

Review of the Structure of MotorSport New Zealand

Working Group Expressions of Interest

MotorSport New Zealand is calling for Expressions of Interest (EOI) for the Review of the Structure of the organisation. The purpose of undertaking an EOI is to identify individuals who are interested in being a member of the Working Group. The Group will be charged with the task of conducting the review under the Terms of Reference as described in the following pages including the initial tasks, composition and process under which the Working Group will operate.

There is an expectation that any individuals submitting a response to the EOI process will have relevant attributes as outlined in the Terms of Reference and are available to commit the time into the conducting of the review.

Background

The structure of MotorSport New Zealand dates back nearly 75 years to 1947 when the eight original, largely geographically based, founding clubs formed the Association of New Zealand Car Clubs or ANZCC. Since that time the membership of MotorSport New Zealand has grown to nearly 100 clubs but the fundamental principle still exists that MotorSport New Zealand is constituted as an association of clubs. As such, the member clubs have ultimate control over the organisation by way of voting rights at the AGM.

Given that the organisation is nearing its 75th Jubilee, it's reasonable to ask whether the original structure of an "Association of Car Clubs" represents the best or most appropriate structure for MotorSport New Zealand in the future.

A workshop on this topic was held prior to the 2021 MotorSport New Zealand AGM and those present agreed that a working group should be set up to investigate whether an alternative structure for the sport would have merit and if so, report back to the 2022 AGM with suggested changes.

Issues

Over recent years a number of issues have been raised that go to the heart of the structure of MotorSport New Zealand. In part they have arisen from the evolution of society where for many the traditional club structure, despite its many benefits, may almost be a barrier to participation.

These include:

- The requirement for a competitor to be a member of a member club in order to obtain a competition licence from MotorSport New Zealand. This is increasingly seen as an onerous requirement and an unnecessary impediment to competition. The arrival of an alternative provider where a competition 'licence' can be purchased directly online represents an easier path to competition – despite obvious deficiencies around understanding of rules and safety aspects.
- The requirement that only a member club can take out a competition permit. This has led to several clubs being formed for the sole purpose of obtaining permits. Some other clubs have membership that is not predominantly interested in Motorsport but belong to MotorSport New Zealand so that a relatively small group of their members are able to compete. This has on occasion caused tensions within those clubs.

- Those individuals with arguably the biggest stake in the sport, car owners and competitors, have no direct say in how the sport is run. Many of them perhaps have little interest in the make-up of the Board and commissions but for those that do, there is no ability to directly elect candidates for these positions. All voting is done by club delegates at an AGM.
- Circuit owners and promoters have, on occasion, expressed dissatisfaction that they don't have a larger role in the sport.
- MotorSport New Zealand as an organisation only has direct contact with its member clubs, licenced officials and competition licence holders. These represent only about 50% of members of member clubs. The Board has set a goal of expanding MotorSport New Zealand's direct contacts to include members of clubs who aren't licence holders, unlicensed volunteers, enthusiasts, media etc. There is a large group of motorsport enthusiasts in NZ that MotorSport New Zealand has no direct contact with.
- New forms of competition such as e-Sports will continue to evolve. The current structure of MotorSport New Zealand is cumbersome and doesn't necessarily suit activities such as these. e-Sports and its competitors does not need a 'governing body' such as MotorSport New Zealand but if the sport wishes to be involved it has to make it more attractive and easier for these participants to belong.

Other Issues

- Other aspects of the current structure (e.g. election process, terms of office, etc) are seen as still being fit for purpose and are not part of these terms of reference.
- A separate discussion should take place regarding the structure of commissions and whether this is the best model for the future.

If, at the conclusion of reviewing the Terms of Reference you wish to be a member of the Working Group, you are asked to submit via an [online form \(https://zfrmz.com/eZq9imVCo2SXNuZNmMnW\)](https://zfrmz.com/eZq9imVCo2SXNuZNmMnW) . EOI will close 4.00pm on 6 August 2021 with successful applicants being notified on or before 4.00pm of 11 August 2021.

Kind regards,



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Terms of Reference for Working Group

Key Question: Is the current structure the best option for MotorSport New Zealand in the future?

Initial tasks

- Review the structure of other ASNs including Motorsport Australia, MSUK (recently been restructured) and Scandinavian ASNs and non-motorsport organisations if deemed appropriate.
- Consult with clubs, promoters and others as the Working Group sees fit.
- Determine whether, in the opinion of the working group, an alternative option is preferable after consideration of:
 - The role of existing member clubs
 - Potential alternative membership categories
 - Voting rights for Commissions, Board and remits
 - The role of circuit owners and promoters
 - The potential for entities other than member clubs to take out permits
 - The need for competitors to belong to a member club in order to get a competition licence.
- Outline the pros and cons of any alternative structure that may be proposed along with suggestions to mitigate any adverse effects.
- Report back to the Board prior to the December 2021 Board meeting.

Note: Nothing in the above should prevent the Working Group reporting that they consider that the Status Quo should remain.

Composition of Working Group

The working group will consist of 5 or 6 (max) persons who have broad experience, wide networks, who have the ability to think outside the square, and be able to consider all facets of the sport.

Working group Members should include people who can tick the following boxes (one person may be able to cover multiple attributes):

- Board Representation
- ClubSport focussed clubs
- Major clubs (greater than appx. 200 members)
- Circuit owners/ promoters
- Competitors
- Volunteers
- Historic motorsport
- Youth

Process

The Working Group shall determine its own process although it is expected that most conversations will be had via ZOOM. Motorsport New Zealand shall allocate sufficient budget for one face to face meeting and provide secretarial and research support as needed.