



76TH AGM & CONFERENCE AGENDA

“INSPIRING THE NEXT GENERATION”

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If you have any queries regarding items in this Agenda, please email
Morgen Dickson, Customer Relationship Administrator on morgen@motorsport.org.nz

76th ANNUAL GENERAL MEETING

GUIDELINES OF CONDUCT FOR THE MEETING

1. Guidelines of Conduct for the Meeting

The Board requests a respectable standard of dress suitable for the occasion.

MOBILE PHONES ARE TO BE SWITCHED TO SILENT in the Meeting or Seminars.

Electronic sign-in methods for Registration at the AGM will be provided. All attendees are required to sign in prior to entering the meeting rooms on both days.

The Chairperson of the Meeting is the MotorSport New Zealand President or a nominated person.

Speakers:

All Speakers must wait for acknowledgement from the Chairperson before speaking.

All Delegates speaking at the Annual General Meeting must first identify themselves and the Club they represent.

All Observers who wish to speak at the Annual General Meeting must first obtain permission from the Chairperson and **if** permission is given must then identify themselves and the Club they represent.

Motions: All motions must have a mover and a seconder.

Amendments to Motions:

- Should be read and submitted in writing; and
- Must not be direct negative to a motion; and
- Must have a seconder; and
- Only one(1) amendment may be considered at a time; and
- Cannot be proposed to an amendment already being considered.

Points of Order: Can be submitted at any time, but acceptance is at the sole discretion of the Chairperson.

Debate: All motions, amendments and points of order (once accepted) are debatable.

Exceptions to this are:

- fixing of next meeting
- motion to put
- proceed to next business
- laying on the table
- taking up from the table

Timing of debate, number of speakers and persons speaking more than once (except the right of reply), will be at the discretion of the Chairperson.

Nominee Addresses: A person nominated for any of the elected positions will be entitled to address the Meeting at the time declared for Nominee's Addresses within the Agenda. All such addresses will be limited to a maximum of two (2) minutes for each person.

Voting: All Delegates shall record their vote by the raising of the voting card supplied.

76th ANNUAL GENERAL MEETING

VENUE HEALTH & SAFETY

In an emergency, please remain in your current position within The Hotel and await further instructions from the manager on duty. If a continuous alarm sounds, you must leave the building by the nearest fire exit and follow Hotel staff to the assembly point.

The closest bathrooms are located in the pre-function area. Please note the doors have a sensor and will automatically open.

Conference Floor



76th ANNUAL GENERAL MEETING

PROGRAMME OF THE MEETING

2.1 Programme for the Meeting

Friday 19 May 2023			Intercontinental Hotel
8.00 am		Registration Desk Open	
9.00 am	9.15 am	Welcome	
9.15 am	9.35 am	Societies Act Introduction	
9.40 am	10.00 am	Morning Tea Break	
10.00 am	11.00 am	Room 1- Race Seminar	Room 2- Rally Seminar
11.05 am	12.05 pm	Room 1- Historic Seminar	Room 2- ClubSport Seminar
12.05 pm	1.00 pm	Lunch Break	
1.00 pm	2.00 pm	Room 1- Technical Seminar	Room 2- Volunteer Seminar
2.05 pm	3.05 pm	Room 1- Inclusive MotorSport Seminar	Room 2- Event Safety Seminar
3.05 pm	3.25 pm	Afternoon Tea Break	
3.30 pm	4.15 pm	Sporty/MotorSport Online Development Seminar	
4.15 pm	5.00 pm	Advisory Commission Wrap-Up and Heads of Department Presentations	
5.00 pm	6.00 pm	Service Park	
Saturday 20 May 2023			Intercontinental Hotel
8.00 am		Registration Desk Open	
8.30 am	9.00 am	Rally NZ Ltd AGM (Rally NZ Stakeholders Only)	
9.00 am	9.15 am	Introduction	
9.15 am	9.45 am	Finance Seminar	
9.45 am	10.15 am	Structure of the Organisation (Part 1)	
10.15 am	10.45 am	Morning Tea Break	
10.45 am	12.00 pm	Structure of the Organisation (Part 2)	
12.00 pm	12.30 pm	MSNZ Building Purchase Discussion	
12.30 pm	1.30 pm	Lunch Break	
1.30 pm	2.30 pm	76 th MotorSport New Zealand AGM- Session 1 (including Election Speeches)	
2.30 pm	2.45 pm	Recess - Ballot box closes at 2.45 pm	
2.45 pm	3.30 pm	76 th MotorSport New Zealand AGM- Session 2	
6.30 pm	7.15 pm	Pre-dinner drinks	Te Papa
7.00 pm	Late	76 th MotorSport New Zealand Annual Awards Evening	

**The Ballot Box will be open for receipt of voting papers from 1.30 pm to 2.45 pm on Saturday 20 May 2023
Please note the Ballot Box will only be open during 76th MotorSport New Zealand AGM- Session 1**

2.2 Friday Seminars

Incorporated Societies Act

- A summary of the changes that will be coming into place when the new Act comes into force.

ClubSport Advisory Commission Seminar

- Road Closures
- How to get people involved
- The Future of ClubSport

Race Advisory Commission Seminar

- Schedule Z
- Accredited Class Make up
- Race Radio
- In-car Cameras

Rally Advisory Commission Seminar

- NZ Rally Car Fleet Update
- Inspiring the next generation of Rallying
- Event Safety

Historic Advisory Commission Seminar

- Modernising of Schedule T&C Groups 3&4 (1978 to 2003)
- COD Auditing Processing

Inclusive Motorsport Advisory Commission Seminar

- What other ASNs and the FIA are doing around Equality, Diversity and Inclusivity (EDI)
- Why do we even need to think about EDI?
- What an Equality, Diversity and Inclusivity strategy might look like for us

Volunteer Officials Advisory Commission Seminar

- Update MSR Numbers for the year to date starting from last year's AGM
- Feedback on the SWOT from last year
- Update on the development of the Respect policy
- Workshop – Volunteer Recruitment tools for clubs – interactive session.

Technical and Safety

- EVs Safety Kits
- Fuel Storage at events
- Frontal Head Restraints

Event Safety

- Introduction of the MotorSport Safety and Volunteer Manager
- Why a safety plan is key and needs to be followed
- Accident Report process
- Incident Investigations – what is the process

MotorSport Online Development Update

The much-anticipated evolution of the MotorSport Online platform is nearly here! MotorSport New Zealand will present an update on the platform and will present the plan for implementing the new system during the second half of 2023.

Your registration pack will contain a list of common questions and answers for you to read prior to this session. Please do read these in preparation as there is a lot of content to cover. Of course, there will be limited time for questions during the seminar if your query is not covered in the document or the seminar content.

2.3 Saturday Seminars

Finance Seminar

Please refer to section 15 for the financial documents.

Structure of the Organisation

As a result of the discussion held at the 74th Conference and the subsequent 75th Conference, it was agreed that the Structure of MotorSport New Zealand Inc be investigated by a Working Group to consider whether the current structure of MotorSport New Zealand is the most suitable and appropriate for the future and provide some additional information around possible alternative structure models.

Please refer to section 2.4 for a detailed document relating to the Structure of the Organisation.

MSNZ Building Purchase Discussion

At the 74th AGM it was agreed that MotorSport New Zealand would investigate what possible options would be available for the purchase of a new building to use as a “home” for the organisation. This session will provide an update on where management and Board have got to with the search for a premises.

Structure of the Organisation Working Group Final Report 18 April 2023

Introduction

This report has been prepared in a response to a request from the MotorSport NZ Board arising from discussions at a workshop held as part of the 2022 AGM.

This report is submitted to the MSNZ Board for consideration and if adopted is intended to form the basis of resolutions to be considered by the Member Clubs at the 2023 AGM

Background

MotorSport NZ has been constituted as an association of Car Clubs since its establishment nearly 75 years ago. A discussion paper on the Sport's structure was circulated before the 2020 AGM but was not considered due to the online nature of that meeting as a result of Covid – 19 restrictions.

At the MSNZ AGM in May 2021, after a presentation and workshop discussion it was agreed to form a Working Group to consider the question **“Is the current structure the best option for MotorSport NZ in the future?”**

Several applications for membership of the Working Group were received and the following people representing a wide cross section of the sport were selected to participate:

- Paul Boden
- Brian Budd
- Richard Gee
- Adam Simmons
- Barry Varcoe
- Chris Watson
- Mark Wederell

Norman Oakley was appointed as the MSNZ Board representative. The Working Group were requested to respond to the appended terms of reference and report back to the Board before the end of 2021.

That first report was completed in December 2021 and is appended to this document. It then formed the basis of a presentation to a workshop at the 2022 AGM held in Auckland. After extensive discussion the meeting determined that there was broad support for the findings of the Working Group however wished to have specific resolutions presented at the 2023 AGM which could be voted upon before any constitutional change is enacted.

This report is in response to that request.

The working group was reconstituted with the exception of Richard Gee who elected not to take further part. In addition, applications were sought for additional members and as a result Waverley Jones and Graeme Robertson were added to the group.

The revised Working Group met twice, once via zoom on 23/11/22 and then face to face on 3/12/22.

Rationale for Change

It is worth restating the reasoning behind why this subject has been raised and the background to the discussions at recent AGMs.

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

Given that the organisation has reached its 75th Jubilee it is reasonable to ask whether the original structure of an Association of Car Clubs represents the best or most appropriate structure for MSNZ in the future.

Issues

Over recent years a number of issues have been raised that go to the heart of the structure of MSNZ.

These include:

- The requirement for a competitor to be a member of a member club in order to obtain a competition licence from MSNZ. This is increasingly seen as an onerous requirement and an unnecessary impediment to competition. The arrival of an alternative provider where a competition 'licence' can be purchased directly online represents an easier path to competition – despite obvious deficiencies around understanding of rules and safety aspects.
- The requirement that only a member club can take out a competition permit. This has led to several clubs being formed for the sole purpose of obtaining permits. Some other clubs have membership that is not predominantly interested in Motorsport but belong to MSNZ so that a relatively small group of their members are able to compete. This has on occasion caused tensions within those clubs.
- Those individuals with arguably the biggest stake in the sport, car owners and competitors, have no direct say in how the sport is run. Many of them perhaps have little interest in the make up of the Board and commissions but for those that do, there is no ability to directly elect candidates for these positions. All voting is currently done by club delegates at an AGM.
- MSNZ as an organisation only has direct contact with its member clubs, licenced officials and competition licence holders. These represent only about 50% of members of member clubs. The Board has set a goal of expanding MSNZ's direct contacts to include members of clubs who aren't licence holders, unlicensed volunteers, enthusiasts, media etc. There is a large group of motorsport enthusiasts in NZ that MSNZ has no direct contact with.
- New forms of competition such as E-Gaming are happening and will continue to evolve. The current structure of MSNZ is cumbersome and doesn't necessarily suit activities such as these. E Gaming and its competitors does not need a 'governing body' such as MSNZ but if the sport wishes to be involved it has to make it more attractive and easy for these participants to belong.

MotorSport NZ is also affiliated to three other NZ organisations. Kartsport NZ and the NZ Drag Racing Association operate under the auspices of the FIA by way of delegated authority from MotorSport NZ. The Vintage Car Club is a separate organisation (with no delegated authority) but MotorSport NZ maintains a cordial relationship with the VCC and has an agreement with them regarding participation in historic motor sport.

Working Group Outcomes

As described above there was broad agreement by the member clubs with the initial findings of the Working Group as presented to the 2022 AGM. Hence, the reconstituted group has, as directed, focussed on specific resolutions that can be voted on at the 2023 AGM. These resolutions are presented below however before discussion of these, it was felt by the working group that the proposed structure as presented at the 2022 AGM needed to be modified in respect of the Members and Presidents D'Honneur. The initial alternative structure depicted these Members as included as "Type A' members. On reflection it is now felt that these people (who are effectively life members of the sport) should be shown as a separate category. See following amended diagram.

Proposed Alternative

The Working Group reviewed the structure of other ASNs and various other sporting organisations and concluded that there would be merit in broadening the membership base of MotorSport NZ by introducing various categories of membership. The Working Group was mindful that the core of the sport being the member clubs, that take out permits and organise events should not be undermined and should retain overall control of the sport.

However, broadening the membership base was seen as positive and could enable MotorSport NZ to have a far greater reach than is currently the case where the sport only has direct contact with clubs, competition licence holders and licenced officials. It was felt that extending the reach of MotorSport NZ by creating alternative categories of membership would give the sport more heft and credibility with key stakeholders such as Sport NZ and commercial partners. After discussion, the following model was developed and is proposed for consideration.

The various types of membership can be summarised as follows:

Type A Members

These are the current member clubs of MotorSport NZ along with any new clubs which apply and are accepted by the Board as members. They shall be incorporated societies and remain in compliance with the Incorporated Societies Act. Type A members shall be entitled to take out competition permits as is currently the case.

Only Type A members shall have voting rights at an AGM with respect to the following:

- Changes to the Constitution and approval of remits.
- Approval of the accounts of MotorSport NZ and appointment of the auditor.
- Election of the President and three other Board members.(as currently)
- Election of two (out of four) members of the Clubsport, Race, Historic and Rally advisory commissions.

Voting by Type A members shall be done in person by delegates at the AGM as is currently the case.

Type B Members

This is a new category of membership and will consist of individuals (not entities such as clubs or companies). Type B members shall hold either a competition or officials licence issued by MotorSport NZ. They shall have voting rights with respect to election of officers as follows:

- Election of one of the Board members. Note: it is not proposed to increase the size of the Board (currently six members) This elected position shall replace one of the current appointed members.
- Election of two (out of four) members of the Clubsport, Race, Historic and Rally advisory commissions. It is proposed that voting eligibility shall be in accordance with the ability to compete provided by the class of licence that is held. For example;
 - A clubsport licence holder could vote for members of the clubsport commission.
 - A race licence holder could vote for members of the race, historic and clubsport commissions
 - A rally licence holder could vote for members of the rally and clubsport commissions.
 - An official licence holder (CotC, Steward, CRO, Scrutineer, TO) could vote for all commissions

Voting by Type B members shall be done electronically and not require attendance at the AGM

Type C Members

This is a new category of membership and will consist of entities – not individuals. It is anticipated that Type C members will be companies or incorporated societies. They may also be holders of a circuit licence issued by MotorSport NZ. They shall be entitled to take out competition permits without the need to form a club specifically for that purpose. If this category of membership is adopted the Board shall develop and approve the criteria by which the Type C members will become accredited. Accreditation shall include provisions for compliance with the National Sporting Code (NSC) and Appendices and will need some consequential changes to the NSC. Type C members shall have no voting rights but may attend an AGM.

Type D Members

This is a new category of membership and will consist of individuals (not entities such as clubs or companies). It is envisaged that Type D members will comprise people who have an interest or connection with the sport

but are not currently competing or a licenced official. They could be volunteers, enthusiasts, supporters or past competitors who wish to be connected to the sport.

They may also be participants in E-Sports. It is not envisaged that there should be a cost to become a Type D member (or if there is a cost it should be only nominal) and they would not have voting rights. They may receive benefits such as regular newsletters and access to discount packages that the sport may secure.

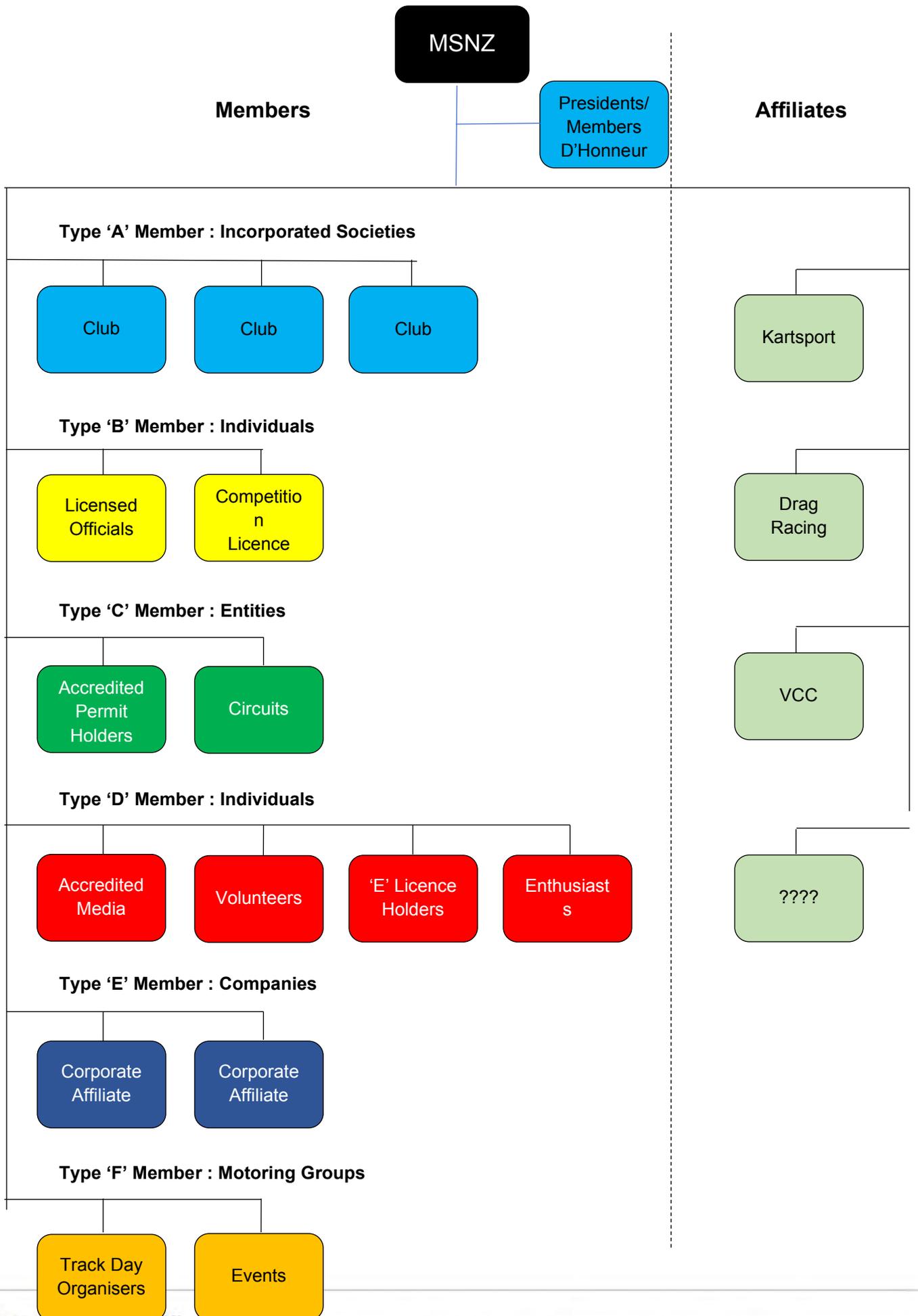
Type E Members

This is a new category of membership and will consist of entities – not individuals. – not individuals. They will not have any voting rights but could attend the AGM as observers and for trade displays etc. Benefits for these members would be access to the MotorSport NZ membership database (subject to privacy requirements). They may receive newsletters and other information from MotorSport NZ. A membership fee shall apply.

Type F Members

This is a new category of membership. The Working Group felt that there is an opportunity for MotorSport NZ to have more of an overarching role and include under its umbrella different motoring groups or events. A package of benefits should be formulated but could include public liability insurance and/or media package. Inclusion of these Type 'F' members would have the benefit to grow the overall database and coverage of MotorSport NZ without getting in the way of our core business.

MotorSport New Zealand: ALTERNATIVE STRUCTURE



Proposed Resolutions for the 2023 AGM

It is suggested that the following resolutions be put to the Member Clubs present at the 2023 AGM in the sequence as listed below. This shall culminate in a resolution to adopt or reject the alternative structure as may be modified by the outcome of the previous resolutions. These resolutions will be voted on during the 76th MotorSport New Zealand AGM- Session 2:

1. Do you agree with the description of the Type A members as outlined in this paper?
2. Do you agree that a separate membership category be created for individuals comprising Licenced Officials and Competition Licence Holders (Type B Members)?
3. Should MSNZ have the ability to issue a Competition Licence (at a premium) to an individual who is not a member of a member (Type A) club?
4. Should MSNZ have the ability to issue an Official's Licence to an individual who is not a member of a member club?
5. If resolutions 3 and/or 4 are approved, should those standing for elected office (either for an Advisory Commission or for the Board) be a member of a member (Type A) club?
6. Should Competition and Official Licence holders (Type B Members) have the ability to nominate and elect 1 of the 6 Board members as described in this paper?
7. Should Competition and Official Licence holders (Type B Members) have the ability to nominate and elect 2 of the 4 members of the Clubsport, Race, Historic and Rally Advisory Commissions as described in this paper?
8. Do you agree with the formation of an additional category of membership (Type C) as described in this paper?
9. Do you agree with the formation of an additional category of membership (Type D) as described in this paper?
10. Do you agree with the formation of an additional category of membership (Type E) as described in this paper?
11. Do you agree with the formation of an additional category of membership (Type F) as described in this paper?
12. Do you agree with the adoption of the alternative structure as described in the Working Group report and as modified by the outcome of resolutions 1-11? If this resolution is approved the Board shall be tasked with preparing the necessary amendments to the Constitution for a final vote at the 2024 AGM

Other Recommendations

In the course of its discussions, the Working Group made the following recommendations (which were outside of its Terms of Reference).

- (a) Reinstatement of the Vice Presidential role within the Board. The Working Group recommend that this role be an internal Board election. The reason for this was to indicate a more structured potential succession plan for the President while still allowing the member clubs the ability to elect a completely new person to the role.

Resolution 13:

That the role of Vice President be created and appointed as an internal Board election.

- (b) The Working Group originally saw merit to strengthen the Advisory Commissions by appointing a Board member to each Advisory Commission as a non-voting chair however on further consideration do not recommend any change to the status quo.
- (c) The Working Group considers that there should be a direct link between the Circuit Owners as a group to the Board by creating an advisory position to the Board. This person would not be a Board member and would only attend Board meetings for matters which directly affect the circuits.
The position would be elected by circuit owners.

Resolution 14:

That an advisory position to the Board be created elected by holders of MotorSport New Zealand circuit licences to advise the Board on matters related to permanent licenced circuits.

- (d) The Working Group considered that if the proposed alternative structure is **not adopted** then there is merit in putting forward resolutions allowing licence holders to have a vote for Advisory Commission and Board members. Accordingly, it is proposed that the following resolutions are **put only in the event** that the alternative structure is not adopted by the Member Clubs.

Resolution 15:

Should Competition and Official Licence holders have the ability to nominate and elect 1 of the 6 Board members?

Resolution 16:

Should Competition and Official Licence holders have the ability to nominate and elect 2 of the 4 members of the ClubSport, Race, Historic and Rally Advisory Commissions using the criteria as outlined in this paper?

Questions – and an attempt to provide answers.

1. What's broken – why is this even being considered?

As outlined in the report, this exercise arose from a resolution adopted by the MSNZ AGM in 2021. It was decided to review the structure of MotorSport NZ to determine whether – after 75 years – an alternative structure would offer benefits over the existing one that had essentially been in place since 1947. There's nothing particularly 'broken' about the existing structure and the sport can carry on as before if that is what is decided. However, the existing structure is perceived as being limited in several areas. e.g:

Only one category of membership

Lack of direct representation by licence holders

Limited database for MSNZ

Some clubs are being formed just to comply with the NSC in order to take out permits

2. If adopted, what effect will it have on the viability of member clubs?

The Working Group was very conscious that the member clubs are at the heart of the sport. They organise most events and provide most of the volunteers. The proposed structure retains the powers of the clubs with respect to 'ownership' of the sport. Only clubs will, as is the case now, have the ability to modify the constitution of MSNZ and approve the accounts. Clubs will still vote for most – but not all – Board members. It is true that for some clubs the reason why they were formed in the first place may diminish or disappear with the creation of 'Type C' membership. The future viability of clubs will depend mainly on the services they offer to their members, and not so much any changes to the structure of MSNZ.

3. Is the proposed structure too complicated?

Some will see this as a valid point. It is proposed to go from a single type of membership (clubs) to six different types. Why so many? The Working Group has attempted to create different categories of membership to cater for different groups and individuals who are part of our sport. It is recognised that at least two of the categories ('E' and 'F') may take some time to become established – and there may not ever be many members in these categories however this is an opportunity to put in place a structure for the future.

4. Do competitors and officials (licence holders) actually want to have a vote for Commission and Board members?

Perhaps many licence holders do not want to get involved at this level. However, competitors and officials are at the heart of our sport and the Working Group is of the belief that those that wish to should have a direct opportunity for voting in this manner.

5. Why should licence holders get to vote for two commission members – why not one?

This is a debatable point. The elected commissions (Race, ClubSport, Historic and Rally) all have four members elected by the member clubs at the AGM. Generally, only 50% or so of the clubs attend the AGM and exercise their vote. Individual licence holders have no direct say in the make-up of those Advisory Commissions and it was considered that allowing 50% of the elected members of each commission to be elected directly by licence holders strikes the right balance.

6. Is there actually a demand for corporate affiliation/ membership?

Perhaps not – at least initially. However, it is not uncommon for sporting organisations to have this type of membership category. Potential benefits include marketing of commercial offers to the wider membership and creating another income stream for the sport. There is an argument that this would be better done by way of commercial partnerships rather than a membership category per se however it was felt by the Working Group that the proposed structure offers more flexibility and may provide a tangible connection to MotorSport NZ for some companies who have a strong interest and connection with the sport. It doesn't prevent a straightforward commercial partnership as an alternative.

7. Likewise, is there demand for other events to come under the MSNZ umbrella?

Again, perhaps not at least initially. This is something that has the potential to grow over time if a package of benefits (eg Insurance, comms etc) can be developed over time. Apart from a relatively modest potential income stream, it gives the opportunity for MotorSport NZ to increase the reach (and database) of the sport.

76th ANNUAL GENERAL MEETING

OFFICE BEARERS & MEETING ATTENDEES

3.1 MotorSport New Zealand Office Bearers- 2022/2023

President	Wayne Christie	Christchurch
Board	Deborah Day	Auckland
	James Dicey	Cromwell
	Ron Mackersy	Arrowtown
	Mark Mallard	Auckland
	Scott O'Donnell	Invercargill
Presidents d'Honneur	Shayne Harris	Palmerston North
	Morrie Chandler MNZM	Auckland
Members d'Honneur	Peter "PJ" Johnson	Auckland
	Wade Paterson	Queenstown
	Sir Pat Higgins	Feilding
	Graeme Robertson	Hastings
	Wayne Scott	Mosgiel
	Paul Te Punga	Wellington
	William Forsyth	Queenstown
	Russell Jenkins	Southland
	Rob Lester	Turangi
Chief Executive Officer	Elton Goonan	Wellington
Department Heads		
Chief Steward	Wade Paterson	Queenstown
Chief Clerk of the Course	Craig Finlayson	Feilding
Chief Clerk Competition Relations Officer	Tracey Stringer	Masterton
Chief Circuit Safety Inspector	Dom Kalasih	Wellington
Technical Manager	Devan Gregory	Wellington
Chief Medical Assessor	Dr Bruce Stewart	Feilding
Legal Advisor	J R Billington KC	Auckland
Secretariat	MotorSport NZ Office	Paraparaumu
Auditors	Grant Thornton	Wellington

3.2 Registration of Clubs and Delegates:

The President will request those Delegates present to advise of any amendments to the following list of Clubs and Delegates.

3.2.1 On-Time Notifications: Clubs, Delegates and Observers registered prior to the closing of registrations.

Club	Delegate	Observer 1	Observer 2
Alfa Romeo Owners Club of NZ Inc	Chris Browne	Tom Bruynel	Richard Hainsworth
Ashburton Car Club	Wayne Muckle	James Storey	
Auckland Car Club Inc	Brett Davy	Martyn Wells	

Club	Delegate	Observer 1	Observer 2
Autosport Club	Wayne (Barny) Barnard		
BMW Car Club of NZ Inc	Zachary Lawrence	Milan Klinac	
Canterbury Car Club	Chris Protheroe		
Central Otago Motorsport Club	Matthew Shand		
Classic Motor Racing Club of NZ Inc.	Nick Simpson	Craig McQuilken	
Eastern Southland Car Club	Ismay Howden	Roger Laird	
Formula Vee Association of NZ Inc.	Ian Foster		
GT Racing New Zealand Incorporated	Nigel Snow	Brad Jesson	
Hamilton Car Club	Janet Phipps	Steve Taylor	
Harbour Capital Car Club	Leon Cast	Jilly Fisher	
Hawkes Bay Car Club	Trevor Corbin	Amanda Tollemache	
Hibiscus Coast Motorsport Club Inc	Kieran Cornelius		
Historic & Vintage Racing Association NZ Inc.	Karl Sentsch		
Historic Racing & Sports Car Club Inc	Nigel Russell		
Historic Racing Club	Chris Watson		
Hutt Valley Motorsport Club	Mike Graham		
Levin Car Club	Justin Murray	Chris Clarke	
Manawatu Car Club Inc	Richie Arber		
Marathon Rally Car Club	Steve Phipps		
Marlborough Car Club	Sharyn Cameron	Liam Gee	
Minis of Wellington Owners Group Inc	Owen Todd		
Motorsport Bay of Plenty Inc	Mike Torr	Joanne Kapua	Jonathan Lee
Northern Sports Car Club	Vicki Burnitt		
NZ International Grand Prix (NZIGP)	Adam Simmons	Daniel Gaunt	
NZ Sports Car Racing Inc	Richard Kelly	Greg Brinck	
Otago Sports Car Club	Donovan Isted		
Queenstown Car Club	Sharron Ede	Daniel Whitmore	
Rally New Zealand Club Inc	Stuart Barnett		
Ratec Motorsport Inc	Dwight Parlane	Mark Higgins	
Rotor Motorsport	Michael Yorwarth		
RSQKRU Incorporated	Malcolm Clunie	Donald Welsh	Bob Waldron
SCRANZ-Saloon Car Racing New Zealand	Mike Christie	Peter Grant	Bob Cullinane
South Auckland Car Club	Waverley Jones	Kieran Browne	
South Canterbury Car Club	Karen Paddon		

Club	Delegate	Observer 1	Observer 2
South Island Formula Ford Club Inc	Andy Robertson		
South Otago Car Club Inc	Paul Gouman	Janey Blair	
South Taranaki Car Club	Patrick Adams	Mike Cameron	Helen Cameron
Southland Sports Car Club	Stacy Lines	Norma Burns	
TACCOC (Thoroughbred & Classic Car Owners Club)	Nick Little		
Taupo Car Club Inc	Vijay Dheda	Vince Holub	
Taupo Classic Rally Club Inc	Bernie Keith		
The Motorsport Club of NZ Inc	Martin Day		
Wairarapa Car Club	Corina Andrews	Stu Andrews	
Wellington Car Club	Melissa Keith	Ryan Seabright	

3.2.2 Late Notifications: Attendance subject to the consent of the Meeting (Rule 12.15(d) of the Constitution). There were no registrations received after the closing date.

3.2.3 Clubs, Delegates and Observers registered after the closing of registration and not recorded in the Agenda: These will be advised on the day by the MotorSport New Zealand President.

3.3 Apologies Received for Absence

Auckland University Car Club Inc	North Island Formula Ford Inc
Canterbury Fiat Lancia Club	Northland Car Club
Club Lotus NZ Inc	Porsche Club of New Zealand
Datsun 'Z' Club	Pre 65 Racing Saloons Inc.
IRC - Independent Race Classes Inc	South Rangitikei Car Club
Mini Racing Drivers Club	Taihape District Car Club
Nelson Car Club	Taranaki Car Club Inc
North Island Endurance Racing Drivers Club (NIERDC)	Wellington Triumph Sports Car Club

3.4 2023 Valedictory

Philip Holt	1958	2021	Christchurch
John Hastings	1950	2022	Havelock North
Gayle Cresswell	1958	2022	Woodville
Andrew Mackenzie	1961	2022	Christchurch
Grant McFie	1963	2022	Kihikihi
Ben Harding	1947	2022	Auckland
Daniel White	1984	2022	Waikanae
Adrian 'Herk' Hercock	~	2022	Hawkes Bay
Neville 'Hillsy' Hills	1944	2023	Tauranga
Richard Ive	1956	2023	Tauranga
Mark Frame	1963	2023	Auckland
Albie Barron	1940	2023	Wanganui
Mark Jenkinson	1954	2023	Hastings
Bill McEwan	1952	2023	Hamilton
Malcolm Abernethy	1958	2023	Wellington
Alf Godfrey	~	2023	Christchurch

76th ANNUAL GENERAL MEETING

ADMINISTRATION

4.1 Appointment of Ballot Scrutineers

Wayne Gair and Gordon Gandy have volunteered as the Ballot Scrutineers for the 2023 MSNZ Annual General Meeting held in Wellington.

Mover

Seconded

Result

4.2 Confirmation of the Minutes of the 75th Annual General Meeting 2022

This document was included with the emailed copy of the agenda.

Mover

Seconded

Result

4.3 Matters Arising from the Minutes of the 75th Annual General Meeting 2022

Please use the blank space below to take any notes regarding the matters arising.

76th ANNUAL GENERAL MEETING

MEMBER ELECTIONS

5. Elections

Ballot papers will be distributed to each Club Delegate at Registration on Saturday and must be placed in the ballot box **between 1.30 pm and 2.45 pm on Saturday 20 May 2023** (During AGM Session 1)

- Elections are in accordance with the MotorSport NZ Constitution Rule 14.
- Nominees will be given two (2) minutes each to address the meeting on Saturday 20 May 2023.
- Pen Pictures, in their own words, are available for each Nominee on the following pages.

* denotes a sitting member

5.1 Board Member

The MotorSport New Zealand Board consists of Six(6) persons, Four(4) of whom are elected by the Members, plus Two(2) persons appointed. At the 2023 AGM, one(1) position is available.

(SCRANZ)

Bob Cullinane

(NIERDC)

Daniel Gaunt

(Canterbury Car Club)

Ian McKee

*Nominated but did not accept: James Dicey**

5.2 Race Advisory Commission

The Race Advisory Commission consists of Four(4) persons plus One(1) person appointed by the Circuit Operators Group. At the 2023 AGM, One(1) position is available. As the number of nominations equals the number of vacancies **Richard Kelly*** (NZ Sports Car Racing Inc) is declared elected for a term of 3 years with that term ending at the 2026 AGM.

5.3 Rally Advisory Commission

The Rally Advisory Commission consists of Four(4) persons plus One(1) person appointed by Rally of New Zealand. At the 2023 AGM, one(1) position is available.

(Dannevirke Car Club)

Tony McConachy*

(Queenstown Car Club)

Sharron Ede

5.4 ClubSport Advisory Commission

The ClubSport Advisory Commission consists of Four(4) persons. At the 2023 AGM, one(1) position is available.

(South Taranaki Car Club)

Helen Cameron

(Ashburton Club)

James Storey

5.5 Historic Advisory Commission

The Historic Advisory Commission consists of Four(4) persons. At the 2023 AGM, One(1) position is available. As the number of nominations equals the number of vacancies **Bruce Dyer*** (Historic & Vintage Racing Association Inc) is declared elected for a term of 3 years with that term ending at the 2026 AGM.

Bob Cullinane
Board Member Nominee

Nominated by:

Hamilton Car Club
South Canterbury Car Club

Location: Hamilton

I have spent 22 years in the retail motor industry & 30 years as director of Insight Driving Technologies. I.D.T. was formed to assess, train & licence drivers & operators of race & rally cars, trucks & truck & trailers & endorse people on heavy machinery, 4 x 4 drivers & competency in advanced driving.

My motorsport experience commenced 50 years ago when I started racing (legally) in Mini 7's where I was elected president, H.Q.'s where I became team manager, sponsor, mentor, competitor, driving standards observer, president, life member & patron. Production super Cars, sports sedans followed by tarmac rallies & endurance racing. I was also President of Hamilton Car Club for many years & am now a life member. I am also a M.S.N.Z. steward.

I believe with my business record & motor sport involvement I would be great value as a member of the Motor Sport New Zealand Board. There are many issues I would like to address, with the focus on "fun & affordable motor sport at all levels".



Daniel Gaunt
Board Member Nominee

Nominated by:

Rally New Zealand Club Inc
South Island Formula Ford Club Inc
The MotorSport Club

Location: Auckland

I live on the North Shore in Auckland and am a Director of two entertainment venues (Game Over Auckland and Game Over Christchurch) where I employ 56 staff between the two sites. I project managed the builds of both businesses, transforming empty warehouses into entertainment hubs, it took hours of planning, problem solving, negotiation and project work with council, architects, builders & suppliers. Once the build was complete, the focus switched to creating demand, understanding the target market, implement effective marketing & leading a team to successfully deliver a premium experience. At the forefront of my thinking is the financial position of the businesses and ensuring there is growth year on year.



I also run the Hampton Downs NZ Driving Academy that is focused on helping transition Go-Karter's to cars, with the purpose of growing the sport and providing access to world-class instructors who are also keen to give back to the sport that has given them so much. The academy also provides an environment for current competitors of all ages to hone and improve their driving skills. I lived abroad for 10 years for a combination of racing and driving experiences with manufacturers. I've enjoyed a very successful career in motorsport and am well experienced on the competition side. Winning highlights for me include, 2x NZGP's, 2x Toyota Racing Series Championships, NZ Porsche Cup Champion, SIRDEC Champion, Bathurst 12h class winner & I loved being a V8 Supercar endurance driver (2009, 2011, 2012, 2013).

It is an exciting time for all those involved in Motorsport across New Zealand. I wish to help shape the future of the sport that has given me these incredible experiences and lifelong friends. I still enjoy competing in the local scene, and I'm very focused on the future of the sport – from Grassroots all the way through to our championships and ensuring our kiwi talent is showcased and celebrated offshore. I enjoy spending time with racers in the pits, sharing some of my learnings and getting an understanding of what the challenges are for competitors and supporters in NZ motorsport today. I see a lot of strength in different areas of the current Motorsport New Zealand board. If elected, I wish to learn from them & use my skill set to contribute from a International and National perspective.

International perspective - Having travelled the world racing cars under many different sanctioning body's, SRO (GT3), ASO (Lemans) Motorsport Australia (GT, Carrera Cup, Supercars) Indy Car (Indy lights) I feel I can assist guiding the sport on the positives with participation, rules & safety, seen across the world.

National Perspective – I started out as a Karter and my family could only help me so much, so I had to learn the art of the hustle to keep pursuing my passion. I know how important the likes of Formula Ford are to the success of Motorsport in NZ, I understand that access to tracks to learn driving skills is critical and that we need to ensure we always have people coming through – not only competitors but volunteers and fans too. I don't want to sit on the side lines and have an opinion, I'm at a time in my life where I can give back, I wish to stand up and ensure that the sport that has given me so much, continues to thrive, evolve and remain relevant for future generations, including my little girl!

To summarise, I'm well versed in business as an owner & in motorsport as a competitor. I understand what it takes to make organizations & teams work, no one person can do it by themselves, but using collective expertise can make a positive impact. There are a lot of crossovers between motorsport and business – particularly listening to employees and customers to maximize the experience. I will ensure this is applied to competitors, clubs, volunteers, and officials from grassroots to the premier categories. I want to learn more about the sport from ALL aspects to help Motorsport NZ and the sport progress into the future.

Ian McKee
Board Member Nominee

Nominated by:

Canterbury Car Club

Location: Christchurch

I am standing for the elected board position in order to give back to Motorsport. I would like to use my experience to provide modern governance support to a great organization. I bring experience as a rally competitor, ClubSport competitor, and with a broad experience in management and governance within our sport, noting the difference between these.

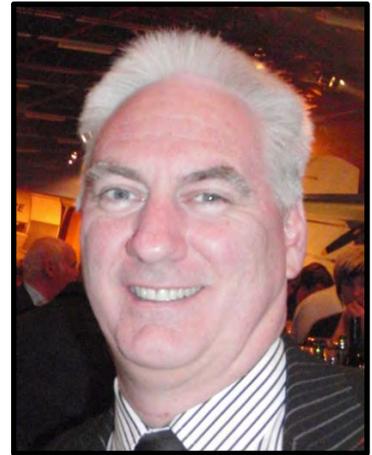
I have been involved in Motorsport since 1983, first as stage crew in Canterbury, then purchasing my first rally car in 1985 (Datsun 1200). I competed in local rallies, and ClubSport events, before selling the car to purchase my first house in 1988. I was part of the organizing committee for various Autosport Mainfreight rallies in the 80's and then a member of the organizing committee for the 1990 Shell Silver Fern rally (and the start of Classic Rallying in NZ). Along with Brent Rawstron, we purchased a Mk1 Escort in 1994, campaigning it for a number of years before moving up to the MK2 BDA Escort now campaigned as the very famous Rossendale Escort. Brent and I have won many events (I co-drive), and still compete together, and I retain the position as most frequent winner of the Otago Classic Rally (4 times as co-driver – mostly as part of our inviting world-famous rally competitors to NZ to compete in the Otago Classic Rally).

I have been a past member of the ClubSport Commission, and also a member of the management committee for the Canterbury Car Club and am currently Chair of the Rallies and Trials Committee for the Canterbury Car Club (a position I have held for about 10 years).

I have previously held Clerk of Course licenses for both Race and Rally, the last event I both organised and clerked was for Canterbury in 1997.

I remain a current rally competitor, but also compete monthly in Navigation Rallies, remaining club champion for a number of years now, following 3 Gold Stars for Trialing in past years.

Outside of motorsport, I am married with one grown up son, and work as an independent management and telecommunications consultant in my own business. I have an engineering degree, and post-grad management qualifications. I own and run 4 businesses and am also an independent director of the NZ Institute of Management and Leadership.



Richard Kelly*
Elected to the Race Advisory Commission

Nominated by:

MG Classic Racing Register Inc
South Canterbury Car Club

Location: Wellington

I am a passionate member of the motorsport community with significant sport, club and commercial governance experience. I have been an appointed member of the Race Advisory Commission, joining after the last AGM.

As the owner and director of Atomise Limited, a specialist provider of broadcast electronics, we supply and support the editorial and post-production departments for world leaders in feature film, television and news production.



Having held a motorsport license since 1996, my competition history includes many years of driving and volunteering at ClubSport events, the NZ Sports Car Championship (winner of the 2 litre class on five occasions; Overall NZ Sports Car Champion for three seasons), the North Island Endurance series, kart racing at KartSport Wellington. I have had a successful time as a rally co-driver competing in club rallies and then with Nathan Thomas in the NZ Rally Championship.

I am very proud to have served in our local community as a member of the Tawa Intermediate School Board of Trustees including time as board chair; and have served two terms on the Greenacres School Board of Trustees. I am the current chairperson of NZ Sports Car racing Inc, and have previously held committee positions with the Constructors' Car Club. I also serve on the Waves Netball Club Committee, where I coach collegiate netball.

Meredith and I have been married for over 20 years. We have two teenage girls, my eldest also sharing my enthusiasm for motorsport as an accomplished racer.

I ask your vote for the Race Advisory Commission so that I may continue to take part in the work I have begun. I offer our sport my strong governance experience, the ability to listen to and understand the diverse needs of our motorsport community; a dedication to our sport remaining relevant and accessible across the wide range of disciplines we represent and a commitment to be transparent with our membership with information and decisions made.

Thank you.

Tony McConachy*
Rally Advisory Commission Nominee

Nominated by:

Marlborough Car Club
South Taranaki Car Club

Location: Palmerston North

Began co-driving at age 17 in Daybreaker rally in 1988.

Driven a Toyota Starlet successfully throughout NZ

Worked for multiple Championship rally Teams obtaining multiple National titles.



Currently contract to Force Motorsport as Team Manager, and fabrication on AP4 body shells.

Director of TOMAC Engineering.

Supersprint Series Team member.

Current Chairman of Rally Commission.

This nomination for a further term, I will help strengthen the Commission base we have built by regularly meeting and contributing to the best of my ability.

We as a team strive to solve the difficult problems arising, and in conjunction with the NZRC promotor and Motorsport Office, its a strong , variety of solutions from a variety of backgrounds to produce the best outcomes for the sport.

Sharron Ede
Rally Advisory Commission Nominee

Nominated by:

Queenstown Car Club

Location: Queenstown

I have been actively involved with the car club for several years. It started when my husband Nigel became a member, and I accompanied him to autocross events. Next thing I'm helping with timing at the autocross events, then taking on the Secretary role, Clerk of the Course role followed this and Chief Timer at the Coronet Peak Hill Climb.

I'm presently Assistant Secretary and still help with numerous events. Over the past couple of years Nigel has competed in several rally events and I was part of the Service crew and thoroughly enjoyed being part of the Rally family. We both volunteered for the 2022 WRC event in Auckland and were appointed as Safety Officers, this experience has sparked my interest in being more involved in the Rally side of motorsport.

My other experience in governance roles comes from my involvement with Netball. I have been an executive member of Southland Netball, as well as President of both Grasmere and Makarewa Netball clubs and also Wakatipu Netball Centre. I was a player, coach and umpire of netball, as well as Manager for Southland U19 and Senior B teams. I am currently an Umpire Coach for Junior Umpires at Wakatipu Netball Centre.

I have recently become a member of Ultrusa, which is a service/charity group who actively fundraise for numerous projects in the Queenstown area such as literacy programmes at local primary schools, books and blankets for babies, Wakatipu Search and Rescue, to name a few.

I am employed as an Office Manager for Closeburn Station Management Ltd, I have worked and lived here for the past 10 years. My role varies from general office work to attending Board Meetings and the Station AGM.

Being involved at a governance level is my way of giving back. I have the experience and understanding of the challenges from grass roots to high performance to help maintain the success and sustainability of the sport.



Helen Cameron
ClubSport Advisory Commission Nominee

Nominated by:

Kapiti Car Club
Marlborough Car Club
Northern Sports Car Club
South Taranaki Car Club
Taranaki Car Club

Location: Stratford, Taranaki

Hi Folks, My name is Helen Cameron, I come from Waipuku, in Taranaki and I am a Country Girl at heart. I've been happily married to Mike for 40 years next month and have two daughters, two son-in-laws and at the moment, one Grandchild. No pet's now, as we are never home!! Well, so Mike says.



I use to take my little brother along to Stock Cars on a Saturday night, but it never really rocked my boat. Apart from Alan Jago in his VW!! Then I met Mike and he introduced me to Motorkhana's, Hillclimbs, and Marathon Rallies. Yes, I'm afraid, I eventually ditched my pony as the thrill of being in control of a car going sideways and staying dry enthralled me.

Grass Roots is where all Motorsport begins and that brings my passion of the ClubSport Commission to the fore. I have always been a keen supporter of all forms of ClubSport. My Club, South Taranaki Car Club, through competing in Motorkhana's, showed me, at 20yrs old, what a useless driver I was. So Finishing the Tauramanui Rally in 1990, as a Driver, helped prove that anyone can have a go and with Mike's encouragement and tuition, I became a much more skilled driver on the open road. I have been a Member of South Taranaki Car Club for almost 40 years, held all the roles within the club, helped host a Goldstar ClubSport Championship in 2009 and a round of the Goldstar Hillclimb Championship in 2019. I'm not one to shy from hard work.

I resigned from the Volunteers Commission last year, having served for six years. I gained valuable experience of the structure of the sport as a whole and feel my skills and experiences from that position could be put to good use.

Apart from Co-driving in L1L EVO with Mike, where I'm known as the Lolly Lady, I am also a Competitor Relations Officer and spend many weekends at Manfeild, and CRO at Rallies also. I am also involved with the ever evolving Stratford Motorsport Park, I work one day a week as a Financial Administrator, enjoy being involved with the Women's Institute, and two Athletic Clubs, pulling weeds from my garden keeps me sane and I still go for the odd run. No Marathons anymore though.

Mike often says, "Thank you for enjoying my Sport and it's okay that you have taken it over from me", so my support from Mike is a given. You may say I'm too busy... but, it's always been said, "If you want something done, ask a busy person."

Thank you for reading the above, I'll leave the decision to you

James Storey
ClubSport Advisory Commission Nominee

Nominated by:

Ashburton Car Club

Location: Ashburton

As a committee member for Ashburton Car Club and also a Bronze Clerk of the Course and Scrutineer I spend a lot of time running and arranging Clubsport events for both the Ashburton Car Club and also for other local Canterbury Clubs.

This has given me the opportunity to see how different clubs plan and run their events. Over the last year I have competed and promoted our local Interclub series which culminated in the Ashburton Car Club winning the Interclub trophy for 2023.

I have also taken part in many Clubsport events over the past seven or eight years including Motorkhana, Autocross, Hillclimb and Circuit events.

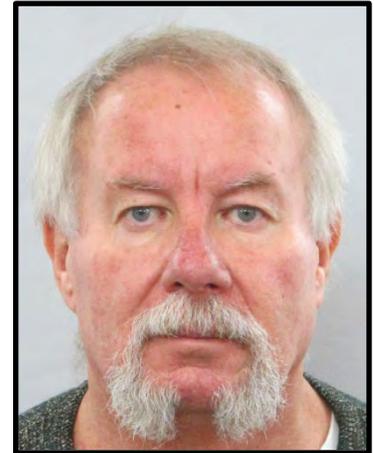
I have accepted the nomination for this position as I feel that Clubsport events are the future of Motorsport in New Zealand as most younger members start off their interest in the sport at this level. If we all get Clubsport right it will keep Motorsport alive for the future as those younger members will progress through to other forms of our sport.



Bruce Dyer*
Elected to the Historic Advisory Commission

Nominated by:

Alfa Romeo Owners Club of NZ Inc
Historic & Vintage Racing Association NZ Inc
Southland Sports Car Club



Location: Feilding

Resident in Feilding for 17 year and not more than 3 minutes away from Circuit Chris Amon, Manfeild and married to Lynnette and have 4 very adult children. I am a semi retired Quantity Surveyor and still consult to the industry for which I have worked in for 53 years.

My motorsport journey stated when I was 14 years old. My Dad bought an Austin Cooper S and that was the car I learnt to drive in.....

I have hill climbed, drag raced, circuit raced and rallied....nothing major but had a tremendous amount of fun just being part of it and doing it...

Motorsport History and preserving it, has been my passion, having restored two GTX Camaro's, one being the Tulloch championship winning car which I owned for 26 years, a B&H Fiat 125T and currently restoring an ex race Riley Elf.

Club Positions held :

Founding member and Secretary of the Camaro Club NZ Inc, 1979 to 1985.
Member of the Alfa Romeo Owners Club NZ Inc for 15 years, Area Rep, Manawatu 2013 to 2015.
Secretary Historic Muscle and Saloon Cars Inc, 2017 to 2020.
Coordinator for Historic Saloon Cars, 2015 to 2020.
Director and owner of Historic Saloon Cars Ltd 2017 to present.
Founding Member of HVRA-Historic & Vintage Racing Association Inc, GM Consulting, 2020 to present.

I have been active through out my motorsport life volunteering, flagging, safety and grid marshalling up to 2014 before being involved as a volunteer for the Historic Advisory Commission for 2 years then serving 2 terms, 5 years as an elected member including 3 plus years as Chair.

It has been a privilege to be part of MSNZ Team and I look forward to serving you, the historic community for what will be my last and final term.

76th ANNUAL GENERAL MEETING

ANNUAL REPORT FROM THE BOARD

6. Annual Report from the Board

It is my pleasure to present the annual report from your Board for the 76th Annual General Meeting of MotorSport New Zealand.

The latter part of 2022 finally saw us able to shake off the constraints of the COVID pandemic and move more to an environment of living alongside the virus, rather than having to take drastic action such as cancelling events or undergoing lockdowns. This meant that motorsport here in New Zealand was finally able to return to a sense of normality that we had enjoyed previously.

Our 75th AGM was affected, having to be postponed from its traditional date in May to the end of July to help ensure that as many member clubs and delegates as possible could still attend. As it transpired, the AGM was exceptionally well attended and finished with a marvellous evening of celebrating our sport's heroes with the awards evening.

A key outcome from the workshops was the approval to undertake further work around a possible change to the structure of MotorSport New Zealand to better align it for the present and future needs, including representation from a wider stakeholder group. The original working group was expanded slightly to complete this work and the outcomes will be presented for discussion and voting this year. This is one of the most important pieces of work the organisation has considered since its inception 76 years ago, and delegates are encouraged to be well prepared to understand the possible changes that might occur.

We continue the search for a new home for MotorSport New Zealand, and considering the current property market, the fact that property ownership is not a core business of the organisation and the ability for staff to work remotely, the decision to purchase in the current environment has been delayed until prices hopefully return to a more favourable level to allow greater value for our spend. It might be that the membership considers an alternative investment mechanism for the proceeds of the former MotorSport House in the meantime, rather than the funds simply residing in a term deposit. This is something that we will discuss during the Saturday seminars.

As well as presenting our annual championship and special awards, the awards night provided an opportunity to induct Rob Wilson, one of the most unsung heroes of our sport, onto the Wall of Fame. As well as being a very accomplished driver, Rob is world-renowned as one of the very best driver coaches, and is in demand for his services from the very best Formula 1 drivers through to the most promising talent making their way onto the world stage. It was an absolute pleasure to be able to recognise Rob's contribution to our sport by including him on our prestigious Wall of Fame.

The 2022 New Zealand Rally Championship will be remembered for many good reasons, not least the performance of Hayden Paddon & John Kennard in securing yet another title, but doing so with a perfect record, despite missing the Rally of Hawkes Bay as Hayden, with Jared Hudson, contested (and won) the European-based TER series. We also witnessed the real rise to prominence of Ari Pettigrew who displayed his undoubted talent now in a Category 1 car.

The real highlight of our 2022 rally season was of course the return of WRC, and although the weather wasn't the greatest, we were able to witness the world's best drivers in the world's best rally cars back on the world's best rally roads, and weren't they a sight to see! The talent of those drivers and the speed of the new generation hybrid Rally1 cars had to be seen to be believed.

Once again New Zealand was well represented internationally, and at the top level we had Brendon Hartley winning his third FIA World Endurance Championship as well as the 2022 edition of the 24 Hours of Le Mans. Hayden Paddon & John Kennard were also successful in winning another FIA title, this time the Asia Pacific Rally Championship while Shane Van Gisbergen proved his total class in winning while completely dominating the Australian Supercars Championship and collecting his second Bathurst 1000 crown, not to mention stepping into a Rally2 car to finish second in class at Rally New Zealand!

We continue to have such a strong presence with Kiwis competing across the world in top line competition from IndyCar to WEC to Formula 2 right down to the various regional and Formula championships in Australia, Asia, Europe and the USA, so much so that it is difficult to follow every driver we have competing overseas.

Our race championship season heralded in a new era this past season with new promoter NZ Motor Group taking the now-named Super Sprint MotorSport NZ Championship series to a new level of promotion.

Headlining our summer race championship season was the Castrol Toyota Formula Regional Oceania Championship (or CTFROC for short), now an official FIA regional championship, and back with a strong field of international drivers to take on the best young talent from this part of the world. In the end young Austrian Charlie Wurz was the championship victor but he was pushed right to the last race by Callum Hedge, who showed that he has the skills to win in single seaters as well as his undoubted ability in tin top racing.

Other championships that were contested over the Super Sprint MotorSport NZ Championship series have been Toyota 86, V8 Utes (both still with a round to go at the time of writing), GT New Zealand, Formula Ford, Formula First and Porsche, while the New Zealand Endurance Championship titles for One & Three Hour was contested in late 2022 and the NZ Super Truck Championship was also contested with increased numbers.

Our hearty congratulations go to all our championship winners who will be able to celebrate their achievements at the upcoming awards night.

Historic racing, both here and overseas, just seems to go from strength to strength, and here in New Zealand we are privileged to be able to see some of the world's best touring and racing cars from bygone championships beautifully presented and well driven. Our classic motor racing scene also enjoys terrific popularity as can be seen at events like Skope, Speedfest and the MG Classic. A more recent addition to the Historic & Classic calendar has been the Goodwood-esque George Begg Festival, celebrating not only our favourite cars but also one of our best known manufacturers from the 1960's & 1970's.

Earlier this year we saw the end of a long-standing race circuit when Pukekohe closed its doors to motorsport. I'm sure most of you will have memories of this great circuit (fond or otherwise!) and to see its demise is a great loss to our sport, especially with its proximity to Auckland.

ClubSport has enjoyed a strong resurgence in both events and numbers competing, with several events taking place across the country nearly every weekend. Plans are continuing for the ClubSport Championship to return later this year after a hiatus in 2022 provided a hosting club can come forward.

The 2023 HillClimb Championship undertook a transformation with increased promotion assisted greatly by Hayden Paddon, who also showed his class in taking out the Championship.

Drifting continues to have a high profile, both here and overseas, and this year they were included in some of the Super Sprint MotorSport NZ Championship rounds, where the talent of these top competitors was opened up to a new audience.

The Board met seven times in 2022 with meetings across the country, making use of locations where board members reside to minimise expense where possible.

Health and safety plays an ever increasing part in our sport, as it does in most facets of our lives, and to help address our requirements in this area, as well as assist member clubs with their health and safety obligations a new staff member has been employed with health and safety as a key focus to the role. Steve Collier, who will be known to many delegates has been appointed to the role and brings many years of experience to the organisation.

The Board and Management have continued a vigilant focus on sound financial management to ensure that the organisation maintains its strong financial position. Last year saw income return to almost pre-pandemic levels at \$2,256,294 while the end result showed a shortfall of \$418,789. This shortfall is largely made up of \$345,000 towards the Sporty platform on which our new database will sit as the accounting standards have now required that this be expensed rather than be purchased as a capital item and be depreciated over a number of years. Additionally, the depreciation on the older POSSUM database was increased after its working life was revised to finish this year. After allowing for these items our cash result was a surplus of \$51,512.

Looking ahead, such a result will be insufficient to meet the ongoing responsibilities of the organisation, especially in the current inflationary environment and for the organisation to meet its objectives, and so for the first time since 2014, other than an inflation adjustment in 2016, we will need to implement price increases across the board. The costs of the organisation have been closely scrutinised and contained wherever possible and management has worked incredibly hard to offset some of the need for increases through generating commercial partnerships. A benefit of these partnerships now in place is that competition licence holders can achieve discounts and savings that far exceed the cost of the licence, a value that wasn't generally previously available.

The success of our young competitors both here and internationally is often attributed to the preparation and skills they obtain at our Elite Academy, which is now world-renowned with the FIA and other ASNs looking very closely at what we do here to produce so many front-running competitors from such a small country. The 2022 Academy was again over-subscribed with applications and the eight who were selected are further young talent that have the ability to also succeed on the world stage in their chosen field. The Elite Academy winner for 2022 will be announced at the Awards night.

The Elite Academy doesn't just happen each year without a massive time and effort commitment from our MotorSport New Zealand Scholarship Trust trustees, who together with the MSNZ staff, Otago Academy of Sport and presenters produce a nearly year-long programme for the graduates to learn and fine-tune some of the skills needed to help make them forge a successful career in motorsport. My personal thanks go to fellow trustees Lyall Williamson, David Turner, Alastair Wootten and Richard Giltrap, who joined the trustees last year, for their tireless work and commitment to seeing our brightest young talent mature into terrific world-class competitors.

The FIA is now really starting to see the changes that a new presidential team would be expected to bring, and one of the most visible changes is an increased level of transparency and accountability, particularly around its financial reporting. The entire FIA is undergoing massive change to ensure it is best placed to continue its role as the governing body for motorsport and touring/mobility worldwide, and it is a pleasure to be a part of the team that is driving this change.

Volunteers continue to be the backbone of our sport, and we have so many who give up their precious time weekend after weekend to enable our sport take place across the country. This support and contribution to our sport is so greatly appreciated, and can never be taken for granted. Our member clubs do a terrific job in recruiting and retaining this valuable resource but we need to be mindful that many of our volunteers are getting along in years and we as a whole need to be consciously focussing on bringing through a new generation of volunteers to ensure our sport can survive and prosper.

Our Advisory Commissions have an important role to play in helping to shape the future direction of our various sporting disciplines and other specialist areas of our sport. A big thank you goes to all the Advisory Commission members who continue to put so many hours into meetings, discussions and hard work to help motorsport in New Zealand continue to grow.

I wish to acknowledge and thank the services of Wade Paterson, Craig Finlayson, Tracey Stringer and Dom Kalasih, our Department Chiefs for Stewards, Clerks of the Course, Competitor Relations and Circuit Safety respectively. Like all of our volunteers they have invested huge amounts of time into our sport, together with the added responsibility that their roles involve. A key focus for Wade, Craig & Tracey in particular has been the development of our training programmes which are now really getting into full steam and we are starting to see the benefits of this investment.

I'd like to say a special thanks to our small and terrific team at the MSNZ office who have continued to go above and beyond to provide the best possible service to our customers and stakeholders. The communication to clubs and licence holders is the best it has ever been and as the services provided by the organisation continue to grow so do the efforts required by our staff who perform their roles outstandingly.

Your Board has continued to strive to provide the best possible governance structure and support to the management team, and to our sport as a whole. We remain in uncertain times with the current financial environment and the experience of our board members will help see the organisation continue to provide a strong foundation for our member clubs, competitors and stakeholders. My heartfelt thanks go to Deborah, Scott, James and our newer board members, Mark Mallard and Ron Mackersy, and their families, for their contribution and ongoing commitment to MotorSport New Zealand. This year we say farewell to Deb who completes her third term as a board member, and so a special thanks must go to her for her contribution to the board over the past eight years, which is of course in addition to the unbelievable amount of time and resources she and husband Martin contribute to our motorsport in the greater Auckland region.

Finally, a massive thank you to you, our Member Clubs and competitors. Without you, and especially those that have taken the time to be present for this AGM, our organisation and our sport simply would not function as well as it does.



Wayne Christie
President

76th ANNUAL GENERAL MEETING

ANNUAL REPORT FROM THE CHIEF EXECUTIVE OFFICER

7. Annual Report from the Chief Executive Officer

2022 was a year of getting ourselves back on our feet after 2 years of restrictions. To say that our participants, both in and out of the car were eager for motorsport could be an understatement based on the numbers and stats that you will see below. Although not returning to the pre-COVID levels, it was a marked step-up on 2021 in almost all areas. So, I must first take my hat off to you, the Member Clubs for organising and running these events, allowing our competitors to get back to doing what they enjoy – motorsport.

Unlike the rest of the country, the Auckland motorsport calendar did suffer significantly during the start of 2022 due to the regional lockdown that forced a very condensed summer season however what it did show was that people wanted to compete.

2022 also saw the changing of the guard with the premier race series promoter Speed Works Events term of 6 years ending and the appointment of a new promoter in the shape of the New Zealand Motorsport Group coming on board to run the Super Sprint MotorSport New Zealand Championship. This change was not undertaken lightly but the vision portrayed by the NZMG team was where the sport felt the championship series need to go in the future and a new set of ideas and plans is never a bad thing.

We saw an impressive start to the NZ Rally Championship which culminated with the final round being held as part of the returning WRC Rally of New Zealand. It was great to see the variety of manufacturers that have become involved in the NZRC and by the end of the season we saw 9 different manufacturers involved in the championship. Additionally, we have also seen the stage times getting closer, meaning that even though we have 2 different specs of class 1 cars being Rally 2 (R5) and AP4, the parity that exists between them both is working great.

ClubSport continues to be the foundation and we again saw a strong representation across the board in the various ClubSport discipline around the country all year round. The 2022 Hillclimb Championship saw some great battles in the final. It also showed the continued growth of the Cross Cars as a class which is an exciting element with the class growing stronger here in New Zealand. We have some great plans that we are working on to grow this even more.

It is disappointing that the 2022 ClubSport Champs was cancelled. It would be great to really understand from Clubs the hesitation around being involved with organising and running this championship. As you will see further in my report, ClubSport is a large part of the events we run so for something that is a fundamental part of the sport, it really is strange that we don't have Clubs fighting for the honour of running this annual championship.

Moving away from the sporting side, our efforts are continuing to be targeted towards how we can help clubs more. In 2022 we have and continue to focus on the significant issue around the process of road closures and how the process for getting access to roads can be made easier and more cost-effective. We currently seem to be stuck in no-mans land in a battle between both NZTA and each of the local road closure bodies. Rest assured that we are not letting this one lie, but progress will be slow.

Financial Result

We always knew that 2022 was going to be a tough year financially. The cancellation of over 70 events throughout the year, this resulted in an estimated loss of income of around \$60-70,000.

However, 2022 saw our income return to almost pre-COVID levels at \$2,256,294 however the books show an end result of a shortfall of \$418,789. This shortfall is predominantly made up of \$345,000 towards the Sporty platform on as the accounting standards now required that this be expensed rather than be purchased as a capital item. Additionally, the depreciation of POSSUM was increased after its working life was revised to finish at the end of 2023. After allowing for these items, our end-of-year cash result was a surplus of \$51,512.

Consolidated Accounts (MSNZ & The MSNZ Scholarship Trust)

The consolidated financial result for the 2022 Financial Year is a loss of -\$408,940 (2021 had a loss of -\$44,525).

MotorSport New Zealand Financial Result

2022 Operational deficit before Depreciation was -\$255,959.

Total deficit for the year of -\$418,789.

The total deficit figure includes the Sporty Project of \$345,000.

The MotorSport New Zealand Scholarship Trust

The Trust posted a total profit for the 2022 year of \$9,849 compared to the 2021 financial result of a total deficit for the year of -\$2,702.

In 2022 the Trust received donations and grants totalling \$93,700, compared to \$62,210 in 2021.

If we look at 2023 and beyond for a moment, such a result will not meet the ongoing responsibilities of the organisation. With the ever-changing economic environment and to meet our objectives, we will be implementing price increases across the board. This will be the first time since 2014 other than a CPI adjustment in 2016.

Additionally, like all organisations, we have seen a steady rise in operating expenses, not only in the general day-to-day running but also in the support of our classes, championships and clubs in delivering the services that we currently provide. This is something that we are constantly monitoring and looking for the most cost-effective solution, but it is the reality that we currently face in that the cost of running and supporting an organisation is continuing to increase and we have and do work incredibly hard to offset the need for some increases by generating commercial partnerships.

A lot of focus has also been put into creating a suite of partnership benefits that would be available for our licence holders to return some of the value of holding a licence. A benefit of these partnerships now in place is that licence holders can achieve discounts and savings that far exceed the cost of the licence, a value that wasn't generally previously available. Our list of partners continues to grow, and we now have offers ranging from insurance, travel, accommodation, and fuel to workshop consumables. Our aim is to continue to grow this suite of benefits so please don't hesitate to contact me if you feel you have a product that you would like to offer fellow licence holders a discounted rate to access.

Health and Safety

Incidents in competition are part of our sport and despite us all knowing that we are involved in a sport that has a high element of risk, we all need to ensure that we do our bit. It is great to see that the level and improved use of safety equipment at events has continued to grow over the past 12 months and is of a really high standard. We all know that this equipment does cost but for those of us who have been unfortunate to be in an accident, that investment does prove to be worth it.

The level of detail that has been provided to the office in the accident reports has seen a marked improvement again from 2021 – something that I would really like to thank you for doing. As always, we are continuing to review each and every accident report that gets submitted. However, we are still getting a number of reports being submitted that are less than useful and have little to no information on them.

Please as a club, we ask that you make sure that your volunteers are aware of the need to get these completed fully as that information gives us an understanding of the areas of possible harm and means we can try and develop plans to reduce the risk in those areas.

As a result of the details provided in the reports throughout the 2022 year, we can report that there were:

- 117 accidents reported (5 Rally / 95 Race / 17 ClubSport)
- 29 resulting in an injury:
 - 21 in Race
 - 4 in Rally
 - 4 in ClubSport

Overall, this means that from the 15,553 competitors that took part in our sport in 2022, we had an overall injury percentage of 0.19%, down from the 2021 number of 0.27%

As I said in last year's report, we would all like to get to the position that we have a 0% injury percentage but in a sport that has an element of risk involved achieving this is going to be a real challenge. So, as long as we are able to actively demonstrate that we are both identifying and managing the risk whilst reviewing and making changes then we are heading in the right direction.

At the start of April 2023, we employed a MotorSport Safety and Volunteer Manager, Steve Collier, whose main role will be to have a focused approach to monitoring and guiding the health and safety environments at motorsport events moving forward. Steve is a resource that we encourage clubs to pick the phone up to and talk to if they have any concerns around health and safety matters relating a motorsport event.

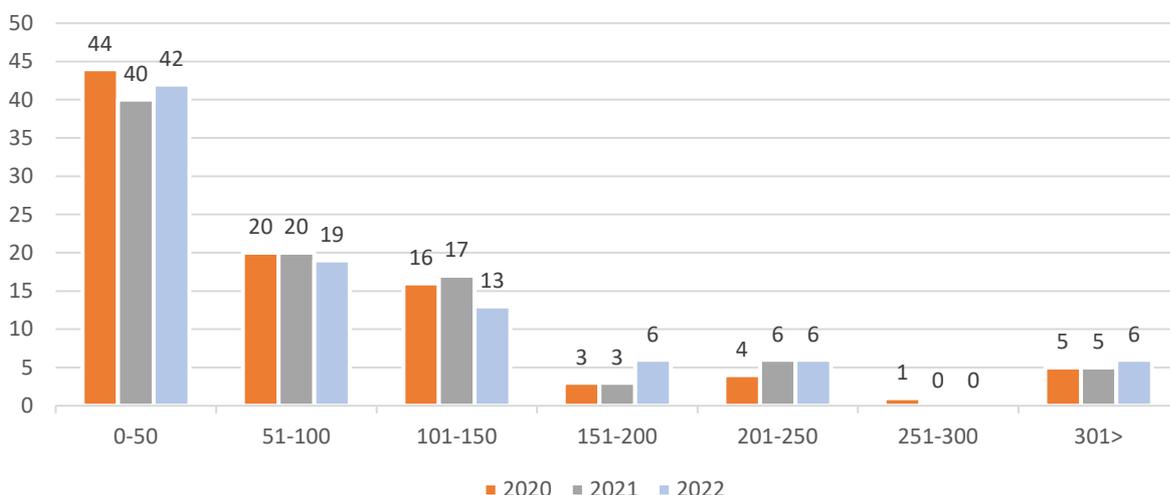
At the end of the day – safety is everyone’s responsibility so let’s all work together to make sure we are providing the best outcome for all involved to ensure everyone goes home safe at the end of the day.

MotorSport New Zealand Member Clubs

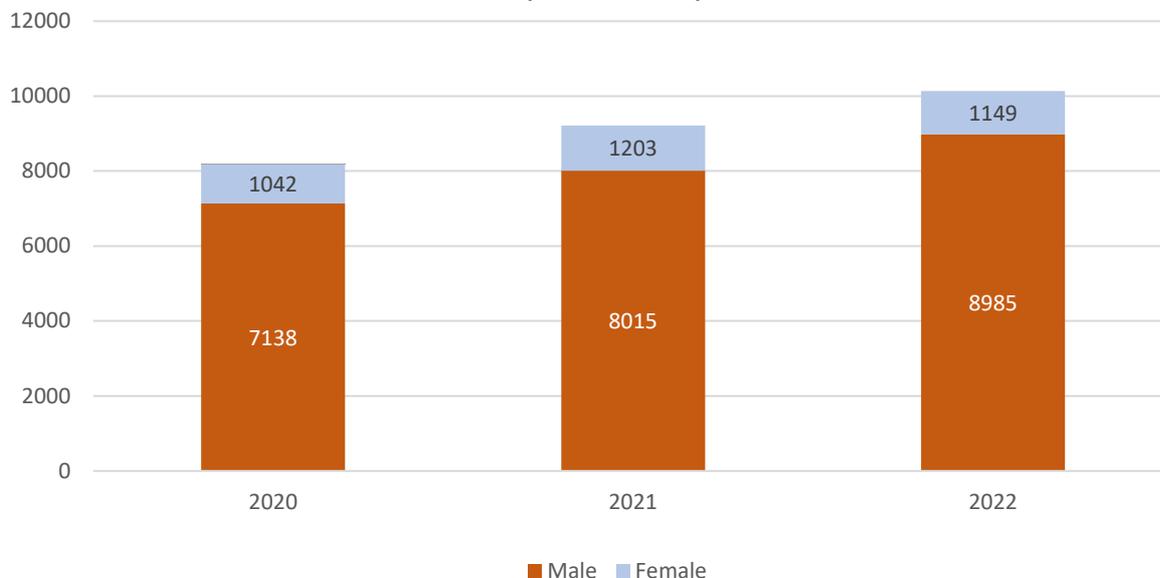
For the financial year ending 31 December 2022, there were 92 affiliated clubs with a total individual club membership of 10,134 people.

Below is a summary of both the split of Club sizes along with the gender and age split of the membership.

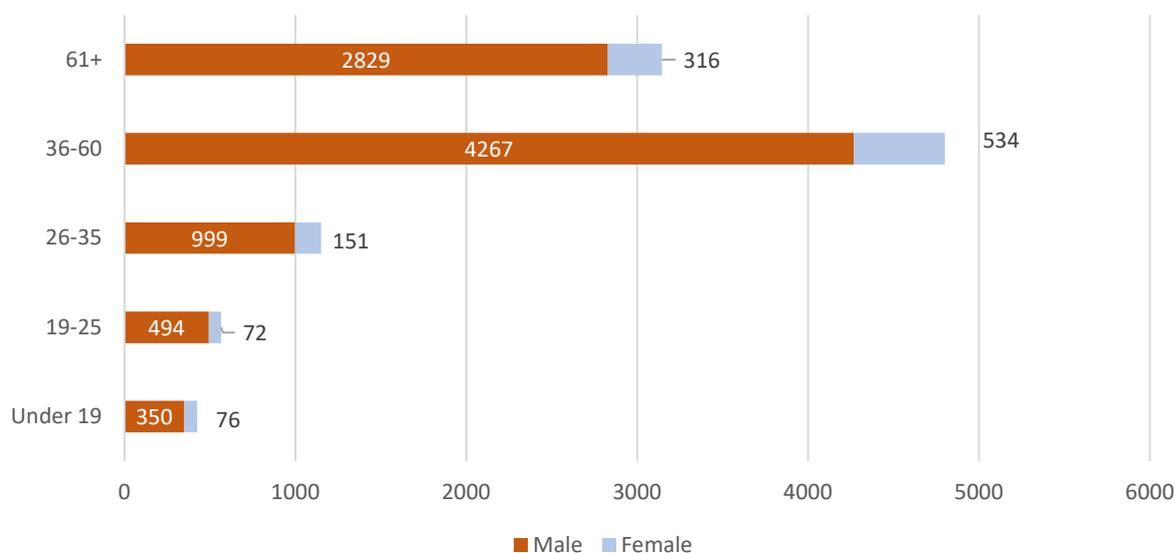
Member Club Sizes



Membership Gender Split - overall



Membership Gender/Age Split



MotorSport New Zealand Affiliated Associations

We are fortunate that we have 3 additional motor sporting bodies that we grant delegated FIA authority which allows them to conduct those specific streams of motorsport under their own rules.

Those bodies are:

- NZ Drag Racing Association with 355 licence holders
- KartSport NZ Inc with 978 licences
- Vintage Car Club Inc (VCC) with 8,267 licence holders

We continue to strengthen our links with all 3 of these associations as further means to continue the growth of the sport. These links included the continued work around the development of a MotorSport Safety Protocols Group to align our process of safety matters and create a better voice when talking with WorkSafe and other government-based organisations.

Additionally, the Historic Advisory Commission has increased the dialogue with the VCC to ensure that we have a really good working collaboration and that where and when possible, events are being run in conjunction with MotorSport New Zealand Historic events. This has now also extended to working with them to align the safety requirements of both vehicles and competitor safety.

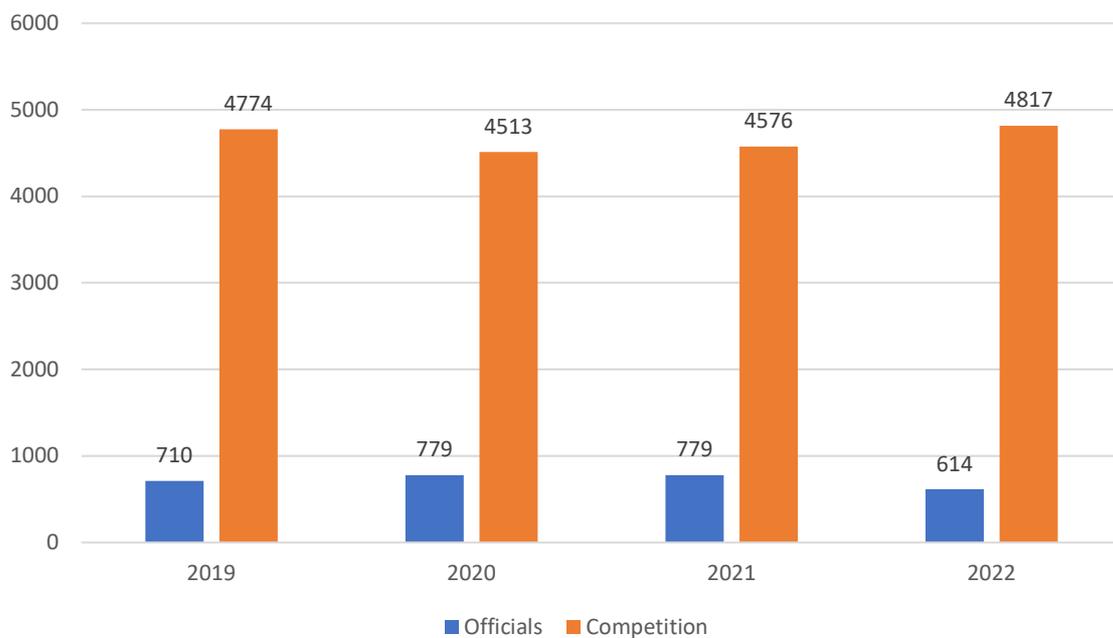
KartSport NZ is a recognised breeding ground for our future stars to cut their teeth so the real willingness of KartSport NZ to foster and grow the pathways between our 2 codes has been great and we have some great initiatives in the wings to continue this flow of competitors between the 2 of us.

Licences – year ending December 2022

Overall

At the end of December 2022, 4,817 competition licences had been issued compared to 4,576 in 2021 – an increase of 5.2%. The previous increase was 1.3% (2020 vs 2021).

2022 was still feeling the knock-on effects of COVID-19 but the sense of being able to get out and enjoy motorsport again was evident with the increase in licences.

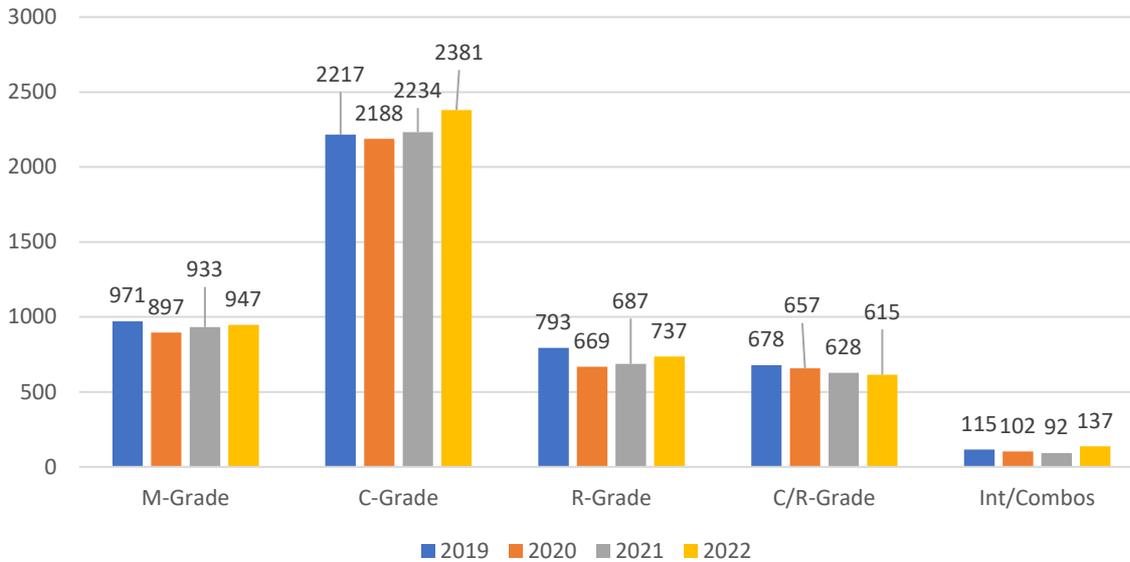


Licence Specific

It has been great to see an increase in most of the licence grades from the 2021 numbers. We have seen a 1.5% increase M-grade, 6.3% increase in C-grade and a 7% increase in R-grades. We also have seen an increase in international licences but we put this down to the return of WRC and the need for those crews competing in the event to hold an international licence.

We are continuing to see a strong uptake of new licence holders coming into the sport and although this is down on 2020 numbers it is still going extremely well against the 2019 data which was also the last “full” year of motorsport.

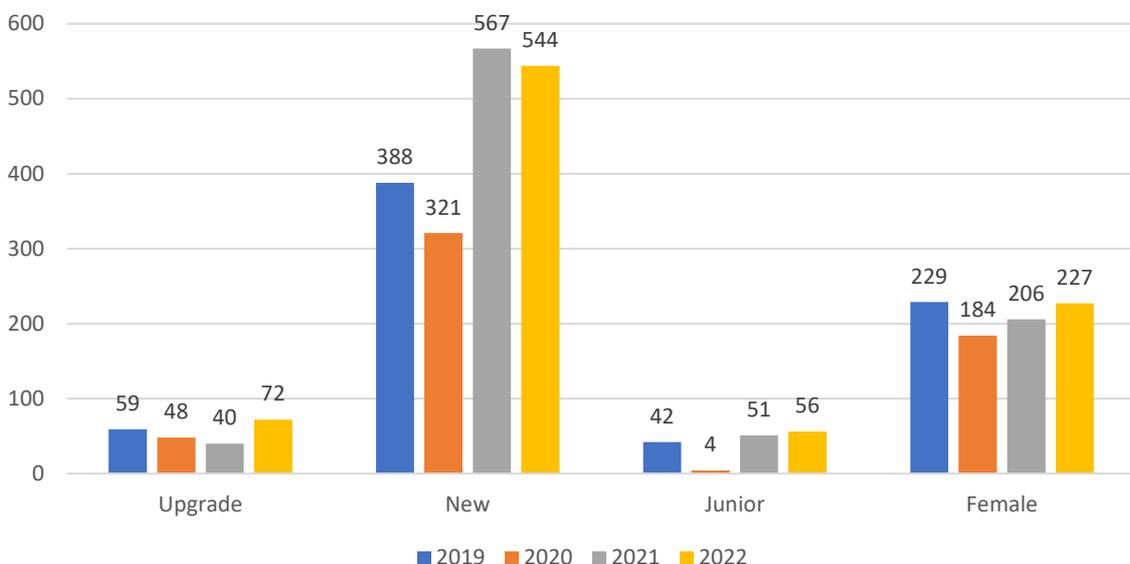
Core Licence Summary



Additionally, the number of Junior (under 16) is growing which is a great thing to see as we need to continue the work on bringing new blood into the sport. The number of our female licence holders is also continuing to grow as well, up 9.5% in 2021 and almost matching the pre-COVID level from 2019.

Both of these sectors form key areas in which we can get new participants into the sport so moving forward, they will be a part of the Sports strategy to increase our reach into the world. I know that there is some resistance to specific targeting of certain groups to get them into the sport, but the perception from many outside the sport and its barriers, be they perceived or actual do scare many away from even trying to get involved. With the Inclusion Advisory Commission, we aim to provide a resource to those who wish to participate, be they female or disabled where they can ask questions or take that first step without the concern of being judged before they even get in the gate.

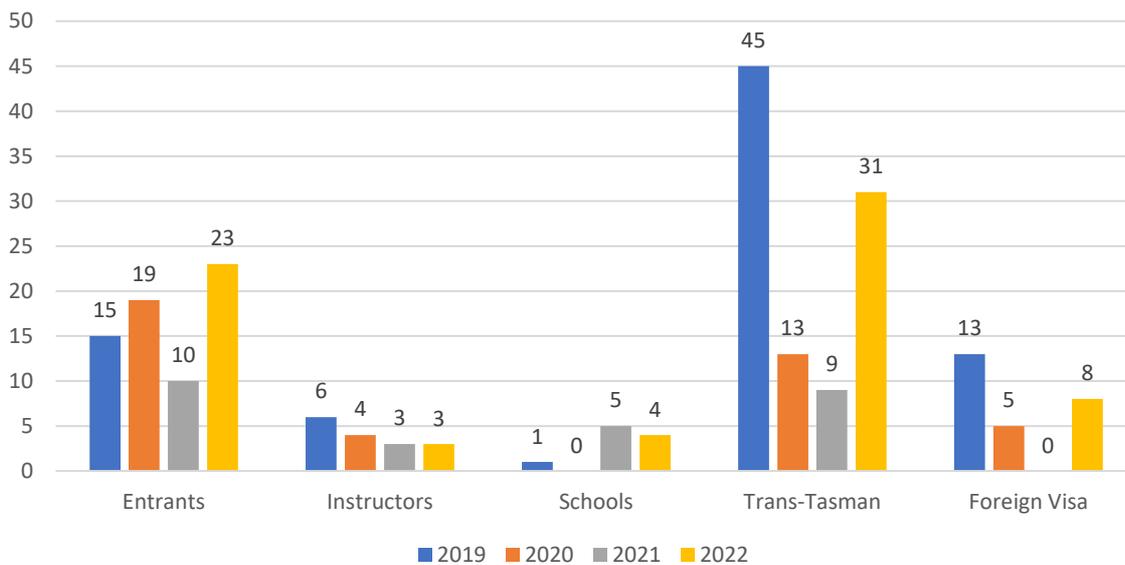
Licencing Details



Additional Areas

The reopening of borders has seen the uptake of Trans-Tasman visa triple since 2021 along with additional Foreign Participation Visas.

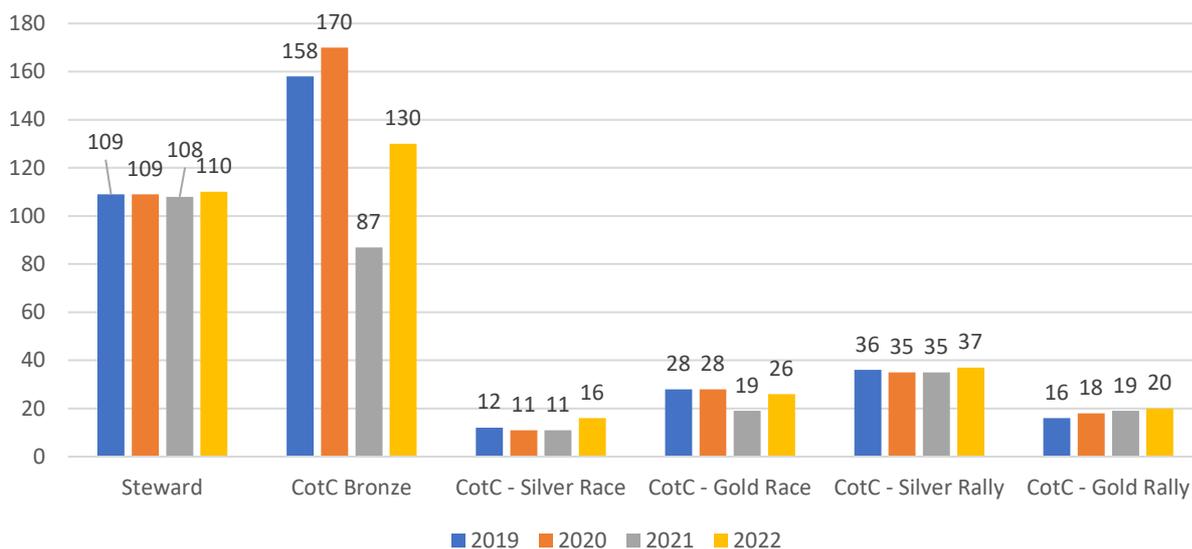
Additional Licencing Areas



Volunteer Officials

Volunteers continue to be the life blood of our sport, be they as officials at an event or club or class organisers doing the grunt work to make the event happen before the wheels even start turning. Many of you reading this report fulfil many of these roles regularly so I would like to thank you again for your time and devotion in helping our sport continue to happen.

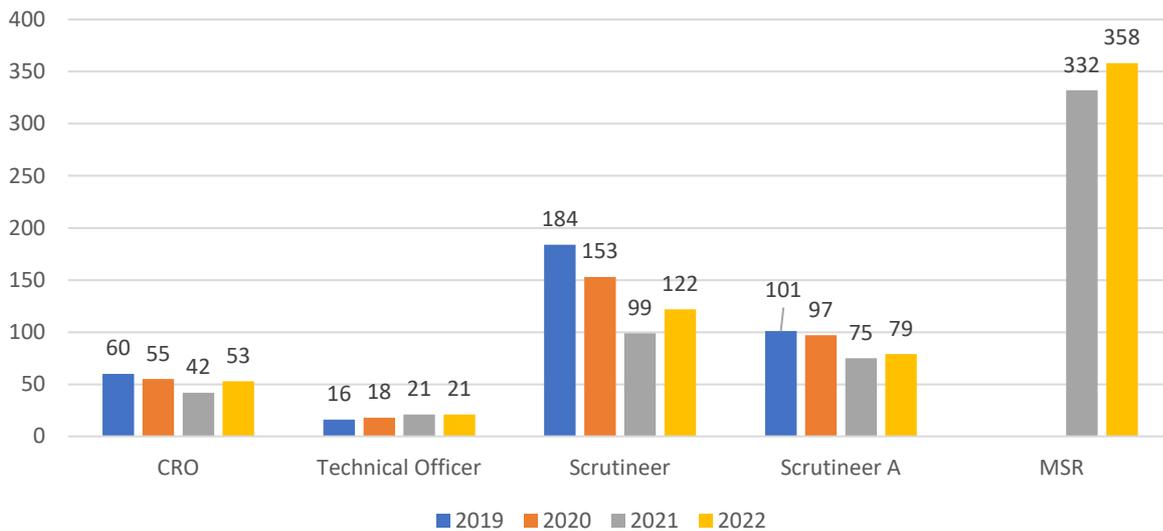
Volunteers - Event Control



Comparing 2022 to 2021, the major point is in the area of the Bronze CotC where we have seen a resurgence of new CotC's coming on board with a 40% increase. Over the coming 12 months, there will be a more specific training program restarted to cater for them and the specific ClubSport events.

It is great to see a small yet steady growth in the number of CotC – Gold Race and Rally and along with a stable platform within the other CotC and Stewards numbers.

Volunteers - Other



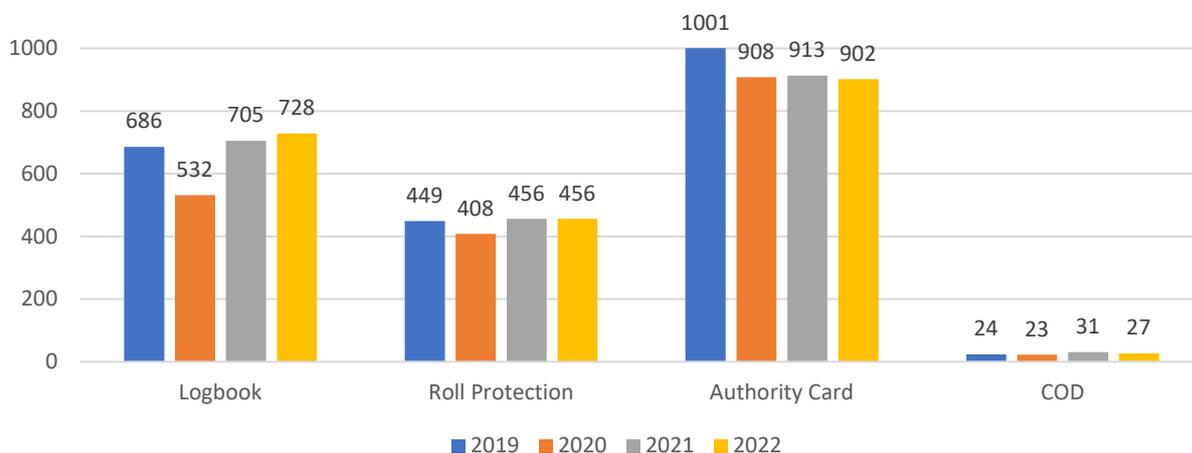
The scrutineer's department saw a drop in 2021 but we have had a number of new scrutineers come on board during the past 12 months.

The MotorSport Specialist Register is continuing to grow and we currently have 358 holders of these logbooks. This helps provide those volunteer officials who support the sport in roles that are not currently licenced to record their involvement and helps provides progress pathways towards the various other roles that the Volunteer Officials Advisory Commission are working to assist in training. Work is continuing with the Volunteers Official Advisory Commission to further integrate these roles into the licensing system.

Technical Department

Technical applications as a whole have remained relatively stable from 2021 to 2022.

Technical Applications



A focus during 2022 was to ensure that we are improving the processing time of applications. Online applications have continued to increase across the board which does help speed the processing up. However, one thing that has also helped this was the number of applications that have arrived at the office which have all of the completed and correct data entered into them - this does speed up the processing time.

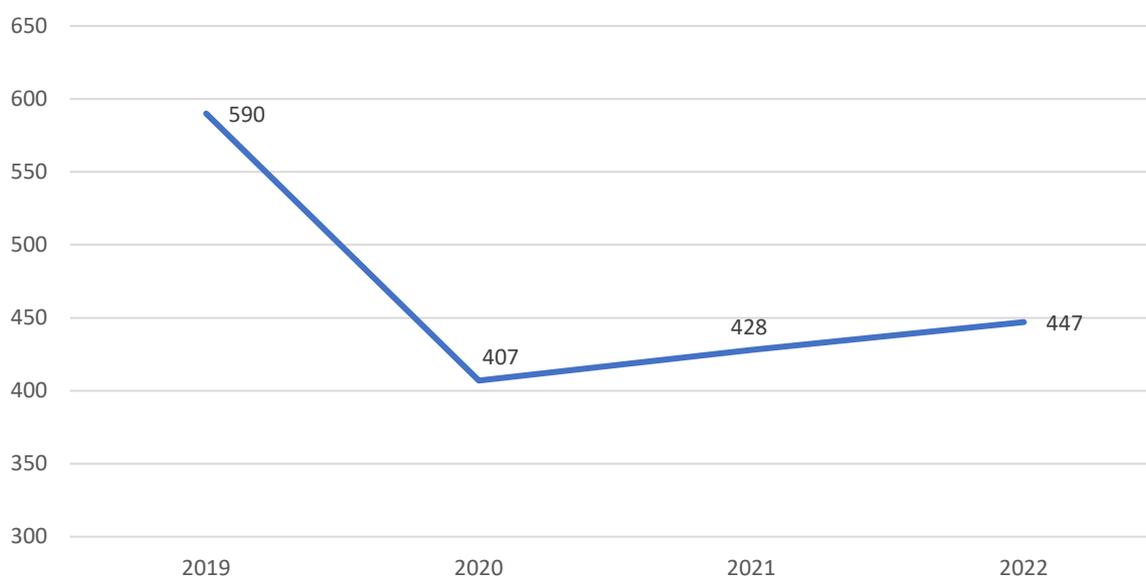
However, we still face around 20% of all applications being received that are still not completed correctly or are missing key documents so this adds time to each application as we then need to try and gather the additional information needed. We would therefore ask you to remind your members that they need to read each section and complete it fully prior to submitting it.

Event Permits

2022 has seen a steady increase in Event Permits being issued which has seen 447 issued against 428 in 2021.

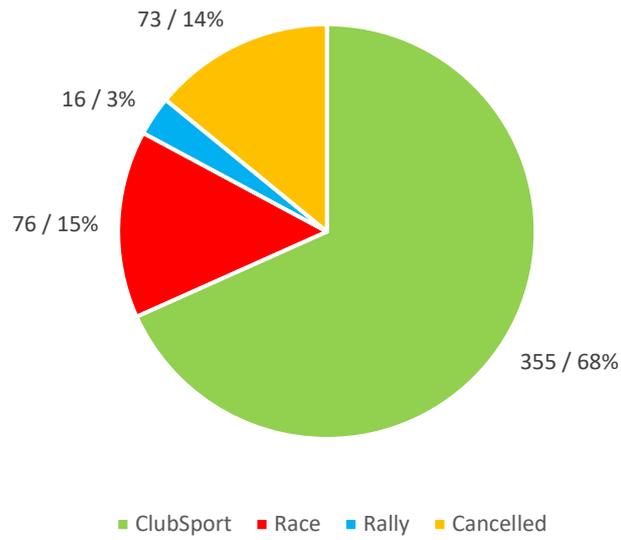
However, 2022 did suffer from 73 events being cancelled. These were a result of a combination of COVID-19 issues, lack of weather and not enough entries or volunteers to run them.

Event Permits - overview

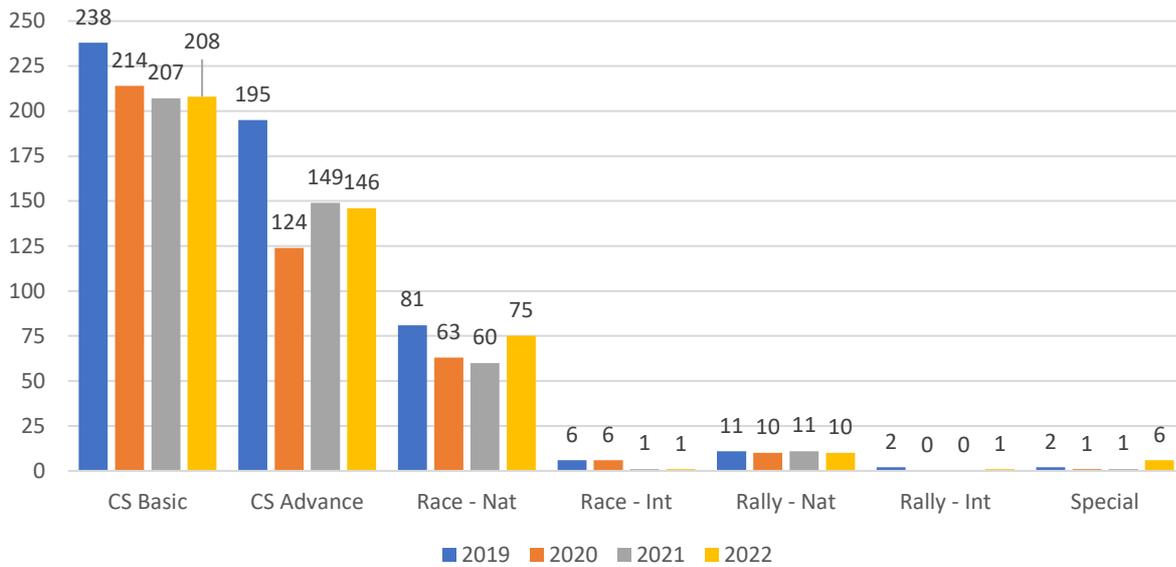


You can see below, the spread of Event Permits which shows that ClubSport is the highest of the event running just under 70% of all permitted events.

Event Permit - Split



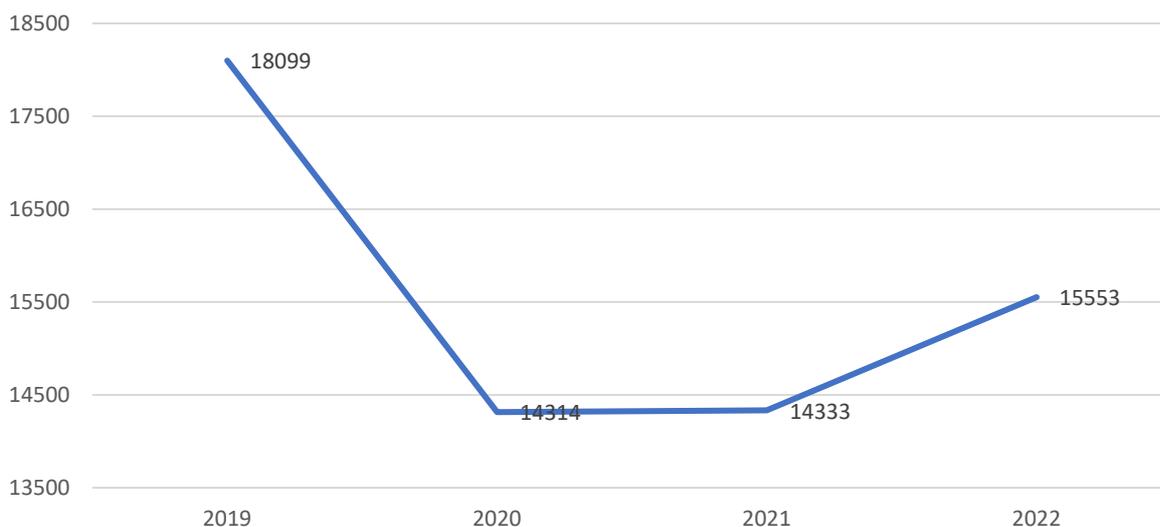
Event Permits - Detailed



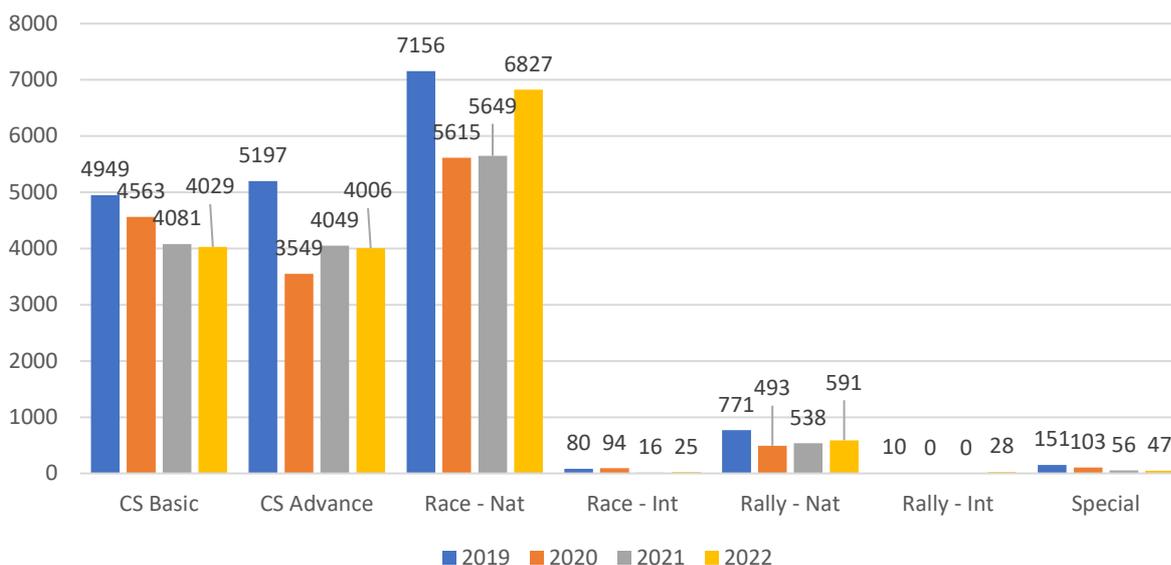
Event Participation

2022 saw an increase of 8% in event participation to 15,553 against the 2021 numbers. The return to some sort of normal has seen this growth happen. This has also seen the average number of participants at events now sitting at 35 per event.

Individual Participation - Overview



Individual Participation - Detail



Training

The move to I-Qualify is now starting to see some great results with a number of the modules that have been completed by the various groups starting to deliver improved reports, better decisions and an overall better running of events by the various officials and a better experience for our event participants.

This was done with a number of key outcomes in mind:

1. Ensure all of our officials are trained to a minimum standard and provide consistent service nationwide
2. Provide a consistent training message nationwide to ensure consistent delivery of the rules
3. To allow training to continue to happen throughout the year providing ongoing upskilling regularly instead of every 2 or 3 years
4. Create a record of learning for all officials
5. To work towards a programme of continuous improvement for the various officials

What we have seen across all the licenced officials that have undergone the online training is a marked improvement of the quality of the reporting provided post-event and many, many comments back around how they have learnt new things or new approaches to the way they could do things.

Aaron Johnston and I must thank Craig Finlayson (Chief CotC), Tracey Stringer (Chief CRO) and their team along with Devan (Technical) for their input in providing the content for these courses. As the subject matter experts for their departments and the boots on the ground, their input is vital to ensuring we are training the right people with the right content.

It has also been great to see the development and launch of the Stewards training program. This has recently gone online and has been picked up with great gusto by the Stewards. Thanks must go to Wade Paterson and his team of senior stewards who have been involved in the development of this course.

The Volunteer Official Advisory Commission continues to evolve the training programme for the unlicensed official roles and has been working with various clubs around the country as this progress to provide again a consistent response across the nation.

Department Reports

Over the following pages you will be able to read the individual reports from the various Heads of Department and Commission Chairs. They will be covering off the works that they have been doing over the past 12 months. All the members of each of these groups are volunteers and they give up their time to do what they do for the good of the sport. When you do see them in the service park, in the pits or at the conference, please don't forget to thank them for the time that they give up fulfilling these roles.

Chief Steward's Report

Submitted by Wade Paterson

Now that the restrictions brought about by Covid are now behind us it has been a busy time for the MSNZ Stewarding Department. In the past 12 months, previous year's figures in brackets, there have been approximately 462 (415) permits issued, (8 International, 93 (67) National, 149 (149) ClubSport Advanced, 210 (196) ClubSport Basic) for events ranging from ClubSport Basic through to National Championship status (compared with a total of approximately 350 in the previous 12 months). As most of these events require at least one, if not two or 3 Stewards in attendance, depending on the status of the event, this means there is a fair demand on both their services and time, given we have 108 Stewards across the country.

I would like to thank the 9 Permit Issuing Stewards who handle the majority of these appointments, it is quite a task ensuring that these events comply with the appropriate regulations as well as arranging for a Steward or Stewards to be appointed to events.

I along with Janet Phipps Area Steward from Area 2 will be putting together a Permit Issuing Steward's updated training session which hopefully we will be able to conduct in the near future. The adaption of the new computer system will dictate the timing of this.

The 2022 National Stewarding Committee (NSC) meeting was held in Christchurch in July and was attended by me and the five area Stewards. Due to Covid issues, we had to utilise Zoom to include the President and the CEO for an hour to give us updates from their respective positions. It was generally regarded as being one of the best meetings we have had in recent years, and we managed to cover a very full agenda.

The 2023 National Stewarding Committee meeting will be held at my address in Queenstown and as we have enough space to accommodate the team this will in turn save on accommodation costs. In 2023 we will again be inviting both the President and CEO to attend for an hour or so via Zoom for Board and office updates from them.

I have been working closely with Aaron Johnston the MSNZ Training Manager to get the Steward's online training module in place. Wayne Scott has also been involved as his extensive knowledge of process and procedure has proved invaluable. We have focused the initial module on Stewarding up to and including ClubSport Advanced level events initially. The Basic module was then circulated to the Area Stewards for their input and comment. The module has now gone live to all Stewards, and they have until the end of May to complete it.

We will be adopting a grading level along similar lines to the CotC Department. Bronze level will be attained on completion of this basic module, while Silver and Gold for Stewards levels will be gained by completing extra modules, face to face meetings with either the Chief Steward or the relevant Area Steward. Steward's training has always been somewhat complex given that apart from a limited number of on-event tasks that have a set procedure the rest of the role is generally experience based and we are considering how to include 'in the field' trainings as well.

I would like to record my sincere thanks to Aaron for his efforts in putting the module together as it has not been an easy task to complete given the vagaries of the Steward's role. Wayne Scott's input has also been much appreciated.

In my 2022 report, I indicated that there is quite a shortage of Stewards in the under-50 age bracket and I would also like to see more women involved in the Stewarding side of our sport. However, career and family commitments along with still being active in the competitive side of the sport tend to have a considerable impact on both group's ability to take on a Stewarding role. We will continue to try and attract new Stewards from both of those groups. There have been 3 new Stewards appointed in the past 12 months, Ben Aro Area 1, Fleur Pedersen Area 1, and Roger Bailey Area 2, we welcome them to the Stewarding team.

The Stewarding department continues to work in closely with other MotorSport Departments and on behalf of the Stewarding team I would like to thank those Departments for their cooperation and assistance over the past 12 months.

Chief Clerk of the Course's Report **Submitted by Craig Finlayson**

As I sit down to write this report and reflect on the past 12 months, a large portion of the members Clerk of the Course department are just completing their micro modules via the online training programme, which again a lot of work has gone into this programme and will be greatly beneficial to all our Clerk of the Courses. The success of any training programme is that the content and framework meet the needs of what we are trying to achieve. The outcome we are seeking is well trained, competent Clerks of the Course at all levels of our sport. Therefore, I ask all Clerk of the Courses complete their training and on time and if they have any ideas on future micro modules, please get in contact with myself.

Last year we ran 3 face to face sessions , I personally want to thank everyone and clubs for allowing members for attending these sessions, we ran 2 race sessions in August for both Silver and Gold (this was the first time in a very long time that we had both gold and silvers in the room) and a single day for Rally CotC's in November, it was fantastic to have everyone in a room to get their thoughts right across the country, there was some great discussion had by all and hopefully solve a few issues that crop up, personally these sessions are extremely beneficial.

Probably that stand out difference that I noticed between the rally session and the race session is how much more involved the rally CotC's are involved with the organising of the event, the majority are on the organising committee for rally's, and perhaps I suggest to some of the race CotC's that you get more involved with the promoter or organising club to ensure that you are comfortable with all the arrangements for the event that you are involved with, at the end of the day the buck stops the CotC.

At the time of writing this report, we are in the final stages of planning for the bronze face-to-face sessions, and how this will be rolled out.

As an idea we currently have a total of 204 current licenced Clerks of the Course:

- 106 Bronze
- 36 Silver Rally
- 19 Gold Rally
- 16 Silver Race
- 27 Gold Race

Throughout the country, every weekend there are several motorsport events happening with each one of them under the control of one of our CotC. The time and effort that they all put into the sport is immense, and I thank you all for what you do to make those events happen and the responsibility you take on when running those events. The dedication you all show to the sport needs to be applauded. Without you, the many events just would not happen.

While we are getting some new CotC's gaining their licence for the first time, it seems to be an ongoing statement each year however I am conscious that there are a number that a starting to gain a few years' experience (a polite way of saying getting older). In fact, when you look across our department, the majority of our CotC are in the older age bracket and that presents us with a challenge in that we need some younger people to join our ranks.

As a challenge to all the clubs, and to you all as CotC, I would like to encourage you to buddy up and mentor a few younger volunteers with your more experienced CotC and start bringing them through the various grades. We need to look to the future and start giving some younger people the opportunity to become CotC or we will inhibit the growth of our sport.

A few thank you's to finish with, I would like to pass on my thanks to Steve Foster, and Andrea Bourhill who have assisted me with the Rally side of our sport; Janet Phipps with ClubSport and Howard Atwill with Race, plus members of the Rules committee who have supported me in what for myself has been the toughest year since being the Chief CotC and at times very frustrating, I often call on these guys to bounce ideas off and get their thoughts on issues, this is a huge commitment from these guys, and I appreciated it a lot, to all in the office thanks and, to Wade Paterson and his team of Stewards and Tracey Stringer and the CRO department for the sterling jobs you do throughout the year and finally to all of you Clerk of the Courses for what you do for the love of our sport, thanks.

I look forward to catching up with you soon.

Chief Competitor Relation's Officer's Report **Submitted by Tracey Stringer**

On behalf of the CRO team – wow what a year! We have participated in numerous events over the past 12 months covering off all the disciplines of the sport. This has included but not limited to putting our best foot forward in three International Events – WRC Rally New Zealand, Supercars and APRC Rally of Otago.

Alongside all our events we have also given an outstanding effort in supporting the classes running the MSNZ Rally Championship and in the new MSNZ Championship SuperSprint Series - Well done team!

It has been my privilege and pleasure to work alongside many of you in the last 12 months and we have received many positive comments and heartfelt thanks for our awesome assistance to our competitors and officials alike.

While we have been attending these events many of you may have experienced the use of Sportity over the season and what a great app this has been to enable us to have all our information in an easy and accessible place.

I am expecting that the MSNZ Sporty App will be released in the coming months, and I am keeping an eye on the progress so that I can help us transition our roles through to a more app-based service without losing our personal touch with our competitors. I will be keeping an eye on its progress to share any updates and how this affects us in our role as they come to hand.

CRO training has been very successful, and I thank you all for your continued dedication to completing the modules. I have modified the CRO Intro Module, and it is now a more CRO based introduction and we have split out the more Official side of the Sport to another module to be completed after the new CRO has accomplished some on event experience. I will be hoping to release the new Intro Module to you all during the coming year to have a look at so that you can see the content that a new CRO will be experiencing as they start their training.

Alongside this we have developed a pathway for training and gaining your license and we have two new CRO's working their way through it already.

The 'Our team, Our experiences' module was a great way for me to get feedback from the team that I have taken into consideration for planning the next phase of training and face-to-face meetings. The photos that you shared were awesome to see and when you get to look at the new module you will see a few of them in the content so a big thank you from me for your contributions to the team training.

CRO Toolbox - I was tasked to create a CRO toolbox which prompted me to re-look at our forms and how we use them and how current they are, so I have been working on updating all our forms and generating some new ones. This will be released hopefully before Conference and or not long after. This toolbox will consist of the forms (old and new) that we use to enable us to keep track of our competitor interactions and help us to efficiently use our time. We are getting a new CRO Tab on the MSNZ Website in the forms section so that all the forms and logs we use will be in one place and easily accessible – this will be our 'toolbox'.

I will also be able to add anything that we discover during our training that would be helpful for the team to get access to. I am looking forward to being able to release this information and I hope you all find it helpful. I have certainly enjoyed being able to develop the new forms and a shout out to those who helped with the formatting of them as that's not quite in my skillset and her help has been invaluable.

The new Race and Rally Inquiry forms have been finalised and are being trialled and some of you will have already been able to test them out – the tutorial release I am hoping will be released prior to the conference and we will be using new forms very soon.

Looking forward to your feedback and seeing the new forms being used out on events.

And lastly a big thank you to Elton and the MSNZ Office team for all their help over the last year! You have done an outstanding job of supporting us to achieve our goals.

Head of Circuit Safety Report

Submitted by Domenico Kalasih

2022 saw the scheduled FIA 3-yearly inspections delayed from April through until November. Which meant that the 8 circuits around the country received 2 inspections. This proved to be beneficial as by the time the FIA arrived a number of improvements had been planned following the initial MSNZ inspection.

Additionally, the Circuit Safety Department has been called to look into 2 incidents at circuits. These two investigations have provided some great learnings for the sport and have already seen some improvements in the way our safety at event processes are working.

Work is continuing with the mapping of the circuit infrastructure and by the start of the 2023/23 season we should have a detailed plan of each circuit in NZ and the various elements that are on track.

I would like to thank Roger Laird, Kevin O'Neill and Nathan Archer who have continued to work with me in supporting the ongoing role of the CSD.

Head of Technical Department's Report

Submitted by Devan Gregory

This year appears to be closer to normal than the previous years. The Toyota Racing Series became Castrol Toyota Formula Regional Oceania Championship certified by FIA. We had an intensive 5-week series and all the technical requirements from that. With the introduction of the GT NZ Championship along with the Toyota 86s, Formula Ford, Super Truck, V8 Utes and Formula First Championships our Technical Officers have been busy. Similarly, the Accredited Series Scrutineers. We had some difficulty finding personnel to fill some of the spaces but got there in the end. The most major one is CTFROC which requires a commitment of 5 weekends in a row. A lot of our volunteer technical people are "time-poor" and struggle to find time to help out.

We managed to field a full complement of Technical Officers and senior Scrutineers to help at the Rally New Zealand. Logistically it took a bit of work to put together, but we came through without too many disappointments. Most of the team appeared to have enjoyed themselves. After 12 years of not having Rally New Zealand, it was a steep learning curve, but we have the processes in place for when they come back, we should be able to pick it all up easier.

LVVTA

Mike, being our LVVTA representative, has attended several LVVTA meetings over the last year. LVVTA seems to be going from strength to strength with new projects. Our relationship with them remains strong.

Training

We have had 11 new scrutineers do the Introduction to Scrutineering training since my last AGM report. 3 of these are female which is a positive sign.

The average age of a scrutineer is early 50s. We need to focus on enticing more younger people.

Those Technical Officers and Scrutineers whose licence expires this year are currently completing the micro modules. They then need to complete an assessment that covers items from the Introduction and micro modules. Once complete they will have their licence renewed.

Event Officials

A big thanks to all our Scrutineers and Technical Officers for their work and input over the last year. They are out in all conditions. We appreciate any feedback, good or bad from them.

We currently have a full complement of Technical Officers but are working on adding a couple more to fill in some gaps and as part of succession planning. The average age of a Technical Officer is 60.

We have a new NZ Rally Championship Chief Scrutineer this year. Greg Dietschin has extensive scrutineering experience and has worked on rally teams. He replaces Dave Robb who has decided to step down after giving several years of valuable commitment to the NZRC.

The Race Championships have all had consistent Technical Officers. We struggled to find someone to commit to the CTFROC so I had to fill in. Not that it was onerous. It was a great learning curve working with Toyota Gazoo Racing and also the various teams.

The Endurance Championship has extended its round number this year and we have struggled to get consistency with the North Island rounds but have a firm Technical Officer for the South Island rounds.

Imported Cars

We have a couple more Rally 2 (R5) cars entering the fleet. Also, several late-model Rally 4 cars have arrived. The rally fleet looks impressive with the FIA homologated cars attending.

Historic

In conjunction with the Historic Commission, we have reviewed Schedule AA. At the same time we took the opportunity to look at a couple of other areas and have upgraded them as well. These changes should be actioned after the AGM.

Office

Technical Applications this year are tracking similarly to last year. It does seem sporadic with some months a lot better than others. We have several projects on the go. One of these is a long-term exercise of going through Schedule A and making changes where required and making it more understandable. A rewrite of the Scrutineer's Handbook is underway. This is projected to be completed in July. It has been 10 Years since the last issue, so a lot of updating is required.

The Code of Practice – Fuel has been reviewed and adjusted to enforce the requirements. Nathan has also enrolled to do an EV Training course through MITO. It will be great having someone in the office with a formal EV qualification.

Finally, a big thank you to Mike, Nathan and Morgen for their help this year in keeping things on track. It is not generally appreciated but they do a lot of unseen work of a technical nature to keep the Sport running smoothly.

Conclusion

As we almost hit the halfway mark of 2023, we will soon see the introduction of the new MotorSport Online program in the form of Sporty. This will bring a new level of interaction and streamlining to the systems we currently use within motorsport and help achieve one of the elements of our strategic plan around creating a more streamlined process to run motorsport.

We also need to continue to focus our attention on reaffirming the pathway both into race and rally and provide some clear direction for not only our younger competitors but also mechanics and engineers who see a career in the world of motorsport ahead of them. I continue to challenge the Advisory Commissions to help support the Office in pulling this together and provide the structure that many feel has been lost.

With the support of Scott O'Donnell, we are working to instigate a pathway system for young technicians to not only get involved in motorsport but to also be able to create a career out of it while working with various ITOs around NZ. New Zealand has always batted above the average when we head overseas so we need to ensure that we are able to support both the drivers, by the Elite MotorSport Academy but also the technicians to continue to grow and become world leaders.

We also need to every now and again take a step back and look at the sport we are at the moment and ask ourselves - Are we meeting the market for what our new customers want?

In recent years we have seen the introduction of Esport and online motorsport which has start to attract people from different areas with some of them transitioning into real-world motorsport with some great success but also with many staying in the virtual world – how can we embrace them to allow motorsport to grow? Additionally, we are also heading into a time that may make life hard for some people to take part due to an increase in the cost of living. What sort of events can we create to still allow people to compete?

As individuals, we are challenged every day by time pressures on our lives and from society. We also face social pressure around the environmental stigma of using fossil fuels. So, my challenge to you all is to come to the conference with an idea or 2 about how can we embrace new streams of motorsport and people to our sport and how could the structure of the organisation look to ensure we remain relevant and sustainable as an organisation. What can we all do to adapt to those demands to ensure that MotorSport New Zealand is here for future generations to enjoy what we have enjoyed?

I just want to highlight some of the things that I have seen over the last 12 months which make me want to get up every morning and come to work knowing that we have this level of passion for our sport:

- Seeing the openness to change with the initial discussions around the evolution of the MotorSport Online system
- Continuing to see our talented NZ driver taking on the world and beating them
- Getting to ClubSport events and seeing the passion and enthusiasm of that new driver who has just done their first run
- Watching as we continue to grow the coverage of motorsport in the mainstream media networks
- Witnessing the support for our sport from the many volunteer officials and club members around the country who organise events

I would like to take a moment to also thank the many people whom I work with throughout the year. Firstly, all of you. You are all what helps make this sport what it is and it has been great to interact, work and grow the sport with you over the year. Secondly, the Board have always been there and always challenges me as we all look to move the organisation forward. Then the Advisory Commission who are my eyes and ears of the sport out in the field – thank you for your hours of time as we grow each of your areas of the sport and then the four Departments heads again who have a mammoth task of monitoring and providing feedback from the teams to ensure we keep things moving.

And finally, the team at the MotorSport New Zealand office. This team of 11 play a key role in this organisation and the time, effort, commitment and passion that they have for the sport and put into their roles is very much under-estimated. Without them doing what they do both in and out of hours, I would not be able to do what I do so thank you all for the support you give me and our sport.

So, 2022 overall has been a real step forward and has shown that we are back on our feet again. We still need to support each other as we continue to face challenges as a sporting organisation, but we have shown that we are an exciting sport that has the ability to change, we just need to keep that mindset and ensure we allow ourselves to not get too stuck in our ways.



Elton Goonan
Chief Executive Officer

Race Advisory Commission

Adam Simmons (Chairman)	Auckland
Jeff Braid	Palmerston North
Richard Kelly	Wellington
Blair Thorpe	Christchurch
Howard Atwill (Circuit Rep)	Timaru
James Dicey (Board Liaison)	Cromwell

8. Race Advisory Commission – Report of the Chair to 2023 AGM

It's amazing to look back at all the racing that has taken place since our last AGM, it's almost hard to believe it has only been 10 months. With Covid enforced restrictions all but gone the past season saw many race series have their first full season for a few years and it was full steam ahead.

September saw the much-anticipated return of Supercars to kiwi soil and a massive crowd turned out to Pukekohe Park for what would sadly be the last Supercars event at the historic circuit. The crowd would not be disappointed with Shane van Gisbergen taking a thrilling win in the final race. Local categories Central Muscle Cars, Historic Touring Cars, Toyota 86's and Formula Ford also relishing the high profile event.

October saw the start of the Formula First Championship, again providing very competitive racing across the 7-round championship, Palmerston North's Chris Symon dominated proceedings once again and became only the second-ever driver to stamp his name on the trophy for 3 consecutive seasons, the last being his father Ross from 1985-89.

The NZ Formula Ford Championship expanded to 4 rounds this season, each round saw spectacularly close racing amongst the field, victory in the end a back-to-back championship for Alex Crosbie. Additionally, the North Island Formula Ford and the South Island Formula 1600 series' both had healthy grids and tight competition at the front, both series were won by rookies with Dylan Grant taking the NI series and Blake Knowles taking a narrow win in the SI over last years winner Alex Crosbie.

Endurance Racing was once again strong in the South Island Series, the North Island had a challenging season with the weather and low entry numbers putting a dampener on their series. The New Zealand Endurance Championship was held at Highlands Motorsport Park, the 3 Hour title going to Sam Filmore and Jonny Reid, with Marco Giltrap and Andre Simon respectively taking away the two 1-hour titles. The coming season looks promising with both Island series aligning their regulations and the NZ Championship now to be decided across five rounds.

January saw the beginning of a new era for the traditional summer championship series under the promotion of the Super Sprint banner and the return of live TV to not only a NZ audience and but also internationally, a passionate promotion and media team bringing a lift in the profile of NZ racing.

It also heralded the return of international drivers to the newly renamed Castrol Toyota Formula Regional Oceania Championship, now part of the FIA's Global Pathway for single-seater racing. The 5 round series proved to be a back-and-forth battle between the international drivers and Kiwis Callum Hedge, James Penrose and Kaleb Ngatoa. The eventual championship went to Austrian Charlie Wurz with Hedge in a close second.

Round 4 was the 67th running of the New Zealand Grand Prix at Hampton Downs, it was fantastic to see 8 locals amongst the 20 strong field, ultimately the top step was taken by Dutchman Laurens van Hoepen.

Also headlining the Super Sprint series was the ever-popular Toyota Gazoo Racing 86 Championship, now in its 10th year, the new GT New Zealand Championship with large grids of spectacular GT3 and GT4 machinery.

The V8 Ute Championship is underway, and the NZ Super Truck Championship was looking healthy with a return to both islands and 10 trucks putting on great racing for the Flying Farewell of Pukekohe Park in late March, Alex Little taking the Championship win.

Accredited Series' were plentiful with GTRNZ and Mazda Racing Series having very strong numbers.

Clubman's racing continues to be strong with both North and South Island 2K Cup series continuing to provide lower-cost racing and working hard to create a pathway for new racers to join the sport. There was also a great up-take to the BMW Driver Series E46 Class seeing the series grow as the season went on.

Historic Racing was back to full strength after a very disrupted few years, I'm continually amazed at the exceptionally high calibre of historic and classic vehicles we have in this country, If you get a chance to attend one of the many historic race meetings it's well worth it just for what's on show let alone the fantastic racing.

As you read this the long-awaited Schedule Z refresh will be published with implementation in early June, this has been a long process by many stakeholders, but the delay has only improved the finished product.

A lot of the Advisory Commission work over the past year was reviewing the many reports from race events with the ongoing training program for our volunteer officials showing benefits with a marked improvement in the quality of the reports. There has also been a great deal of ongoing work between the Advisory Commission and Raewyn Burke with standardising both the Championship and Accredited Series Articles. This has resulted in a template that is now much easier and simpler to use on events and clear for competitors to read.

Looking forward to the future our sport certainly has its challenges but I'm confident the future is bright. Internationally our stars continue to shine, our local championships and series have a growing profile and almost every weekend we continue to have fantastic racing of all levels right across the country.

Thanks goes to the Race Advisory Commission Member for their input over the year.

Rally Advisory Commission

Tony McConachy (Chairman)	Palmerston North
Brian Budd	Alexandra
Craig Jessop	Stirling
Chris Ramsay	Hamilton
Steve Foster (Rally NZ Rep)	Hastings
Mark Mallard (Board Liaison)	Auckland

9. Rally Advisory Commission – Report of the Chair to 2023 AGM

Well, 2022 was a large turnaround from the previous season due to events being cancelled and postponed. The 2021 season is one we would rather forget due to Government movement restrictions and having an effect on events able to run. But this didn't stop the workshop hero in all of us from digging deep into online parts ordering and grafting the many parts needed to produce the cars we saw out in the field.

The 2022 season saw no less than 11 Rallies run including the Repco Rally of New Zealand based out of Auckland Central what a soggy event it was. Very testing for everyone. Organisers, competitors, and the Teams supporting these drivers. 280km of arguably some of the best roads in the world. With it all ending on Force Motorsports backdoor, at Andrew and Kelly Hawkeswoods farm. There were major challenges, and some criticism but total admiration transpired, to what was a successful event in the FIAs report. Even a new World Champion was crowned on our back door. Kalle Rovanpera. The youngest World Champion ever! This didn't overshadow the successful event Hayden Paddon our local Kiwi, also had by winning the Rally2 class as well. Again, a soggy event but a stunning success by all!

Our Local NZRC Championship was very strong in 2022, with no less than 5 events and with Rally NZ being the last round. Category 1 saw 5 new R5/Rally2 cars entered for the season with 8 different Manufacturers representing the 18 Cat 1 cars. The AP4 cars have certainly served their purpose the past few years, but with the decline in new AP4 builds, it becomes more likely newer R5/Rally2 cars will be arriving on our shores. Even Mr. Paddon has joined the foray! The Category 2 class continues to grow and even into 2023 we now see a further 2 new Rally4 cars arriving for competition. It is our next generation. We must nurture these young competitors and keep them hungry for the coming years in our home Championship.

Rallysprints have certainly grown from strength to strength since the Covid days. The Northern Rallysprint series has regularly seen large entries, and with the Central Region Rally series growing substantially, there was the need for a North Island Rally series to kick off. A small band of people have started a series in 2023, with the view to grow it to a level so North Island Rallying can stand back on its feet. Meanwhile, Rallysprints in the South Island have remained consistent with amazing roads and regular competitors. And the Mainland Rally Championship continues to be strong with many competitors and a six-round series spanning the vast distance of the South Island.

In late 2022, we saw the introduction of the Dual Rallysprint regulations. This was a set of regulations produced by the Commission to cover some clubs that were using a special permit. The Rally Commission spent time with the Rules and Regulations Commission to make sure all bases were covered for most scenarios, and it has successfully been used already.

Also, a great deal of work was done on the Junior Rally licence. Again, a simple concept but required further help of the Rules Committee and Office to get the finer details perfect. Both now released. Schedule R has also received a thorough going through, and again now updated and released.

The Commission came together as a Team face-to-face, in late 2022, for the Rally Organisers meeting in Wellington. It proved to be a successful get-together, not only networking of like-minded individuals, but sharing of issues arising and helping encourage smaller clubs to take the leap of faith.

We also have been regularly meeting once a month and going through any smaller issues arising. There is ongoing work in the background happening relating to TMP, and also Fuel management within Rallying.

Team effort is what our commission consistently works towards and this can't be achieved without great people. Thanks to our elected members, Chris, Craig and Brian, Mark our Board Liaison, Steve as Rally NZ representative, Dave Robb (co-opted) and the Motorsport NZ Office team. Thank you all and to those in the background that help make our sport a better functioning environment.



Tony McConachy
Rally Advisory Commission Chairman

ClubSport Advisory Commission

Glenn Howden (Chairman)	Napier
Alana Mclsaac	Wellington
Paul Walbran	Auckland
Jacki Hanning	Taupo

10. ClubSport Advisory Commission – Report of the Chair to 2023 AGM

This year on the ClubSport Advisory Commission has been a little difficult, mainly because of the fact that the commission is very green and shiny at this stage and that there have been some very sharp learning curves. After the last AGM, the numbers amounted to 2, that being Alana Mclsaac and myself. Alana being from last years commission and 1 year older on commission and wiser than myself. The board then appointed another 2 members and then we became a full commission.

Once we were at full capacity, then all things started in earnest. The plan was to sort the Hillclimb Championship first, and once we got an idea of what was to happen and how to go about it, the call was sent out via many channels of media for expressions of interest from member clubs. Unfortunately, whether it was the different media channels that we sent them out by, no expressions of interest came through. Although disheartening, the idea of sending personalised emails to clubs to ask for expressions seemed to spark interest. Also with a new media channel coming to light, with thanks to Hayden Paddon, the call was sent out via this channel.

Many thanks to South Otago Car Club for taking on this years Hillclimb Championship. Although in the past we have had qualifiers in both Islands, the short time frame and current economic climate and financial constraints considered, we decided to make Hillclimb championships this year a 1 Weekend Shootout for the Title. With the decision made, entries flowed in, and with help from PRG, calls were made and the entry list grew. With good numbers for both days, the event was held just out of Lawrence on some fantastic pieces of road. Saturday was the sealed event, and with 32 entries, the day went relatively smoothly, with only a couple of delays on the day. The day was eventually taken out by Harri Silcock in a storming drive in the Crosskart.

Sunday came around all too quickly, and this day being the Gravel portion of the Championship, the day started early at Tuapeka Mouth. The Reserve Road hillclimb had great entries, approx. 38 and the mood for the day was good. The day got underway and things flowed relatively well, with competitors getting 3 runs at the 3.9km section of road. Hayden Paddon took honours on the day, but things did not come easy for him, with a turbo issue on his first run, providing his crew with a wait for another turbo to be brought from Cromwell and fitted to the car. So, with the final runs complete, the 2023 Champion was Hayden Paddon, with Jarrod Owens 2nd, and Harri Silcock 3rd overall for the weekend.

Now planning is underway for the 2024 Hillclimb Championship, and we at the ClubSport Advisory Commission are keen to hear from North Island Clubs that are willing to take on the organising for the event. With fantastic entries for this year in the South, I would be keen to see this event grow, and I believe that 2024 we should run the 1-weekend shootout again. Please get in touch with your expression of interest. Also, some feedback would be appreciated about whether the 1-weekend shootout should be something that we should be looking at for future events.

As for ClubSport Championships, the Advisory Commission has made the request to postpone this years' ClubSport championship until later in the year. This year was to be the North Island round, and with the inclement weather and the washout of pretty much 1/3 of the North Island, we feel that it would be morally and ethically wrong to be trying to host a round in the North Island when so many are in dire need of assistance.

The ClubSport Advisory Commission is a voice for your clubs to be heard!! Let us know if anything is troubling your club, if we need to be working toward anything in particular, let us work for you, the backbone of Motorsport in New Zealand! There are many clubs that run many events week in and week out, and we are the majority of events run in the country.

Let your voice be heard, and send us emails to clubsport@motorsport.org.nz to let us know how we can help you run events more effectively.

We at the Advisory Commission would like to thank all of the clubs that continue to run clubsport events pretty much every weekend all around the country. Keep up the enthusiasm and the fantastic work of all of the volunteers that run the events for the enjoyment of many. For those of you that compete, remember your volunteers and make sure that you recognise them at the various prizegivings after the events. Without those that give selflessly their time, your events will not happen.

A massive thanks to the ClubSport Advisory Commission members, Alana, Jackie & Paul, and also to Elton and Raewyn for the support and guidance in what has been a rather trying year. Jackie Hanning and Paul Walbran were our Board Appointed members, and Jackie's position has become open for election, and with Jackie stepping aside, I hope that we can get someone to fill the position that has heart and enthusiasm for the position as we the new commission push forward with some new initiatives, and I would like to thank Jackie for her help this year.

Glenn Howden

ClubSport Advisory Commission Chairperson

Historic Advisory Commission

Bruce Dyer (Chairman)	Palmerston North
Leon Hallett	Dunedin
Tim Hill	Auckland
Wayne Perkins	Queenstown
Scott O'Donnell (Board Liaison)	Invercargill

11. Historic Advisory Commission – Report of the Chair to 2023 AGM

Historic and Classic racing returned unobstructed by Covid this season but while the South Island meetings bathed in sunshine less could be said for our North Island meetings.

Entries generally were up for all meetings but the historic and classic classes are still being substituted and in some instances the main attractions to these meetings are non-historic or classic classes being the draw cards which is disappointing.

The Taupo Historic GP again featured a marque theme this year being Jaguar and was well attended and these theme meetings are certainly popular and are drawing in the public.

The George Begg Festival certainly had the tick of approval from many race goers with the Goodwood style meeting and was refreshing to see a different approach to running an event. A more carnival atmosphere of local suppliers, kids zone, food court and bar along with Begg and single seater car display, tractor and pedal car races and celebrity drivers. There certainly was something for everyone and we look forward to the 2025 Festival.

Historic Touring Cars NZ are certainly attaining exceptional grids and were the highlight at the last Supercar round at Pukekohe which was televised throughout NZ and Australia. The group was the main drawcard at the Skope Classic and the George Begg Festival. Grids of over 30 cars makes for a very diverse field and along with named drivers adds to the attraction. The cars are certainly of a world standard in presentation and compliance and are a credit to the owners. It is great to see Greg Murphy, Paul Radisich, Steven Richards, Kane Scott, John Bowe and Angus Fogg to mention a few of our past heroes in the seat and mixing with the public,

F5000 also featured with good grid numbers for their last run at the Jim Palmer Celebration at Pukekohe and also at the Legends of Speed Meeting at Hampton Downs.

Excellent fields of Formula Junior, Historic Formula Fords and NZ Historic Muscle & Saloon Cars were very evident at both the MG Classic and the Taupo Historic GP. The same with Formula Libre at the Skope Classic and the South Canterbury Hydraulics Classic.

Historic & Vintage Racing Association NZ and CMRC Pre78 Classic Saloons were impressive in their combined races and together displayed 28 cars at the George Begg.

VCC put on a fantastic display at Skope and had excellent fields at Skope, SCH Classic and George Begg.

With the closing of Pukekohe Park after 60 years bought an end to this iconic race track which is now destined to be part of our racing folklore and history. Pukekohe Park will be sadly missed by many but has played a very important part in our motorsport history and now joins Levin and Bay Park of permanent circuits to close.

The Commission has this year passed into regulation the following which should be published prior to the AGM:

- Livery Clause which will be published in the coming weeks and covers race numbers and gives a more comprehensive guideline on livery for all Schedule K, T&C and CR vehicles.
- The revision of Schedule AA in linking it to only vehicles with a Schedule K Certificate of Description or a Historic Technical Passport and updating the links to Schedule A.
- We have also clarified the method of measurement for pre 1979 single seaters and sports racing cars of the roll cage distance to the top of the helmet for clearance and follows the FIA Appendix K regulations for Historic Cars.

Roger Laird presented his report to the Commission regarding Schedule RH and his recommendation was to retain the current regulations but strictly enforce them on COD applications. He is still considering the dates to extend the regulations to. The Commission has accepted his recommendation.

Certificate of Description applications continue to be processed and what we are receiving is of a high quality but these numbers are certainly down on last year. The focus of our seminar at the AGM will be on the COD audit procedures and the benefits of a COD. Audits were carried out at both Skope and George Begg and again the compliance was excellent but updates of COD's needs to be more consistent by the owners.

We have held two constructive meetings with the Vintage Car Club and the major focus is to build on our relationship with more regular meetings hence bringing the two organisations closer together. Concentration has been on the alignment of safety regulations and how we can support both groups re licensing, log books and VIC/COD's.

The VCC is currently reviewing it safely manual regarding motorsport and aligning it with MSNZ Appendix 2.

I would like to thank our Commission Members, Tim Hill, Wayne Perkins and Leon Hallett, and our Board Liaison, Scott O'Donnell for their input and dedication this year.

I also wish to thank all the volunteers, race officials and MSNZ staff for their dedication to the job because without you guys we would not be racing and enjoying our passion of racing old cars...



Bruce Dyer
Historic Advisory Commission Chairman

Volunteer Officials Advisory Commission

Steve Collier (Chairman)	Auckland
Kim Adams	Ashburton
Lenard McLeod	Invercargill
Tina Nicols	Christchurch
Amy Pullen	Auckland
Deborah Day (Board Liaison)	Auckland

12. Volunteer Officials Advisory Commission – Report of the Chair to 2023 AGM

The Volunteer Officials Commission (VOC) membership was reviewed with Expression of Interest (EOI) sought and from which members were appointed by the Board. There were 15 EOI received from which Lenard McLeod and Steve Collier were reappointed along with new members, Tina Nichols (Christchurch), Kim Adams (Ashburton) and Amy Pullen (Auckland). Morgen Dickson, from the office, also joined the team as the office contact.

The commission held 6 meetings following the 2022 AGM, five of these were via Zoom and one was a day meeting in Christchurch in November.

At the first meeting the Commissions Terms of Reference were discussed for the new members, these being:

- Volunteer training and development
- Volunteer Recruitment
- Volunteer Retention
- Volunteer Recognition.

At the 2022 AGM the seminars were framed around looking at the training and development of the wider volunteer official's team, and along with a SWOT run over the three sessions, provided good information for the VOC to work on. Feedback was also received on the need to better communicate what was happening with the VOC and also the need to look at the recruitment of new volunteers.

Morgen has taken part in some training with Volunteer Waikato, with regards to the recruitment of volunteers, and this will form part of the VOC Workshop at this year's AGM, also picking up some of the work previously done by the commission.

Following the SWOT at the AGM the summary is shown below:

Strength's –

- The volunteer base – core group of dedicated and passionate people – *Passion*
- Ability to call on a wide selection of senior motorsport enthusiasts – *Experience*

Weakness –

- Event calendar – lack of co-ordination leading to calendar congestion – *To many events*
- Not acknowledging our people / inconsistent recognition; Lack of recognition from bottom up – *Not enough incentive / lack of recognition.*

Opportunities –

- Training – from the bottom up to provide a pathway - *Advance Training, Never Stop Learning*

Threats –

- Volunteers / officials – loss of traditional working week – shift work / time poor – *Work Commitments*
- Funding – *Travel Costs*
- Health & Safety – increased responsibility and accountability – *Liability and Confidence*

From the above there is a link between the internal VOC SWOT and the AGM – which is good to see as this provides points, from the membership, to focus on and develop, particularly when this is linked back to the current MSNZ Strategic Plan 2022 – 2024 – Stronger Together.

A review of the previous Strategic Plan was conducted to evaluate what the current challenges are since its introduction. The following have been identified as our current challenges to move forward with over the next 3 years.

- Incoming environmental pressures
- New competitor in the market
- Less discretionary dollar, free time & more distractions
- Too many reactive tasks
- Venue access getting harder
- Increasing H&S compliance requirements
- Increased commercialisation leads to increasing costs
- Loss of trust and clarity from the membership
- Average participant age increasing
- Trying to do too much with too little resource
- Declining volunteer numbers
- Loss of unity within the Sport
- A need to embrace new and emerging opportunities
- A need to review the overall Sport Structure
- Weak top end of the Sport
- Poor brand image
- Historically “not” customer focused
- Poorly resourced Office team due to funding model
- Reduction in youth interest in motorsport activities
- Traditional club role declining

LEADERSHIP	UPSKILL	SAFETY & FAIRNESS	ENGAGE & PARTICIPATE	DEVELOPMENT	SUSTAIN
<ul style="list-style-type: none"> • Create new KPI's for Management and Board • Document Scope of new purpose & strategy and socialize to Members • Review of fees and funding policies • Streamline systems to ensure ease of use 	<ul style="list-style-type: none"> • Performance training for Staff & Board • Strategic training of all motorsport participants • <u>Investment in Volunteers and the roles they undertake</u> 	<ul style="list-style-type: none"> • Ongoing review of H&S for alignment with global standards • Clarify the understanding of all processes, procedures & rules to mitigate risks to the sport 	<ul style="list-style-type: none"> • Instigate a sportwide communications & marketing plan • Delivery of a customer and wider community engagement Plan • Promote a culture that appropriately celebrates success at all levels • Ensure easily accessible sporting sectors for all 	<ul style="list-style-type: none"> • Continue to evolve all sectors of the sport to ensure we are relevant to the current demands • Ongoing strategic alignment of the Elite Academy in driver development • Ensure we can deliver quality products on time, all of the time • Feasibility study of online capabilities & create a scoping document for a new system 	<ul style="list-style-type: none"> • Research & development plan for carbon neutral • Sourcing new funding streams to reduce the reliance on membership funding

Increase competition licence holder numbers by 15% (700 people)	Increase overall competitor event participation by 20% based on PLD documentation records	<u>Increase the number of official licence holders by 30% (100 people)</u>
<u>Encourage female participation to grow in all areas of the sport by 30% (85 people)</u>	Create external revenue streams to the value of \$75,000 per annum by the end of Y3	Increase the email newsletter database to 17,500 subscribers
Encouraging clubs and organisers to engage in the MotorSport New Zealand Sustainability Fund with a targeted 25% increased awareness of sustainability at events	Increased open rates to 30% across all email newsletters	<u>Ensuring every licensed official receives a minimum of two training modules per year</u>
		Actively engage with international events and promoters to bring events to New Zealand
		Increase our Sport New Zealand funding by 100% (currently \$15K)

One of the points that has been identified under Opportunities is – TRAINING – the sport has and continues to develop initial and ongoing training for the Officials i.e. Stewards, CoC, CRO and Technical however the wider pool of volunteer officials has had no formal training in place, this has been left to the clubs across the country to do on their own and this has been done to the best of their ability however, as noted in the SWOT comments – Threats – H&S increased responsibility, accountability and liability and in the Challenges from the Strategic Plan – Increased H&S Compliance Requirement – this very important aspect of our sport can be covered in TRAINING, and going forward it is increasingly likely that training and H&S in particular will need to be Formally Documented.

From the Strategic Plan – Strategic Priority Outcomes – Upskill – there is a point – Invest in Volunteers and the roles they undertake; and under Achievement by the end of 2024 – Ensuring every Licenced Official receives a minimum of two training modules per year.

Our Licensed Officials are covered however all Volunteer Officials should have the opportunity to formal training as they all have responsibility, accountability and potential liability while volunteering / officiating at events, for delivering a safe environment for our competitors to compete in. This links back to some of the work that was done at the 2022 AGM where ‘we’ asked participants to identify some criteria that could form the basis for the development of training assessment criteria for the wider Volunteer Officials Group going forward.

Volunteer Training:

With the return to some semblance of ‘normal’ face-to-face training was again able to be undertaken the Southland Sports Car Club (SSCC) and The Motorsport Club (TMC) collaborated on training material to be delivered at their respective training days. Lenard also went up to the Highlands Volunteer Day and presented some of these sessions to the team there.

The BMW Race Drivers Series invited TMC to run the Volunteer Officials training day at Hampton Downs, alongside the BMW Scholarship Day, which was really appreciated and the day was well attended.

The St Johns Motorsport Team ran extracations sessions, and with support from Toyota Gazoo Racing New Zealand, who provided both a Toyota FT60 and TR86 car to use for this training, this provided the wider volunteer team the opportunity to get involved in, what can be on race day, a very challenging task, which at smaller events, they could be called upon to assist with.

Practical fire extinguisher training also took place, using a car ‘wreck’ to make this a bit more realistic and the team also benefited from having a member of the Marsden Point Fire team in attendance to provide guidance on how best to tackle fires with extinguishers.

With the return of the World Rally Championship in 2022, the Rally New Zealand Team also ran a number of training sessions for both existing and new volunteers and some of these people have since contacted the sport to enquire about other volunteer official opportunities.

Respect Policy

Through the past year it had been noted that there had been an increase in commentary, particularly online, that has targeted not only competitors and teams but also volunteer officials. This was picked up very quickly by some of the Supercar drivers and Motorsport UK had also developed a “Racing with Respect” policy on the back of this emerging issue.

This was discussed by the VOC and it was agreed that this is something that should be developed. At the same time the Inclusive Motorsport Advisory Commission had also identified the need for a Respect Policy and from this Amy and Tina will be working in collaboration with Andrea and her team on this initiative.

New Volunteer Officials and MSR registrations

Following on from the AGM in 2022 there has continued to be an increase in applications for MSR's both from people who have never volunteered before as well as current volunteer officials, who have not previously held an MSR.

As noted last year, the details of these people are forwarded onto the local Volunteer co-ordinator or VOC member for the region they are based in and follow up is made from there to get them out to an even as quickly as possible.

Unfortunately, we did have one person contact us, following the above process being followed, to say that they had still not been contacted by either of the two clubs in their region. This was disappointing as getting new volunteer officials is an increasing challenge and likely to be harder in the current economic environment we are in, so it is important that all stakeholders involved in the sport actively follow-up with any perspective volunteer officials who make contact either directly with a club or through MotorSport New Zealand and who is 'passed' onto a local club.

Current MSR's are shown below with the validity (stats taken Feb 2023)

Valid Until June - Male	Bronze	Silver	Gold	Total
2025	123	2	10	135
2024	84	1	10	95
2023	43	2	3	48
	250	5	23	278

Valid Until June - Female	Bronze	Silver	Gold	Total
2025	43	1	1	45
2024	25	0	1	26
2023	23	1	2	26
	91	2	4	97

Valid Until June	Bronze	Silver	Gold	Total
2025	166	3	11	180
2024	109	1	11	121
2023	66	3	5	74
	341	7	27	375

MSR - a "Passport" to overseas events.

For Volunteer Officials wanting to go overseas and work at events, having an MSR is a benefit as it supports their application to the event organisers and provides evidence of events / experience to the local team HOD's while they are on the event.

Over the last 12 months, we have had a few of our Volunteer Officials attend events in Australia and further afield.

In 2022 Amy Pullen went to the Australian, Miami and the British Grand Prix's and was also part of the FIA's Women in Motorsport Exchange where she joined up with colleagues from around the world with the team being hosted at the Singapore Grand Prix.



Owen Insley has been busy over the last six months, where he volunteered at the Bathurst 1000 and Gold Coast 500 at the end of last year and went to Newcastle for the opening round of the 2023 Supercars Championship. Owen was part of the Fire / Rescue team at these events.

John Van Tiel travelled to Adelaide last December where he was on the flag team to the revived Supercars Adelaide 500.

This year's Australian Grand Prix had a volunteer official's team of approximately 1000 of which 23 were from overseas. Karl Askew returned to the Grand Prix after a few years being away and was on the Flag Team at sector 2, which over the 4 days of the event, was kept busy. The team were rewarded for the efforts by being Awarded the Peter Nelson Trophy, for the best sector over the weekend, this is an annual award with the decision on the winning sector being judged by the Stewards of the Meeting.



Adam Simmons was also over at the Grand Prix, where he was hosted by Motorsport Australia, and spent the weekend working with some of the steward's teams including for the Supercars and Porsche and was in race control for the FIA Formula 3 race as well.

Apologies if there may have been other volunteer officials who did travel overseas for events, going forward if we can be told of these it would be great to be able to profile these people in newsletters etc.



Volunteer Officials Event Availability

Pre 2020 the sport was already facing a challenge with getting enough Volunteer Officials to staff events, particularly multi-day events and, with the disruption over the last few years and the current economic environment everyone is facing, this situation is likely to get increasing more challenging.

For multiday events, particularly those with Friday running, it is getting harder to staff the event on a Friday, primarily due to the cost to the volunteer official of taking time off work both in terms of leave and travel costs. Going forward event organisers and promoters will need to consider the availability of volunteer officials when planning their events, particularly if the intention is to run qualifying sessions or races on the Friday.

It has been great to get back to some sense of 'normal' and on behalf of the Volunteer Officials Commission, we would like to thank all the volunteer officials around the country who have given their time to help to ensure all competitors have safe and well-run events. We are increasingly seeing competitors come along and join the "team" at events, and this is proving to be a real benefit as the volunteer officials get to talk to an understand the competitor's perspective and equally the competitors get to see the competition from a different perspective, better understanding the important roles the volunteer officials play at the event.

Our invitation to, or better still, challenge, to all competitors is to come out and volunteer at an event or two through the year, and give back a little bit of time in support of the sport that you all love to compete in. To the competitors, please remember that without these dedicated volunteer officials you would not be able to compete so when you see them out an event take a minute to thank them for the contribution to 'Our Sport'. I would like to thank my fellow commission members for their contribution over the last year and to Deb, Elton and the MotorSport New Zealand staff team for their support of the Volunteer Officials Commission.



Steve Collier

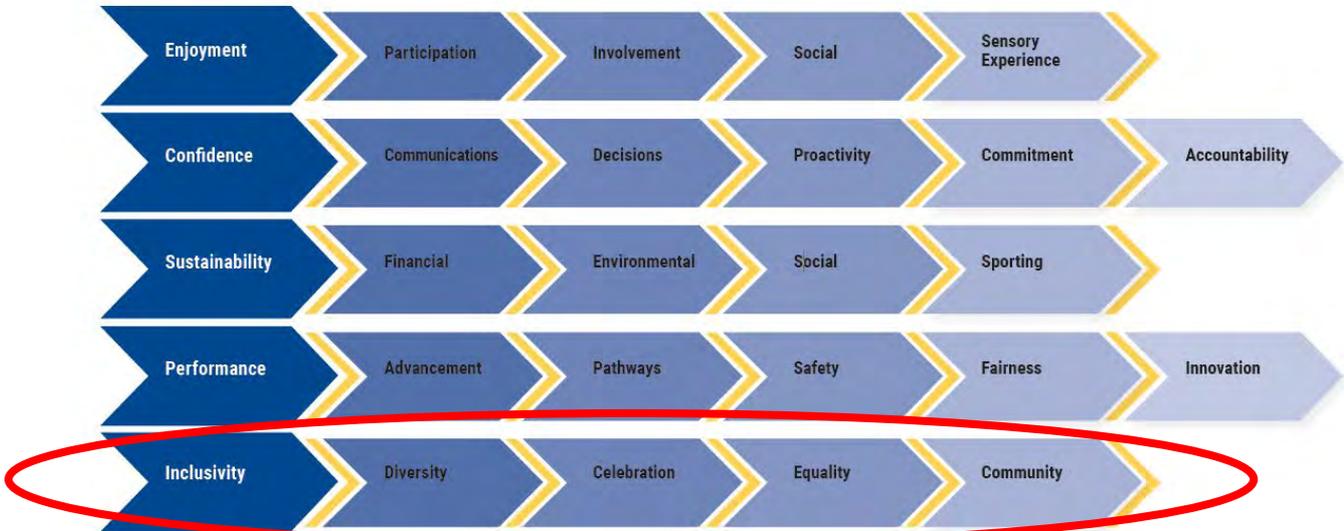
Volunteers Advisory Commission Chairperson

Inclusive MotorSport Commission

Andrea Bourhill (Chairman)	Hastings
Jacky Braid	Hastings
Fleur Pederson	Auckland
Elton Goonan (Office Liaison)	Wellington

13. Inclusive MotorSport Commission – Report of the Chair to 2023 AGM

For a second year, we have continued to focus on our second strategic goal – “To create a motorsport culture for all that embodies equality, inclusion and community”. The underlying aim is that by becoming more diverse and inclusive we will grow our sport. This goal aligns with the MSNZ values as described in the strategic plan 2022-2024



This is the same direction that motorsport globally is taking, with the FIA and other ASNs being very determined in their journey to also be more diverse and inclusive. Motorsport UK is one such ASN and over recent months we have reached out to their Equity, Diversity, and Inclusion Committee so that we can learn from each other and share resources where that is appropriate.

Whilst this Commission was established with a focus on Women in Motorsport, we have now broadened the context of our activities to include all of motorsport. We therefore approached the Board last November with a request to change our name to the “Inclusive Motorsport Commission”. This was duly agreed to and thus our name change.

Operating as a team of three, we have engaged with each of the Commissions to further understand how our culture (the way we do things) is influencing our sport. Looking at our sport through the lens of race, rally, historic, volunteers and officials we discussed with each commission not only how the culture in their specific discipline looks today, but also what we could change. The thinking from those meetings as well as the feedback we received at the 2022 AGM was taken into the next phase of our activity.

We continued to develop the “Six Principles of Inclusivity” that we introduced at the AGM last year. These have also presented to the Board and are included at the conclusion of this report as an appendix. In due course these principles will form part of the broader equity, diversity and inclusion (EDI) strategy.

We have also considered how we might demonstrate and thereby celebrate progress on our EDI journey and to do this well we need to capture more data. To this end we have asked the sport to collect data on gender (M/F/Other), ethnicity, religion, and age to begin with. These data points will be added to relevant forms so that we collect information from across our competitor, volunteer and officials, and broader stakeholder groups. It is only by collecting this data that we will be able to track the changes in the demographics of our sport, understand what has been successful and highlight areas that we can continue to improve (see Appendix 2 for our current data set)

Over the next twelve months we will be:

- Updating our Commissions strategic plan
- Supporting the sport to embed the “Six Principles of Inclusivity”.
- Developing an Equality, Diversity, and Inclusion strategy for the sport
- Developing a framework to introduce a “Race with Respect” policy and associated framework (processes and procedures to support the policy)
- Continuing our dialogue with each commission and assisting them to incorporate equality, diversity, and inclusion into their own strategic plans.

On a final note, my sincere thanks go to Fleur and Jacky. Having been a member down all year it is a credit to them both that we have achieved what we have. A special thanks to Elton who has filled the role of Board Liaison for our Commission as well as representing management at our meetings.

MotorSport New Zealand Six Principles of Inclusivity

The Six Principles of Inclusivity were developed in response to:

- a need to grow the sport by attracting new members and audiences.
- a need to change our culture to one that celebrates diversity and enables full involvement of a broader demographic of New Zealanders.

These needs were based on data and anecdotal observation including accessibility issues at venues, insufficient facilities provided for females, inappropriate behaviours based on gender, gender-bias wording in sporting regulations and policies, insufficient information around competing as a disabled person.

If we are to grow our sport, our policies, training programmes, practices and behaviours need to reflect and support inclusion and diversity. One way of thinking about it is to consider that inclusion is about the way we behave, that then enables us to grow our sport by having a more diverse membership.

It is now well-recognised that there are significant benefits of being inclusive/having diversity in the workplace¹ and these benefits are directly translatable to our sport.

When we consider diversity, we need to include all areas of diversity, such as gender, culture, ethnicity, religion, sexual orientation, physical and mental abilities, age.

Feedback from the 2022 MSNZ AGM seminars, helped us to further refine the six principles.

- **Communication is open, honest, and respectful.**
 - *Grassroots up, on the track, in the paddock, in meetings*
 - *Everyone has a voice; we value everyone’s input and opinion.*
- **New ideas are accepted with an open mind (we assume positive intent)**
 - *We believe every person has the best interests of the sport at heart and everything they do will therefore create benefit for the sport.*

- *Willingness to listen and look at things from a different perspective (which may conflict with our own)*
- **We respect each other regarding an individual's choice of religion, sexual orientation, or gender-identity and physical / mental ability, cultural or ethnic background.**
 - *We will put our personal beliefs and opinions aside to ensure people feel welcome and accepted.*
 - *We will actively work to ensure our actions and language are unbiased / non-discriminatory.*
- **We offer opportunities and choice to individuals, without assumption about their capabilities.**
 - *We develop at all levels of our sport an induction and integration programme that enables new people (and current) to gain a wide variety of experiences.*
 - *We support those people to upskill and contribute to the best of their ability.*
- **We promote inclusivity by reasonably adjusting policies / procedures / practices and our physical environments.**
 - *Challenge yourself (Clubs, event organisers, MSNZ office, MSNZ Board etc) to set a timeframe for reviewing your policies and procedures to integrate these principles.*
- **We walk the talk.**
 - *Change doesn't happen unless we make it happen. This journey starts with each of us individually taking that first step to be more inclusive.*

The six principles we have developed give clarity to the behaviour and culture that needs to be cultivated within Motorsport New Zealand. As a commission, we researched what inclusivity principles had already been embraced by various sporting organisations, educational facilities, and businesses. In evaluating a wide range of principles, we noticed there were six main areas that these principles covered; communication, willingness to listen to others, respect, giving people choices, what we do and how we do it including improving our physical environments. We therefore developed one principle in each of these six areas that was appropriate for motorsport.

These principles are designed to ensure that everybody across all walks of life can participate in all levels and areas of motorsport equitably.

The principles will guide our sport towards the vision of being genuinely welcoming to everyone. Implementing the six principles requires us to change not only our policies and practices but also some of our behaviours and we know that takes time. We anticipate it will take between 3-5 years and will involve ongoing dialogue with member clubs, officials, volunteers, competitors, and other stakeholders to enable a clear understanding of the need for and the changes required, for us to leverage being more inclusive and thereby grow our sport.

Next steps will include a review of policies and processes (including the NSC and its appendices) to ensure they meet the principles as stated. By example, the predominance of masculine tense used in the wording within various sections of the NSC.

¹ [10 Benefits of Diversity in the Workplace | WSU Online MBA](#)
[How diversity, equity, and inclusion \(DE&I\) matter | McKinsey](#)
[Why Diverse Teams Are Smarter \(hbr.org\)](#)

Andrea Bourhill

Andrea Bourhill

Inclusive MotorSport Advisory Commission Chairperson

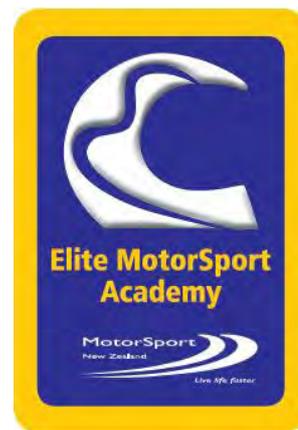
76th ANNUAL GENERAL MEETING

ANNUAL REPORT FROM THE MOTORSPORT NZ SCHOLARSHIP TRUST

14.1 Annual Report of the MotorSport New Zealand Scholarship Trust

2022 Academy

This year again saw an impressive number of applications for the Academy and again the Trust was in a position of having to reduce a list of 36 young applicants, who had applied over the year and reduce that number down to the final 8 athletes. The quality of those applicants was extremely impressive and the challenge of choosing the top 8 was a mammoth task in its own right with over 12 hours of selection and interviews. The Trustees would like to thank all of the applicants for their time in applying for a position and encourage those who weren't successful this time, to apply again in the future.



Financial

The financial position of the Trust remains stable during 2022 with an end of year profit of \$9,849. Donations and grants totalled \$93,700.

It is worth noting that while the direct financial support of MotorSport New Zealand is considerable and very much appreciated, it has represented less than 50% of funding over the life of the Trust. The balance has come from donations from external entities and generous individuals connected with the sport, and without their support, we would not be able to run the Academy and continue the ongoing success of the Trust.

We continue to ensure that the overhead operational cost of running the Trust are kept at a minimal with many tasks being conducted by the MotorSport New Zealand office. This is reflected in the fact our largest non-direct cost is that of the audit which is extremely high given the Trust has, during a normal year around 40 bank transactions a year in all, and none in cash.

However, as we continue to strive to ensure we are using the most relevant and key methods of training, we are always welcoming of support from the member clubs to ensure we can keep the Academy programme running and continue to help the stars of the future.

Acknowledgements

The Academy programme is a success because of the commitment and expertise of the team at the Otago Academy of Sport together with the team at Otago University. Without the level of expertise and associated commitment from these two organisations, it would not be possible to deliver the programme at the level that we currently do.

At the conclusion of the 2021 Academy, we had Tony Herbert retire as a Trustee, having been there from the outset of the Academy programme in 2003. As a more than worthy replacement the Trust welcomed Richard Giltrap as a new Trustee, and Richard's experience and contribution to the Trust was noticeable from the outset.

In the past 12 months, we have continued to see many of our past Graduates shining on the world stage as they live out their dream in their chosen discipline. Inevitably there will be those who, for one reason or another, do not progress as was their original hope and intention, but the success rate for the Graduates in terms of progression in the motorsport world, be it from inside or outside the car, both nationally and internationally, for the Graduates remains high.

We are very proud to have had over 150 Graduates through the programme since it started with Graduates competing in Formula 1, WRC, WEC, Formula 2, Formula E, DTM, IndyLights, USFF200, Virgin Australia Supercars, NZ Rally Championship, Toyota Racing Series and multiple other international series along with many still competing locally in NZ.

The Motorsport NZ Scholarship Trustees



Wayne Christie



Lyall Williamson



Richard Giltrap



David Turner



Alastair Wootten

14.2 Annual Accounts and Audit Report – The MotorSport NZ Scholarship Trust

Please refer overleaf.

The MotorSport New Zealand Scholarship Trust

Performance Report
For the year ended 31 December 2022

The MotorSport New Zealand Scholarship Trust

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The MotorSport New Zealand Scholarship Trust

Entity Information

For the year ended 31 December 2022

Legal Name of Entity: MotorSport New Zealand Scholarship Trust

Registration Number CC20266

Entity's Purpose or Mission

The purposes of the Trust are as follows:

(a) To further the education, personal growth, development and skills training of competition drivers in New Zealand to further their ability and;

(b) To further the education, personal growth, development and skills training of young persons seeking a modern apprenticeship as a MotorSport Technician in New Zealand to further their ability both Nationally and Internationally, and;

(c) To research and develop safety standards, equipment and facilities that will enhance the safety of competitors, officials or public at large at motorsport events, and;

(d) Without restricting the scope of the foregoing, to provide coaching, training, scholarships, academies, equipment, use of facilities, counselling and other appropriate assistance to persons selected for the purposes of (a) and (b) noted above.

Entity Structure

Trust Structure: During 2022 five Trustees constituted the governance board. Trustees are elected by MotorSport New Zealand Inc for two year terms. The President of MotorSport New Zealand Inc holds the position of Trustee and Chair as part of the Presidency of the Sport.

Operational Structure: The Trustees as volunteers carry out operational tasks relating to the organising and running of the Elite Academy programme with the support of MotorSport New Zealand Inc's staff. MotorSport New Zealand Inc also undertakes secretarial and financial management activities.

Main Sources of Entity's Cash and Resources

The Trust's main source of income is from grants and donations. All costs are met from this income.

Main Methods Used by Entity to Raise Funds

MotorSport New Zealand Scholarship Trust is actively seeking to raise its profile and encouraging donations from those interested in motorsport.

Entity's Reliance on Volunteers and Donated Goods or Services

The MotorSport New Zealand Scholarship Trust relies on gifts of volunteer time and expertise to complete its work in many essential roles such as governance (trustees and committees), Academy applicant selection and supporting the Elite Academy programme.

Physical Address: 102A Kapiti Road, Paraparaumu, New Zealand

Postal Address: P O Box 3793, Wellington 6015

Contact Details: [Phone: \(04\) 815-8015](tel:(04)815-8015). [E-mail: admin@motorsport.org.nz](mailto:admin@motorsport.org.nz). [Website: motorsport.org.nz](http://motorsport.org.nz)

The MotorSport New Zealand Scholarship Trust

Statement of Service Performance For the year ended 31 December 2022

The Trust in association with the Academy of Sport South Island and the Physical Education Department of Otago University arranged and ran the 2022 Elite MotorSport Academy in Dunedin from 26 June 2022 – 2 July 2022.

Applications were received from 27 applicants and following a selection process eight applicants were selected to undertake the Academy in Dunedin.

Description of entities outcomes

Key strategic objectives and outcomes the Trust aims to achieve and deliver include:

Objective 1

Details: Enhance the skills of competitors in motorsport and the community at large.

Description of outcome sought: Identify competitors exhibiting talent and create opportunities to develop and/ or hone their all-round skills through Elite Academy Programme.

Outcomes and measures in respect to budgeted: \$50,000 Grant from MSNZ. Income budget of \$57,346 was exceeded and the overall financial result was better than budgeted due to the increased donations received from PaknSave, Grand Prix (Ak) Inc, Rally New Zealand 2020 Ltd and Hyundai Motors. Actual surplus \$9,848. Budgeted deficit \$29,594.

NZ Scholarship Trust remains in a strong financial position.

Additional Information:

The 2022 participants received coaching in all facets of sports sciences, media, sponsorship and promotion along with a number of self-development modules. These were delivered by subject matter experts from within and outside the Otago University and the Academy of Sport South Island.

A total of \$96,095 was received for the year to meet costs related to the running of the Elite Academy. This was made up of the following:

MotorSport New Zealand Grant	\$50,000
Other Grants and Donations	\$43,700
Interest	<u>\$2,395</u>
Total	\$96,095

Other Grants and Donations

PaknSave	\$10,000
Grand Prix (Ak) Inc	\$10,000
Rally New Zealand 2020 Ltd	\$10,000
Janes Family	\$500
Hyundai Motors	\$10,000
Aotearoa Gaming Trust	<u>\$3,200</u>
Total	\$43,700



The MotorSport New Zealand Scholarship Trust

Statement of Financial Performance For the year ended 31 December 2022

	Notes	2022 \$	2021 \$
Revenue			
Grants, donations, fundraising and other similar revenue	1	93,700	62,210
Interest revenue		2,395	1,790
Total operating revenue		96,095	64,000
Expenses	2		
Grants and donations		78,973	61,121
Other expenses		7,273	5,582
Total expenses		86,246	66,703
TOTAL SURPLUS/(DEFICIT) FOR THE YEAR		9,849	(2,702)



The MotorSport New Zealand Scholarship Trust

Statement of Financial Position As at 31 December 2022

	Notes	2022 \$	2021 \$
ASSETS			
Current			
	3		
Cash and cash equivalents		108,073	38,307
Investments		84,567	143,507
Trade debtors and other receivables		2,023	1,769
Prepayments and other assets		942	637
Total current assets		195,605	184,219
TOTAL ASSETS		195,605	184,219
LIABILITIES			
Current			
	3		
Trade creditors and other payables		6,036	4,500
Total current liabilities		6,036	4,500
TOTAL LIABILITIES		6,038	4,500
NET ASSETS		189,569	179,720
Represented By			
Trust equity	4	189,569	179,720
TOTAL EQUITY		189,569	179,720

For and on Behalf of the Trustees

 Trustee

 Trustee

21/04/2023 Date



The MotorSport New Zealand Scholarship Trust

Statement of Cash Flows

For the year ended 31 December 2022

	Notes	
	2022	2021
	\$	\$
Cash flows from operating activities		
<i>Cash was received from/(applied to):</i>		
Receipts from grants, donations, fundraising and other similar revenue	93,700	62,210
Interest received	2,089	3,660
Payments to suppliers and trustees	(5,736)	(6,165)
Donations or grants paid	(78,972)	(61,120)
GST paid	(256)	(5,031)
Net cash from/(used in) operating activities	10,825	(6,446)
Cash flows from financing activities		
<i>Cash was received from/(applied to):</i>		
Term Deposits	58,941	(3,654)
Net cash from/(used in) financing activity	58,941	(3,654)
Net increase/ (decrease) in cash and cash equivalents	69,766	(10,100)
Cash and cash equivalents, beginning of the year	38,307	48,407
Cash and cash equivalents at end of the year	108,073	38,307



The MotorSport New Zealand Scholarship Trust

Statement of Accounting Policies For the year ended 31 December 2022

a.) Reporting entity

This performance report comprises the performance report of The MotorSport NZ Scholarship Trust (the "Trust") for the year ended 31 December 2022.

The MotorSport NZ Scholarship Trust is an entity registered under the Charities Act 2005, which raises funds for education and training for motorsport competitors.

The Trust is a Public Benefit Entity (PBE) as its primary objective is to provide goods and services to the community for social benefit rather than for a financial return.

This performance report was authorised for issue by the Board of Trustees on 21 / 04/2023.

b.) Basis of preparation

(a) Statement of compliance

The Trust has elected to apply PBE SFR-A (NFP) Public Benefit Entity Simple Format Reporting -Accrual (Not-For-Profit) on the basis that it does not have public accountability and has total annual expenses of equal or less than \$2,000,000. All transactions in the Performance Report are reported using the accrual basis of accounting. The Performance Report is prepared under the assumption that the entity will continue to operate in the foreseeable future.

(b) Basis of measurement

The performance report have been prepared on a historical costs basis.

(c) Presentation currency

The performance report are presented in New Zealand dollars, which is the Trust's presentational and functional currency.

All numbers are rounded to the nearest dollar (\$), except when otherwise stated.

(d) Changes in accounting policies

The accounting policies adopted are consistent with those of the previous financial year.

The significant accounting policies used in the preparation of this performance report are summarised below

c.) Summary of significant accounting policies

Revenue

Revenue is accounted for as follows:

Donations

Donations are accounted for depending on whether they have been provided for a "use or return" condition attached or not. Where no use of return condition are attached to the donation, revenue is recorded as income when the cash is received. Where donation include a use or return condition, the donation is initially recorded as a liability on receipt. The donation is subsequently recognised within the Statement of Financial Performance as the performance conditions are met.



The MotorSport New Zealand Scholarship Trust

Statement of Accounting Policies For the year ended 31 December 2022

Grants and fundraising

Grants and fundraising income is accounted for depending on whether they have been provided for a "use or return" condition attached or not. Where no use or return condition are attached, the revenue is recorded as income when the cash is received. Where income includes a use or return condition, the donation is initially recorded as a liability on receipt. The income is subsequently recognised within the Statement of Financial Performance as the performance conditions are met.

Interest

Interest income is recognised on an accrual basis.

Bank accounts and cash

Bank accounts and cash in the Statement of Cash Flows comprise of cash balances and bank balances (including short term deposits) with original maturities of 90 days or less.

Debtors

Debtors are carried at estimated realisable value after providing against debts where collection is doubtful.

Investments

Investments comprises of short term deposits balances with original maturities of 90 days to 12 months.

Expenses

Expenses are recognised in the accounting period in which the services or goods are received.

Income tax

In accordance with CW42 of the Income Tax Act 2007, the Trust has no tax liability.

Goods and Services Tax (GST)

All amounts in this performance report are shown exclusive of GST, except for receivables and payables that are stated inclusive of GST.

GST payable or receivable is included in trade debtors and other receivables on the Statement of Financial Position.



The MotorSport New Zealand Scholarship Trust

Notes to the Performance Report For the year ended 31 December 2022

1 Analysis of Revenue

Grants, donations, fundraising and other similar revenue	2022	2021
	\$	\$
Donations	40,500	10,710
Kartsport NZ	-	1,500
MotorSport NZ	50,000	50,000
Other grants	3,200	-
Total grants, donations, fundraising and other similar revenue	93,700	62,210

2 Analysis of Expenses

Grants and Donations	2022	2021
	\$	\$
Academy of sport charges	45,518	44,370
Air travel for attendees	2,829	2,287
Freight of simulators	1,828	1,117
Graduate development programme	23,916	12,012
Trustees travel & accommodation	4,882	1,335
Total grants and donation expenses	78,973	61,121

Other Expenses	2022	2021
	\$	\$
Audit fees	6,788	4,640
Bank charges	60	40
Office expenses	425	902
Total other expenses	7,273	5,582



The MotorSport New Zealand Scholarship Trust

Notes to the Performance Report For the year ended 31 December 2022

3 Analysis of assets and liabilities

Assets

	2022	2021
	\$	\$
Trade debtors and other receivables		
Accrued interest	942	637
GST receivable	2,023	1,769
Total trade debtors and other receivables	2,965	2,406

	2022	2021
	\$	\$
Cash and cash equivalents		
Cash at bank and in hand	108,073	38,307
Total cash and cash equivalents	108,073	38,307

	2022	2021
	\$	\$
Investments		
Term deposits	84,567	143,507
Total investments	84,567	143,507

Liabilities

	2022	2021
	\$	\$
Trade creditors and other payables		
Accounts payable	6,036	4,500
Total trade creditors and other payables	6,036	4,500

4 Accumulated Funds

	2022	2021
	\$	\$
Opening Balance	179,720	182,423
Surplus/(deficit) for the year	9,849	(2,702)
Total accumulated funds	189,569	179,720

5 Related party transactions

The Trust is controlled by the MotorSport New Zealand Inc Society, in that it has the ability to choose its members of the board and has its own trustees. As a result of this relationship the Trust receives an annual grant of \$50,000 (2021: \$50,000) from MotorSport New Zealand Inc.



The MotorSport New Zealand Scholarship Trust

Notes to the Performance Report For the year ended 31 December 2022

6 Contingent Liabilities and Capital Commitments

The Trust has no contingent liabilities or capital commitments as at 31 December 2022 (2021: Nil).

7 Subsequent Events

The Trust has no subsequent events after the reporting date to disclose. (2021:Nil).



Independent Auditor's Report

To the Trustees of The MotorSport New Zealand Scholarship Trust

Report on the Performance Report

Opinion

We have audited the performance report of The MotorSport New Zealand Scholarship Trust (the "Trust") which comprise:

- a. the financial statements on pages 3 to 10, which comprise the statement of financial performance and statement of cash flows for the year ended 31 December 2022, the statement of financial position as at 31 December 2022, and notes to the performance report, including summary of significant accounting policies; and
- b. the statement of service performance set out on page 2.

In our opinion the accompanying performance report present fairly, in all material respects

- a. the financial position of the Trust as at 31 December 2022 and its financial performance and cash flows for the year then ended; and
- b. the service performance for the year ended 31 December 2022 in accordance with the Trust's service performance criteria

in accordance with Public Benefit Entity Simple Format Reporting – Accrual (Not-For-Profit) issued by the New Zealand Accounting Standards Board.

Basis for Opinion

We conducted our audit of the financial statements in accordance with International Standards on Auditing (New Zealand) (ISAs (NZ)) and the audit of the service performance information in accordance the International Standard on Assurance Engagements (New Zealand) ISAE (NZ) 3000 (Revised) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the General Purpose Financial Report* section of our report. We are independent of the Trust in accordance with Professional and Ethical Standard 1 *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)* issued by the New Zealand Auditing and Assurance Standards Board, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other than in our capacity as auditor we have no relationship with, or interests in, the Trust.

Responsibilities of the Trustees for the Performance Report

The Trustees are responsible for:

- a. the preparation and fair presentation of the financial statements and service performance information in accordance with Public Benefit Entity Standards issued by the New Zealand Accounting Standards Board;
- b. service performance criteria that are suitable in order to prepare service performance information in accordance with Public Benefit Entity Standards; and
- c. for such internal control as the Trustees determine is necessary to enable the preparation of the performance report that is free from material misstatement, whether due to fraud or error.

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

Auditor's Responsibilities for the Audit of the Performance Report

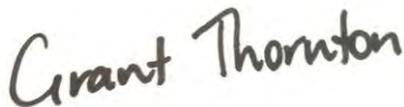
Our objectives are to obtain reasonable assurance about whether the financial statements as a whole, and the service performance information are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs (NZ) and ISAE (NZ) 3000 (Revised) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this performance report.

A further description of the auditor's responsibilities for the audit of the general purpose financial report is located on the External Reporting Board's website at: <https://www.xrb.govt.nz/standards/assurance-standards/auditors-responsibilities/audit-report-14/>

Restriction on use of our report

This report is made solely to the Trustees, as a body. Our audit work has been undertaken so that we might state to the Trust's beneficiaries Trustee, as a body, those matters which we are required to state to them in our audit report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the Trust and its Trustees, as a body, for our audit work, for this report or for the opinion we have formed.

Grant Thornton New Zealand Audit Limited



Z Zuber

Director

Wellington

28 April 2023

76th ANNUAL GENERAL MEETING

CONSIDERATION OF ACCOUNTS FOR THE YEAR ENDED 31 DECEMBER 2022

15. Annual Accounts and Audit Report –MotorSport New Zealand

Mover

Secunder

Result

Please refer overleaf.

MotorSport New Zealand Inc

Consolidated Financial Statements
For the year ended 31 December 2022

MotorSport New Zealand Inc

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MotorSport New Zealand Inc

Directory

President

Wayne Christie

Incorporation Number

216910

Registered Office

MotorSport New Zealand Inc
102A Kapiti Road
Paraparaumu
New Zealand

Bank

ASB Bank Limited
Level 15, Hunter Street
Wellington

Nature of Business

Administration of Motor Sport

Auditor

Grant Thornton New Zealand Audit Limited
Level 15 Grant Thornton House
215 Lambton Quay
Wellington

Accountants

Deloitte
Level 12, 20 Customhouse Quay
Wellington

MotorSport New Zealand Inc

Statement of Service Performance For the year ended 31 December 2022

Who we are and why do we exist?

MotorSport New Zealand is a not-for profit National Sporting Organisation appointed by the FIA as sole authority to regulate motorsport in New Zealand. Incorporation was achieved in November 1950 and has a current membership of 92 clubs throughout New Zealand.

What are our strategic focus areas?

We aim to achieve, influence and deliver method to reduce barriers of entry to our Sport to grow participation and membership. We aim to grow our Sport by using clear, transparent and engaging communications and providing fair competition safely that is attractive to competitors, stakeholders and spectators to enable and lead New Zealand's most exciting sport to be enjoyed by all.

We strive to:

- A) To build a ladder to world level success for our participants, both in and out of the cars
- B) To enable and lead New Zealand's most exciting sport, to be enjoyed by all
- C) Foster strong domestic competition that is safe, fair and well organised and relatable to the rest of the world

What did we do and how did we perform?

	2022	2022 Budget	2021
1. Participation Levy Declaration (PLD) records	15,553	15,289	14,333
2. Competition licence holder numbers	5,378	5,301	5,068
3. Official licence holder numbers	972	1,008	975
4. Email newsletter database	15,497	15,241	14,112

The previous strategic plan was from 2016 – 2020, during 2020 it was decided to delay the development of the next strategic plan by a year due to covid. In 2021 the next strategic plan was developed, 2022 – 2024.



MotorSport New Zealand Inc

Consolidated Statement of Comprehensive Revenue and Expenses For the year ended 31 December 2022

	Notes	
	2022	2021
	\$	\$
Revenue from non-exchange transactions		
Sport NZ grant	30,000	52,500
Other grants	27,455	30,223
Affiliation fees	77,041	81,062
Competition and championship	1,568,014	1,248,854
Commercial rights	109,173	37,498
Track licences	14,243	8,243
COVID-19 wage subsidy	-	52,100
Donations	40,500	12,210
	1,866,426	1,522,691
Revenue from exchange transactions		
Interest received	39,700	17,879
Capital gain on disposal of fixed assets	167	-
Other operating revenue	396,233	280,613
	436,100	298,492
Total revenue	2,302,526	1,821,183
Expenses		
Advisory commissions and training	60,746	35,307
Competition and championship	407,477	206,379
Depreciation and amortisation	162,839	154,845
Capital loss on disposal of fixed assets	-	2,424
Grants and donations	85,832	64,922
Interest expense	822	1,028
MotorSport services and administration	835,716	656,191
Wages and salaries	805,761	736,529
Other expenses	352,273	8,082
	2,711,466	1,865,708
Total deficit for the year	(408,940)	(44,525)
Other comprehensive revenue and expenses		
	-	-
Total comprehensive revenue and expenses for the year	(408,940)	(44,525)



MotorSport New Zealand Inc

Consolidated Statement of Changes In Net Assets For the year ended 31 December 2022

Notes

	2022 \$	2021 \$
Opening equity at 1 January	2,807,686	2,852,211
Deficit for the year	(408,940)	(44,525)
Other comprehensive revenue and expenses	-	-
Total comprehensive revenue and expenses for the year	(408,940)	(44,525)
Closing equity at 31 December	2,398,746	2,807,686

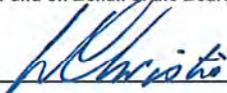


MotorSport New Zealand Inc

Consolidated Statement of Financial Position As at 31 December 2022

	Notes	31-Dec-22 \$	31-Dec-21 \$
Current assets			
Cash and cash equivalents	9	784,572	648,104
Investments	10	1,487,326	1,860,632
Inventories		5,215	5,212
Receivables from exchange transactions		111,480	70,692
Prepayments and other assets	11	58,547	47,235
Total current assets		2,447,140	2,631,876
Non-current assets			
Property, plant and equipment	12	98,680	83,986
Intangible assets	13	128,018	253,789
Total non-current assets		226,698	337,775
Total assets		2,673,838	2,969,651
Current liabilities			
Trade creditors and other payables	14	153,521	83,573
Employee entitlements		59,870	41,346
Income in advance		50,029	20,000
Other current liabilities		-	2,434
Finance lease	16	3,421	2,940
Total current liabilities		266,841	150,293
Non-current liabilities			
Finance lease	16	8,251	11,672
Total non-current liabilities		8,251	11,672
Total liabilities		275,092	161,965
Net assets		2,398,746	2,807,686
Equity			
Accumulated comprehensive revenue and expenses		2,398,746	2,807,686
Total net assets attributable to the owners of the controlling entity		2,398,746	2,807,686

For and on Behalf of the Board



President



CEO

22/04/2023 Date



MotorSport New Zealand Inc

Consolidated Statement of Cash Flows For the year ended 31 December 2022

	2022 \$	2021 \$
Cash flows from operating activities		
<i>Receipts</i>		
Interest Received	24,664	17,879
Receipts from Sport NZ grant	30,000	52,500
Receipts from COVID-19 wage subsidy	-	52,100
Receipts from donations	40,500	12,210
Receipts from other grants	27,455	30,223
Receipts from competition and championship fees	1,527,766	1,273,176
Receipts from other revenue	626,180	394,749
	2,276,565	1,832,837
<i>Payments</i>		
Payments to suppliers	1,531,845	920,751
Payments to employees and contractors	821,627	735,241
Grants, contributions and sponsorship paid	85,832	64,922
Interest paid	822	1,028
GST Paid	18,980	11,895
	2,459,106	1,733,838
Net cash (used in)/ from operating activities	(182,541)	98,999
Cash flows from financing activities		
Repayment of finance lease	2,940	16,462
	2,940	16,462
Net cash used in financing activity	(2,940)	(16,462)
Cash flows from investing activities		
<i>Receipts</i>		
Sale of short term investments	389,407	-
Sale of property, plant and equipment	12,872	1,444
	402,279	1,444
<i>Payments</i>		
Purchase of property, plant and equipment	64,235	12,409
Purchase of short term investments	16,095	24,246
	80,330	36,655
Net cash from/ (used in) investing activities	321,949	(35,211)
Net increase in cash and cash equivalents	136,468	47,326
Cash and cash equivalents at beginning of the year	648,104	600,779
Cash and cash equivalents at end of the year	9 784,572	648,104



These financial statements should be read in conjunction with the notes to the consolidated financial statements.

MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2022

1 Reporting entity

The reporting entity is MotorSport New Zealand Inc (the "Society"). The Society is domiciled in New Zealand and is incorporated under the Incorporated Societies Act 1908.

The consolidated financial statements comprising of the Society and its controlled entity, The MotorSport New Zealand Scholarship Trust, together the "Group", are presented for the year ended 31 December 2022.

These consolidated financial statements and the accompanying notes summarise the financial results of activities carried out by the Group. The Group provides the administration for MotorSport in New Zealand including events, competitions and provides education and training for MotorSport competitors and officials. Only The MotorSport New Zealand Scholarship Trust is registered with the Charities Act 2005.

These consolidated financial statements have been approved and were authorised for issue by the Board on 22/04 2023.

2 Statement of Compliance

These consolidated financial statements have been prepared in accordance with Generally Accepted Accounting Practice in New Zealand (NZ GAAP). They comply with the Public Benefit Entity International Public Sector Accounting Standards Reduced Disclosure Regime (PBE IPSAS RDR) and other applicable Financial Reporting Standards as appropriate to PBE's. For the purposes of complying with NZ GAAP, the Group is a public benefit not-for-profit entity and is eligible to apply Tier 2 Not-For Profit PBE IPSAS on the basis that it does not have public accountability and it is not large as defined by the financial reporting framework.

The Board has elected to report in accordance with Tier 2 Not-For-Profit PBE Accounting Standards and in doing so has taken advantage of most of the applicable Reduced Disclosure Regime (RDR) disclosure concessions.

3 Summary of significant accounting policies

The significant accounting policies used in the preparation of these consolidated financial statements as set out below have been applied consistently to both years presented in these financial statements.

3.1 Basis of Measurement

These consolidated financial statements have been prepared on the basis of historical cost.

3.2 Going Concern

In approving these financial statements the Board considers the going concern assumption appropriate and believe Motorsport New Zealand will have sufficient cash flow to meet its financial obligations as they fall due. This assumption is based on consideration of the 31 December 2022 financial position and forecast financial performance for the 12 months following approval of these financial statements. The Board has a reasonable belief that this forecast will be met.

3.3 Functional and presentational currency

The consolidated financial statements are presented in New Zealand dollars (\$), which is the Group's functional currency. All financial information presented in New Zealand dollars has been rounded to the nearest dollar.

3.4 Basis of consolidation

Controlled entities are all those entities over which the controlling entity has the power to govern the financial and operating policies so as to benefit from its activities. The controlled entities are consolidated from the date on which control is transferred and are de-consolidated from the date the control ceases. In preparing the consolidated financial statements, all inter entity balances and transactions, and unrealised gains and losses arising from within the consolidated entity are eliminated in full. The accounting policies of the controlled entity are consistent with the policies adopted by the Group and have a 31 December reporting date.

3.5 Foreign currency transactions

Transactions in foreign currencies are translated to the respective functional currencies of the Group entities at exchange rates at the dates of the transactions. Monetary assets and liabilities denominated in foreign currencies at the reporting date are retranslated to the functional currency at the exchange rate at that date. The foreign currency gain or loss on monetary items is the difference between amortised cost in the functional currency at the beginning of the year, adjusted for effective interest and payments during the year, and the amortised cost in the foreign currency translated at the exchange rate at the end of the year.

Foreign currency gains and losses are reported on a net basis as either finance income or finance cost depending on whether the foreign currency movements are in a net gain or net loss position.

3.6 Revenue

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

Revenue from non-exchange transactions

Grant Revenue

Grant revenue includes grants given by other charitable organisations, philanthropic organisations and businesses. Grant revenue is recognised when the conditions attached to the grant has been complied with. Where there are unfulfilled conditions attaching to the grant, the amount relating to the unfulfilled condition is recognised as a liability and released to revenue as the conditions are fulfilled.

Donation Revenue

Donation revenue transactions are those where the group receives an inflow of resources but provides no (or nominal) direct consideration in return. Income from donations is recognised when it is probable that the associated future economic benefit or service potential will flow to the entity and fair value is reliably measured.

Licences, Permits and Affiliation fees

Licences, permits and affiliation fees are recognised as revenue on receipt of the payment, which is also the point at which the license, permit or affiliation is provided.



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2022

Competition and championship

Competition and championship fees are recognised as revenue on receipt of the payment, which is also the point at which the competition and championship events are provided.

Revenue from exchange transactions

Interest

Interest is recognised in the Statement of comprehensive revenue and expenses as it accrues, using the effective interest method.

Services

Revenue from the provision of services is recognised when the service has been performed.

Other Revenue

All other revenue is recognised in accordance with the contractual obligations attached and recognised in the period to which it relates.

3.7 Financial Instruments

Financial assets and liabilities are recognised when the Group becomes a party to the contractual provisions of the financial instruments.

The Group derecognises a financial asset or part of a group of similar financial assets when the rights to receive cash flows from the asset have expired or are waived, or the Group 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; and either;

- the Group has transferred substantially all the risks and rewards of the asset; or
- the Group has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset.

Financial Assets

Financial assets within the scope of the PBE IPSAS 41 *Financial Instruments: Recognition and Measurement* are classified as financial assets at fair value through surplus or deficit, fair value through other comprehensive revenue and expenses or amortised cost. The classifications of the financial assets are determined at initial recognition.

The Group classifies its financial assets as financial assets at amortised cost.

Amortised cost

Financial assets are classified in this category if they are held in order to collect their contractual cash flows, and their contractual cash flows are solely payments of principal and interest.

The Group's financial assets carried at amortised cost are cash and cash equivalents, short term investments, investments and receivables from exchange transactions.

Financial assets carried at amortised cost are initially recognised at fair value plus directly attributable transaction costs and are thereafter carried at amortised cost using the effective interest method, less provision for impairment.

Impairment of financial assets

The provision for impairment of receivables is determined by applying a simplified approach to measuring expected credit losses, which calculates a lifetime expected loss allowance. To measure expected credit losses, receivables are grouped based on shared credit risk characteristics and days past due. An expected loss rate is then applied to each of these groups; these loss rates are based on historical loss rates, adjusted to reflect current and forward-looking information on macroeconomic factors affecting the ability of counterparties to settle receivables. Impairment on receivables is recognised in a separate provision account, with the loss being recognised in surplus or deficit. On confirmation that a receivable will not be collectable, the gross carrying value of the asset is written off against the associated provision.

The entity assesses at the end of reporting date whether there is objective evidence that a financial asset or a group of financial assets is impaired. A financial asset or a group of financial assets is impaired and impairment losses are incurred if there is objective evidence of impairment as a result of one or more events that occurred after the initial recognition of the asset (a 'loss event') and that loss event has an impact on the estimated future cash flows of the financial asset or the group of financial assets that can be reliably estimated.

Impairment provisions for other financial assets are recognised based on a forward looking expected credit loss model.

The methodology used to determine the amount of the provision is based on whether there has been a significant increase in credit risk since initial recognition of the financial asset. For those financial assets where the credit risk has not increased significantly since initial recognition, twelve month expected credit losses, along with gross interest income, are recognised. For those financial assets for which credit risk has increased significantly, lifetime expected credit losses, along with gross interest income, are recognised. For those financial assets that are determined to be credit impaired, lifetime expected credit losses, along with interest income on a net basis, are recognised.

Financial Liabilities

The Group's financial liabilities include trade and other creditors (excluding GST and PAYE), employee entitlements, finance lease and income received in advance (in respect to grants whose conditions are yet to be complied with).

All financial liabilities are initially recognised at fair value (plus transaction cost for financial liabilities not at fair value through surplus or deficit) and are measured subsequently at amortised cost using the effective interest method. The entity holds no financial liabilities at fair value through surplus or deficit.

3.8 Cash and cash equivalents

Cash and cash equivalents are short term, highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of change in value.

3.9 Short term investments

Short term investments comprise term deposits between three and twelve months and therefore do not fall into the category of cash and cash equivalents.



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2022

3.10 Inventories

Inventories held for consumption in the provision of services that are not sold on a commercial basis are measured at the lower of cost and net realisable value.

For inventory that was acquired through non-exchange transactions, the cost of inventory is its fair value at the date of acquisition. For inventory held for distribution or consumption in providing goods or services to be distributed at no charge or for nominal charge, these are measured at cost adjusted for any loss of service potential.

3.11 Property, plant and equipment

Items of property, plant and equipment are measured at cost, less accumulated depreciation and any impairment losses. Cost includes expenditure that is directly attributable to the acquisition of the asset.

Additions and subsequent costs

Subsequent costs and the cost of replacing part of an item of property, plant and equipment are recognised as an asset if, and only if, it is probable that future economic benefits or service potential will flow to the Group and the cost of the item can be measured reliably. The carrying amount of the replaced part is derecognised.

In most instances, an item of property, plant and equipment is recognised at its cost. Where an asset is acquired at no cost, or for a nominal cost, it is recognised at fair value at the acquisition date.

All repairs and maintenance expenditure is charged to surplus or deficit in the year in which the expense is incurred.

Disposals

An item of property, plant and equipment is derecognised upon disposal or when no further future economic benefits or service potential are expected from its use. When an item of property, plant or equipment is disposed of, the gain or loss recognised in the surplus or deficit in the Statement of comprehensive revenue and expenses is calculated as the difference between the net sale proceeds and the carrying amount of the asset.

Depreciation & amortisation

Depreciation is recognised as an expense in the reported surplus or deficit in the Statement of comprehensive revenue and expenses and measured on both Straight Line (SL) and Diminishing Value (DV) basis as specified below on property, plant and equipment over the estimated useful life of the asset.

The following depreciation rates have been applied:

Furniture and Fittings	0-21% DV
Leasehold Improvements	33% DV
Office Furniture and Equipment	0-67% DV
Technical Equipment	0-67% DV
Training Equipment	20% DV
Motor Vehicles	30% DV
Gifted Assets	25% DV

The residual value, useful life, and depreciation methods of property, plant and equipment are reassessed annually to ensure they fairly reflect the decline in service potential of the asset over its economic life.

3.12 Intangible assets

Intangible assets acquired separately are initially recognised at cost. The cost of intangible assets acquired in a non exchange transaction is their fair value at the date of the exchange. Intangible assets acquired by the Group, that have finite useful lives, are measured at cost less accumulated amortisation and any impairment losses. Intangible assets are amortised using the following amortisation rates:

Database Possum	33% SL
Website	50% SL

Residual values and useful lives are assessed at each reporting date.

3.13 Leased assets

Leases, where the Group assumes substantially all the risks and rewards incidental to ownership of the leased assets, are classified as finance leases. All other leases are classified as operating leases.

Lease payments on finance leases are apportioned between finance charges and the reduction of the lease obligation so as to achieve a constant rate of interest (the effective interest rate) on the remaining balance of the liability. Finance charges are charged directly against the surplus or deficit in the Statement of comprehensive revenue and expenses, unless they are directly attributable to qualifying assets, in which case they are capitalised in accordance with the Group's general policy on borrowing costs.

Payments made under operating leases are recognised in the surplus or deficit on a straight-line basis over the term of the lease. Lease incentives received are recognised as an integral part of the total lease expense, over the term of the lease. Associated costs, such as maintenance and insurance, are expensed as incurred.



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements

For the year ended 31 December 2022

3.14 Borrowing Costs

All borrowing costs are expensed in the period in which they occur. Borrowing costs consist of interest and other costs that an entity incurs in connection with the borrowing of funds. The Group have chosen not to capitalise borrowing costs directly attributable to the acquisition, construction or production of assets.

3.15 Employee Benefits

Wages, salaries and annual leave

Liabilities for wages, salaries and annual leave are recognised in surplus or deficit during the period in which the employee provided the related services. Liabilities for the associated benefits are measured at the amounts expected to be paid when the liabilities are settled.

3.16 Income Tax

The Group has been approved by Inland Revenue as an Amateur Sports Promoter in terms of the Income Tax Act 2007 CW46(a) therefore the Group is exempt from paying income tax.

3.17 Goods and Services Tax

Revenues, expenses and assets are recognised net of the amount of GST except for accounts receivable and payables, which are stated with the amount of GST included.

The net GST paid to, or received from, the Inland Revenue Department, including the GST relating to investing and financing activities, is classified as a net operating cash flow in the statement of cash flows.

3.18 Equity

Equity is measured as the difference between total assets and total liabilities. Equity is made up of the following components:

Accumulated comprehensive revenue and expense

Accumulated comprehensive revenue and expense is the Group's accumulated surplus or deficit since its formation, adjusted for transfers to/from specific reserves.

3.19 Changes in accounting policy

PBE IPSAS 41 Financial Instruments is effective from 1 January 2022 and was adopted by the Group on the same date.

PBE FRS 48 Service Performance Reporting is effective from 1 January 2022 and was adopted by the Group on the same date.

4 Significant accounting judgements, estimates and assumptions

The preparation of financial statements in conformity with PBE IPSAS requires management to make judgements, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Where material, information on significant judgements, estimates and assumptions is provided in the relevant accounting policy or provided in the relevant note disclosure.

In the process of applying the Group's accounting policies, management has made the following judgements, which have the most significant effect on the amounts recognised in the consolidated financial statements:

Estimates and assumptions

The estimates and underlying assumptions are based on historical experience and various other factors believed to be reasonable under the circumstances. Estimates are subject to ongoing review and actual results may differ from these estimates. Revisions to accounting estimates are recognised in the year in which the estimate is revised and in future years affected.

Changes in accounting estimates

There have been no changes in accounting estimates during the year.

2021: The Group revised the remaining useful life of its Possum database to have three years remaining. Previously the remaining useful life was expected to be five years. The Group is expecting to replace the database at the end of the 2023 year, resulting in this change of estimate.

Lease Commitments

The Group has an ongoing finance lease agreement. The Group has determined, based on evaluation of the terms and conditions of the arrangement, such as the lease term constituting a substantial portion of the economic life of the asset, that it retains the significant risk and reward of ownership of these properties and so is reported as a finance lease. See note 16.

There have been no other significant judgements, estimates and assumptions made during the year.



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2022

5 Group information subsidiaries

The consolidated financial statements of the Group include the net assets of The MotorSport New Zealand Scholarship Trust.

The Society has control over The MotorSport New Zealand Scholarship Trust in that it has the ability to choose the members of the board who also act as the trustees. This is not a subsidiary with regards to equity interest but has been included in the consolidated financial statements of the Group due the level of control the Society has over this entity.

Name of Subsidiary	Principal Activity	Percentage Equity Interest 2022 and 2021
MotorSport New Zealand Scholarship Trust	Education	100%

The reporting date of the Society and all subsidiaries is 31 December. There are no significant restrictions on the ability of the subsidiaries to transfer funds to the Society in the form of cash distributions or to repay loans or advances.

6 Other expenses

During the year the Group spent \$345,000 (2021:Nil) on the development of Sporty, a new cloud based software that the Group will use as a digital platform to manage and administer online registration, members and competition.

The developer of Sporty will develop the database on their infrastructure and protect the software behind their firewall. The Group only has access to the database and can't customise any of the application.

Based on the above, the Group does not have control over the database and has therefore expensed it and not capitalise the cost as an intangible asset in line with PBE IPSAS 31.

Sporty is also replacing Possum during 2023. Refer to note 4.

7 Components of net surplus/(deficit)

Surplus/(deficit) includes the following specific expenses

	2022 \$	2021 \$
Grants - development of safety and training	8,687	4,918
Grants - graduate development and academy of sport	77,146	60,004
Audit fees	26,521	19,640
Board meeting expenses	22,886	19,371
Loss on disposal of assets	(167)	2,424

8 Auditor's remuneration

Auditor's remuneration is made up of the following;

	2022 \$	2021 \$
Audit fee - society	19,733	15,000
Audit fee - trust	6,788	4,640
Total auditor's remuneration	26,521	19,640

9 Cash and cash equivalents

Cash and cash equivalents include the following components;

	2022 \$	2021 \$
Cash at bank and in hand	784,572	648,104
Cash and cash equivalents at end of the year	784,572	648,104



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2022

10 Investments

Investments include the following;

	2022	2021
Current	\$	\$
Term deposits - maturing within 12 months of the reporting date	1,487,326	1,860,632
Total investments	1,487,326	1,860,632

All the term deposits for the year are between 6 and 12 months and interest rates varies between 2.15% to 4.10% (2021: 0.9% to 1.5%).

11 Prepayments and other assets

Prepayments and others assets includes the following;

	2022	2021
	\$	\$
Prepayments	35,911	39,635
Accrued Interest	22,636	7,601
Prepayments and other assets	58,547	47,235



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2022

12 Property, plant and equipment

Movements for each class of property, plant and equipment are as follows:

	Leasehold Improvements - at cost	Furniture and Fittings	Office Furniture and Equipment	Technical Equipment	Training Equipment	Motor Vehicles	IT & Software	Gifted Assets	Total
31 December 2022	\$	\$	\$	\$	\$	\$	\$	\$	\$
Gross carrying amount									
Opening balance	9,613	63,445	341,415	295,380	76,854	89,112	7,618	100,000	983,437
Additions	-	-	15,872	38,916	9,447	-	-	-	64,235
Disposals	-	-	-	(1,790)	(76,854)	-	-	-	(78,644)
Closing balance	9,613	63,445	357,287	332,506	9,447	89,112	7,618	100,000	969,028
Accumulated depreciation and impairment									
Opening balance	5,300	60,748	308,029	269,372	64,704	84,595	7,618	99,087	899,453
Depreciation for the year	3,285	422	16,936	10,062	4,533	1,603	-	228	37,069
Disposal depreciation write back	-	-	-	(1,268)	(64,906)	-	-	-	(66,174)
Closing balance	8,585	61,170	324,965	278,166	4,331	86,198	7,618	99,315	870,348
Carrying amount 31 December 2022	1,027	2,275	32,322	54,340	5,116	2,914	-	685	98,680

	Leasehold Improvements - at cost	Furniture and Fittings	Office Furniture and Equipment	Technical Equipment	Training Equipment	Motor Vehicles	IT & Software	Gifted Assets	Total
31 December 2021	\$	\$	\$	\$	\$	\$	\$	\$	\$
Gross carrying amount									
Opening balance	9,613	63,445	319,158	294,485	76,854	89,112	7,618	100,000	960,285
Closing balance	9,613	63,445	341,415	295,380	76,854	89,112	7,618	100,000	983,437
Accumulated depreciation and impairment									
Opening balance	2,015	60,268	296,130	259,753	61,667	82,357	7,618	98,782	868,590
Closing balance	5,300	60,748	308,029	269,372	64,704	84,595	7,618	99,087	899,453
Carrying amount 31 December 2021	4,313	2,697	33,386	26,008	12,150	4,517	-	913	83,986



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2022

13 Intangible assets

Movements for each class of intangible assets are as follows:

	Database Possum	Website	Total
31 December 2022	\$	\$	\$
Gross carrying amount			
Opening balance	840,756	27,575	868,331
Closing balance	840,756	27,575	868,331
Accumulated amortisation and impairment			
Opening balance	587,907	26,636	614,543
Amortisation for the year	125,301	469	125,770
Closing balance	713,208	27,105	740,313
Carrying amount 31 December 2022	127,549	469	128,018

	Database Possum	Website	Total
31 December 2021	\$	\$	\$
Gross carrying amount			
Opening balance	840,756	27,575	868,331
Closing balance	840,756	27,575	868,331
Accumulated amortisation and impairment			
Opening balance	464,864	25,697	490,561
Closing balance	587,907	26,636	614,543
Carrying amount 31 December 2021	252,849	939	253,789

The remaining useful life of the database Possum has change during the year, see note 4.



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2022

14 Trade creditors and other payables

	2022	2021
	\$	\$
Trade creditors	129,613	42,255
GST payable	8,374	27,354
PAYE payable	15,534	13,965
Total trade creditors and other payables	153,521	83,573

Trade creditors and other payables are non-interest bearing and normally settled on 30 day terms; therefore their carrying amount approximates their fair value.

15 Financial Instruments

Categories of financial assets and liabilities

The carrying amounts of financial instruments presented in the statement of financial position relate to the following categories of assets and liabilities:

Financial Assets

At amortised cost	2022	2021
	\$	\$
Term deposits - maturing within 12 months of the reporting date	1,487,326	1,860,632
<i>Loans and receivables</i>		
Cash at bank and in hand	784,572	648,104
Receivables from exchange transactions	111,480	70,692
Total	2,383,378	2,579,428

Financial Liabilities

At amortised cost	2022	2021
	\$	\$
Trade creditors	129,613	42,255
Employee entitlements	59,875	41,346
Income in advance	50,029	20,000
Finance lease	11,672	14,612
Other current liabilities	-	2,434
Total	251,189	161,965

16 Finance Lease Liabilities

Current interest bearing loans and borrowings	Effective Interest Rate	Maturity	2022	2021
	%			
Obligations under finance lease	6.75	24 February 2026	3,421	2,940
Total loans and borrowings			3,421	2,940
Non-current interest bearing loans and borrowings	Effective Interest Rate	Maturity	2022	2021
	%			
Obligations under finance lease	6.75	24 February 2026	8,251	11,672
Total loans and borrowings			8,251	11,672

The finance lease with Ricoh Finance (a division of Ricoh Finance New Zealand Limited) is for the photocopier system and is based over a 48 month term with the start date being 24 February 2022. Ricoh Finance holds registered personal property securities over the equipment leased.

17 Related party transactions

Related party transactions arise when an entity or person(s) has the ability to significantly influence the financial and operating policies of the Group.

Key Management Personnel

The key management personnel, as defined by PBE IPSAS 20 *Related Party Disclosures*, are the members of the governing body which is comprised of the Board and the CEO of operations, which constitutes the governing body of the Group. The aggregate remuneration of key management personnel and the number of individuals, determined on a full-time equivalent basis, receiving remuneration is as follows:

Key Management Personnel	2022	2021
	\$	\$
Total Remuneration	150,083	144,231
Number of Persons	1	1

18 Capital Commitments

The Group has no capital commitments as at 31 December 2022. (31 December 2021: Nil)



MotorSport New Zealand Inc

Notes to the Consolidated Financial Statements For the year ended 31 December 2022

19 Operating Leases

A lease commitment exists for 102A Kapiti Road, Paraparaumu

	2022	2021
	\$	\$
Less than 1 year	7,975	31,900
Between 1 and 5 years	100,485	7,975
More than 5 years	-	-
Total Operating Lease Commitment	108,460	39,875

The current lease will renew on 1 April 2023 for another 3 years.

20 Contingent Liabilities

The Group is still awaiting the outcome from the Coroner's report in relation to below event which occurred during the year ended 31 December 2019.

31 December 2019: On 1 September 2018 there was an accident at a NZ Rally event which led to the death of a photographer. This has triggered both a Worksafe NZ investigation and a Police / Coroner's inquiry into whether there was any breach of Motorsport's duty. On 28 August 2019 Worksafe NZ formally concluded the investigation and formed the view that there was no breach of duty requiring a prosecution. The matter has since been referred to the Coroner who will either confirm Worksafe NZ's report that there is no need to commence a formal inquiry or that an inquiry will be required with the hearing of evidence in due course.

If the Coroner does decide to commence an inquiry into the death the estimated costs amount to \$30,000 per Motorsport's lawyer.

21 Subsequent Events

The Group has no subsequent events after the reporting date to disclose. (2021: Nil).



Independent Auditor's Report

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To the Members of MotorSport New Zealand Incorporated

Report on the Audit of the Consolidated Financial Statements

Opinion

We have audited the consolidated financial statements of MotorSport New Zealand Incorporated (the "Society") and its controlled entities (the "Group"), which comprise:

- a. the financial statements set out on pages 3 to 16, which comprise the statement financial position as at 31 December 2022, the statement of comprehensive revenue and expense, statement of changes in net assets and statement of cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies; and
- b. the service performance information set out on page 2.

In our opinion the accompanying consolidated financial statements present fairly, in all material respects:

- a. the financial position of the Group as at 31 December 2022 and its financial performance and cash flows for the year then ended; and
- b. the service performance for the year ended 31 December 2022 in accordance with the Group's service performance criteria

in accordance with Public Benefit Entity International Public Sector Accounting Standards (Not-for-Profit) Reduced Disclosure Regime issued by the New Zealand Accounting Standards Board.

Basis for Opinion

We conducted our audit of the financial statements in accordance with International Standards on Auditing (New Zealand) (ISAs (NZ)) and the audit of the service performance information in accordance the International Standard on Assurance Engagements (New Zealand) ISAE (NZ) 3000 (Revised) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Consolidated Financial Statements* section of our report. We are independent of the Group in accordance with Professional and Ethical Standard 1 *International Code of Ethics for Assurance Practitioners (including International Independence Standards)* (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other than in our capacity as auditor we have no relationship with, or interests in, the Group.

Board Members' Responsibilities for the Consolidated Financial Statements

The Board Members are responsible on behalf of the Group for:

- a. the preparation and fair presentation of these consolidated financial statements and service performance information in accordance with Public Benefit Entity International Public Sector Accounting Standards (Not-for-Profit) Reduced Disclosure Regime issued by the New Zealand Accounting Standards Board;

- b. service performance criteria that are suitable in order to prepare service performance information in accordance with Public Benefit Entity Standards; and
- c. such internal control as the Board Members determine is necessary to enable the preparation of the financial statements and service performance information that are free from material misstatement, whether due to fraud or error.

In preparing these consolidated financial statements, the Board members are responsible on behalf of the Group for assessing the Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Board Members either intend to liquidate the Group or to cease operations, or have no realistic alternative but to do so.

Auditor's responsibilities for the Audit of the Consolidated Financial Statements

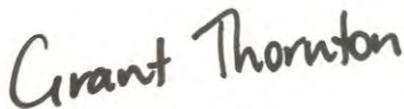
Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole, and the service performance information are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with ISAs (NZ) and ISAE (NZ) 3000 (Revised) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these consolidated financial statements.

A further description of the auditor's responsibilities for the audit of the financial statements is located on the External Reporting Board's website at: <https://www.xrb.govt.nz/standards/assurance-standards/auditors-responsibilities/audit-report-14/>

Restriction on use of our report

This report is made solely to the members of MotorSport New Zealand Inc, as a body. Our audit work has been undertaken so that we might state to the members of MotorSport New Zealand Inc, as a body those matters which we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the MotorSport New Zealand Inc and its members, as a body, for our audit work, for this report or for the opinion we have formed.

Grant Thornton New Zealand Audit Limited



Z Zuber

Director

Wellington

28 April 2023

Profit and Loss
MotorSport NZ
1 Jan 2022 to 31 Dec 2022

	2022 Actuals	2022 Budget	2023 Budget
Income			
Affiliation	77,042	80,000	80,000
Annual Meeting	32,991	38,500	35,000
75th Anniversary	5,692	220,000	-
Championship	69,370	83,916	132,563
Circuits	14,243	90,000	96,213
Commerical Rights	109,173	130,000	70,000
Competition Levies	556,092	487,350	484,379
Competition Licences & Visa's	727,034	688,617	733,070
FIA Grant	24,256	16,500	-
Grants Other	35,000	30,000	40,000
Interest Received	37,305	18,344	28,939
Organising Permits	104,033	667,882	120,904
Rally Safe	111,949	141,962	142,405
Sundry Income	150,771	63,767	239,007
Technical	201,342	184,595	183,572
Total Income	2,256,294	2,941,433	2,386,051
Less Operating Expenses			
Advisory Commissions & Training	83,231	71,950	71,550
Annual Meeting	138,787	145,700	127,000
75th Anniversary	19,378	154,000	-
Audit Fees	19,734	16,000	20,000
Championship & Competition	380,992	336,536	347,506
Club Liaison	21,308	30,000	20,400
Depreciation	162,830	127,140	174,886
Elite Development	52,860	50,600	52,252
FIA Permits/Subscription & HTP	31,142	563,516	19,000
Foreign Currency Gains & Losses	667	-	-
Health & Safety	22,347	30,755	1,255
Interest Expense	822	1,046	1,046
Judicial Hearings & Inquiries	17,595	2,800	7,600
MSNZ Administration	452,790	475,505	500,623
Rally Safe	104,221	148,250	148,250
Sporty	345,000	-	41,400
Technical Expense	15,615	17,301	11,700
Wages & Salaries	805,763	848,437	955,810
Total Operating Expenses	2,675,083	3,019,536	2,500,277
Profit/(Loss)	(418,789)	(78,103)	(114,227)

76th ANNUAL GENERAL MEETING

CONSIDERATION OF RESOLUTIONS

16. **Structure of the Organisation Resolutions – please refer to section 2.4 of the agenda:**

Resolution 1: Do you agree with the description of the Type A members as outlined in this paper?

Mover	<input type="text"/>	Seconded	<input type="text"/>
Result	<input type="text"/>		

Resolution 2: Do you agree that a separate membership category be created for individuals comprising Licenced Officials and Competition Licence Holders (Type B Members)?

Mover	<input type="text"/>	Seconded	<input type="text"/>
Result	<input type="text"/>		

Resolution 3: Should MSNZ have the ability to issue a Competition Licence (at a premium) to an individual who is not a member of a member (Type A) club?

Mover	<input type="text"/>	Seconded	<input type="text"/>
Result	<input type="text"/>		

Resolution 4: Should MSNZ have the ability to issue an Official's Licence to an individual who is not a member of a member club?

Mover	<input type="text"/>	Seconded	<input type="text"/>
Result	<input type="text"/>		

Resolution 5: If resolutions 3 and/or 4 are approved, should those standing for elected office (either for an Advisory Commission or for the Board) be a member of a member (Type A) club?

Mover

Second

Result

Resolution 6: Should Competition and Official Licence holders (Type B Members) have the ability to nominate and elect 1 of the 6 Board members as described in this paper?

Mover

Second

Result

Resolution 7: Should Competition and Official Licence holders (Type B Members) have the ability to nominate and elect 2 of the 4 members of the Clubsport, Race, Historic and Rally Advisory Commissions as described in this paper?

Mover

Second

Result

Resolution 8: Do you agree with the formation of an additional category of membership (Type C) as described in this paper?

Mover

Second

Result

Resolution 9: Do you agree with the formation of an additional category of membership (Type D) as described in this paper?

Mover

Second

Result

Resolution 10: Do you agree with the formation of an additional category of membership (Type E) as described in this paper?

Mover **Seconded**

Result

Resolution 11: Do you agree with the formation of an additional category of membership (Type F) as described in this paper?

Mover **Seconded**

Result

Resolution 12: Do you agree with the adoption of the alternative structure as described in the Working Group report and as modified by the outcome of resolutions 1-11? If this resolution is approved the Board shall be tasked with preparing the necessary amendments to the Constitution for a final vote at the 2024 AGM.

Mover **Seconded**

Result

Resolution 13: That the role of Vice President be created and appointed as an internal Board election.

Mover **Seconded**

Result

Resolution 14: That an advisory position to the Board be created elected by holders of MotorSport New Zealand circuit licences to advise the Board on matters related to permanent licenced circuits.

Mover **Seconded**

Result

Resolution 15: Should Competition and Official Licence holders have the ability to nominate and elect 1 of the 6 Board members?

Mover

Second

Result

Resolution 16: Should Competition and Official Licence holders have the ability to nominate and elect 2 of the 4 members of the ClubSport, Race, Historic and Rally Advisory Commissions using the criteria as outlined in this paper?

Mover

Second

Result

CONSIDERATION OF REMITS & DISCUSSION ITEMS

17.1 Consideration of Remit and Discussion Items to Annual General Meeting

No Remits or Discussion Items were submitted for the 2023 AGM.

No Remits concerning the National Sporting Code (NSC) were submitted.

GENERAL BUSINESS

18.1 77th Annual General Meeting

The MotorSport New Zealand Administration seeks confirmation to proceed with the 77th AGM scheduled for Saturday 25 May 2024 in Christchurch.

18.2 Other General Business

- ◆
- ◆
- ◆
- ◆
- ◆

