

# LIST OF CANDIDATES:

1. ASHWIN HARRI
2. MELANIE SPURR
3. RICHARD SCHILLING
4. STEPHEN WATSON
5. TONY TAYLOR
6. VIC MAHARAJ
7. WALLY PAPPAS



## **ASHWIN HARRI**

28 years' experience in the Automotive industry, OEM  
14 years in Senior management position  
28 years involvement in Motorsport

My experience in Strategy, Projects and Operations provided sound foundation for my position as Chairman for the Algoa Motorsport Club considering my short period in administration of Motorsport after a number of years of being involved on the technical side. Membership growth and efficient management of the Aldo Scribante race circuit has been the priority to realize the moderate success AMSC enjoys today. Our team, representatives of the various facets are however task with business activities outside of normal competitor issues. This constitutes the committee I have the pleasure of working with daily. My role is to ensure a sustainable business model for our future and establishing sound business principles for continued success of motorsport in our region.

In considering my role in motorsport the following comes to mind:  
Providing platforms for any interested party to enter the motorsport arena. We have not secured the potential that may exist for membership and participation in terms of our countries demographic. My scope for

development in motorsport would start in the region I represent ensuring sound analysis of demographics in motorsport, likewise participation not only as competitors, but supporting the administrative and operational aspects associated with motorsport 3. Developing locally to produce sustainable competition nationally. MSA the motorsport governing body in South Africa is integral partner to FIA and South African sports and recreation. **Current position held:**

**Senior Manager - Automotive OEM; Chairman – AMSC; Director – AMSC Non Profit Company**



## **MELANIE SPURR**

I started competing in Sep 2001 in saloon car/circuit racing. (I have raced SuperHatch, Silvercup, Super Saloons, and Legends of the 9 Hour) I have been chairperson of SuperHatch since 2003, chairperson of Zwartkops Owners Club since 2010, I am part of the team that started and runs the Extreme Festival Nationally, as well as the 111 Sports & Saloons and Extreme Supercars, and I am also on these committees. I am on the committee of Legends of the 9 Hour Racing Club, Thunderbikes, Silverton bolt & nut challenge and SUB 10 Superbikes. I am the Executive Operational Manager at Zwartkops raceway and have worked at the circuit since November 2008.

I see MSA as an administrative body for the sport, from issuing licenses, insurance and permits.

We need to continue to grow the sport and ensure we get more licence holders/competitors across all facets and get spectators back to the circuit by having good racing and well-presented vehicles, as a result

sponsors and fuller fields should follow (although the financial climate is not great at the moment)

Important Factors: The transformation of Motorsport and to raise the profile of MSA. I would see myself making a positive contribution as I understand the competitor wants and needs, as well the promoters, and I have a very wide knowledge of circuit racing/running events, I am transparent, honest and want the best for Motorsport as a whole.

## RICHARD SCHILLING



I would like to answer the points as follows:

MSA is primarily an administrator which should ensure Good Governance at all levels and facets of Motorsport

MSA should work together with the Commissions and other Major stakeholders to establish a high level strategy for the future.

I would strive to make everyone, at whatever level they are in Motorsport, to be PROUD of their association with it. Secondly I would like to keep a balance in terms of “vested” interests. My experience in Business and Motorsport both at International and a Local level should allow me to give good input to the Board.

Richard Schilling is a businessman who sold his automotive component manufacturing company eight years ago and retired. Leading European and Japanese Automobile Companies were amongst his customers. Schilling has been one of the most influential administrators in South African motorsport, his involvement in South African motorsport as a competitor and administrator goes back more than three decades. He is a member of the MSA National Court of Appeal. Schilling was also the chairman of the South African

National Off Road Racing Association, which, under the auspices of MSA, is the governing body for cross country racing in South Africa. In this regard, Schilling’s long experience as a competitor helped the development of cross country racing in South Africa to the extent where it became the jewel in the Motorsport SA crown with an average of 60 world-class vehicles competing at national level and 30 at KZN and Northern Regions levels. Schilling was invited by the FIA to join the FIA Cross Country Commission six years ago and two years ago was asked to become the President of this Commission. A multiple South African champion and Protea Colours recipient Schilling’s Curriculum Vitae as a competitor also includes victories in two of South African off road racing’s premier events –completing a hat trick of wins on the Roof of Africa Rally and winning the Toyota Kalahari Botswana 1000 Desert Race in the early nineties. Schilling also competed in the USA with distinction.

He is conversant in English, Afrikaans and German.

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## STEPHEN WATSON



Watson competed in karting and circuit racing in South Africa from 1986 to 1992 before moving overseas to compete in various international championships: British Formula 3; FIA International Formula 3000; a testing role in Formula 1; FIA & British GT Championships; Japanese GT, Grandam USA and the American Le Mans Series. Watson received both KZN provincial colours and National Colours for his achievement in motorsport.

During his driving career, Watson established a performance parts and race engine building business in the UK, exporting product to RSA, USA and Japan. He also built and sold racing and road versions of the Birkin S3 Roadster as the European Distributor.

Watson relocated to Dubai in 2004, when he was appointed as the Global GM for A1 Grand Prix and was responsible for the establishment of the International Series and overseeing the formative operations and commercial divisions, working directly for His Highness Sheik Maktoum. The Series hosted three street race events in Durban, KZN from 2006 to 2008. After three years at A1 Grand Prix, Watson returned home to South Africa and has been involved in the hosting and promotion of major international events.

Watson established GAS Sports in 2012. GAS Sports has managed the commercial & promoter rights of the National Superbike Championship Tour

since 2013 and the Northern Regions Superbike Championship since 2015. Watson is also the Managing Director of Discover Digital, a digital media business that owns and operates VOD & IPTV services, including the live production & streaming of sports events. Discover Digital’s technology is used in the live streaming of SuperGP Championship events.

MSA is the custodian and administrator of motorsport in South Africa, responsible for upholding both the FIA and FIM federal representation in ensuring a sound regulatory framework and robust governance structure exists to sustain, develop and grow motorsport in the country. MSA and its Board of Directors must lead the strategic direction of the sport and maintain alignment with global motorsport trends (considering local economic inhibitors and/or key cultural attributes) in regulation development, environmental impact, safety, talent development and the promotion of motorsports as a whole.

- Better alignment between club, regional and national racing to ensure ease of progression for competitors and teams
  - Reduce or mitigate fragmentation in the various facets of the sports to ensure sustainability of key championships and viability of support categories
  - Clear and concise media strategies need to be built into key national championships categories to enable measured returns for both series and competitor sponsors, through broadcast, new media coverage, communication and public relations strategies,
  - Embrace the new digital era – the manner in which fans consume and engage with sport is changing rapidly and local motorsport must be at the forefront of this change, particularly since our sports mainstream television coverage is not on par with other sports federations.
  - Adopt industry accepted governance frameworks (King III/IV) to manage the board, board sub-committees structures and conflicts of interest
1. Review categories across all sectors of motorsports, establish KPIs to grow the sport and/or encourage consolidation to improve the number of competitors in each category, taking both cost and the prevailing economic market conditions into account. In so doing, create a clear pathway for youngsters to progress through to national championships, building the right platform for sustainable national championships that further enable supporting club & regional categories to grow.
  2. Improve accessibility and development within the sport through partner programs that expose more youngsters to the sport, enabling them to select their preferred category of sport, should they wish to compete, or their preferred sports science, marketing, technical, administrative direction within the sport.

I have been fortunate enough to sit in many different roles in my career within motorsport, from being a competitor, events and championship promoter, sponsor, political stakeholder and investor in the sport at both a national and international level. As such, I believe I can add significant strategic value to the board, with insight and experience of the different stakeholder perspectives and needs across the roles I have held. Like all sports, appeasing all stakeholders and managing political dynamics is challenging, whilst trying to steer and stick to a strategy that sustains, professionally governs and grows stakeholder interest and the sport has a whole. Simply put, I believe my 30 years of experience, investment and passion could add value to South African motorsport in its quest to achieve world class standards, foster both national and international talent, host and build major motorsport championships to catalyse the industry and reach new audiences and fans for the benefit of **ALL** stakeholders.

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## TONY TAYLOR



1966: Joined Transvaal Marshals Association which later became Kyalami Marshals Association

1967: Joined Rand Motoring Club

2004: Joined Sports Car Club.

In my motorsport career I have been involved in:

**Marshalling** – from the age of 16, eventually becoming Chief Marshal of the Kyalami Marshals Association, officiating at Club, Regional, National and International level, including MotoGP, SBK, Grand Prix Masters, Truck Racing, Formula One testing, MotoX GP, more recently assisting as Race Control at Zwartkops, East London G P circuit, Phakisa Freeway, Dezzi Raceway and Red Star Raceway.

**Rally** : drove for a short while and organised a number of mini rallies for RMC, assisted with the Protea Rally. Also acted as CoC on a number of events, timekeeper, marshal and route checking.

**Off Road Cars** : assisted with numerous aspects including acting as National Scorer, event manager of the African Heritage Cross Country International event.

**Circuit Racing** : currently organise majority of race meeting on the Historic Tour (last seven years), Regional race meetings at Kyalami, Redstar and Phakisa. Act as Category CoC for GTC. Acted as GM at Kyalami for a period of two years prior to its sale, Deputy CoC for A1 in Durban, MotoGP at Phakisa and SBK at Kyalami. Organised the Durban Street Race. Have acted as Steward from time to time and as a member of CoEs and Appeal Courts. Licenced as a Grade A CoC.

**Other** : Officiated as CoC at Endurance Record attempts at GeroTek – Toyota, Chery & Isuzu. Assist as Chief Marshal at Mini Baja for University of Pretoria – 10 plus years. Organised the Ballito Street time attack.

**Competition:** I raced a motor cycle for a while, fell off and decided it was not a good idea. Raced and rallied Cars but never had the wherewithal to fully explore my talent (or lack thereof).

Currently Chairman of the Sports Car Club of South Africa, Johannesburg and National. Member of the Promoters Group, Historic Motorsport Commission.



## VIC MAHARAJ

MSA, as the controlling body of motorsport in South Africa, should ensure decisions concerning the organising, direction and management of motorsport in South Africa be taken in the best interests of all its stakeholders (license holders, teams and sponsors). It must do so in accordance with the laws of the country and refrain from any form of discrimination whatsoever.

Motorsport needs to have a hierarchy system in place in all forms of motorsport - from club to pinnacle/aspirational formula. It also needs to provide real returns on investment for all its stakeholders in order to encourage greater investment so that the next generation of teams see it as a viable career choice. More affordable entry level where "chequebook racing" is not the differentiator of performance. Greater level of common components in all forms of motorsport so that teams may operate as a profit centre and not live from hand to mouth.

As a team owner and engineer I am well positioned on any technical discussions surrounding new or existing formulae. Also, I am a shareholder in GTC and was intimately involved in the negotiations with MSA, sponsors, manufacturers, television and competitors providing me with significant marketing experience. I also believe that a viable motorsport development programme needs to be pursued as part of our social responsibility initiatives.

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## WALLY PAPPAS

I got involved in Motorsport when I was 17 years old that was in 1975.

I was part of the pit crew for Johnny Eekhout, who at the time was racing at Wembley Oval track in Johannesburg. My job was to make sure that the tyres were pumped to the correct pressure and that the windscreen was clean.

I then started getting involved in the administration of the sport with the late Buddy Fuller and assisted him with the administration and documentation of Oval. I continued doing this until the original Wembley Oval Tar Track (Wembley Stadium) closed and was demolished in 1978. I then joined the Dunswart Oval Tar track in Benoni and assisted with the administration there. It was at this track that I started practicing and eventually started racing in the 2lt non-contact class in 1982 but due to financial pressure and starting a family in 1984, I then stopped racing and left the sport for a period of 2 years. In 1986 I went back to Oval and became the starter and eventually the COC. I did most of the events held at the venue. In 1990 a new Wembley Oval Dirt track was built at Sturrock Park by Mr Danie Fourie and I then decided to start competing again. I started racing again and I was nominated to be the driver's representative for the class I was competing in, which

position I held for 2 years until I was nominated as the representative for all the classes that were running at the venue. This position I held for one year until my accident which put me out of racing for good. I then decided to become a full time COC and MSA Steward. Since 1993 I have held a COC and MSA Steward licence for Oval Track racing and I am currently the Commission president for Dirt and Tar Oval for Motorsport SA.

I have held a COC and MSA Steward licence for Drag Racing since 1995 and I am currently the Commission President for Drag Racing for Motorsport SA. In 2006 I decided to get involved in Circuit Racing and currently hold a COC and MSA Steward Licence for Circuit. I was the MSA Steward and the Overall COC for the Wesbank Super Series for a period of 6 years until it was dissolved. I am currently the series COC for the BMW Racing Series, the Inex Legends and the Formula 1600's as well as the local series MSA Steward for the super GP. In 2006 I became a member of the Northern Regions Committee and currently hold the position of the Northern Regions Chairman. I am also currently a Regional Track and Safety Inspector for Drags and Drifting. In 2009 I was awarded Regional Administrative Colours. In 2010 I got involved in drifting, which was new to South Africa and I am currently the COC for Drifting as well as the Commission President for Drifting which currently falls under the Drag Racing Banner. Also in 2010 I got involved with the Solar Challenge which is an International event and is held every 2 years in South Africa. I am the COC for this event which will be happening in 2016 again. I have been involved with the new facet of Spinning and I am still trying to get my head around this facet but I am sure that with a bit of time I will find a way to make it work.

I also do a fair amount of NON Circuit events nationally which are held at Airports and Parking Areas and I am entrusted with the safety of competitors and spectators at these events. Based on the above I feel that I have enough experience and knowledge of Motorsport to serve on the Board of MSA. I will be an asset on the Board and will be able to make contributions on many levels.