tower, not only scoring for the night but also to commentate whilst the Juniors showcased their events each race meet. Sam was also presented with the honoured 'Deb Patterson' Award 2022/2023 for her ongoing commitment and dedication to the Club, her consistent hard work does not go unnoticed! Congratulations Sam and well deserved!
- A few of our members also attended the COC/Referee Course held at our MWA offices in Malaga, bringing us the opportunity next year to 'share the load a little' amongst all Officials.

And with words spoken by Tony Wilton, he sums the season up well!

'That ends the season for 23/24. It was one of highs and lows as we would expect. After a quiet start, some new faces behind the scenes worked very hard and are continuing to turn things in the right direction. The new season looks promising for the solo division. Sidecars have struggled with numbers due largely to the huge cost involved in getting bikes on the track, but there are many people dedicated to this division and numbers should improve.

Sponsorship and Promotion Person is needed for our Club to keep moving forward!

SMCWA Presentation Night is being held on 4th May at The Ashby Bar and Bistro to represent our riders, volunteers and Officials!

This time of year, sees the club busy with organising practices and preparations to start on next year's race calendar! A work list is currently being worked on for the off season for track maintenance and work around the grounds.

Behind the scenes the Woffy Track's maintenance is ongoing with the big job of fixing up the Tower... with the floor and steps being a little on the Holy side.



An application for Healthway will be submitted to hopefully have their continued support whilst we support their message around the track. Fingers crossed!

And with that, we look forward to the start of the 2024/2025 Season!



RIDE. RACE. ENJOY.



PLAY BY THE RULES

Play by the Rules was first developed by the South Australian Department for Sport and Recreation in 2001 as an interactive education and information website on discrimination, harassment, and child protection in sport.

Play by the Rules was first developed by the South Australian Department for Sport and Recreation in 2001 as

an interactive education and information website on discrimination, harassment and child protection in sport.

Over the years, as more agencies have seen the need to promote Play by the Rules, they have joined as partners and helped by contributing funds, content and in-kind support.

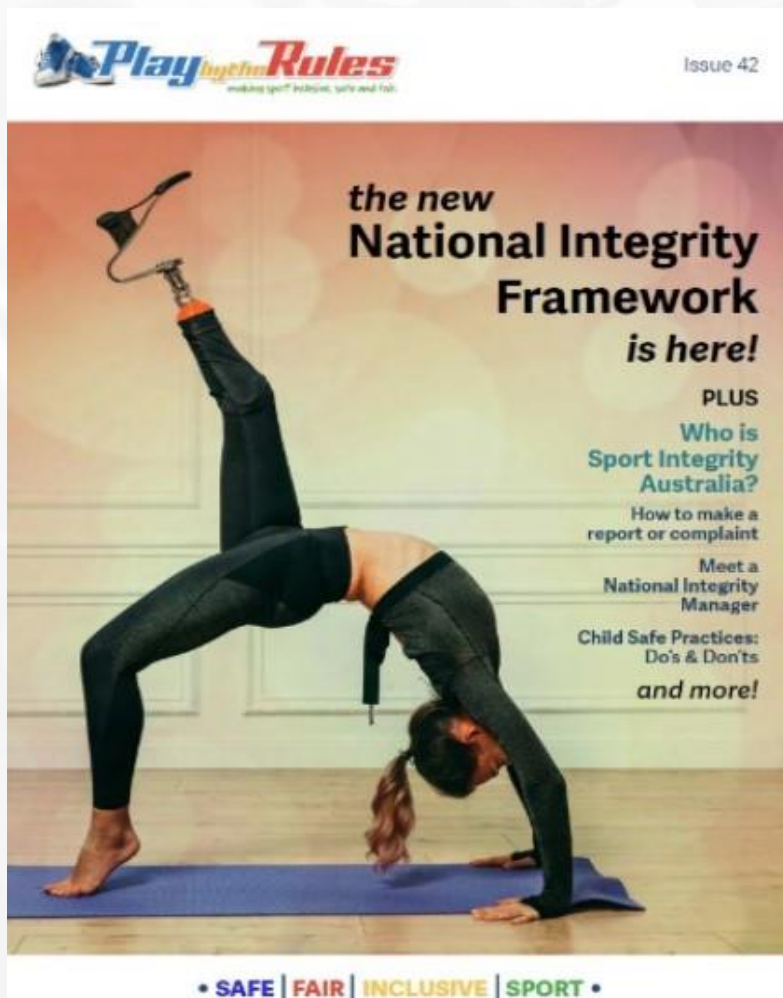
Play by the Rules is now a unique collaboration between Sport Integrity Australia, Sport Australia, the Australian Human Rights Commission, all state and territory departments of sport and recreation, all state and territory anti-discrimination and human rights agencies, the Office of the Children's Guardian (NSW) and the Anti-Discrimination Board of NSW.

Motorcycling Australia (MA) is a member of the Play by the Rules community, which

provides information, resources, tools and free online training to increase the capacity and capability of administrators, coaches, officials, players, parents and spectators to assist them in preventing and dealing with discrimination, harassment, child safety, inclusion and integrity issues in sport.

A recent e-edition of the Play by The Rules magazine discusses the [National Integrity Framework](#) and how it operates, including how to report poor behaviour and how the complaints process works. You can read and/or download the issue [here](#).

Integrity in sport means that participants, officials, supporters, and fans can participate in and enjoy sport, confident in the knowledge that they are part of a safe, fair, and inclusive environment.



MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2023

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MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

DIRECTORS' REPORT FOR THE YEAR ENDED 31 DECEMBER 2023

Your board members submit the financial report of Motorcycling Western Australia Inc ('MWA' or 'the Association') for the year ended 31 December 2023.

BOARD MEMBERS

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

Mr Peter Campain President (Elected 20 June 2023)
Mr Brendan Taylor Vice President (Elected 20 June 2023, President until 20 June 2023)
Mr Paul Donohoe (Vice President until 20 June 2023)
Ms Helen Parker (Term ended 24 May 2023)
Ms Anike Senior
Ms Kathryn Scoble
Mr Michael Harcourt (Appointed 24 May 2023, Removed 13 December 2023)
Ms Lynne Makin (Appointed 11 July 2023)

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 Peter Campain	12	12
Mr Brendan Taylor	11	12
Mr Paul Donohoe	11	12
Ms Helen Parker	5	5
Ms Anike Senior	11	12
Ms Kathryn Scoble	11	12
Mr Michael Harcourt	4	7
Ms Lynne Makin	4	5

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 surplus for the year was \$37,067 (2022 deficit \$37,276). The Association generated an operating surplus for the year in 2022 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 2023

OTHER ITEMS

Significant Changes in State of Affairs

There have been no 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 2024 to a similar level as 2023. 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:



.....
Peter Campaign
President

Dated this 13th day of March, 2024.

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR THE YEAR ENDED 31 DECEMBER 2023

	Note	2023 \$	2022 \$
Revenue	3	830,447	986,889
Cost of sales		<u>(197,186)</u>	<u>(348,523)</u>
		633,261	638,366
Employee benefits expense		(496,018)	(522,696)
Depreciation		(19,451)	(17,606)
Affiliation		(4,278)	(6,066)
Property expenses		(24,347)	(18,117)
Advertising and promotion		(1,180)	-
Extraordinary contribution to Motorcycling Australia Ltd		-	(68,360)
Other expenses		<u>(50,920)</u>	<u>(42,797)</u>
Net surplus/(deficit)		<u>37,067</u>	<u>(37,276)</u>
Other comprehensive income		<u>-</u>	<u>(1,345)</u>
Total comprehensive income/(loss) for the year		<u><u>37,067</u></u>	<u><u>(38,621)</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 2023

	Note	2023 \$	2022 \$
CURRENT ASSETS			
Cash and cash equivalents	4	430,741	429,279
Trade and other receivables	5	105,923	70,043
Inventories	6	3,086	4,269
Investments	7	623,579	600,000
TOTAL CURRENT ASSETS		<u>1,163,329</u>	<u>1,103,591</u>
NON CURRENT ASSETS			
Trade and other receivables	5	14,667	38,477
Property, plant and equipment	8	868,645	840,200
TOTAL NON CURRENT ASSETS		<u>883,312</u>	<u>878,677</u>
TOTAL ASSETS		<u>2,046,641</u>	<u>1,982,268</u>
CURRENT LIABILITIES			
Trade and other payables	9	64,473	50,482
Unexpended grants and contract liabilities	10	131,273	125,995
Provisions	11	45,453	37,871
TOTAL CURRENT LIABILITIES		<u>241,199</u>	<u>214,348</u>
NON CURRENT LIABILITIES			
Provisions	11	455	-
TOTAL NON CURRENT LIABILITIES		<u>455</u>	<u>-</u>
TOTAL LIABILITIES		<u>241,654</u>	<u>214,348</u>
<u>NET ASSETS</u>		<u>1,804,987</u>	<u>1,767,920</u>
EQUITY			
Accumulated surplus		1,804,987	1,767,920
Asset revaluation reserve	12	-	-
<u>TOTAL EQUITY</u>		<u>1,804,987</u>	<u>1,767,920</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 2023

	Accumulated Surplus	Asset Revaluation Reserve	Total
	\$	\$	\$
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)
Fair value adjustment to property	297,139	(297,139)	-
Balance at 31 December 2022	<u>1,767,920</u>	<u>-</u>	<u>1,767,920</u>
Balance at 1 January 2023	1,767,920	-	1,767,920
Surplus for the year	37,067	-	37,067
Other comprehensive income	-	-	-
Balance at 31 December 2023	<u>1,804,987</u>	<u>-</u>	<u>1,804,987</u>

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

STATEMENT OF CASH FLOWS FOR THE YEAR ENDED 31 DECEMBER 2023

	Note	2023 \$	2022 \$
Cash flows from operating activities			
Grants received		160,000	192,500
Receipts for sponsorships		56,000	49,273
Sale of products and fee income		569,737	690,411
Interest received		5,943	-
Payments to suppliers and employees		(819,200)	(1,005,461)
Net GST receipts/(payments)		<u>49,448</u>	<u>71,479</u>
Net cash inflow/(outflow) from operating activities	13	<u>21,928</u>	<u>(1,798)</u>
Cash flows from investing activities			
Payments for property, plant and equipment		(47,896)	(18,099)
Payment for investment in term deposit		(23,579)	(600,000)
Proceeds from sale of property, plant and equipment		-	639,000
Interest received		<u>23,579</u>	<u>37,226</u>
Net cash inflow/(outflow) from investing activities		<u>(47,896)</u>	<u>58,127</u>
Cash flows from financing activities			
Loan repayments from Clubs		27,430	27,727
Loans advanced to Clubs		<u>-</u>	<u>-</u>
Net cash inflow/(outflow) from financing activities		<u>27,430</u>	<u>27,727</u>
Net increase/(decrease) in cash and cash equivalents		1,462	84,056
Cash and cash equivalents at the beginning of the year		<u>429,279</u>	<u>345,223</u>
Cash and cash equivalents at the end of the year	4	<u><u>430,741</u></u>	<u><u>429,279</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 2023

NOTE 1 - CORPORATE INFORMATION

The financial report of Motorcycling Western Australia Inc ('MWA' or 'the Association') for the financial year ended 31 December 2023 was authorised for issue in accordance with a resolution of the board members on 13 March 2024.

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 2023. 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 2023. These Standards and Interpretations are listed in the following table:

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2023**

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 2022-6 Amendments to Australian Accounting Standards - Non current liabilities with Covenants	1 January 2024

When these amendments were first adopted for the year ending 31 December 2022, there were 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 2023**

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 2023**

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:

	2023	2022
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

ABN 47 051 368 470

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2023

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

ABN 47 051 368 470

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2023

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 2023**

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

ABN 47 051 368 470

**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2023**

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

ABN 47 051 368 470

**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2023**

	2023	2022
	\$	\$
NOTE 3 - REVENUE		
Affiliation Fees	33,777	34,776
Penalty Fees	909	2,227
Grants	165,325	180,000
Healthway & Other Sponsorships	56,000	49,273
Interest Received	29,522	37,226
Awards Levy & Function	7,855	33,162
Miscellaneous Income	6,953	6,421
Events Income	420,409	293,943
State Round Entry Fees	-	188,854
Course Income	19,446	16,685
Licensing Income	17,320	18,639
Sale of Products	72,931	125,683
	<u>830,447</u>	<u>986,889</u>

NOTE 4 - CASH AND CASH EQUIVALENTS

CBA Term Deposit	25,031	25,031
Commonwealth Bank Cheque Account	25,639	28,760
Commonwealth Bank Online Saver Account	379,985	375,390
Petty Cash Float	86	98
	<u>430,741</u>	<u>429,279</u>

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2023**

	2023	2022
	\$	\$
NOTE 5 - TRADE AND OTHER RECEIVABLES		
Current		
Trade Receivables	64,790	39,545
Prepayments	16,794	2,539
Loans to Clubs	<u>24,339</u>	<u>27,959</u>
	<u>105,923</u>	<u>70,043</u>
Non Current		
Loans to Clubs	<u>14,667</u>	<u>38,477</u>

Trade receivables are non-interest bearing and are generally on terms of 30 days.

Loans to clubs are unsecured and bears interest at a rate 2 – 3 percentages per annum.

NOTE 6 - INVENTORIES

Current		
AMP Transponders & Brackets	226	351
Flags	350	350
Medallions	<u>2,510</u>	<u>3,568</u>
	<u>3,086</u>	<u>4,269</u>

NOTE 7 - INVESTMENTS

Current		
CBA Term Deposit	<u>623,579</u>	<u>600,000</u>

MOTORCYCLING WESTERN AUSTRALIA INC

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**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2023**

	2023	2022
	\$	\$
NOTE 8 - PROPERTY, PLANT AND EQUIPMENT		
<i>Land and Buildings</i>		
8/7 Montgomery Way, Malaga - at cost	758,124	758,124
Improvements - at cost	9,800	-
Accumulated depreciation	(362)	-
	767,562	758,124
<i>Plant and Equipment</i>		
At cost	321,264	283,168
Accumulated depreciation	(220,181)	(201,092)
	101,083	82,076
Total Property, Plant and Equipment	868,645	840,200
Carrying amount at beginning of year	840,200	841,818
Additions	47,896	18,099
Disposals	-	(1,496)
Depreciation expense	(19,451)	(17,606)
Loss on disposal of assets	-	(615)
Carrying amount at end of year	868,645	840,200

NOTE 9 - TRADE AND OTHER PAYABLES

Current

Trade Payables	33,993	3,016
CBA Credit Card	1,549	1,572
GST Payable	5,782	23,857
PAYG Withheld	5,062	4,402
Deposits Received	4,000	4,000
Accrued Expenses	14,087	13,635
	64,473	50,482

Trade payables are non-interest bearing and are normally settled on 30-day terms.

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2023

	2023	2022
	\$	\$
NOTE 10 - UNEXPENDED GRANTS & CONTRACT LIABILITIES		
Current		
Income in Advance	51,273	38,495
Contract Liabilities	<u>80,000</u>	<u>87,500</u>
	<u>131,273</u>	<u>125,995</u>
 NOTE 11 - PROVISIONS		
Current		
Annual Leave	30,752	25,083
Long Service Leave	<u>14,701</u>	<u>12,788</u>
	<u>45,453</u>	<u>37,871</u>
Non Current		
Long Service Leave	<u>455</u>	<u>-</u>
 NOTE 12 - ASSET REVALUATION RESERVE		
Opening Balance	-	298,484
Increments/(Decrements)	<u>-</u>	<u>(298,484)</u>
	<u>-</u>	<u>-</u>

MOTORCYCLING WESTERN AUSTRALIA INC

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**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2023**

	2023	2022
	\$	\$
NOTE 13 - CASH FLOW INFORMATION		
Reconciliation of net income to net cash provided to operating activities		
Surplus/(deficit) for the year	37,067	(37,276)
Non-cash flows in profit		
- Depreciation	19,451	17,606
- Loss on disposal of assets	-	615
- Investing activity	<u>(23,579)</u>	<u>(37,226)</u>
	32,939	(56,281)
Changes in assets and liabilities:		
- (Increase)/Decrease in receivables	(25,245)	(14,333)
- (Increase)/Decrease in prepayments	(14,255)	(2,539)
- (Increase)/Decrease in inventory	1,183	1,318
- Increase/(Decrease) in payables	32,066	(7,265)
- Increase/(Decrease) in unexpended grants & income in advance	5,278	(3,146)
- Increase/(Decrease) in provisions	8,037	8,969
- Increase/(Decrease) in GST liability	<u>(18,075)</u>	<u>71,479</u>
Cash flows from/(used in) operations	<u>21,928</u>	<u>(1,798)</u>

NOTE 14 - 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

ABN 47 051 368 470

**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2023**

2023
\$

2022
\$

NOTE 14 - FINANCIAL RISK MANAGEMENT continued

Financial assets

Cash and cash equivalents	430,741	429,279
Investments	623,579	600,000
	1,054,320	1,029,279

The following table summarises the impact of reasonably possible changes in interest rates for the Association at 31 December 2023. 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	2,636	2,573
25 basis point decrease	(2,636)	(2,573)

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 2023				
Trade and Other Payables	33,993	-	-	-
	33,993	-	-	-
At 31 December 2022				
Trade and Other Payables	3,016	-	-	-
	3,016	-	-	-

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2023**

2023
\$

2022
\$

NOTE 15 - RELATED PARTY DISCLOSURES

There were no related party transactions in either year included in these financial statements.

NOTE 16 - AUDITOR'S REMUNERATION

The auditor of MWA for the year ended 31 December 2023 is Reliance Auditing Services.

Audit fees for audit of the financial report

6,700

6,200

NOTE 17 - 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.

MOTORCYCLING WESTERN AUSTRALIA INC

ABN 47 051 368 470

DIRECTORS' DECLARATION FOR THE YEAR ENDED 31 DECEMBER 2023

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 2023 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:



.....
Peter Campain
President

Dated this 13th day of March , 2024.

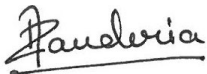
**AUDITOR'S INDEPENDENCE DECLARATION
TO THE BOARD MEMBERS OF MOTORCYCLING WESTERN AUSTRALIA INC**

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 2023, 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
13 March 2024

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 2023, 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 2023, 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.

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

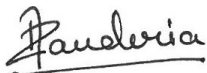
We also:

- 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
13 March 2024



MOTORCYCLING AUSTRALIA

Concussion Management Guidelines



**MOTORCYCLING
AUSTRALIA**

Motorcycling Australia

Concussion Management Guidelines

The Motorcycling Australia guidelines on sport-related concussion are an essential guide designed to provide clear, comprehensive instructions for our teams, officials, motorcycle sports participants, coaches, and healthcare personnel.

Concussion is a type of “traumatic brain injury caused by biomechanical forces” that can result from the high-risk nature of motorcycle sports. It can be caused by any force from a minor ‘knock’, to a heavy and severe impact. It has the possibility to significantly effect an individual’s health, performance, and overall quality of life. These guidelines are designed to empower all stakeholders with knowledge and procedures to effectively

recognise, respond to, and manage incidents of concussion.

These guidelines are based on the International Consensus statement on Concussion in Sport and incorporate Australian guidelines from Concussion and Brain Health Position Statement 2023 found at <https://www.concussioninsport.gov.au/>

These guidelines follow the “11 R’s” of Sport Related Concussion management;

RECOGNISE, REDUCE, REMOVE, REFER, RE-EVALUATE, REST, REHABILITATE, RECOVER, RETURN-TO- LEARN/RETURN-TO-SPORT, RECONSIDER and RESIDUAL EFFECTS

RECOGNISE

Sport-related concussion is a traumatic brain injury caused by a direct blow to, or sudden deceleration or rotation of, the head, neck or body resulting in an impulsive force being transmitted to the brain that occurs in sports and exercise-related activities.

Symptoms and signs may present immediately, or evolve over minutes or hours, and commonly resolve within days, but may be prolonged.

Initial assessment of any person involved in an incident should first follow standard first-aid processes. Additional trauma management procedures including Advanced Trauma Life Support and/or Prehospital Trauma Life Support may be required depending on the clinical situation

Emphasis initially should be on assessing **Danger** at the scene, **Responsiveness** of the injured, assessment and management of **Airway, Breathing** and **Circulation**.

An unconscious/unresponsive person should not be moved unless for airway management and/or reasons of safety.

Assessment for a spinal and/or spinal cord injury is a critical part of the initial evaluation. Only do so if you are trained.

Do not remove a helmet or any other equipment unless trained to do so safely, or for reasons of immediate risk to the injured e.g. airway management.

It is the responsibility of the competitor to inform Motorcycling Australia of any concussion that occurs outside of a Motorcycling Australia activity or event.

Consideration should be given to additional safety equipment (e.g. mouthguard) in events with jumps and/or significant vertical impact including off-road, motocross and trial events.

Optimal concussion management can reduce the risk of future concussion.

REMOVE

“If in doubt, sit them out”

Any person suspected of concussion should be removed from training or competition until they have been evaluated. This may include observations of;

- Mechanism of injury – Any incident that results in a significant impact to the head
- Reported or witnessed features of concussion such as those described in the Concussion Recognition Tool (below)

Mandatory removal from competition/practice for further evaluation;

- loss of consciousness
- lying motionless for >5 sec
- no protective action was taken by the athlete in a fall to the ground, directly observed or on video
- impact seizure or tonic posturing (abnormal outstretched limbs)
- confusion, disorientation
- memory impairment/amnesia
- balance disturbance or motor incoordination (e.g. ataxia - clumsy movement/walking)
- athlete reports significant, new, or progressive concussion symptoms
- dazed, blank/vacant stare or not their normal selves
- behaviour change atypical of the athlete.

REDUCE

Riders and teams should be aware of current Motorcycling Australia safety equipment regulations and homologation requirements. Appropriately homologated and well fitting safety apparel and equipment is important to reduce the risk of injury, especially helmets and approved braces.

ASSESSMENT

Further Evaluation of possible signs or symptoms of concussion can be performed by anyone but preference by persons trained in first aid and/or concussion assessment.

First Aid, Officials, Teams and Crew

- Use [Concussion Recognition Tool 6 \(CRT6\)](#)

Healthcare Providers

If the person is 13yo or older

- Use [Sports Concussion Assessment Tool 6 \(SCAT6\)](#)

If the person is less than 13yo

- Use the [Child SCAT6](#)

For SCAT6/CRT6 - Suggested modifications to the Maddocks/Awareness questions for the motorcycling competitor/official.

“Where are we at today?”

“What session were you riding in”

“What was the turn/stage/section that your incident occurred on?”

“What circuit/event were you last at prior to this one?”

“What was your result at the last event you attended?”

Failure to answer any of these questions correctly may suggest a concussion.

Post Evaluation

All “Red Flag” symptoms and signs should have an ambulance called urgently if no doctor is immediately present.

Unclear or suspected of concussion

Refer for further evaluation “If in doubt, sit them out”
Licence is suspended pending further evaluation and/or clearance
Suspend on RiderNet.

NOT suspected of concussion

Cleared to return to competition

REFER

“If in doubt, sit them out”. If there is any doubt in the case of suspected concussion, then the person should be removed from competition/training until they are referred to a health care provider for further evaluation.

All cases of suspected concussion should be referred to a healthcare provider. Initially, if not diagnosed by a healthcare provider at an event, this referral should be to a doctor within 24 hours or to an Emergency Department depending on the severity of symptoms.

Those with clear concussion symptoms should be referred to their own doctor and/or emergency department as well as a healthcare provider experienced in the assessment and management of concussion.

RE-EVALUATE

SCAT6/Child SCAT6 are most useful for evaluation and re-evaluation in the **first 72 hours**, although their utility still exists for up to 5-7 days.

The severity of acute and sub-acute symptoms are predictors of slower recovery.

Re-evaluation by a specialist or healthcare provider after the initial 72 hours and/or diagnosis of concussion may include the use of office-based assessment tools and/or other assessment tools including imaging and functional assessments.

More expansive office based assessment tools include;

[Sports Concussion Office Assessment Tool 6 \(SCOAT6\)](#)

[Child Sports Concussion Office Assessment Tool 6 \(Child SCOAT6\)](#)

REST

Relative rest (continue your activities of daily living) and reduced screen time are encouraged for the first 48 hours. Strict rest, dark room and total screen restriction is no longer recommended.

Light physical activity is encouraged even if it mildly exacerbates symptoms. If moderate to severe symptoms occur then activity should be reduced.

Individuals should systematically increase the levels of physical activity and exertion based on their symptoms and exacerbation of those symptoms.

Discussion and clear planning with their healthcare provider is strongly recommended.

REHABILITATE

Symptoms lasting more than 10 days should be referred to a specialist for a detailed evaluation and specific rehabilitation program.

Active symptoms persisting for greater than four weeks in children and adolescents should be referred for multi-specialist input.

Symptoms that recur as part of a Return-to-Sport or Return-to-Learn may also benefit from specific rehabilitation programs.

RECOVER

Recovery and rehabilitation should be monitored and coordinated by interdisciplinary teams including medical practitioners and physiotherapists as well as concussion specialists as required.

Assessment of clinical recovery should incorporate three components;

- Resolution of symptoms
- Resolution of symptoms under dynamic load including maximal exercise and cognitive load
- Completion of a Return-To-Sport program

RETURN-TO-SPORT/RETURN TO LEARN

No competitor diagnosed with concussion may return to competition without clearance by a medical practitioner AFTER completing a Return-to-Sport program.

Please review [Motorcycling Australia website medical section](#) for more information and required forms.

Adults (18 years and over)

Minimum period of exclusion is 10 days from diagnosis

Less than 18 years

Minimum period of exclusion is 14 days from RESOLUTION OF SYMPTOMS

Return-To-Learn (RTL) programs are not required for all individuals but may be of benefit in those who have difficulty with cognitive tasks post concussion and those that have exacerbation of symptoms during screen time and when performing cognitive tasks.

Detailed Return-To-Sport (RTS) programs should be followed in a stepwise fashion with increasing levels of exertion, cognitive load and RTS and RTL should occur in parallel.

The Return-to-Sport Protocol should be supervised by a medical practitioner. If this is their second concussion within 6 months or third concussion ever, then a specialist review by a neurologist familiar with concussion management or concussion specialist is required immediately. Those with three or more concussions require yearly review and clearance by the specialist.

Please see the appendices for RTS and RTL procedures.

RECONSIDER

Effects of concussion and repeated concussion may have long term health implications. Specialist consultation is encouraged and is mandated in those with repeated concussions. An assessment of the balance of risks and rewards should be considered including possible long term effects of concussion and repeated concussion.

A decision to retire from sport may need to be considered for those with multiple concussions, severe symptoms and/or risk assessment in consultation with a specialist.

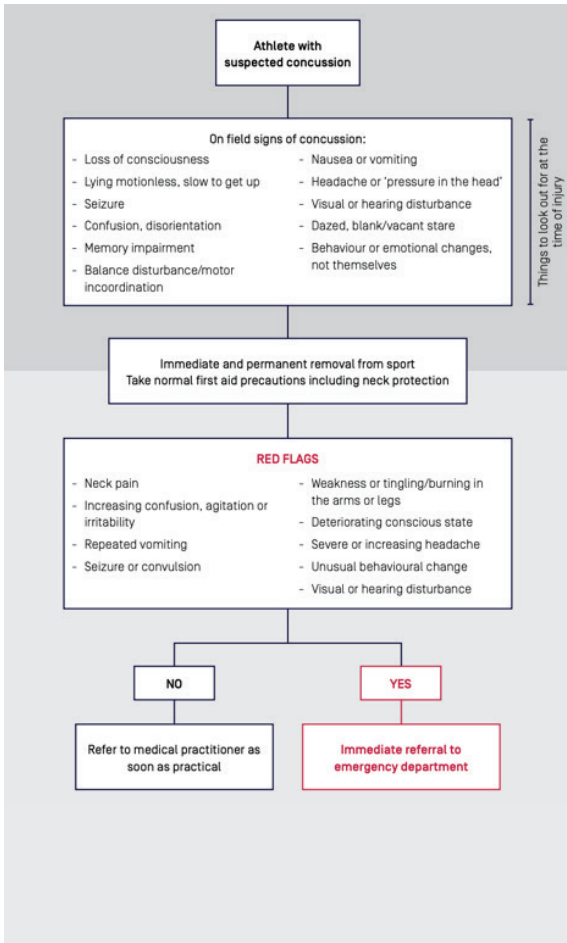
Children and adolescent concussion should also take into account the possible impacts on learning and long term implications in development. Repeated concussions in children and adolescents require specialist input and regular clearance to compete in sport, not restricted to motor sport.

RESIDUAL EFFECTS

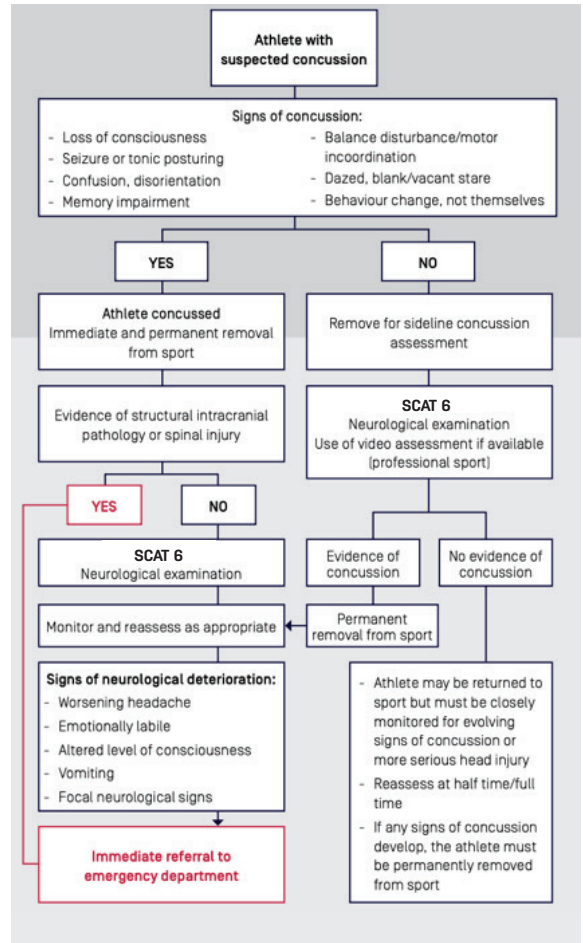
Ongoing residual effects from concussion may occur. Those suffering from long term symptoms or sequelae should actively engage a specialist in concussion management.

Engagement in short-term and long-term research projects may help inform future management of concussion and improved outcomes. For example, the Concussion and Brain Health (CBH) Project 2021-2024 by the AIS.

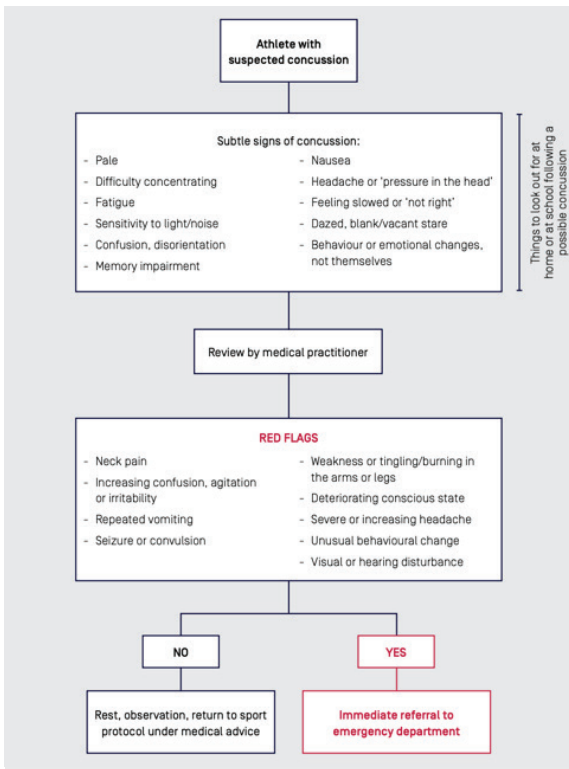
NON-MEDICAL TRACKSIDE ASSESSMENT



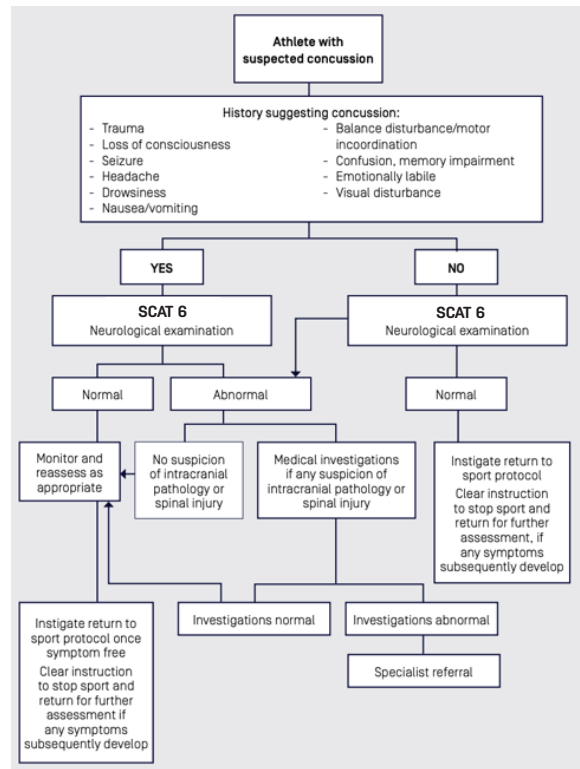
MEDICAL TRACKSIDE ASSESSMENT



NON-MEDICAL OFF TRACK ASSESSMENT



MEDICAL OFF TRACK ASSESSMENT



For more information:

[Sports Concussion Assessment Tool 6 \(SCAT6\)](#)

[Child SCAT6](#)

[Sports Concussion Office Assessment Tool 6 \(SCOAT6\)](#)

[Child Sports Concussion Office Assessment Tool 6 \(Child SCOAT6\)](#)

RETURN-TO-SPORT FRAMEWORK

Incident
Day = 0

Recognise, remove from play, rest for 24-48 hours. No contact. Avoid training environment temporarily.

Diagnosis of concussion

Resumption of activities of daily living
[Mild temporary symptoms are acceptable]

Light aerobic exercise
Start graded return to school or work (Consider modifying days/hours or environment, e.g. working from home, social exposures with school recess or lunch)

Stationary sport-specific skills with minimal head movements
[e.g. partner passing drills from front on only]

Moderate walk or stationary bike
[moderate = breathing heavily, but able to maintain a short conversation]

Introduction of sport-specific skills involving head movements
[e.g. partner passing drills with directional changes, rotations or whilst walking or jogging]

CHECKPOINT 1
No earlier than day 6 post-concussion
Can athlete complete 1-minute of sport-specific skills with head movement without ANY symptoms?

Add resistance training

Increase cardiovascular activities up to 80% HRmax
Initiate sport-specific training drills

Increase sport-specific training drills, up to 90% HRmax

Return to full capacity of school or work
Up to 90% HRmax
Up to 90% of full training
[NO CONTACT OR HIGH-RISK ACTIVITY]

CHECKPOINT 2
When symptom-free for at least 14 days for ≤18 years and 10 days for ≥ 19 years
Have you remained concussion symptom-free? **Y N** Is skill-level below what is expected? **N Y**
Do you get symptoms during or after activity? **N Y** Do you simply "not feel right"? **N Y**

CHECKPOINT 3
Medical review for clearance to return to contact and high-risk activities

Return to full contact training

Return to competition simulation

Return to competition

NO CONTACT OR HIGH-RISK ACTIVITIES

Persistent symptoms or deterioration of symptoms at any stage
REFER TO CLINICAL MANAGEMENT TEAM FOR REVIEW

RETURN-TO-SPORT

Step	Exercise Strategy	Activity at Each Step	Goal
1	Symptom-limited activity.	Daily activities that do not exacerbate symptoms (e.g., walking).	Gradual reintroduction of work/school.
2	Aerobic exercise 2A – Light (up to approx. 55% max HR) then 2B – Moderate (up to approximately 70% max HR)	Stationary cycling or walking at slow to medium pace. May start light resistance training that does not result in more than mild and brief exacerbation* of concussion symptoms.	Increase heart rate.
3	Individual sport-specific exercise NOTE: if sport-specific exercise involves any risk of head impact, medical determination of readiness should occur prior to step 3.	Sport-specific training away from the team environment (e.g., running, change of direction and/or individual training drills away from the team environment). No activities at risk of head impact.	Add movement, change of direction.
Steps 4-6 should begin after resolution of any symptoms, abnormalities in cognitive function, and any other clinical findings related to the current concussion, including with and after physical exertion.			
4	Non-contact training drills.	Exercise to high intensity including more challenging training drills (e.g., passing drills, multiplayer training). Can integrate into team environment.	Resume usual intensity of exercise, coordination, and increased thinking.
5	Full contact practice.	Participate in normal training activities.	Restore confidence and assess functional skills by coaching staff.
6	Return to sport.	Normal game play.	

maxHR = predicted maximal Heart Rate according to age (i.e., 220-age)

Age Predicted Maximal HR= 220-age	Mild Aerobic Exercise	Moderate Aerobic Exercise
55%	220-age x 0.55 = training target HR	
70%		220-age x 0.70 = training target HR

RETURN-TO-WORK

Step	Mental Activity	Activity at Each Step	Goal
1	Daily activities that do not result in more than a mild exacerbation* of symptoms related to the current concussion.	Typical activities during the day (e.g., reading) while minimizing screen time. Start with 5–15 min at a time and increase gradually.	Gradual return to typical activities.
2	School activities.	Homework, reading, or other cognitive activities outside of the classroom.	Increase tolerance to cognitive work.
3	Return to school part time.	Gradual introduction of schoolwork. May need to start with a partial school day or with greater access to rest breaks during the day.	Increase academic activities.
4	Return to school full time.	Gradually progress school activities until a full day can be tolerated without more than mild* symptom exacerbation.	Return to full academic activities and catch up on missed work.

NOTE: Following an initial period of relative rest (24–48 hours following injury at Step 1), athletes can begin a gradual and incremental increase in their cognitive load. Progression through the strategy for students should be slowed when there is more than a mild and brief symptom exacerbation.

*Mild and brief exacerbation of symptoms is defined as an increase of no more than 2 points on a 0–10 point scale (with 0 representing no symptoms and 10 the worst symptoms imaginable) for less than an hour when compared with the baseline value reported prior to cognitive activity.

MOTORCYCLING SPECIFIC SUGGESTED RETURN-TO-SPORT

See above for more detailed approaches to each step

Step	Exercise Strategy	Activity at each step	Goal
1	Symptom limited activity	Daily activities that do not exacerbate symptoms (e.g. walking)	Gradual return to typical activities
2	Aerobic Exercise 2A - Light <55% Max HR then 2B - Moderate up to 70% Max HR *see above for calculations	Stationary cycling or walking at slow to medium pace. May start light resistance training that does not result in more than mild and brief exacerbation* of concussion symptoms.	Increased heart rate
3	Individual Sport Specific Exercise	Sport-specific training away from the team environment (e.g., running, change of direction, cycling/running including around circuits/ tracks, and/or individual training drills). Gaming/ Simulators. No activities at risk of head impact.	Add movement and change in directions
4	Non-Contact Training Drills	Exercise to high intensity including more challenging training drills. Gaming/Simulators after high aerobic exercise. Low speed motorcycling training (e.g. individual circuit laps, dirt tracks, low - moderate speed laps, low risk trial components). No Jumps.	Resume usual intensity of exercise, coordination, and increased thinking
5	Full Practice	Participate in normal training. High speed motorcycling, private practice, event practice sessions (with clinical review post session).	Restore confidence and assess functional skills by coaching staff.
6	Return To Sport	Normal event inclusion. Practice, qualifying and racing/competition.	

REFERENCES

Consensus statement on concussion in sport: the 6th International Conference on Concussion in Sport

Patricios JS, Schneider KJ, Dvorak J, et al Consensus statement on concussion in sport: the 6th International Conference on Concussion in Sport–Amsterdam, October 2022 British Journal of Sports Medicine 2023;57:695-711.

Concussion Recognition Tool 6

The Concussion Recognition Tool 6 (CRT6) British Journal of Sports Medicine 2023;57:692-694.

SCAT 6

Sport Concussion Assessment Tool 6 (SCAT6) British Journal of Sports Medicine 2023;57:622-631

Child SCAT 6

Child SCAT6 British Journal of Sports Medicine 2023;57:636-647

Concussion in Sport Australia Website

Retrieved July 1, 2023 from <https://www.concussioninsport.gov.au/>

Concussion and Brain Health (CBH) Project 2021-2024

Retrieved July 1, 2023 from <https://www.concussioninsport.gov.au/>

Concussion and Brain Health Position Statement 2023 (CBHPS23)

Retrieved July 1, 2023 from https://www.concussioninsport.gov.au/__data/assets/pdf_file/0006/1090680/concussion-and-brain-health-position-statement-2023.pdf