

MOTORCYCLING WESTERN AUSTRALIA



ANNUAL REPORT

2018



Motorcycling WA is the peak body for all motorcycling disciplines in Western Australia

Motorcycling WA represents 46 clubs and promoters and more than 2000 registered members across the state.

Each day dedicated volunteers across the State work with Motorcycling WA to provide opportunities for Western Australians of all ages, genders and backgrounds to engage in our amazing sport.

As a not for profit Association, Motorcycling WA relies on the generous support of its members, the state government, suppliers, event partners, clubs and all our amazing volunteers who enable the growth of motorcycling across the State.

We thank you all.

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MWA MISSION

To support, promote and grow motorcycling

MWA VALUES

Community- Excellence- Innovation

MWA VISION

Just Ride

OUR 4 STRATEGIC PILLARS

MEMBERSHIP

Partnerships and People

ESTABLISH THE BRAND

Promotion and Innovation

CLUB DEVELOPMENT

Building Strong Communities

FINANCIAL SUSTAINABILITY

Build the Business

MWA President- Tracy Simpson

Board- Decima Johns, Warren Littlefair, Brendan Taylor, Peter Campaign, Cornel Schelbling.

Winton Lawton and Peter Clarke- Resigned mid-year

Motorcycling Western Australia Staff

CEO- Joe McCarthy

Operations Manager- Mark Gill

Member Services- Hannah Lawton

Project Officer- Nathalie de Montereau

Financial Controller- Monica Leber

Media Officer- Linda Russell

HONOUR BOARD 2018

Sportsman Award

- 2004 Barry Barton
- 2005 Rob Woffinden/Bruce Russell
- 2006 Tim Price
- 2007 Bethwyn Gaisford
- 2008 Jodie Stabback
- 2009 Rob Pollard
- 2010 Ryan Lancaster
- 2011 Luke Gaisford
- 2012 Bryan Staring
- 2013 Simone Gaisford
- 2014 Jessica Derrin
- 2015 Joshua Sheehan
- 2016 Jessica Moore
- 2017 Luke Gaisford
- 2018 Neil Price

Patron's Award

- 2004 Bryan Staring
- 2005 Lewis Nolan/Jake Pruitti
- 2006 Tai Woffinden
- 2007 Courtney Hirst
- 2008 Alex Nolan
- 2009 Jessica Moore
- 2010 Cameron Heeps
- 2011 Scott Kramer
- 2012 Caleb Grothues
- 2013 Chris Bosnakis
- 2014 Caleb Grothues
- 2015 Regan Duffy
- 2016 Kayden Minear/Tahlia O'Hare
- 2017 Kayden Minear
- 2018 Regan Duffy/ Ben Wallings

Coach of the Year

- 2013 Simon Price
- 2014 Michael Addison
- 2015 Mark Gill
- 2016 Robert Wasley
- 2017 Peter Hamer
- 2018 Luke Davies

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

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

Club of the Year

- 2011 BSA&HD
- 2012 Pathfinders
- 2013 Wanneroo JMC
- 2014 WA JMC
- 2015 Trail and Enduro
- 2016 Offroad Riding Club of WA
- 2017 Supermoto Club of WA
- 2018 AJS Moto Trials

Most Improved Club

- 2012 Beverley and Districts
- 2013 Broome
- 2014 Vintage
- 2015 Cranbrook and Districts
- 2016 Goldfields
- 2017 Speedway MC of WA
- 2018 Historic MCC

HALL OF FAME

Jeff Leisk	MX, Industry
Chum Taylor	SP
Trevor Laurance	Administration
John Rock*	TR, RR, MX
Peter Nicol	RR, MX
Dennis Nash	SP
Dale Britton	MX
Charlie West	RR, MX
Ritchie Kings*	MX
George Scott	RR
Graeme Smythe	MX
Julie Rodier	MWA Administration
Gordon Renfree	MX
Neville Cutts	MX
Robert (Bob) O'Leary	MX, SP, RR
Sig Schlam	SP
Glen Britza	MX



SPORTING PANELS

MX PANEL

Paul Bagnall
 Michael Murphy
 Gerald Connelly
 Will James

ENDURO PANEL

Jeremy Connor
 Winton Lawton
 Sam Iacobellis
 Peter Campaign
 Alan Makin

QUAD PANEL

Michael Murphy
 Michael Hardcourt
 Luke Gaisford
 Brett Soltoggio

ROAD RACING PANEL

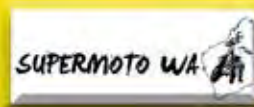
Tim Simmons
 Denise Stronach
 Adam Senior
 Glen Lowe
 Nick Favazzo
 Ben Stronach

HISTORIC RR PANEL

Bob Humphries
 Maureen Davies

OUR MEMBERS

1. AJS Moto Trials
2. Albany MC
3. Albany Speedway Club
4. Beverley District MC
5. Bunbury MC
6. Carnarvon MC
7. Classic MXWA
8. Coastal MC
9. Collie MC
10. Collie Racing Drivers Assoc
11. Cranbrook Districts MC
12. Denmark MC
13. Esperance MC
14. Exmouth MC
15. Gascoyne Offroad Racing Club
16. Historic Competition MCWA
17. Ironstone Adventure Riding Club
18. Jerramungup District MC
19. Kimberley Enduro Club
20. Kununurra MC
21. Lightweight MC
22. Manjimup MC
23. Motorcycle Racing Club of WA
24. Newman MC
25. Northam Districts MC
26. Offroad Riding Club of WA
27. Pathfinders Trials MC
28. Quad Riders WA
29. Southern Capes MC
30. Southern Cross MC
31. Speedway MC
32. Supermoto WA
33. Trail & Enduro MC
34. Vintage Motocross
35. Vinduro WA
36. WA College of Agriculture
37. WA Junior MC
38. Wanneroo Junior MCC
39. WA Women MC Riders Inc
40. Dirt High Promotions
41. Golden Outback Trail Tours
42. Lake Perkolilli Motor Sport Club
43. Motoring South West
44. Trakdayz
45. WAMX





Firstly, I would like to thank all our members for giving me the honour and privilege to sit in the role of board member and of President of our organisation, a position I have held for approximately 8 months since Mr Peter Clarke retired from the position. I find the position both rewarding and challenging and give my utmost to represent you as our members in everything that I do. Thankyou Peter for all that you have done and continue to do for the sport.

In 2018 WA again had some outstanding achievements too many to mention but some standouts would have to be the Quad National Championship event hosted by QRWA, our WA riders representing Australia at the World Junior MX Championships and the iconic Manjimup 15000 this year incorporating Australian Championships for the Masters, Vets and Women as well as our regular events and State Championships which were recognised at our Annual Night of Champions.

The past twelve months have been a time of review and re set for our organisation. Following on with the unresolved issues around the track licencing of Barbagello raceway and the decision taken by several clubs not to remain affiliated with our organisation, it was important to take time to review all our operations and set a new direction with a vision to reinvigorate our organisation.

Following an extensive recruitment process a new CEO Mr Joe McCarthy was appointed to MWA with a vision to refresh our organisation and review all our operations to ensure we are meeting the requirements of our members. Joe has settled into the role and has taken time to meet many of our members, volunteers and our partners and to review our operations.

Strategically, the MWA Board reviewed the previous plan to own a facility and due to the significant amount of funds needed and the view that it would be in direct competition with our member clubs, the Board made the decision that it is a service organisation that needs to focus on supporting our member clubs and not as a facility manager. Therefore, a decision was taken to return the facility levy collected to our member clubs and promoters who have all been requested to ensure that the funds are returned to the sport for our members.

Financially, the organisation has had a difficult year which has resulted in a substantial negative position on the 2018 budget. A proposed budget sets out the forecasted income and expenses for an organisation with the view that an organisation can remain financially viable, however there are times when it is not possible to accurately predict certain matters.

In the case of MWA, our proposed income did not eventuate in several areas resulting in an over estimate of income to our expenses, particularly as it was forecast that income would be generated from a return to Barbagello and unknown effect of the loss of several clubs to the organisation.

Added to this, the Board made some decisions for expenditure on unbudgeted items such as a grant to support the Motorcycle Racing Club (MCRC), engagement of a professional consultant to review the sport and upgrade of our IT systems.





The Board requested the new CEO review the financial position of the organisation mid-year with a view to investigating all areas of the organisation and preparing a new forecast. Changes were made to our staffing with redundancies made, new positions created and a reduction in our total wages spent while maintaining our focus on maintaining service to our members.

Changes were also made in several other areas such as a new telecommunications provider, reduction in print/post, and a cut to expenses wherever possible. This continues to be an ongoing focus of our organisation.

Whilst this year has shown a substantial loss, it is anticipated that the changes made will place us in a position to be able to meet our budget expectations into 2019 and beyond. Of course, re setting an organisation is not just about reviewing the financial situation. It is about creating a new shared vision. It's about bringing everyone together it's about clear and open communication and most of all. It's about creating an environment where we can all come together to share our passion for motorcycles.

With that in mind, the board spent a day in November with our Dept of Local Government, Sport and Cultural industries representative Glen Morley and created our new strategic plan for the future 2019 – 23.

Our new plan reflects the way we want to move forward with the sport, with a focus on our vision of "Just Ride" which will underpin all that we do and reflect our values of community, innovation and excellence. As part of the national organisation of Motorcycling Australia, 2018 saw the formal creation of the Alliance Agreement between all the states and MA as a way of working together to support the growth of the sport.

As you are aware, Motorcycling Victoria has not joined the alliance and resolution of this remains a priority for all. Motorcycling Australia is currently reviewing its operations and looking at a new financial model for 2020.

A working group has been established with the purpose of reviewing the current structure and putting together a new plan for the next 4 years. This includes a review of licences, our insurances and how funds are distributed, and I invite you all to give this some thought and put forward any reasonable suggestions that you may have.

A priority for me as your President is to work with MA to see the return of National championship events to WA to showcase the elite level of our sport to continue to grow our members.





Looking forward to 2019 we have already seen the spectacular opening of the new speedway facility at Pinjar Park. We hope to have Barbagello licensed in the near future for a return to racing, several of our MX clubs are making changes to give their members new experiences, we have a couple of new clubs, the new flat track is growing, and the hype is starting to build for the year ahead.

Our staff Mark, Hannah, Nathalie, Monica and Linda are focussed on continuing to provide exceptional service to you all and supporting our member clubs to thrive. I would like to thank all our staff for their hard work and passion for our sport and working to make motorcycling in WA great.

I would like to thank my team of the MWA Board and CEO Joe McCarthy who have worked tirelessly behind the scenes, and a special thankyou to Vice President Decima Johns who will be retiring from the board this year.

Remember, we are all one team with one goal "Just Ride".

Regards

Tracy Simpson
President





Firstly, I would like to thank the hard-working team at MWA. They have made my first 6 months in this position and the transition process as smooth as it could be. They work tirelessly for the sport and I would like to personally thank Nat, Mark, Hannah, Monica and Linda for what they do.

It has been both a challenging and rewarding 6 months. We have seen many changes at MWA. Our first step as an organisation was to look internally at our own processes. This saw a complete review of the operations of Motorcycling WA. As a result of this review, our staffing structure saw some significant changes due to budgetary constraints. We would like to thank Jo-Anne Back for her service to our sport over many years.

We are now a smaller team but a very effective and efficient one which is dedicated to the growth and development of our clubs and members.

The closure of Barbagallo Raceway has continued to be a challenge for MWA however we have been working very closely with the WASCC to find a solution. We believe MA sanctioned racing will return in 2019 to the circuit. Continuing on the road racing theme, we have seen significant progress on the Collie Motorplex extension which will be completed in March of 2019 and ready to host the 2019 Historics Road Racing championships. The potential complex at Keysbrook continues to move through its approval processes and is very close to a final decision.

The board and management have worked very diligently to overcome the financial loss that MWA faced in 2018. As explained by the president Tracy Simpson we see this as a bump in the road. We have set a calculated budget for 2019 which will see a small loss with a potential surplus if all our plans come to fruition.

We have looked internally to save our costs rather than charge our clubs more which is a direction that I am proud of. We have reduced club-based levy's for 2019 and we now are the cheapest state in terms of costs to clubs. We are moving MWA into a new phase. We strive to be an organisation that is here to represent and help all our clubs and members. We have a "can do" attitude and will base all our decisions on the aim of growing the sport. Our new strategic plan has been released and it is a document both board and management are very proud of and excited to deliver on. Our new vision statement of "Just Ride" revolves around how we aim to simplify our sport and to allow our members to just have fun and ride without to many complications.

We are looking forward to a successful open racing calendar for 2019 which state championships now in all disciplines planned. We have a new contract with our partner promoter WAMX who will delivering the Motocross State championship once again. The energy and excitement from WAMX is contagious and 2019 looks like being a fantastic racing year.

We have several new products launching in 2019 these include our Ride Parks Australia initiative as well as our new Junior Development Academy's. It is our eventual aim to have a junior pathway and academy in all our disciplines. It is an exciting time to be a young rider in WA.

I would like to personally thank Peter Clarke for his leadership over many years as well current board members and president Tracy Simpson. MWA is in safe hands and will strive for excellence in all we do at a board and management level. We are well represented at Motorcycling Australia and the state of WA will help shape the future of our industry.

I am personally looking forward to 2019. There will be challenges but nothing we cannot overcome. I encourage you all to engage with MWA and to see what our vision for the future holds.

Joe McCarthy
Chief Executive Officer





2018 Shannon's Night of Champions

Motorcycling WA's 'night of nights' was an evening to recognise all stake holders within our organization, celebrating the accomplishment of our State Champions in all disciplines, recognizing and acknowledging our volunteers and Clubs as well as to honour the Hall of Fame inductees.

Shannon's Insurance has sponsored the NOC since 2016 and MWA is very grateful for their ongoing support. This year ticket prices we drastically reduced which saw the event sell out for the first time!

The Night of champions had an attendance of 365 guests, the evening began with pre-dinner drink and finger food in the foyer of the Sirius/Pleiades ball room followed by the dinner and dessert.

2018 saw two new inductees into the Hall of Fame Sig Schlam and Glen Britza. We would like to thank all the past and present Hall of Fame inductees for attending. Our Master of Ceremony J-Mack did a phenomenal job of entertaining our guests and keeping the evening light and fun.

With all goals met the 2018 NOC was the most successful award ceremony to date and this was reflected in the positive feedback we have received from our guests.





True Spirit Photos

Glen Britza

Glen Britza was born on 10th September 1934. At the age of 22 joined the Bunbury Motorcycle Club racing his 250cc Triumph Tiger 70. Glen's first road race was in 1959 at the Glen Iris circuit in Bunbury riding a 125cc BSA Bantam. His first open meeting was in 1961 at Suttons Paddock in Mandurah where he rode a 200cc DOT. Not content with just riding events, Glen was the property officer for the Bunbury Motorcycle Club for over 40 years and he set out the safety hay bales at every Bunbury road race between 1961 and 1988 as well as timing and setting out the Bunbury 200 Enduro for 20 years.

His racing career includes two 2nd place Australian Championship Titles and seven State Motocross Championship Titles, Glen is an active member of the Vintage motorcycle movement and still a competing entrant in 2018, culminating in a 62-year motorcycling career. Glen was awarded life membership of the Bunbury Motorcycle Club in 1972 and still attends every monthly meeting. His outstanding racing record and commitment to assisting and developing motorcycle sport makes him a fitting Motorcycling WA Hall of Fame member.

We welcome Glen Britza into the Motorcycling WA Hall of Fame.



Sig Schlam



Sigismund (Sig) Schlam was born in Boulder in 1905 and raised in Yarloop where his father ran the timber mill. His parents had emigrated from South Africa and sent Sig to Capetown to study at university after he completed high school. Sig did not complete the course in South Africa and returned to Western Australia where he worked at the Yarloop timber mill before taking up employment at Mortlock Brothers - the leading motorcycle business in the city at the time. Sig started racing grass track at Claremont in 1926. When speedway came to Claremont in October 1927 Sig quickly became one of the major attractions setting many track records and often being heavily handicapped to increase the spectacle for the 20,000-capacity crowd. While the first official Australian Championship was not held until 1929 Sig won the 1928 Australian one-mile championship in Adelaide and returned to Western Australia as a hero to his many fans.

Sig travelled to the United Kingdom to race, but was misled with a raw deal from the promoter and returned to Western Australia in late 1928 proving to be unbeatable on his Douglas Dirt Tracker winning nearly 50 trophies including "golden helmets" cups and awards. In the 1930's with the depression in full swing racing was moved to the WACA ground. On Saturday 1 November 1930 Sig hit the safety fence in the A grade handicap final after conceding big starts to the other riders due to his dominance. He died in Perth Hospital some hours later leaving a wife and two daughters.

We welcome Sig Schlam into the Motorcycling Western Austral Hall of Fame.





Ride Parks Australia

The Ride Parks Australia program is an event that allows clubs the opportunity to open their venues to the general public at a comparable cost to commercial ride parks for the purpose of building membership numbers and an increase in annual revenue for the host club.

Motorcycling WA (MWA) has made this achievable by working with Motorcycling Australia (MA) to remove the One Event Recreational Licence normally required to participate at recreational events and have a one fee structure under the Ride Parks Australia permit.

A trial in 2018 at Coastal Motorcycle Club proved this program will be an effective tool for clubs with the right management and structure which is provided by MWA.

One of the main departures from a normal recreational activity under an MA permit is the grouping of individuals based on speed and ability, not on age brackets and bike capacities. This means families can enjoy club venues together with mum and dad riding with their kids all within the same session. More advanced riders will be managed by being separated into groupings of riders of similar ability.

As all tracks differ in layout and difficulty, it will be at the club's discretion on how to facilitate the day providing all risk is managed appropriately.

For more information on Ride Parks Australia, please see information supplied in the affiliation pack or contact the MWA office.





MINI-X

The Smarter than Smoking Minicross is a fun competition with an emphasis on skill and rider control, not so much on speed.

Aimed at Children aged 4 to 12 years old, the goal is to build skill levels and confidence in riders and is a stepping stone for those who wish to move onto motorcycle sport.

The program's success is reflected in the annual statistics. In 2018 we ran 6 events with a total participation of 215 riders consisting of 72 girls and 143 boys. The increase in female participation is fantastic and we hope it continues to grow into the future.

MINI-X was held at various locations across the metropolitan area and as a trial 2 events ran at Lightweight MC's Arena Cross Track.

This proved very successful and led to new memberships for the club.

Using several skills-based challenges within a short Minicross loop, the event teaches children technical skills and how to control a motorcycle. There is a maximum of four riders competing at any one time in all events.

This makes riding and learning new skills far less intimidating when starting. The Smarter than Smoking Minicross places a big importance on fun and entrants can win events easily without having to be the fastest rider there.

Brothers and sisters can cheer the riders on or even "have a go" on one of Five Star Yamaha's junior bikes or quad, while mum or dad will get involved with running the event.





Motosafe

2018 saw Motorcycling WA visit 22 schools with the Smarter than Smoking message as part of our Motosafe program, proudly supported by Five Star Yamaha.

We completed 58 presentations to 2149 children from 5 to 12 years old. Both regional and metropolitan schools were visited including schools as far as Kununurra.

Each presentation takes approximately 60 minutes and focuses on the 10 golden rules of motorcycle riding; what safety equipment is required, where it is legal to ride and environmental awareness. It includes a professional DVD presentation as well as promotional footage of our MINI-X Program and a hands-on safety gear demonstration.

The Smarter than Smoking message always a part of the presentation at commencement, during and after the incurSION. Smarter than Smoking signage (pull up banners and 'A' frames) are always displayed at presentations.

Participants receive an information pack, in a specially designed Smarter than Smoking showbag, that includes MWA information together with Smarter than Smoking puzzles, colouring in sheets, stickers and games at the completion of the presentation.





Banhams Junior Selection Cup

In 2018 MA worked towards creating a junior road race championship that would be an affordable, yet highly competitive entry level competition called the Oceania Junior Cup.

For an amazingly affordable price, junior road racers can receive a complete package that enables them to compete on a level playing field. With technical, coaching and equipment support there has never been a better time to get involved in road racing.

The championship is of such quality that Dorna (the commercial rights holders and promoters of MotoGP™, the MOTUL FIM Superbike World Championship, Idemitsu Asia Talent Cup and British Talent Cup) have officially recognised this championship to be part of the “Road to MotoGP™” program.

Motorcycling Western Australia was determined to give junior competitors the direction required to help them achieve their racing goals and looked for support in being able to create a package that could lead into the Oceania Cup.

MWA approached sponsor Banhams WA and reached a fantastic outcome with the company coming on board to give juniors the opportunity to compete for a ride in the Oceania Cup with the \$7750 package cost covered by BanhamsWA.

This selection cup will be run across six dates involving the Historic Competition Motorcycle Club, SupermotoWA and the Motorcycle Racing Club of WA giving riders the opportunity to compete at multiple venues including Wanneroo International Kart way, Collie Motorplex and Barbagallo Raceway in 2019.





A discipline that has never taken off in Western Australia is Dirt Track Racing. MWA had worked with the Pinjar Dirt Track Club and financially invested in the establishment of a purpose-built track in Pinjar sadly due to poor project management and the club disbanding, the track has not progressed any further.

With a decision needing to be made on the future of the Pinjar property, MWA decided to try and reinvigorate interest in the Dirt Track discipline. With multiple come and try and practice nights, we saw up to 35 riders attend these evening demonstrating a definite interest in the discipline.

Two Speedway Australia clubs in Albany and Kellerberrin have expressed interest in affiliating with MWA with the intent on hosting Dirt Track racing during the cars off season to keep their venues viable. This could offer huge potential for growth in the discipline and varied tracks on which to race.

After coordinating a championship in 2019, the future of Dirt Tracking will be left to the interest of our members. For the program to continue and the possible recommencement of work at the Pinjar Property, a club or committee will need to be formed.



Track Licensing

One of MWA's key roles is facilitating inspection and licensing of our clubs' venues. With Road Racing being handled by MA, that leaves all Motocross, Speedway, Supermoto and temporary track licenses to manage.

With a limited number of licensed track inspectors MWA has chosen to utilise key officials as part of the inspection process. The roles of a Clerk of Course and Stewards/Referee require them to complete a track inspection prior to the commencement of the event. This can be classed as a Minor inspection, providing the correct paperwork is completed.

Moving forward into 2019, this process will be communicated with clubs and officials and introduced throughout the year. Benefits of this system are cost saving to the clubs, clubs and officials becoming more aware of track safety standards and not over using are already busy volunteers. MWA will be providing training on this system as part of the officials training.

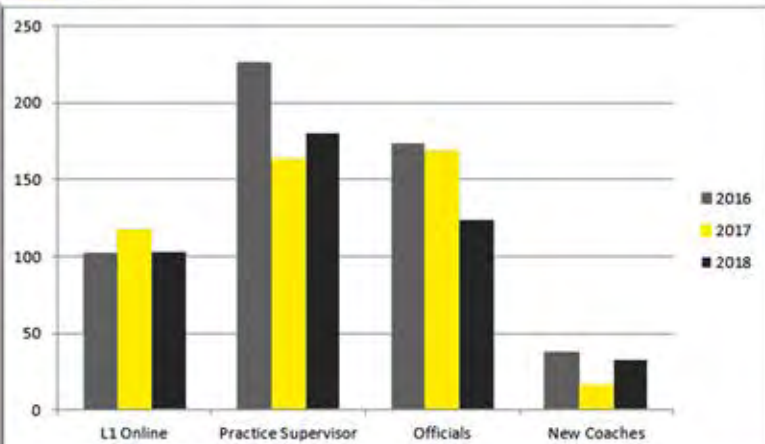




Online training

The Level 1 Operational Official Course is the entry pathway to becoming an accredited Official. This online course has been delivered through the Ridernet platform since mid-2017, and in 2018 there were 103 new Level 1 Operational Officials.

The Practice Supervisor online course is currently used to accredit members to manage a private practice session. Each PS can supervise up to five riders in a session. Our member clubs have been supportive in ensuring their members have the correct PS accreditation for these practice sessions. 180 accreditations (new & renewals) were processed in 2018.



Officials

The additional component to becoming a Level 1 Official is completing a face to face training session. These courses offer accreditation pathways to becoming a L1 Race Secretary, Scrutineer or Clerk of Course.

The training courses also offer an opportunity for existing Officials with Level 1-3 accreditation to renew at the same level. In 2018 there were 1440 Officials (including 180 PS) and 124 Officials who attended face to face training or renewed their accreditation through proof of active participation.

There were 15 face to face courses offered to members through various locations in WA to attend training.





COACHING

There was a slight increase in members seeking Coaching accreditation in 2018. Clubs are acknowledging the necessity to have a Level 0 Club Coach to sign off junior riders for Kickstart before entering the competition phase.

There were four coaching courses offered to clubs throughout WA from as far north as Kununurra and south to Albany and its surrounding clubs. Of our total 120 Coaches there were 33 new Club Coaches accredited in 2018 through courses presented by our MWA L2 Coaching Coordinator Mark Gill.



JET Camp

The four-day Junior Elite Training Camp was held in April at the Western Australian Institute of Sport, with accommodation at Woodman Point Recreation Camp. Twelve junior riders aged between 13-16 years from across all disciplines were selected to attend the camp.

With a variety of workshops and physical activities to participate in, the riders were able to develop “off the bike” skills in areas such as nutrition, strength and fitness, psychology, sponsorship, bike maintenance, developing goals with some fitness testing thrown in for good measure.

The WAIS Developing Champions classroom sessions were presented by the High-Performance coaches. Fitness sessions were conducted by our L2 guest coach Daniel Banks, and MWA Project Officer and L2 coach Mark Gill. The camp was coordinated by our Development Officer, Hannah Lawton.





Club Development

As part of our continued support to our member Clubs, we ran a Volunteer workshop for people to attend and share ideas on how to recruit and retain volunteers within their Clubs.

The workshop was presented by UWA lecturers and research fellows Darja Kragt and DJurre Holtrop, who presented some interesting facts about volunteering through a recent study conducted with two others not for profit organizations. The workshop was well supported with 33 members in attendance.

Ridernet

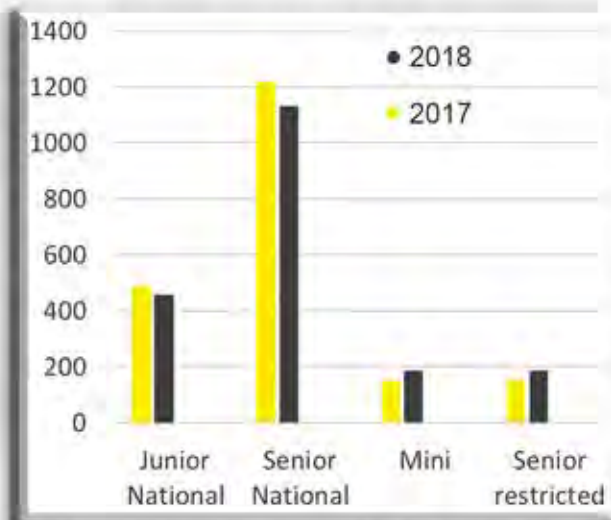
In 2018 MWA introduced online permit applications through the Ridernet portal. With member Clubs transitioning over to using Ridernet for all online permit applications, it has also encouraged clubs to explore using the membership and event entry side of the portal.

For the 2018 calendar year we had 16-member Clubs using Ridernet for online membership (up 81% from 2017). This figure is anticipated to increase for the 2019 membership year.

Licenses

2018 saw a slight decrease in license sales when compared to 2017 as can be seen in the graph below. An encouraging sign for the sport was a 20% increase in mini licenses and an increase in the senior restricted license numbers.

With the possible return of Barbagallo facility for road racing we are predicting a slight increase in license sales for 2019 as our sport begins its recovery phase.

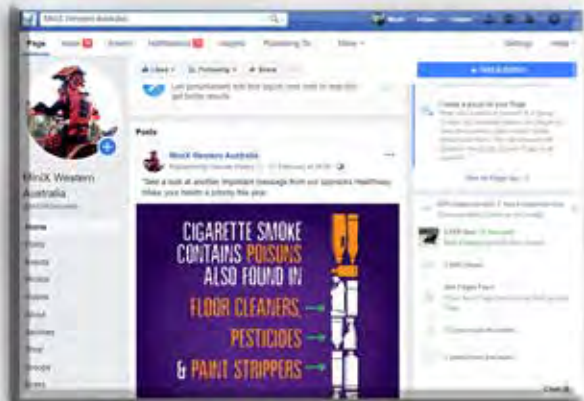




Motorcycling Western Australia has been ranked in the top 10 state sporting associations throughout 2018 for growth and percentage increase in followers for Facebook. This is the main social media platform that we use to help promote our sport, MWA members, events and clubs affiliated with Motorcycling WA.

This is a major accomplishment given that we are one of the smaller state sporting associations. Our social media platforms have been used to promote both club-based events as well as new MWA programs such as Ride Park Australia and Dirt Track WA and MINI-X which each have their own page. Our website has recently been upgraded and now is far more user friendly.

Our media officer continues to assist clubs in the usage of their social media platforms as well as providing them with media support on the ground at their events. Regular news articles are updated onto our website as well as onto our E news publications.



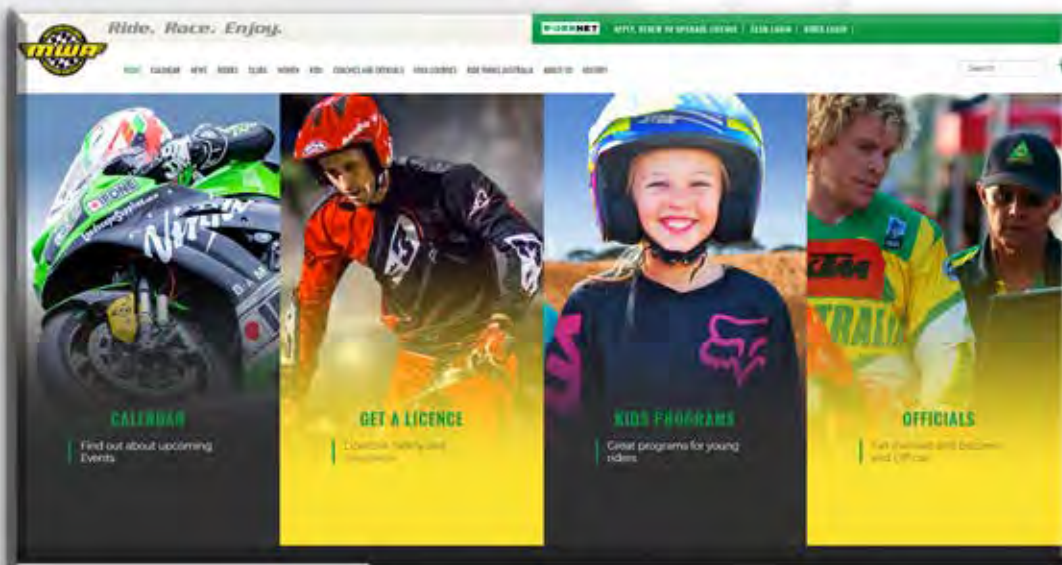
Facebook statistics

5016 subscribers Increase of 20.2 % from 2017



Instagram statistics

844 subscribers Increase of 35 % from 2017





Junior Motocross

50cc Auto 7 -U9 yrs

- 1.Mason Brown
- 2.Deegan Fort
- 3.Blake Mannion

65cc 10 to U12 Yrs

- 1.Kayden Minear
- 2.Patrick Butler
- 3.Deacon Paice

85cc 2stk/150cc 4stk 9 to U12yrs

- 1.Kayden Minear
- 2.Deacon Paice
- 3.Seth Shackleton

85cc 2stk/150cc 4stk / Big Wheel 12 to U16 yrs

- 1.Brock Flynn
- 2.Jake Turner
- 3.Dylan Walsh

Girls 85cc 2stk /150cc 4stk 7 to U12 yrs

- 1.Jaylee Rimbas
- 2.Leah Rimbas
- 3.Makayla Rimbas

Girls 85cc 2stk /150cc 4stk 1 2 to U16 yrs

- 1.Avril Gill
- 2.Hannah Stewart
- 3.Sofie Ablett

100 to 125cc 2 stroke - 13 to U16 years

- 1.Rhys Burnett
- 2.Corben Weinert
- 3.Seth Manuel

128 to 150cc 2 stroke and 200 to 250cc 4 stroke - 13 to U 16 years

- 1.Rhys Burnett
- 2.Corben Weinert
- 3.Conan Forrester

Quad 60-90cc 2T/85-125cc 4T Competitions 8 to U12yrs

- 1.Keenan Murphy
- 2.Sari lough
- 3.Nichole McDonnell

Quad 200cc 2T/250cc 4T Comp 12-U16 yrs

- 1.Jae Dowsett
- 2.Flynn Burton
- 3.Brooke Hall

Junior Speedway

125 Solo 9 to U16

- 1.Fraser Bowes
- 2.Cordell Rogerson
- 3.Luke Killeen

250cc Solo 13 to U16

- 1.Liam May
- 2.Cordell Rogerson
- 3.Bradley Gordon

250cc Sidecar

- 1.Jake Harvey & Tylar Solomon
- 2.Quade Adam & Jack Fewster
- 3.Keenan Murphy/ Josh McQuade

Junior Trials

Junior Trials

- 1.Ben Walling
- 2.Mitchell Whitehurst
- 3.Jai Fox

Junior Road Racing

Junior 11 to U15 yrs

- 1.Cale Haines
- 2.Hayden Treversh
- 3.Flynn Winning

Enduro

Veterans Enduro

- 1.Gavin Russell
- 2.Joshua Treasure
- 3.David Richardson

Masters

- 1.Grey Yates
- 2.Marty Calley
- 3.Troy Wilson

Women's

- 1.Avril Gill
- 2.Cara Potts
- 3.Kat kingsley

E1

- 1.Jared Connor
- 2.Sean Foster
- 3.Daniel Rodgers

E2

- 1.Max Vlasich
- 2.Nathan Howe
- 3.Darren Rudling



Historic Road Race

Period 3 Classic Unlimited

1. John Pitcher
2. Eddie Preston
3. Marco Vittino

Period 4 Post Classic Sidecars

1. Kevin Webb & Martyn Dunbar-Stuart
2. Jeffrey Hord & Leanne Hord

Period 4 Post Classic Junior

1. Paul Smith
2. Glen Ottley
3. Tony Logan

Period 4 Post Classic Lightweight

1. Marco Vittino

Period 4 Post Classic form750

1. Chris Kirkby
2. Bob Hull

Period 5 Forgotten Era Unlimited

1. Rory Reibel
2. Tony Logan
3. Mark Ackermans

Period 5 Forgotten Era Junior

1. Neal Grey
2. Brain Richardson
3. Tony Hynes

Period 5 Forgotten Era Formula 750

1. Neal Grey
2. Paul Smith
3. Paul Pickford

Period 5 Forgotten era lightweight

1. David Mercer
2. Katheen Mercer
3. Chris Mercer

Period 5 forgotten era sidecars

1. Joshus Mathers & Andrew Davies
2. Richard Williams & Morgan Cornwell

Period 6 new Era Production 250

1. Richard Langdon
2. Mark Lain-Hughes
3. Tony Hynes

Period 6 New Era Senior

1. Lloyd Pearce
2. Paul Smith
3. Adam Haines

Period 6 New Era Lightweight

1. Stephen McDermott
2. Richard Langdon
3. David Manson

Historic Road Race cont...

Period 6 New Era Formula 750

1. Daniel Barson
2. Glen Ottley
3. Llyod Pearce

Period 6 New Era formula 1300

1. Glen Ottley
2. Mark Jeffries
3. Aaron Linham

Thunderbikes

1. Leigh Boujos
2. Callum O'Brien
3. Brendan Moran

Trials

Veterans Solo

1. David Thomas
2. Stephen Lloyd-Cox
3. Simon Price

Sidecar

1. Lewis & Michael Kitney
2. Mark & Roy Austin
3. Bradley & Lauren Dallman

Twin Shock

1. Scott Chapman
2. Robin Ferguson
3. Leo Nolan

Club Class

1. Paul Smith
2. Ian Coates
3. Richard Clarke

C Grade

1. Marco Folini
2. Ennio Folini
3. Samm Fowler

B Grade

1. Luke Patane
2. Mark Atherton
3. Sam Lloyd-Cox

A Grade

1. Neil Price
2. Craig Austin
3. Grant Morris



Road Race

Sidecar

- 1.Graeme Evans/Jarrold Scott
- 2.Des Harvey/Gary Cruchnahan
- 3.Jero Joyce/ Corey Blackman

Production

- 1.Bronson Pickett
- 2.Ian Fryer-Smith
- 3.Callum O'Brien

Supersport

- 1.Liegh Boujos
- 2.Tim Boujos
- 3.Josh Mather

Superbike

- 1.Ben Stronach
- 2.Cameron Stronach
- 3.Joel Beard

Speedway

Sidecar

- 1.Bradey Willis & Jesse Thomas
- 2.Chad Harvey & Nathan Metcalf
- 3.Mat Reece & Scott Charsley

500cc Solo

- 1.Cameron Heeps
- 2.Daniel Winchester
- 3.Josh Coyne

Motocross

Quad

- 1.Chris Bosnakis
- 2.Luke Gaisford
- 3.Blake Croonen

Veterans

- 1.Scott Petricevich
- 2.Martin Costa
- 3.Paul Smithson

Masters

- 1.James Craig
- 2.Trevor Unstead
- 3.Marc Payne

Women's

- 1.Tahlia O'Hare
- 2.Kara Cats
- 3.Lily Kent

MX 2

- 1.Mat Fabry
- 2.Mitchell Outram
- 3.Billy Middleton

MX1

- 1.David Birch
- 2.Charlie Creech
- 3.Stevie Heilers





Mototrials

2018 saw the return of the WA State Mototrials championships to an iconic venue in the Perth Metropolitan area at Immediate Metals Quarry in Jarrahdale.

This gave us an opportunity to showcase Mototrials to a larger group of spectators than we would normally expect and has resulted in significant growth for the sport. Juniors (Under 16) now comprise 25% of the riders in Western Australia and specific training and skill development days are providing them with a bright future.

The AJS Mototrials Club of WA was honoured with winning the club of the year award at the 2018 Night of Champions and one of our riders (Neil Price) took out the Sportsperson of the Year award to add to his thirteen state titles and other awards



Supermoto

2018 was a year to build on the successes of 2017 following up on member's requests for more track time, the club ran a total of 34 events with nearly 1000 participants.

This included a 9 round club championship with 2 events each held at Collie, Geraldton and Cockburn and 3 at our home track of Wanneroo and for the first time we ran a junior club championship, the Supermoto Cadets, at our Metro rounds. We ran 4 Come & Try days to encourage new members and 19 practices as well as 3 social events.

The club also did demo 'races' at the York Motorcycle Festival and an exploratory mission to the Lake King Kart track as a potential venue for 2019.

The club was proud to support (by paying bike transport costs) 10 of our riders to take part in the National Supermoto Championships in Newcastle where we had entries in Juniors, Women's, Veterans and Senior classes. Memberships reached 96 people and financially the club managed to maintain a healthy bank balance in order that we can extend the Wanneroo dirt section, continue to fund growing our juniors and support members attending the Nationals in 2019.





STATE ENDURO REPORT 2018

The 2018 Enduro calendar was filled with quality events and resulted in another great year for the Enduro and off-road scene in WA. State Enduro Championships.

The 2018 WA State Enduro Championships were decided over a six round series, consisting of two 1-day Enduros and two 2-day Enduros, all held in the south west. The Trail & Enduro MCC conducted the overall championship and five of the rounds. Round 1 was organised by the Denmark MCC, with numbers capped at 130 due to restrictions placed on the organisers by the Water Authority, and the Ironstone Adventure Riding Club assisted with Rd 4 at Capel.

All events were well coordinated and successfully run, with a good balance of terrain to suit all abilities, from the serious competitors to those who ride mostly for fun.

The 1st State Round, run by the Denmark MC, was an extremely wet and challenging event, which led to a number of riders running out of late time and unable to finish. But never the less it was another great regional Enduro that will be remembered for many years to come. Entry numbers were typically around 75 to 100 riders per event.

The Women's State Championship class saw around seven women compete regularly during the season and the non-competitive Trail class was also consistently supported, both of these classes will continue in 2019.

There is a healthy and productive level of communication and cooperation between the Enduro Clubs and following their joint efforts in 2017 the relationship between the sport and the Department of Biodiversity Conservation (the key regulatory authority for the forests where Enduros take place) has significantly improved, with correspondingly smooth and efficient granting of event approvals. We recognise how important it is to our sport to maintain and strengthen this relationship.

2018 A4DE

The 2018 A4DE was strongly supported by more than twenty WA riders who travelled over to Cessnock, NSW and competed in one of the toughest Four Days ever. The toughness of the event was evident in the high rate of attrition and DNFs across riders of all abilities from all states.

The WA team copped its fair share with only 3 of the 6 State Senior Team finishing and unfortunately the Women's team not finishing due to one injured rider and another who became completely exhausted on the last day of big trails. The WA Junior Team held its own and finished with an outstanding 3rd place podium.

Looking to the future, WA has been allocated the 2021 A4DE and the Trail & Enduro Club has nominated to run the event. Planning is still at a very early stage and coordinated marketing will begin once the key event logistics have been finalised. The Trail & Enduro MCC continues to be the driving force behind senior Enduros in WA, with a current membership in excess of 300 members.

The Club conducted a wide range of events including traditional Enduros, Enduro Sprints, Cross Country and Natural Terrains, with riders accumulating points from each round to determine end of year winners across all classes in the Club's 2018 Off-Road Championship.

The non-competitive Trail Class was offered at most Enduro events and continues to build popularity. Riders in this class enter events at a reduced fee, riding all the Enduro trails but not the timed Special Tests. The riders that rode this class reported that they really enjoyed the experience.





STATE ENDURO REPORT 2018 cont..

Following the disappointing cancellation of the 2017 event, the traditional non-competitive Adventure Rally was back on the 2018 calendar and proved to be another great success. The Denmark Motorcycle Club was once again the host of the first round of the State Enduro Championship, and also conducted a range of non-competitive and interclub enduro activities in the Denmark – Walpole area.

The Ironstone Adventure Riding Club ran the 41st Capel 200 Trail Bike Rally, attracting around 250 entrants. For many, it was their first time participating in an organised motorcycle event and once again riders of all capabilities were treated to a great mix of trails and terrain, which they clearly enjoyed. Following the uncertainties around approval of the 2017 Capel 200, this year's event was a refreshing change, with visible support from both State and local Government.

The event was opened by the Hon. Mick Murray, Minister for Sport, accompanied by representatives from both the Shire of Capel and DBCA. The event cemented its reputation as an established local community event, with the direct involvement of a number of local community groups and an ongoing commitment from the Shire of Capel to directly support future Capel 200s.

Both the Capel 200 and the T&E Club's Adventure Rally were greatly assisted by MA's new licensing requirements for non-competitive events, which are easier to administrate and far more cost effective for entrants. This was a well-received and much appreciated initiative by MA.



The Offroad Riding Club of WA continued its growth, with strong support from families and very healthy entry numbers attending their six round championship events. Eleven of the Club's junior riders gained valuable experience by travelling to South Australia in September to compete in a round of the AORC as part of a coordinated development program.

The Club continues to produce top level junior riders, with most of the state's senior expert riders emerging from the Junior ranks.

A number of other country Clubs and Promoters conducted a range of events in 2018, including club and interclub Enduros, cross country and pony express style events.

Dirt High Promotions ran a popular Pony Express series and also the New Tumbulgum event at Kirup. Many Clubs continued to make extensive use of the one event competition licence and recreational licence, which is a very successful method of introducing casual bush riders to competitive off-road motorcycle sport.

In conclusion, congratulations must go to our State Enduro Champions and also a very big thank you to all Clubs and their members, riders and volunteers, who made the 2018 season an overwhelming success.





WAMX ANNUAL 2018 Report

At the beginning of 2018 we were tasked with the duties of promoting and producing the 2018 WAMX Make Smoking History State Motocross Junior and Senior Championship, within the guidelines of the GCR's and Championship Regulations produced by the MX Sporting panel and MWA board. Part of the challenge for the year was to produce 4 double header events with both junior and seniors and then 2 stand alone events for both the junior and senior categories.

Whilst these double headers meant more intense planning from a pure logistic point of view the idea was embraced and we believe produced successful events. Riders numbers were at a high at the beginning of the season, with the enticement of the inclusion of Manjimup for the first double header round of the season. However, as the season progressed numbers dropped off significantly when riders were faced with an 8 – 9-week gap in the middle of the season and basically lost momentum due to this.

The drop-in numbers were seen throughout both junior and senior ranks. By the last round rider numbers had dropped to approximately half, but competition was still fierce within those still competing.

2018 proved to be the Year for the Junior Girls to put their mark on the competition, constituting both classes. While the Senior ladies maintained consistent numbers, with some stand out competition on track. 2019 we welcomed the Junior Girls into the Series proper sharing the 6 rounds between the classes. Junior quads struggled in the lower capacity classes seeing the Limited and Comp classes combined due to Limited's failing to constitute.

Work needs to be done to encourage these classes at a grass root level, to rebuild this discipline. All the while the Blaster class proving to be very competitive.

During the year WAMX received many questions regarding competing at different tracks instead of the same few year in and year out, which in 2019 we have another new club/track to present to the riders and with drastic changes at another, hopefully will give the riders the challenge and variety that they are looking for.

We have once again been allocated 4 double headers and 2 junior and senior standalone events and planning is well underway for the 2019 season.





Speedway

The Speedway Motorcycling Club of WA continues to provide a calendar of racing with 13 events for the 2018/19 season for junior and senior divisions. Junior participation includes Solo and Sidecars as well as attracting junior riders on Thumpsters and peewee stock bikes within each event prior to the senior program and during interval.

This initiative has been well supported by the parents and spectators. Senior Solo and Sidecars continue to develop, and the Club has provided support to a developing Flat Track cohort within their events as well as promotion throughout the riding program.

The 2018/19 season realised the long-held ambition of riders and supporters of Speedway with the opening of the senior venue. The Club operated the track with a temporary licence until February whereby a full track license has been obtained. The attraction of international riders increased spectator numbers with positive feedback regarding the track, viewing opportunities and amenities.

The availability of a variety of refreshments with no Club canteen has been positive. Broadly, a small but dedicated team has increased the profile of the sport in Western Australia as well as internationally, premium events have been live streamed with no event being below 10,000 views and reaching up to 25,000 views and the social media operations have seen that population reach 5000 likes/followers.

The new track has provided opportunities for redeveloping the processes for running the Club on race nights with riders and families becoming further involved i.e. care of the air fence at the end of meetings. The Club understands with a senior track opening, the senior sidecar division is beginning to expand in numbers either with new riders or the return of riders from the Bibra Lake era. The Club has applied for National Titles within all disciplines for the 2020 season.

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Historic Road Racing

The highest honour a Historic racing club can have is to be invited to promote a National Championship. HCMC agreed in March 2018 to take up MA's invitation to run the 2019 Titles. We are receiving much help from MWA and MA in our efforts.

We have recently started a South West social branch of our club for our members who can't get to meetings in Perth.

With the closure of Barbagallo to motorcycle sport, all our events have been at Collie, this has become a social hub for riders and families with the event basically running from Friday to Sunday night.

Our membership is at its highest ever, and our funds will allow us to advertise our meetings on South West Radio and to have a big promotional drive for the Nationals. We are offering financial assistance to Interstate riders who comply with conditions, who incidentally are keen to ride at a new venue.

HCMC was awarded the MWA's prestigious Most Improved Club award for 2018.



Road Racing Panel

2018 saw a State Road Racing Championship being held. After 2017 was a year of no competition activity due to the closure of Barbagallo Raceway to motorcycles in 2016. There were 4 Championship Classes run across 4 Rounds at Collie Motorplex.

In addition to the State Championship, WA had multiple riders compete in the National Australian Superbike Championship; Adam Senior (Superbike), Ben Stronach (Superbike), Callum Obrien (Supersport 300 / YMF R3 Cup), Bronson Picket (Supersport 300 / YMI R3 Cup), Graeme Evans / Jarrod Scott (Sidecar), Murray Stronach / M. Schluter (Sidecar).

We wish to recognise their exceptional efforts and dedication traveling to the eastern states to compete at the national level.

We look forward to seeing Barbagallo re-licensed for competition events in 2019 and appear to have return to a State Championship of 5 rounds, however for the first time in 20 years, this will be held across multiple venues (Barbagallo & Collie). A huge thankyou to the exceptional efforts of the new MWA administration in proposing and collaborating with the WASCC to see the return of activities to Barbagallo Raceway





Quad Panel

Quad Riders WA hosted the ATV Australian Nationals at Stockton Park in Collie. With Quad riders from all over the country and even one from Italy made this event very successful for both riders and spectators alike.

WA's Luke Gaisford won his fourth Pro Championship with 2 wins and 3 second place finishes. Fellow West Australian, Chris Bosnakis, put on a clinic and was the early leader with 3 starts and 3 wins before bike failure in the last 2 races ended his chances of winning his fourth national championship. Italian Andrea Cesari had podium finishes in all five races to finish second overall, with Victorian, Jake Van Vliet rounded out the top three.

Other Championship winners included Michael Harcourt for the Veterans, Josh McKay for Intermediates. In the Juniors, Jae Dowsett took out the 250cc class, Keenan Murphy in the 90cc competition class and Brandon Porter claiming the 90cc limited title.

Sports minister Mick Murray was on hand to present the trophies and labelled the weekend event a success for the town of Collie.



Motocross Panel

The 2018 MX Season was full of ups and downs, the inclusion of the Junior Quads into the full 6 state round series and the Junior Girls state championship into 2 standalone events, has paved the way for these classes to flourish in 2019.

The overall State MX series was well supported throughout the series even with several of the State's top riders committed to state, national and international events. We saw several National champions crowned which hailed from WA.

With a change of the guard within MWA it was appropriate time to review the sport in general and look forward as to how we can improve the 2019 State MX Series. With that said several changes have been made in the background by the board, the MX Panel and WAMX which will result in an exciting season to come in 2019.

The MX scene is well represented by some very talented riders from within our state and WA has continued to produce some of the strongest riders within Australia.





Women's Panel

MWA Women's committee 2018 report
 The MWA Women's committee have continued to put in an amazing effort in supporting and providing opportunities for women and girls to participate in activities. We are so lucky to have some outstanding, passionate and committed women and men working behind the scenes to put all of this together, thank you to everyone. Western Australia continues to be a leader around the country in providing opportunities for women and girls to be involved in the sport, not just as racers, but as recreational riders, volunteers, coaches, club administrators, officials and just being involved with motorcycling.

Thank you to all the people involved in the sport who support the committee and all that we do. The committee has hosted a couple of women's only ride days in 2018 along with a couple of coaching events including hosting one of Australia's premier coaches Glenn Macdonald to conduct a clinic at Manjimup. It's been fantastic to see women riding in all disciplines from Supermoto to quads, from flat track to Enduro and trials, and that our women and girls are branching out and trying different disciplines.

This year we had many women and girls representing WA and competing at the highest level in the sport. The Enduro 4-day, Finke Desert race, the Australian Women's mx championships at Manji and Coolum and WA had some outstanding results. WA also hosted the ATV nationals with a large contingent of women and girls competing to represent their state, fantastic to see so many out there enjoying themselves.

One area not often publicised is our female officials. WA has some very talented ladies working behind the scenes to make it all happen and we want to continue to support and develop our female officials.

This year WA women were present officiating at many events not only in the state, but interstate at the Enduro A4DE, at Philip Island for the grand prix and the WJMX. This is a great way to get involved in the sport for those who are not riding and there are some great opportunities to learn and be mentored.

This year we were overwhelmed with the amount and quality of nominations received for the annual awards which made voting very difficult. All nominations that were received were recognised publicly to show the outstanding talent amongst our WA ladies and of course one gentleman nominee in Neill Dunne, who is an amazing supporter of women in the sport.

Congratulations to our two award winners – rider Tahlia O Hare and volunteer Lyn Makin, both outstanding award winners.

Looking forward we have lots of things planned for 2019 and some new committee members on board to bring some new ideas into the group. We have our season opener planned in partnership with Cully's Yamaha and hope to once again have an open event, some ride days, some coaching days and start to grow the tarmac side again with the return of riding to Barbagello. Have fun and stay safe

Tracy Simpson
 Chair





MOTORCYCLING AUSTRALIA WA INC

FINANCIAL REPORT
FOR THE YEAR ENDED
31 DECEMBER 2018



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DIRECTORS' REPORT

Your board members submit the financial report of Motorcycling Western Australia (Inc.) ("MWA" or "the Association") for the year ended 31 December 2018.

BOARD MEMBERS

The names of the board members throughout the year and at the date of this report are as follows. Directors were in office for the entire period unless otherwise stated.

Mr Peter Clark	President - Resigned June 2018
Ms Tracy Simpson	President - Appointed June 2018
Ms Decima Johns	Vice President - Appointed June 2018
Mr Joe McCarthy	Board Member - Resigned Jan 2018
Mr Paul Hinds	Board Member - Resigned Jan 2018
Mr Cornel Scheibling	Board Member
Mr Brendan Taylor	Board Member
Mr Winton Lawton	Board Member - Appointed Feb 2018 - Resigned Aug 2018
Mr Warren Littlefair	Board Member - Appointed May 2018
Mr Peter Caimpaign	Board Member - Appointed Oct 2018
Mr Justin Locke	Board Member - Appointed Oct 2018 then resigned

EXECUTIVES

Mr Richard Mark Gill	Executive Director – Resigned April 2018
Mr Joe McCarthy	CEO – Appointed May 2018

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 Clark	5	5
Ms Tracy Simpson	11	11
Ms Decima Johns	11	11
Mr Joe McCarthy	0	0
Mr Paul Hinds	0	0
Mr Cornel Scheibling	9	11
Mr Brendan Taylor	9	11
Mr Winton Lawton	7	7
Mr Warren Littlefair	7	8
Mr Peter Campaign	3	3
Mr Justin Locke	1	1

PRINCIPAL ACTIVITIES

The principal activity of the Association during the year was Motorcycle sport development and administration.

SIGNIFICANT CHANGES IN THE STATE OF AFFAIRS

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

REVIEW OF OPERATIONS

The operating (deficit) for the year was (\$260,340) (2017 deficit: \$52,584).

Detailed commentary on the Association's activities are included in the President's report & Executive Director's report which are included in the 2018 Annual Report.

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.

LIKELY DEVELOPMENTS AND EXPECTED RESULTS

MWA's operations are primarily determined and dependent on funds from Licence sales, events income, sponsorships, products sales and grants. At this time it is our intention to maintain operations in 2019 to a similar level as 2018. 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.

AUDITOR'S INDEPENDENCE DECLARATION

A copy of the Auditor's Independence Declaration as required under s.80 of the Associations Incorporation Act 2015 is included in page 25 of this financial report and forms part of the Directors' report.

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



Tracy Simpson
President
Perth
11 March 2019

STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME

FOR THE YEAR ENDED 31 DECEMBER 2018

	Note	31 December 2018	31 December 2017
Revenue	3	779,921	833,017
Less: Cost of Sales	3	(437,663)	(291,464)
Gross Profit	3	342,258	541,553
Operating Expenditure			
Advertising & Promotion	3	(1,136)	(253)
Affiliation	3	(28,054)	(9,382)
Awards & Functions	3	(991)	(4,234)
Coaching	3	(16,625)	(15,950)
Depreciation	3	(9,074)	(12,091)
Employee Benefits Expenses	3	(427,800)	(433,160)
Officials' Expenses	3	(7,339)	(4,941)
Property Expenses	3	(33,504)	(28,838)
Sports Development	3	(1,909)	(6,533)
Other operating and administrative expense	3	(76,166)	(78,755)
Total Operating Expenditure		(602,598)	(594,137)
Net surplus/(deficit)		(260,340)	(52,584)
Other comprehensive income		-	-
Fair value adjustment to property		(275,000)	-
Total comprehensive (loss) for the year		(535,340)	(52,584)

The above statement of Profit or Loss and Other comprehensive income should be read in conjunction with the accompanying notes.

STATEMENT OF FINANCIAL POSITION
AS AT 31 DECEMBER 2018

	Note	31 December 2018	31 December 2017
Current Assets			
Cash and cash equivalents	4	1,212,700	1,435,369
Trade and other receivables	5	50,619	84,330
Inventory	6	9,080	2,416
Total Current Assets		1,272,399	1,522,115
Non-Current Assets			
Property, plant and equipment	7	532,963	812,161
Total Non-Current Assets		532,963	812,161
Total Assets		1,805,362	2,334,276
Current Liabilities			
Trade and other payables	8	91,220	39,641
Unexpended grants & income in advance	9	93,570	90,500
Provisions	10	31,399	79,622
Total Current Liabilities		216,189	209,763
Total Liabilities		216,189	209,763
Net Assets		1,589,173	2,124,513
Equity			
Accumulated surplus		1,424,839	1,685,179
Asset Revaluation Reserve	11	164,334	439,334
Total Equity		1,589,173	2,124,513

The above statement of financial position should be read in conjunction with the accompanying notes.

STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 31 DECEMBER 2018

	Asset Revaluation Reserve	Accumulated Surplus	Total Equity
At 1 January 2017	439,334	1,737,763	2,177,097
Deficit for the year	-	(52,584)	(52,584)
Other comprehensive income	-	-	-
At 31 December 2017	439,334	1,685,179	2,124,513
At 1 January 2018	439,334	1,685,179	2,124,513
Deficit for the year	-	(260,340)	(260,340)
Other comprehensive income	(275,000)	-	(275,000)
At 31 December 2018	164,334	1,424,839	1,589,173

The above statement of changes in equity should be read in conjunction with the accompanying notes.

STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 31 DECEMBER 2018

	31 December	31 December
Note	2018	2017
Cash flows from operating activities		
Grants received	124,000	120,000
Receipts for Sponsorships	33,091	35,500
Sale of Products & Fee Income	610,023	633,014
Interest Received	30,050	35,771
Payments to suppliers and employees	(1,043,561)	(831,283)
Net GST Receipts/(Payments)	9,063	(12,133)
Net cash flows from (used in) operating activities	12 (237,334)	(19,131)
Cash flows from investing activities		
Payments for plant and equipment	(4,876)	(290)
Net cash flows from/(used in) investing activities	(4,876)	(290)
Cash flows from financing activities		
Loan Repayments from Clubs	44,541	20,833
Loans Advanced to Clubs	(25,000)	(57,040)
Net cash flows from/(used in) financing activities	19,541	(36,207)
Net decrease in cash and cash equivalents	(222,669)	(55,628)
Cash and cash equivalents at beginning of the year	1,435,369	1,490,997
Cash and cash equivalents at end of the year	4 1,212,700	1,435,369

The above statement of cash flows should be read in conjunction with the accompanying notes.

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 DECEMBER 2018

1. CORPORATE INFORMATION

The financial report of Motorcycling Western Australia (Inc.) ("MWA" or "the Association") for the financial year ended 31 December 2018 was authorised for issue in accordance with a resolution of the board members on 19 February 2019.

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.

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 report has been prepared on a historical cost basis, except for property and is presented in Australian dollars.

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 2018. The adoption of these new and revised Standards and Interpretations, including AASB 9, did not have any 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 2018. These Standards and Interpretations are listed in the following table.

NOTES TO THE FINANCIAL STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2018

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, CONTINUED

New Accounting Standards and Interpretations (continued)

Reference	Title	Summary	Application date of standard	Application date for Association
AASB 15	Revenue from Contracts with Customers	<p>The core principle of AASB 15 is that an entity recognises revenue to depict the transfer of promised goods or services to customers in an amount that reflects the consideration to which the entity expects to be entitled in exchange for those goods or services. The standard introduces a 5-step approach to revenue recognition:</p> <p>Step 1: Identify the contract(s) with the customer. Step 2: Identify the performance obligations in the contract. Step 3: Determine the transaction price. Step 4: Allocate the transaction price to the performance obligations in the contract. Step 5: Recognise revenue when (or as) the entity satisfies a performance obligation.</p> <p>When this standard is first adapted for the year ending 31 December 2019, there will be no material impact on the financial statements.</p>	1 January 2018	1 January 2019 (for not-for-profit entities)
AASB 16	Leases	<p>The key features of the standard are:</p> <ul style="list-style-type: none"> • Lessees are required to recognise assets and liabilities for all leases with a term of more than 12 months, unless the underlying asset is of low value. • A lessee measures right-of-use assets similarly to other non-financial assets and lease liabilities similarly to other financial liabilities. • Assets and liabilities arising from a lease are initially measured on a present value basis. The measurement includes non-cancellable lease payments and payments to be made in optional periods if the lessee is reasonably certain to exercise an option to extend the lease, or not to exercise an option to terminate the lease. <p>A lessor continues to classify its leases as operating leases or finance leases, and to account for these two types of leases differently. Enhanced disclosure requirements will improve information disclosed about a lessor's risk exposure.</p> <p>When this standard is first adapted for the year ending 31 December 2019, there will be no material impact on the financial statements.</p>	1 January 2019	1 January 2019

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, CONTINUED

Significant accounting judgments, 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.

Current versus non-current classification

The Company 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 Company classifies all other liabilities as non-current. Deferred tax assets and liabilities are classified as non-current assets and liabilities.

Cash and cash equivalents

Cash and cash equivalents in the statement of financial position comprise cash at bank and in 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.

For the purposes of the statement of cash flows, cash includes cash and cash equivalents as defined above, net of outstanding bank overdrafts.

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 DECEMBER 2018

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, CONTINUED

Trade and other receivables

A receivable represents the Company'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.

Collectability of trade receivables is reviewed on an ongoing basis. Individual debts that are known to be uncollectible are written off when identified. An impairment allowance is recognised when there is objective evidence that the Company will not be able to collect the receivable. Financial difficulties of the debtor, default payments or debts more than 120 days overdue are considered objective evidence of impairment. The amount of the impairment loss is the receivable carrying amount compared to the present value of estimated future cash flows, discounted at the original effective interest rate.

Property

Property is carried at 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.

Plant and Equipment

Plant and equipment is 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:

	2018	2017
Fitouts, 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 is reviewed for impairment if there is any indication that the carrying amount may not be recoverable.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, CONTINUED

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.

i) 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 or loss.

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

In order for a financial asset to be classified and measured at amortised cost or fair 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 Group'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 Company. The Company 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 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 Company's financial assets at amortised cost includes trade receivables.

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 DECEMBER 2018

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, CONTINUED

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 Group's consolidated statement of financial position) when:

- The rights to receive cash flows from the asset have expired; or
- The Company 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 Company has transferred substantially all the risks and rewards of the asset, or (b) the Company has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset.

When the Company 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 Company continues to recognise the transferred asset to the extent of its continuing involvement. In that case, the Company 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 Company has retained.

Impairment of financial assets

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

ECLs 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 receivables, the Company applies a simplified approach in calculating ECLs. Therefore, the Company does not track changes in credit risk, but instead recognises a loss allowance based on lifetime ECLs at each reporting date. The Company 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.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, CONTINUED

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 the 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.

- (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 wage 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 recognition

Revenue is recognised and measured at the fair value of the consideration received or receivable to the extent it is probable that the economic benefits will flow to the Association and the revenue can be reliably measured. The following specific recognition criteria must also be met before revenue is recognised:

- (i) Rendering of services

Revenue is recognised when the services are provided by the Association.

- (ii) Interest Revenue

Revenue is recognised as interest accrues using the effective interest method.

Government grants

A number of the Association's programs are supported by grants received from the state government. If conditions are attached to a grant which must be satisfied before the Association is eligible to receive the contribution, recognition of the grant as revenue is deferred until those conditions are satisfied.

Where a grant is received on the condition that specified services are delivered to the grantor, this is considered a reciprocal transaction. Revenue is recognised as services are performed and at year end a liability is recognised until the service is delivered.

Revenue from a non-reciprocal grant that is not subject to conditions is recognised when the Association obtains control of the funds, economic benefits are probable and the amount can be measure reliably. Where a grant may be required to be repaid if certain conditions are not satisfied, a liability is recognised at year end to the extent that conditions remain unsatisfied.

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 DECEMBER 2018

When the grant relates to an asset, it is recognised as income in equal amounts over the expected useful life of the related asset.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES, CONTINUED

GST

Revenues, expenses and assets are recognised net of the amount of GST except:

- when the GST incurred on a purchase of goods and services is not recoverable from the taxation authority, in which case the GST is recognised as part of the cost of acquisition of the asset or as part of the expense item as applicable, and
- receivables and payables, which are stated with the amount of GST included.

Commitments are disclosed net of the amount of GST recoverable from, or payable to, the taxation authority.

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.

NOTES TO THE FINANCIAL STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2018

	31 December 2018	31 December 2017
3. REVENUE AND EXPENSES		
Revenue		
Affiliation Fees	25,427	25,205
Penalty Fees	610	454
Grants	124,000	120,000
Healthway & Other Sponsorships	33,091	35,500
Merchant Charges Income	464	654
Interest Received	30,049	35,771
Awards Levy & Function	26,841	20,273
Miscellaneous Income	379	329
Events Income	215,459	242,533
Course Income	12,027	5,984
Licensing Income	184,697	196,637
Sale of Products	126,877	149,677
Total Income	779,921	833,017
Cost of Sales		
Cost of Events	201,892	28,481
Cost of Presentations	34,191	37,851
Cost of Courses	7,300	8,810
Cost of Licensing	102,379	113,329
Cost of Products	91,901	102,993
Total Cost of Sales	437,663	291,464
Gross Profit	342,258	541,553
Expenses		
<i>Advertising & Promotion</i>		
Print Media Advertising	228	-
Electronic Media & Advertising	908	253
	1,136	253
<i>Affiliation</i>		
Affiliation Costs		
Officers & Directors Liability	9,441	5,992
MA Meetings, Seminars & Miscellaneous	2,758	3,390
MA Ridernet Data Base	15,855	-
	28,054	9,382

NOTES TO THE FINANCIAL STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2018

	31 December 2018	31 December 2017
<i>Awards & Functions</i>		
Catering Trophies & Medals	991	4,234
	991	4,234
<i>Coaching</i>		
Elite Coaching Program	10,998	11,315
Coach Course Presenters & Coaching Miscellaneous	5,627	4,635
	16,625	15,950
<i>Depreciation</i>		
Depreciation	9,074	12,091
	9,074	12,091
<i>Employee Benefits Expense</i>		
Salaries and wages	272,999	345,429
Staff Amenities & Uniforms	4,816	2,919
Superannuation expense	34,556	32,841
Movements in leave provisions	11,057	20,081
Subcontractors & Consultants	99,451	26,177
Workers compensation	4,921	5,713
	427,800	433,160
<i>Officials' Expenses</i>		
Honorariums	4,000	4,000
Badges & Uniforms	-	841
Officials Miscellaneous	3,339	100
	7,339	4,941
<i>Property Expenses (Maylands)</i>		
Cleaning	4,160	3,520
Council Rates	2,649	2,235
Electricity	6,274	6,448
Repairs, Minor Plant & Improvements	1,789	759
Strata Levies	16,612	13,338
Water Rates	1,737	1,658
Storage & Miscellaneous	283	880
	33,504	28,838

NOTES TO THE FINANCIAL STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2018

	31 December 2018	31 December 2017
<i>Sport Development</i>		
Drug & Alcohol Testing	-	1,550
Club Development, Minikhana & Motosafe	1,909	4,983
	<u>1,909</u>	<u>6,533</u>
<i>Other operating and administrative expenses</i>		
Admin Miscellaneous	515	50
Audit fees	4,708	5,900
Accounting Fees	1,500	5,472
Bank charges	443	839
Computer expenses	11,446	8,385
Courier	2,062	1,005
Donations	9,091	-
Dues & Subscriptions	118	4,030
Insurance	7,513	7,241
Interest Paid	3,208	19
Legal Fees	3,354	-
Photocopying	5,088	5,771
Postage	5,866	7,888
Printing and stationery	3,556	4,450
Staff Training & Travel	7,088	6,094
Other Administrative Costs	10,610	21,611
	<u>76,166</u>	<u>78,755</u>
4. CASH AND CASH EQUIVALENTS		
Commonwealth Bank Cheque Account	40,226	26,585
Petty Cash Float	526	644
CBA Term Deposit A/c 50337396	459,734	669,733
CBA Term Deposit A/c 50337353	640,715	640,715
Commonwealth Bank Business Online Saver Account	30,615	88,254
Commonwealth Bank Online Saver Account	40,884	9,438
	<u>1,212,700</u>	<u>1,435,369</u>

NOTES TO THE FINANCIAL STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2018

	31 December 2018	31 December 2017
5. TRADE AND OTHER RECEIVABLES		
Trade Debtors	25,619	39,790
Loans to Clubs	25,000	44,540
	<u>50,619</u>	<u>84,330</u>
6. INVENTORY		
AMB Transponders & Brackets	526	1,412
Flags	415	594
Prepaid Expenses	8,139	-
AMB Detection Loops	-	410
	<u>9,080</u>	<u>2,416</u>
7. PROPERTY, PLANT AND EQUIPMENT		
25/168 Guildford Road, Maylands - Owner Occupied Property	500,000	775,000
	<u>500,000</u>	<u>775,000</u>
Office Fitout & furniture		
- at cost	28,577	28,577
- accumulated depreciation	(22,901)	(21,645)
	<u>5,676</u>	<u>6,932</u>
Plant & Equipment		
- at cost	176,615	171,738
- accumulated depreciation	(149,328)	(141,509)
	<u>27,287</u>	<u>30,229</u>
Total Carrying Amount at end of year	<u>532,963</u>	<u>812,161</u>
Reconciliation of carrying amount at the beginning and end of the year		
Carrying amount at beginning of year	812,161	823,962
Additions	4,876	290
WDV of Assets Disposed	-	-
Revaluations of Owner Occupied Property 25/168 Guildford Road	(275,000)	-
Depreciation expense	(9,074)	(12,091)
Total Carrying amount at end of year	<u>532,963</u>	<u>812,161</u>

NOTES TO THE FINANCIAL STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2018

	<u>31 December</u> 2018	<u>31 December</u> 2017
8. TRADE AND OTHER PAYABLES		
Trade Creditors	3,828	14,213
CBA Credit Card	1,897	3,351
GST Payable	11,936	2,872
PAYG Withheld	3,489	4,791
WA Women Collection Holding Account	4,545	2,642
Accrued Expenses	6,475	11,772
State-Owned Facility Fee Payable	59,050	-
	<u>91,220</u>	<u>39,641</u>

Trade and other payables are non-interest bearing and generally settled on 30 day terms. Due to their short-term nature, their carrying amount is assumed to approximate their fair value.

9. UNEXPENDED GRANTS & INCOME IN ADVANCE		
Income in Advance	33,570	30,500
Other unexpended grants	60,000	60,000
	<u>93,570</u>	<u>90,500</u>

10. PROVISIONS		
<i>Current</i>		
Long Service Leave	3,411	42,624
Annual leave	27,988	36,998
	<u>31,399</u>	<u>79,622</u>

11. ASSET REVALUATION RESERVE		
Opening Balance	439,334	439,334
Increments	(275,000)	-
Closing Balance	<u>164,334</u>	<u>439,334</u>

The asset revaluation reserve is used to record increments and decrements in the value of owner occupied property.

NOTES TO THE FINANCIAL STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2018

	31 December 2018	31 December 2017
12. CASH FLOW RECONCILIATION		
Reconciliation of surplus to net cash flows from operations		
Net surplus/(deficit) for the year	(260,340)	(52,584)
Non cash items:		
Depreciation of plant and equipment	9,074	12,091
Changes in assets and liabilities:		
(Increase) / decrease in trade receivables	14,171	(7,264)
(Increase)/ decrease in prepayments	(8,139)	3,668
(Increase)/decrease in inventory	1,475	3,558
Increase/(decrease) in payables	(42,515)	7,215
Increase/(decrease) in unexpended grants & Income in Advance	3,070	(1,468)
Increase/(decrease) in provisions	(48,223)	27,786
Increase/(Decrease) in GST liability	9,063	(12,133)
Net cash inflows from operations	<u>(237,334)</u>	<u>(19,131)</u>

13. 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.

Financial assets		
Cash and cash equivalents	<u>1,212,700</u>	<u>1,435,369</u>

NOTES TO THE FINANCIAL STATEMENT

FOR THE YEAR ENDED 31 DECEMBER 2018

13. FINANCIAL RISK MANAGEMENT, CONTINUED

The following table summarises the impact of reasonably possible changes in interest rates for the Association at 31 December 2018. The sensitivity is based on the assumption that interest rate changes by 25 basis points (2017 25 basis points) with all other variables held constant. The 25 basis points sensitivity is based on reasonably possible changes over a financial year.

	31 2018	31 2017
Impact on profit and equity		
Higher / (lower)		
25 bp increase (2017: 25 bp)	3,032	3,588
25 bp decrease (2017: 25 bp)	(3,032)	(3,588)

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 \$'000	6 months – 12 months \$'000	1-2 years \$'000	> 2 years \$'000
At 31 December 2018				
Trade and other payables	12,200	-	-	-
	12,200	-	-	-
At 31 December 2017				
Trade and other payables	29,336	-	-	-
	29,336	-	-	-

NOTES TO THE FINANCIAL STATEMENT

FOR THE YEAR ENDED 31 DECEMBER 2018

14. RELATED PARTY DISCLOSURES

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

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

Transactions with key management personnel

Key management of the Association is the Chief Executive Officer. Key management remuneration includes the following expenses:

	2018	2017
	\$	\$
Short-term employee benefits	36,969	112,203
Post-employment benefits	5,938	10,659
Other long-term benefits	648	1,690
Termination benefits	46,000	-
	<u>89,555</u>	<u>124,553</u>

Amounts paid to related party entity for key management services rendered:

	2018	2017
	\$	\$
Global Tennis	69,216	-

15. AUDITOR'S REMUNERATION

The auditor of MWA for the year ended 31 December 2018 is Reliance Auditing Services.

	<u>31</u>	<u>31</u>
	<u>2018</u>	<u>2017</u>
Audit fees for audit of the financial report	<u>5,900</u>	<u>5,500</u>
	<u>5,900</u>	<u>5,500</u>

DIRECTORS' DECLARATION FOR THE YEAR ENDED 31 DECEMBER 2018

16. 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.

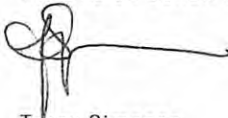
This general purpose financial report has been prepared to satisfy the reporting requirements under the Association's constitution. The Board of Motorcycling Western Australia (Inc.) has determined that the accounting policies adopted are appropriate to meet the needs of the members of the Association. 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:

- (i) the financial statements give a true and fair view of the financial position of Motorcycling Western Australia (Inc) as at 31 December 2018 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
- (ii) there are reasonable grounds to believe that the Association will be able to pay its debts as and when they become payable.

This declaration has been made in accordance with the constitution of Motorcycling Australia WA Inc.

For and on behalf of the Board



Tracy Simpson
President
Perth
11 March 2019