



# 78TH CONFERENCE & AGM AGENDA

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MOTORSPORT NEW ZEALAND

## 78th ANNUAL GENERAL MEETING AGENDA CONTENTS

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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](mailto:morgen@motorsport.org.nz)

To ensure we are able to provide detailed and complete answers to any queries, please forward any Finance queries to [wayne@motorsport.org.nz](mailto:wayne@motorsport.org.nz) prior to the Conference/AGM. This will allow time to research and discuss with the relevant parties.



# 01. ADMINISTRATION

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## 78. CONFERENCE & AGM AGENDA

# 78th 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 has been asked to submit a pre-recorded video to address the meeting. These videos are available to view through the links in this agenda document.

**Elections:** Elections for vacant positions will be conducted by electronic voting.

**Voting:** For all matters requiring a vote (except elections) delegates shall record their vote by the raising of the voting card supplied.



# 78<sup>th</sup> ANNUAL GENERAL MEETING

## PROGRAMME OF THE MEETING

### 2.1 Programme for the Meeting

Friday 23 May 2025			Aotea Centre
Starts	Ends	Item	
8:30 am		Registration Desk Open	
9:00 am	9:30 am	Welcome and Introduction	
9:30 am	10:30 am	<b>See. Experience. Love. Motorsport:</b> MotorSport New Zealand's 2025-27 Strategic Plan	
10:30 am	11:00 am	Morning Tea Break	
11:00 am	12:30 pm	<b>Brett Harris</b> - Understanding Risk Management and your obligations as a motorsport club	
12:30 pm	1:30 pm	Lunch Break	
1:30 pm	2:30 pm	<b>Mike Keech</b> - Impact Sponsorship	
2:30 pm	3:30 pm	TBC	
3:30 pm	4:00 pm	Afternoon Tea Break	
4:00 pm	5:00pm	TBC & Wrap Up	
5:00 pm	5:45 pm	Service Park	
Saturday 24 May 2025			Aotea Centre
Starts	Ends	Item	
9:00 am		Registration Desk Open	
8:15 am	9:00 am	Rally NZ Ltd AGM (Rally NZ Stakeholders Only)	
9:30 am	10:00 am	Finance	
10:00 am	10:30 am	Morning Tea Break	
10:30am	11:30am	78 <sup>th</sup> MotorSport New Zealand AGM	
11:30 am	12:30 pm	Lunch Break	
6:30 pm	7:00 pm	Pre-dinner drinks	Aotea Centre
7:00 pm	Late	78 <sup>th</sup> MotorSport New Zealand Annual Awards Evening	

# 78<sup>th</sup> ANNUAL GENERAL MEETING

## OFFICE BEARERS & MEETING ATTENDEES

### 3.1 MotorSport New Zealand Office Bearers- 2024/2025

<b>President</b>	Deborah Day	Auckland
<b>Board</b>	Scott O'Donnell	Invercargill
	Mark Mallard	Auckland
	Daniel Gaunt	Auckland
	James Dicey	Cromwell
	Ron Mackersy	Arrowtown
<b>Presidents d'Honneur</b>	Shayne Harris	Palmerston North
	Morrie Chandler MNZM	Auckland
<b>Members d'Honneur</b>	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
<b>Chief Executive Officer (Interim)</b>	Wayne Scott	Mosgiel
<b>Department Heads</b>		
Chief Steward	Shayne Harris	Palmerston North
Chief Clerk of the Course	Adam Simmons	Auckland
Chief 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
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	Christopher Browne	Mark Deoki	
Ashburton Car Club	Wayne Muckle		
Auckland Car Club Inc	Aaron Clarke		
Autosport Club	Wayne Barnard		

Club	Delegate	Observer 1	Observer 2
BMW Car Club of NZ Inc	Milan Klinac	Zachary Lawrence	
Canterbury Car Club	Blair Thorpe	Mark Wederell	Chris Protheroe
Central Otago Motorsport Club	Matthew Shand		
Classic Motor Racing Club of NZ Inc.	Karen Clearwater		
Eastern Southland Car Club	Ismay Howden	Craig Jessop	
Formula Vee Association of NZ Inc.	Ian Foster		
GT Racing New Zealand Incorporated	Brad Jesson	Shaun Gregory	Waka Nathan Harris
Hamilton Car Club	Glenn Climo	Janet Phipps	Bruce Airey
Hawkes Bay Car Club	Donna Elder	Amanda Tollemache	
Hibiscus Coast Motorsport Club Inc	Kieran Cornelius	Dale Crossley	
Highlands Motorsport Club	Josie Spillane	Paul Fallon	
Historic & Vintage Racing Association NZ Inc.	Karl Sentsch		
Historic Racing & Sports Car Club Inc	Nigel Russell		
Historic Racing Club	Tony Roberts		
Levin Car Club	Justin Murray	Ken Douglas	
Manawatu Car Club Inc	Richie Arber	Jeff Braid	Jodie Bell
Marathon Rally Car Club	Steve Phipps		
Marlborough Car Club	Liam Gee		
MG Motorsport Register Auckland Inc	Paul Walbran		
Mini Racing Drivers Club	Evan Thompson		
Motorsport Bay of Plenty Inc	Jono Lee	Kirsty Lee	
North Island Formula Ford Inc	Shane Drake	Ian Barlow	
Northern Sports Car Club	Vicki Burnitt		
Northland Car Club	Steve Hart	Val Hart	
NZ International Grand Prix (NZIGP)	Tim Hill		
NZ Sports Car Racing Inc	Mark Burney		
Otago Sports Car Club	Ian Warren		
Pre 65 Racing Saloons Inc.	Jack Packer		
Pukekohe Car Club	Fiona Gower	Nikki Sim	
Queenstown Car Club	Stuart McLean		
Rally New Zealand Club Inc	Willard Martin		
Ratec Motorsport Inc	Mark Higgins	Stefan Moser-Rust	
RSQKRU Incorporated	Malcolm Clunie	Dean Wills	

Club	Delegate	Observer 1	Observer 2
Ruapuna Motorsport Rescue Inc	Bob Waldron	Corey Bakker	
SCRANZ-Saloon Car Racing New Zealand Inc	Peter Grant	Brent Cooper	
South Auckland Car Club	Waverley Jones		
South Canterbury Car Club	Karen Paddon	Howard Atwill	
South Otago Car Club Inc	Janey Blair	Paul Gouman	
South Taranaki Car Club	Mike Cameron		
Southland Sports Car Club	Daniel Kent	Norma Burns	
TACCOC (Thoroughbred & Classic Car Owners Club) Inc	Nick Little		
Taupo Car Club inc	Vijay Dheda	Jasmine Dheda	
Taupo Classic Rally Club Inc	Andrew Keighley	Martin Treadwell	
Thames Valley Car Club	Don Brunt	Michele Brunt	
The Motorsport Club of NZ Inc	Martin Day		
Wairarapa Car Club	Raewyn Burke		
Wellington Car Club	Murray O'Neill		

**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

Datsun 'Z' Club  
Harbour Capital Car Club  
Hutt Valley Motorsport Club  
Nelson Car Club  
Wanganui Car Club  
Wellington Triumph Sports Car Club

### 3.4 2025 Valedictory

Selwyn Sapwell	1945	2024	Whangaparaoa
Avon Hyde		2024	Christchurch
Wayne Churton	1950	2024	Whangarei
David Kendall	1949	2024	Hawea Flat
Phil Dean	1956	2024	Wellington
Wayne Shieffelbein	1962	2025	Invercargill
Greg Bold	1963	2025	Tauranga
Rod McElrea	1943	2025	Ashburton
Dauntsey Teagle		2025	Auckland
Mark Tapper	1981	2025	Auckland
David Beazer	1952	2025	Lower Hutt

# 78<sup>th</sup> ANNUAL GENERAL MEETING

## ADMINISTRATION

### 4.1 Appointment of Ballot Scrutineers

Ben Aro and Suzie Tickle have volunteered as the Ballot Scrutineers for the 2025 MSNZ Annual General Meeting held in Auckland.

**Mover**

**Second**

**Result**

### 4.2 Confirmation of the Minutes of the 77<sup>th</sup> Annual General Meeting 2024

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

**Mover**

**Second**

**Result**

### 4.3 Matters Arising from the Minutes of the 77<sup>th</sup> Annual General Meeting 2024

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



## 02. ELECTIONS

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### 78. CONFERENCE & AGM AGENDA



# 78<sup>th</sup> ANNUAL GENERAL MEETING

## MEMBER ELECTIONS

### **5. Elections**

- Elections are in accordance with the MotorSport NZ Constitution Rule 14.
- A person nominated for any of the elected positions has been asked to submit a prerecorded video to address the meeting. These videos are available to view through the links in this agenda document.
- 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 2025 AGM, one(1) position is available.

Carmen Doran

Amanda Tollemache

#### **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 2025 AGM, two(2) positions are available.

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Jeff Braid\*

Raewyn Burke

Nathan Pilcher\*

#### **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 2025 AGM, two(2) positions are available.

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Wayne Barnard

Brian Budd\*

Dave Robb\*

#### **5.4 ClubSport Advisory Commission**

The ClubSport Advisory Commission consists of Four(4) persons. At the 2025 AGM, two(2) positions are available.

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Donna Elder

Glenn Howden\*

Paul Walbran\*

#### **5.5 Historic Advisory Commission**

The Historic Advisory Commission consists of Four(4) persons. At the 2025 AGM, two(2) positions are available. As the number of nominations equals the number of vacancies **Leon Hallett\*** is declared elected for a term of 3 years with that term ending at the 2028 AGM.

As no other nominees accepted, this leaves a position unfilled and will be appointed by the MSNZ Board.

## **Carmen Doran**

### **Board Member Nominee**

**Nominated by:**

Classic Motor Racing Club of NZ Inc.  
South Island Formula Ford Club Inc

[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Cromwell

Carmen has been around race tracks in NZ since before she could walk. During her formative years, she competed in go-karts and formula fords before heading off on the big OE.



Since returning to NZ in 2014, Carmen has been involved in motorsport team management across many categories including Formula First, Formula Ford, Formula Toyota, TCRs, GTs and Classics working with many well known kiwi drivers.

Alongside her experience in motorsport, Carmen is recognised as a successful leader with a career spanning the world in all technical aspects of making medicines.

A background in mechanical and biomedical engineering, a lean six sigma black belt and a number of real world experiences across the globe culminate in being highly process driven and a thirst for success.

From a governance perspective, since completing the Institute of Directors course in 2021, Carmen has sat on the Board of Directors for Helius Therapeutics as well as the NZ Medicinal Cannabis Council.

Her passion and future vision for NZ motorsport includes supporting drivers, teams and clubs to navigate and progress to be able to compete at a high level either locally or internationally, whilst also seeing NZ motorsport sit on the world stage.

## Amanda Tollemache

### Board Member Nominee

**Nominated by:**

Hamilton Car Club  
Hawkes Bay Car Club  
Southland Sports Car Club  
Wairarapa Car Club

[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Havelock North



I've been active in the sport on and off track for 30 years, coming from a motorsport family with rallying in the blood. I raced and rallied myself from the age of 17 – as a driver and rally co-driver. Helped run the Deborah Kibble rally team for many years, with the highlight being winning Group N in 2001.

Have been a long-time committee member of Hawke's Bay Car Club, organising all event paperwork, road closures, attending many events as an official and am a Bronze Clerk of the Course.

I have a long-term knowledge of the sport from all angles – as a competitor, as a volunteer, as a category official at both domestic and international level and as an employee of MotorSport NZ for 10 years, where I was involved with many aspects of the sport – some highlights were involvement and running of the summer race seasons, Elite Motorsport Academy and events away from the track such as the Awards nights.

I have a knowledge of rules, pathways, drivers, categories, funding sources, clubs, circuit owners, where NZ fits into the global scheme of things and how the FIA works in respect of NZ.

My dream career (lucky me!) has been tin top and single seater management (NZV8s, TR86, GR86 and Castrol TRS). I've been with TOYOTA GAZOO Racing New Zealand for eight years and am currently Category Manager for the Bridgestone GR86 Championship and Toyota 86 Trophy Series.

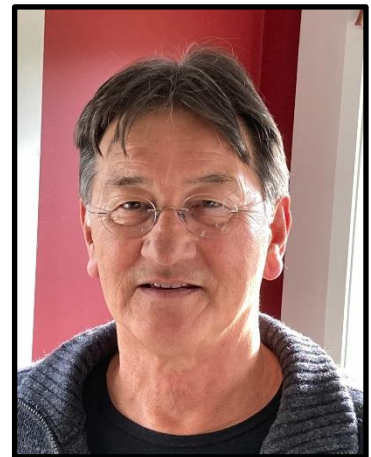
I have a full understanding of the series rules, the way they work with MSNZ rules and expectations and am used to working in all situations, remaining calm, firm, and I think fair. Am experienced in promotion, negotiation, organisation and motorsport diplomacy(!) and am lucky to have also made lifelong friendships within the sport. I'm keen to help the sport with succession planning and offer my experience for the betterment of the sport and a continued successful future.

Away from the track .... I'm based in Havelock North (but a Wellingtonian at heart), married to Nick who is a motorsport person too. We have two daughters – Lizzie (15) and Brooklyn (10) who have grown up around the sport and are keen to follow in mum's footsteps. Other hobbies include running, swimming, watching sport (currently obsessed with cricket) and spending time with the kids who have busy commitments to surf lifesaving, netball and gymnastics.

**Jeff Braid\***  
Race Advisory Commission Nominee

**Nominated by:**

Eastern Southland Car Club  
Formula Vee Association of NZ Inc.  
Manawatu Car Club Inc  
South Canterbury Car Club  
South Taranaki Car Club



[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Palmerston North

I am the Events Manager and Secretary of the Manawatu Car Club. I organise events for the Club at Manfeild: Circuit Chris Amon. I have been a member of the Race Commission for two terms and I seek a final third term of office.

I have previous experience as a flag marshal, race starter, rescue crew member, timing team member, Assistant CotC in Race Control, CRO and I hold a Silver Race Clerk of the Course licence. I am also a competition licence examiner and a lapsed scrutineer. I have been involved in Rallying, but that's another story.

I am able to contribute to the Race Commission from a race organiser's point of view. This may differ from those of officials or competitors, but it provides some degree of balance to the group. At Manfeild we see the full range of race events from novice clubmans to National Championships. This gives me a wide understanding of many of the issues within racing.

One of the projects I am keen to complete within the Race Commission is a review of the competition licence application/examination process. We are aiming to make it a simpler procedure, which will hopefully get more people taking part in future.

We are facing challenges. I am prepared to volunteer my time and knowledge to help deal with these for the good of the Sport.

Thank you for your vote.

**Raewyn Burke**  
Race Advisory Commission Nominee

**Nominated by:**

Alfa Romeo Owners Club of NZ Inc  
BMW Car Club of NZ Inc  
Canterbury Car Club  
Eastern Southland Car Club  
GT Racing New Zealand Incorporated  
Historic & Vintage Racing Association NZ Inc.  
Mini Racing Drivers Club  
New Zealand Mazda Racing Series Inc  
NZ International Grand Prix (NZIGP)  
Pre 65 Racing Saloons Inc.  
South Canterbury Car Club  
South Otago Car Club Inc  
TACCOC  
The Motorsport Club of NZ Inc  
Wairarapa Car Club



[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Pokeno

For those of you who don't know me – hi, my name is Raewyn (aka Rae)! In the grand scheme of things, I've only been involved in motorsport for just over 10 years, but in that time, I've been fortunate to experience the sport from many different angles.

I first got involved as a competitor in 2014 and am still an active racer today, albeit not as often as I'd like! Since 2015 I've been involved behind the scenes with the BMW Race Driver Series Committee in a number of roles including Secretary, Social Media Manager, President, and Series Co-ordinator.

In 2020, I joined MotorSport NZ, where I served as Sporting Administrator and eventually Sporting Manager, which included a wide-range of tasks, covering administration, permitting, reporting, Tier 1 event coordination, and regulatory work in conjunction with the various Advisory Commission, Race Classes, Clubs, and other various stakeholders.

Currently, I work with NZIGP, one of Auckland's race organising clubs, and continue to contribute to the sport as a MotorSport NZ Steward (although fairly new to the role).

I don't pretend to have all the answers, but I'm constantly learning - always keen to listen, absorb, and grow. Motorsport is something I care deeply about, and I'm passionate in playing a part in its continued growth and development. I believe this mix of experience - as a competitor, series co-ordinator, event organiser, volunteer, and official, gives me a well-rounded view of the sport.

I'd be honoured to bring that perspective to the Race Advisory Commission.  
Outside of motorsport, you'll usually find me on the netball court or out at the beach with my two goofy dogs.

**Nathan Pilcher\***

**Race Advisory Commission Nominee**

**Nominated by:**

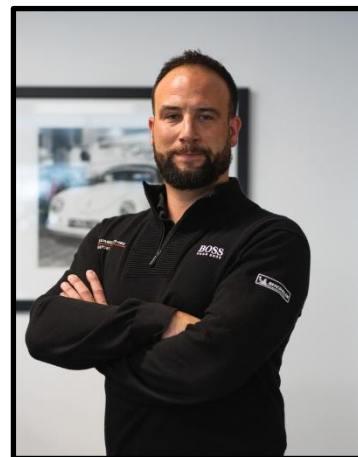
NZ International Grand Prix (NZIGP)  
The Motorsport Club of NZ Inc

[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Auckland

Hi, I'm Nathan Pilcher,

I would like to accept the nomination for a position on the Race Commission for Motorsport New Zealand.



There is a good chance we have met at a racetrack before but if we have not, then here is a brief introduction.

I am originally from Dunedin but now live in Auckland. Where I am based as the Porsche Motorsport Coordinator for New Zealand.

Over the last couple of decades, motorsport has been my life.

I have been a driver competing at a national level in NZV8 Touring Cars, a team manager, a mechanic, and now with Porsche New Zealand as a supplier to the motorsport industry. I continue to compete at a lower level encouraging others to take part and join in to share my experience and knowledge.

Simply put, I have been involved with motorsport in New Zealand for most of my adult life and I understand our sport and what it means to the different stakeholders.

My passion for the sport grows with every year I spend with it, and I care deeply about its growth for everyone from spectators to volunteers, weekend warriors, and the future rising stars.

I have been close to some of our drivers who have made it to and then succeeded on the world stage, and I love doing my part to help kiwis fly on the world stage.

I am not into revolution- but I believe we can continue to evolve our sport into a stronger, more focused code in different facets from the simple to the complex.

I look forward to continuing to contribute to the Race Commission - and continue make our sport stronger and more successful with positive outcomes.

Thank you.



**Wayne Barnard**  
Rally Advisory Commission Nominee

**Nominated by:**

Autosport Club  
Hamilton Car Club  
Marlborough Car Club  
Taranaki Car Club Inc  
South Taranaki Car Club  
Manawatu Car Club Inc  
Nelson Car Club  
Ratec Motorsport Inc  
Westland Car Club



[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Christchurch

I have been involved in this sport for 35 plus years. Many of my earlier years in Motorsport were as a co-driver, this is where I became interested in the Rules and Regulations of Rallying and have been involved in the administration of events in Canterbury and Nationally ever since.

I've been on the Organising Group of the Canterbury and Hanmer Rally's for the past 25 plus years and been the Clerk of Course for these events for several years. I also Clerk, help organise and Steward several events outside my home area every year.

I'm one of the Coordinators of the Mainland Series and have been for many years.  
I am a past Rally Commission Member and believe I can help the Commission again with where Rallying needs to be now and in the future.

There have been a lot of changes in the sport and it's up to us as organisers to recognise this and move with the times, but it is also up to the Commission to recognise these same changes and keep ahead of the game and not by putting unrealistic barriers in front of organisers. This is something that is a concern of mine as I'm not sure some of these changes are for the betterment of organisers and competitors.

I don't have any extreme views or hidden agendas to push but I do know that we all have to work together as a group so that rallying in NZ does not end up with the same situations and problems we have seen in other countries.

The experiences I have gained owning my own debt management company have enabled me to have very good negotiating skills and obtain amicable results for all parties. My knowledge of rally sport, rules & regulations and the needs of the competitors are a great asset in helping Rallying in New Zealand move forward in the future.

Thanks for your time and support.  
Barney

**Brian Budd\***

**Rally Advisory Commission Nominee**

**Nominated by:**

Central Otago Motorsport Club  
Eastern Southland Car Club  
Otago Sports Car Club  
South Canterbury Car Club  
Southland Sports Car Club



[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Alexandra

A passion for Motorsport, particularly Rally and MotorSport NZ as an administrator, official and volunteer and a competitor in rally and ClubSport events has fuelled the desire to seek a further term on the Rally Commission and to be involved in the future development of the Sport.

From 2009 until mid-2019 I held the role of CEO of MotorSport New Zealand. During these 10 years I built up considerable knowledge of MSNZ, the National Sporting Code and its Appendices (particularly Sch R, Sch A and other schedules that apply to Rally), the processes and procedures of the Sport, the structure, governance and management of MSNZ including the Commissions and their relationship to the Board and other stakeholders, and worked very closely with each Commission on the various projects and matters they were involved with.

I have served one three year term on the Rally Commission and held the role of Chairman for the past year. The Sport of Rally faces many challenges, the Commission currently working to address some of those. Rally Futures initiative which was presented at the AGCM in 2021 has recently been re-affirmed by the MSNZ Board and is now the working document the Commission is using to move the Sport forward.

I currently hold a Stewards Licence and I regularly fill the role as a MSNZ Steward at Rally events, including NZRC status events, ClubSport events and some Circuit events.

I am a member of the Central Otago Motorsport Club and Otago Sports Car Club and volunteer at events run by that Club and other Clubs in the lower South Island.

I feel that I still have a great deal to offer the Sport, hence my nomination to be a member of the Rally Commission.

Rally in New Zealand as a Sport in NZ has its issues and there are matters that need to be addressed to secure its future. As I see it there is work to be done on the following:

- Traffic Management
- Environmental issues
- Personal/Competitor safety
- Development of a long-term plan for Rally
- Encouraging new Events

- Attracting new organisers and succession planning to ensure current events continue to be run
- Road access both public road and forestry – not getting easier and need to be mindful of overuse
- Rally fleet relevance and development and preservation of the current fleet
- Financial constraints on organisers and competitors
- Encouraging new competitors and increasing competitor numbers
- Maintaining effective communication with the Board and Management of MSNZ, Rally Organisers and all other stakeholders

I would bring the following to the role:

- Knowledge and understanding of the Sport
- Passion
- Communication skills
- Building relationships
- Time
- Ability to build on what has already been achieve

**Dave Robb\***

**Rally Advisory Commission Nominee**

**Nominated by:**

Datsun 'Z' Club  
Eastern Southland Car Club  
NZ International Grand Prix (NZIGP)  
Rally New Zealand Club Inc

[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Drury

**Family:** 1 Son, Liam

Other Interests and Activities: Travel, Jet Skiing

**Current Position in Motorsport:**

- Rally Commission
- MSNZ Technical Officer / Scrutineer
- NZV8 Ute Championship Scrutineer
- Competitor at ClubSport level
- MSNZ Distinguished Service Award
- Past NZRC Championship Scrutineer

Reasons for Accepting Nomination: I have enjoyed my time serving on the Rally Advisory Commission and believe that we have a good team that

Works well together, I would like to continue to be a part of the team.

I bring a strong Technical and Club emphasis to the table as well as a link to what is happening nationally within our Sport

Skills Available to Motorsport: 35 years of involvement in Rallying as a competitor, Scrutineer and Servicing at a National and International level. I have been involved with Car Clubs from the deep South to Auckland.

With my 35 years' experience as a competitor and official I am confident that I can continue to make a positive contribution to the Rally Advisory Commission and be able to do my bit to keep Rallying moving forward in the Direction it needs to go.



**Donna Elder**  
**ClubSport Advisory Commission Nominee**

**Nominated by:**

Autosport Club  
Hamilton Car Club  
Hawkes Bay Car Club  
Manawatu Car Club Inc  
Motorsport Bay of Plenty Inc  
Nelson Car Club  
Northern Sports Car Club  
South Canterbury Car Club  
South Otago Car Club Inc



**Location:** Napier

[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Family:** Married to Andrew

**Other Interests and Activities:** Cycling, Travel and spending time with friends.

**Current Position in Motorsport:** I am currently a licensed Competitor Relations Officer, Bronze Clerk of the Course, License examiner, and Steward, as well as the Treasurer and Membership Secretary of the Hawkes Car Club. I have held numerous roles in the Hawkes Bay Car Club and was a member of the Motorsport NZ Clubsport Commission from 2013 to 2021, serving as chair towards the end of my tenure.

**Previous Positions/Experience in Motorsport:** As previously mentioned, I was a member of the Motorsport NZ Clubsport Commission between 2013 and 2021, only standing down as I had reached the maximum term, so was required to have a break. Having recently retired I now have the time and enthusiasm to return to the commission. Over the past few years due to work commitments, I haven't been able to organise and / or compete in Clubsport events, I have however, been able to continue to co-drive in Regional and National level Rallies, as well as Targa. My first rally co-driving was in a Datsun 1200 in 1992, and since then I have co-driven for many different drivers, most memorable for me was being lucky enough to compete in the 2000 Central Region Rally Championship alongside the late Malcolm Stewart. Latterly I have been lucky enough to co-drive for John Silcock, in his Group B RX7, securing two NZ Classic championships. Last year, I also co-drove for John's youngest son in his first two events helping pass on my experience.

**Reason for Accepting the Nomination:** I am passionate about grassroots motorsport in New Zealand and want to help it progress. With over 30 years of experience as both a competitor and club administrator, I believe I have the skills to be a valuable member of the Clubsport Commission. I am also focused on event safety, drawing from my background as a Critical Care Paramedic, both in the Ambulance Service and on Rescue Helicopters. Having recently retired from work I now have the time to dedicate to the role.

**Skills Available to Motorsport:** I believe that 30+ years' experience across most disciplines within Motorsport, as a both competitor and a club administrator, has given me the skills to be a valuable member of the Clubsport Commission. I am passionate about helping new competitors and officials, by passing on my knowledge and experience in all aspects of the sport.

**Glenn Howden\***  
ClubSport Advisory Commission Nominee

**Nominated by:**

Eastern Southland Car Club  
South Taranaki Car Club  
Southland Sports Car Club

[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Invercargill

Favourite saying : Growing up is optional, growing old is mandatory!

I live in Invercargill. I am married to Ismay Howden, and we are a blended family. We have a his, a hers and an ours. The hers and ours are competitors in our clubsport events with Eastern Southland Car Club and have been competing well. I have been involved in motorsport for probably 30 years, doing clubmans race meetings at Teretonga, which helped me retain my civil drivers license when I was younger.

I joined Eastern Southland car club approximately 20 years ago, as I had an urge to start back into motorsport but concentrate more on gravel events. My wife and I had one of our first dates at the 50th anniversary hillclimb Chittocks Hill, and it is amazing to be able to find out so much about a person in a 1km hill climb, but I must have done something right! We got married about 2 years later, and were very careful not to book our wedding on a motorsport weekend.

Since the birth of our son, motorsport has still been a big thing in our lives, but more so as officials, as we could not really afford to do much with 3 kids, the struggle was real! I was voted in on the committee about 10 years ago and the club has not been able to rid itself of me since. I am now the Secretary (Ismay helps with this role a lot!!) I am also a licensed scrutineer and Bronze Clerk of the course.

I am a past and present Club champion of Eastern Southland, which was achieved in a \$100 car, and we still are all competing at our clubsport basic events. I am passionate about Clubsport and also Ladies and youth in Motorsport, as well as having passion for Rally and gravel events.

I feel that I have something to offer the Clubsport commission, in the way of grass roots motorsport, and hopefully we can achieve great things for our sport that we love. We frequently travel to all motorsport events that we can get to, and it has been mentioned on many occasions; do you guys ever stay at home??

I enjoy the lighter side of life, but do have a way of working in with people, and I am able to manage people and assist with training, or pointing people in the right direction.





**Paul Walbran\***

**ClubSport Advisory Commission Nominee**

**Nominated by:**

Eastern Southland Car Club  
South Taranaki Car Club

[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Auckland

Clubsport is the heart of motorsport. By a large margin there are more clubsport events than the more glamorous forms of motorsport, and it is the very solid base on which these upper echelons sit by providing a flow of people keen to go rallying or racing.

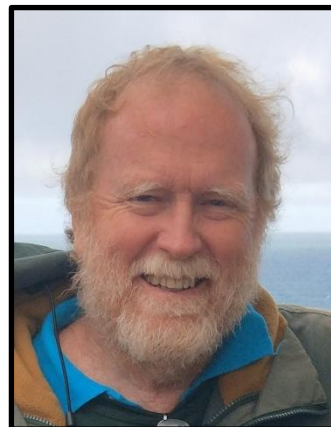
Furthermore, in its many guises it is also a form of motorsport which can be thoroughly enjoyed as an end in itself for those whose career or family commitments limit the time or resource to go further.

So it is fair to say that a thriving clubsport scene is vital to the overall health of our sport.

To ensure this going forward we need to look at where the barriers are to getting and staying involved, be they lack of awareness, unnecessary costs, or just plain hassle. What we do to improve and advance our sport should be based on facts and what difference will be made, alongside what is the effect on numbers taking part. And we should be prepared to review these measures and improve, tune or even drop them if the expected results don't happen.

So, why me?

- Experience: 55+ years of clubsport, both competing and organising, and am still at it and smiling.
- This experience includes a wide range of clubsport activity - almost all forms of basic and advanced events, and also a lot of navigation rallies, as what used to be trials are now known.
- Enthusiasm: enough to ship a couple of cars to England and back for a clubsport competition. Three times.
- Encouraging others: I have a long record of encouraging people into clubsport, recognised in an MSNZ Distinguished Service Award in 2013, including initiatives such as provision of loan equipment for newcomers, mentoring new competitors, encouraging women's competition as far back as the early 80s when it wasn't fashionable, and free entry to first time competitors.
- I have competed in many Clubsport Championships over 20+ years, with several podium finishes including winner in 2015, so have a good understanding of how it works, what it involves and importantly thoughts on how to rejuvenate it. After a hiatus in recent years we are starting to gain momentum again.
- Above all I understand that clubsport is the bedrock of our sport, and that it needs to thrive if our sport is to thrive. The majority of activity takes place there, and while some people admirably go on to greater things at the higher levels of our sport, many find that clubsport is just the level that fits with the other commitments they have in life – and that while lacking glamour these people are important as they provide the numbers and base level of enthusiasm needed to keep the engine room (and clubs) humming.



**Leon Hallett\***

**Elected to the Historic Advisory Commission**

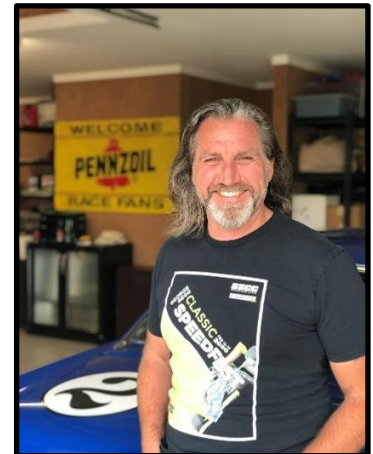
**Nominated by:**

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

[CLICK HERE TO VIEW CANDIDATE'S VIDEO](#)

**Location:** Mosgiel

Born in Timaru, New Zealand in 1972, I was a regular attendee at circuit racing and hill climb events as a young spectator. This early interest in racing remains a common thread in my life to this day.



I spent most of the years between the age of 13 and 25 on a bike with a reasonable amount of success resulting in numerous NZ titles. A highlight was winning a bronze medal for NZ at the Pacific Ocean Games in Colombia in 1995.

I moved to Dunedin in 1997 to study following an injury which kept me from pursuing my cycling career at a professional level. I still live in the deep south with my wife Heather and our dog, Jess.

I am a qualified Licensed Cadastral Surveyor with 30 years' experience in subdivision and land development engineering and town planning. Over recent years I have been an advisor to the Dunedin City Council on planning/engineering matters relating to re-zoning of land for urban growth and affordable housing in the Dunedin area.

My early interest in racing now sees me co-fronting a new organization in New Zealand, Historic & Vintage Racing Association NZ (HVRA), which focuses on the preservation and enjoyment of our historic racing vehicles in an appropriate and safe environment.

Historic & Vintage Racing Association NZ:

Myself and fellow Historic Commissioner, Bruce Dyer, formed this organization in 2021 to provide a place for Historic cars to race in their correct period specification, which didn't exist in New Zealand at that time. We based the rules on recognized and documented period rules from international organizations such as the FIA and SCCA, as opposed to making up a generic set of "class rules" for all vehicles.

This has had a positive effect on the MSNZ COD system, providing for a diversity of saloon cars in particular, to be built to international period rules.

MSNZ Historic Commission Work:

Part of my work with the rest of the Commission members over the last 3 years has focused on clarification and recognition of these period rules which has allowed for some replica cars to obtain an MSNZ COD for a recognized historic specification.

In the past COD's for saloon cars in particular were limited to Schedule T&C, which is a generic "classic" specification rather than a "historic" specification. I feel this is important in order to provide the option of a historic specification for cars that didn't necessarily race in period. Enthusiasts should have the opportunity to accurately replicate a particular car and have it recognized by MSNZ formally as the FIA do with their HTP's

Having said that, Historic Racing in NZ is a tricky balance between adhering to period specifications and equipment and allowance for acceptable alternatives to ensure the sport doesn't become unviable or unobtainable. In the past MSNZ issued COD's have varied with allowance for quite significant departures from period specifications. The FIA HTP is at the other end of the spectrum being very prescriptive. Striking an acceptable balance in between is the likely sweet spot to ensure the longevity and integrity of our Historic Racing industry.

I participate "hands on" in Historic and Classic racing, attending 8-10 events each season and appreciate the opportunity to get involved both behind the wheel and the organizational level with event promoters and circuit owners.

I have thoroughly enjoyed my time on the Historic Commission so far and welcome the opportunity to continue working with like-minded people to further refine that area of our sport.

I accept nomination for a position on the Historic Commission for the coming term and would appreciate your vote and support to continue the work I've been involved with so far.



## 03. REPORTS

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### 78. CONFERENCE & AGM AGENDA

# 78<sup>th</sup> ANNUAL GENERAL MEETING

## ANNUAL REPORT FROM THE BOARD

### 6. Annual Report from the Board

It's hard to believe it's been a year since I stepped into the role of President of Motorsport New Zealand and Chair of the Board. Our 78th year has been one of change, and I'm proud to say that we've navigated it successfully. The year got off to a bumpy start, with the resignation of our CEO a month into my tenure requiring the board to make some quick decisions on where to next.

The secondment of Wayne Scott to the position of Interim CEO gave us the opportunity to evaluate MotorSport New Zealand's needs without needing to rush to recruit. Wayne took on the role on 1 July 2024. We immediately focused on the sport's financial well-being while ensuring that the office could continue to manage business as usual.

The financial outlook in July 2024 showed the Sport to be on track to record further losses. This was unsustainable on the back of the historical losses and we undertook a thorough review of expenses, needing to make some tough decisions on the way. I'm very pleased to report that the end-of-year result for 2024 shows an approximate \$300k surplus, meaning we're on track to start replenishing our balance sheet, while having the opportunity to look to the future with our Strategic Plan and invest wisely.

There have been quite a few staff changes over the year, and we're now at the point of recruiting for roles that have been reviewed and resized to fit our needs moving forward. At the centre of our changes is one of culture – our office team is moving to being part of a Support Office rather than a Head Office. At the heart of every role is the need to enable motorsport to happen.

The Board and I thank Wayne and the team for their efforts over the last year in a changing landscape. The financial results speak for themselves and reflect the team's hard work and effort.

It wasn't just the office that saw change; our Heads of Departments also experienced significant change. Adam Simmons stepped into the Chief Clerk of Course Role, and Shayne Harris was recently appointed the Chief Steward. I want to take this opportunity to thank Wade Patterson for his many years of service to the Stewarding Department. Tracey Stringer has continued her excellent work as Chief Competitor Relations Officer, and we look forward to working with them to deliver targeted training and opportunities to our volunteer officials.

While we will work through our new Strategic Plan in greater detail during the Conference, its core focus sits in “See, Experience, Love Motorsport”. Three pillars encapsulate the work to be done – Grow the Sport, Education & Safety and Financial Sustainability. We have already begun making progress in key areas, but there is plenty of work to come. Ultimately, it's about breaking down barriers to entry in motorsport, enabling the sport to thrive, ensuring safety and regulations are fit for purpose and properly balanced, that our officials are well trained and supported in their roles, all while keeping a sharp focus on strong financial management.

This year, the conference starts evolving as we shift the focus to building the Sport, with workshops designed to assist our clubs, our competitors, and our volunteers. We're looking forward to presenting our strategy for the coming years, particularly around Participation Plus.

Throughout the 2024 season, the New Zealand Rally Championship delivered an exhilarating display of skill, determination, and sportsmanship. The championship saw an impressive turnout of talented drivers, showcasing their prowess on the diverse and demanding terrains that define New Zealand's rallying landscape. The events were met with enthusiastic participation from fans and competitors alike, with the competition reaching new heights. The 2024 season stands as a testament to the enduring spirit of the New Zealand Rally Championship. Congratulations to Ben Hunt and Tony Rawstorn for winning the championship.

Hayden Paddon continued to show his world-class skills, ably assisted by longtime co-driver John Kennard, in defending their European Rally Championship title. That wasn't quite enough for this flying Kiwi, though, and alongside Jarod Hudson, he added an Asia Pacific Rally Championship to their tally.

Our Race Championship Season took on a new shape this year, and we celebrated a major milestone. Toyota Gazoo Racing celebrated 20 years of competition in New Zealand with their flagship Castrol Toyota Formula Regional Oceania Championship, headlining the brand new NextGen promotion. Toyota's longstanding relationship with the sport reflects its deep commitment to MotorSport in New Zealand, and we thank them for their continued investment.

NextGen took the wheel of our Race Championship for its inaugural year. Capably led by Josie Spillane, the Tony Quinn-backed team delivered an exceptional, exhilarating summer series of motorsport nationwide. The competition was fierce, and Aussie stars Will Brown and Brock Feeny showed their class to a stellar international line-up, with Will adding his name to the illustrious list of winners of the New Zealand Grand Prix. I feel sure this is just the beginning for NextGen and look forward to working with them for future seasons.

In the background, amidst all of the business as usual, strategic planning, and work around our structure, we continued to work closely with Worksafe on the Arcadia Road Inquiry. We are pleased to confirm that their investigation into the incident concluded that no further action was required by them and led to constructive conversations with them. Our Inquiry Panel, led by John Billington KC, has reformed and will present a report to the Board for consideration. We continue to work closely with both WorkSafe and the Coroner on this.

It became very apparent in the early stages of the year, as a direct result of this accident, that the support available to our motorsport community after an incident like this was not fit for purpose. Consequently, we have signed an MOU with Sports Chaplaincy New Zealand to start a Motorsport Chaplaincy service that will not only support the sport through critical incidents but also provide a level of pastoral care and support that has been lacking. I look forward to introducing Phil and his team at the conference.

Finally, I would like to thank the Board for their unwavering support and efforts this year. This AGM sees Mark Mallard stand down after his 3-year term to focus on business matters, and we thank him for his service to the Board and the sport.

As we approach the forthcoming elections to appoint representatives for crucial roles in the New Zealand Motorsport community, I sincerely appreciate all candidates who have stepped forward to offer their services. We extend our best wishes to each candidate and look forward to the outcome of the elections.

2025 will see us all working to collectively propel the sport towards a future of continued progress and achievement.



Deborah Day  
**President**



# **78<sup>th</sup> ANNUAL GENERAL MEETING**

## **ANNUAL REPORT FROM THE CHIEF EXECUTIVE OFFICER**

### **7. Annual Report from the Chief Executive Officer**

2024 could be regarded as a year of two halves. My role commenced on 1 July 2024, and since then it has been a period of change and challenges.

It is acknowledged that the last half of 2024, and indeed 2025 to date, have had a financial focus. This was not an option given where the sport's finances sat, but we are over that hump now, and are now focussing on growth, and strategic initiatives. Changes have included staff reductions, outsourcing of services, staff role redefinitions and structural changes.

For the 2024/25 Race Championship season, NextGen were appointed as the promoter for the Summer Series Championships. Time was short in bringing it together, however the NextGen team did an amazing job in showcasing our sport in a professional and innovative manner.

The season marked 20 years of CTFROC/TRS, and Toyota are to be congratulated on their support of this category, which has provided some recognisable names on the F1 and other international grids and podiums.

Of note, during 2024 was the collaboration between the Sport and Rodin Cars to support the NZ Formula Ford Championship by providing a unique testing opportunity with links to the wider Rodin programmes.

The 2024 Rally Championship provided a variety of events, with some fresh initiatives. Rallying remains in good heart, and the first round of the 2025 Championship held recently at Rally Otago was another great event by their experienced organising team.

The 2024 ClubSport Championships were unfortunately cancelled, which followed the similar fate of 2023, and in 2022. For 2025, the baton was taken up by Motorsport Bay of Plenty, who hosted a wet but very successful championship with a full field of 40 competitors. The 2024 Gold Star Hillclimb Championship was organised by the South Taranaki Car Club, the Gold Star taken home by Matt Penrose.

### **Strategic Plan**

The Board have adopted a fresh Strategic Plan, which identifies key strategic priorities of Education and Safety, Growing the Sport, and Financial Stability. The Education and Safety key components are road safety alignment, volunteer and officials training, and competitor education., Growing the Sport includes boosting participation, embracing esport, and club development. And Financial Stability targets commercial partnerships, an industry fund, and fiscal responsibility.

We accordingly have taken account of these strategic objectives in our approach to refreshing the organisation, addressing the financial performance, and including provisions in the 2025 budget for activities such as the Participation Plus initiative, enhanced and targeted officials training, esport activity, and progressing the industry fund investigation.

### **Structure**

The current staff complement sits at 7, down from the 11 when I arrived in July 2024. We currently have a vacancy as part of that 7, with the Sporting Manager role ready to be advertised. Accounting services have been contracted out, and further external resource is planned to assist in addressing our training needs. We continue to review the resourcing of our key functions.

## Participation

Participation is the key to the sport's sustainability and growth. It drives involvement; it drives club wellbeing; it drives revenue. It drives the sport. Our strategic focus is clear that we must, as far as we are able, reduce barriers to participation.

Included in our programme for 2025 is a project termed Participation Plus. This is a project which has been approved for co-funding from the FIA to increase participation in our Sport. It will be referenced at this AGM; it will be referenced in Club updates; it will be referenced at a forthcoming Commissions seminar later in the year.

## Financial Results

An initial focus of my tenure has been the financial sustainability of the organisation. This was due to the significant losses in previous periods, \$346,514 in 2023, \$408,940 in 2022, and \$44,525 in 2021. While for 2024 the sport budgeted for a \$91,000 surplus, as of July the projections were for a further deficit of \$140,000 and climbing. The consequential negative impact on the sport's reserves is obvious.

Since 1 July 2024, considerable effort has gone into reversing this trend, and we are pleased to record a consolidated surplus for the 2024 year of \$293,143. The consolidated group result includes MotorSport New Zealand Inc, and the MotorSport New Zealand Scholarship Trust.

This consolidated group surplus comprises a profit for MotorSport NZ of \$309,145, and a loss for the Scholarship Trust of \$16,002.

### The MotorSport New Zealand Scholarship Trust

As noted above the Trust posted a loss for the 2024 year of \$16,002 compared to the 2023 financial result of a loss of \$25,981. The Trust in 2024 received donations and grants totalling \$66,500, compared to \$60,500 in 2023. The Trust's financial statements are included separately on the agenda.

## Income

Income for 2024 totalled \$2,814,838 up from \$2,359,803 in 2023. Operating expenses for 2024 were \$2,521,695, down from \$2,706,143 in 2023.

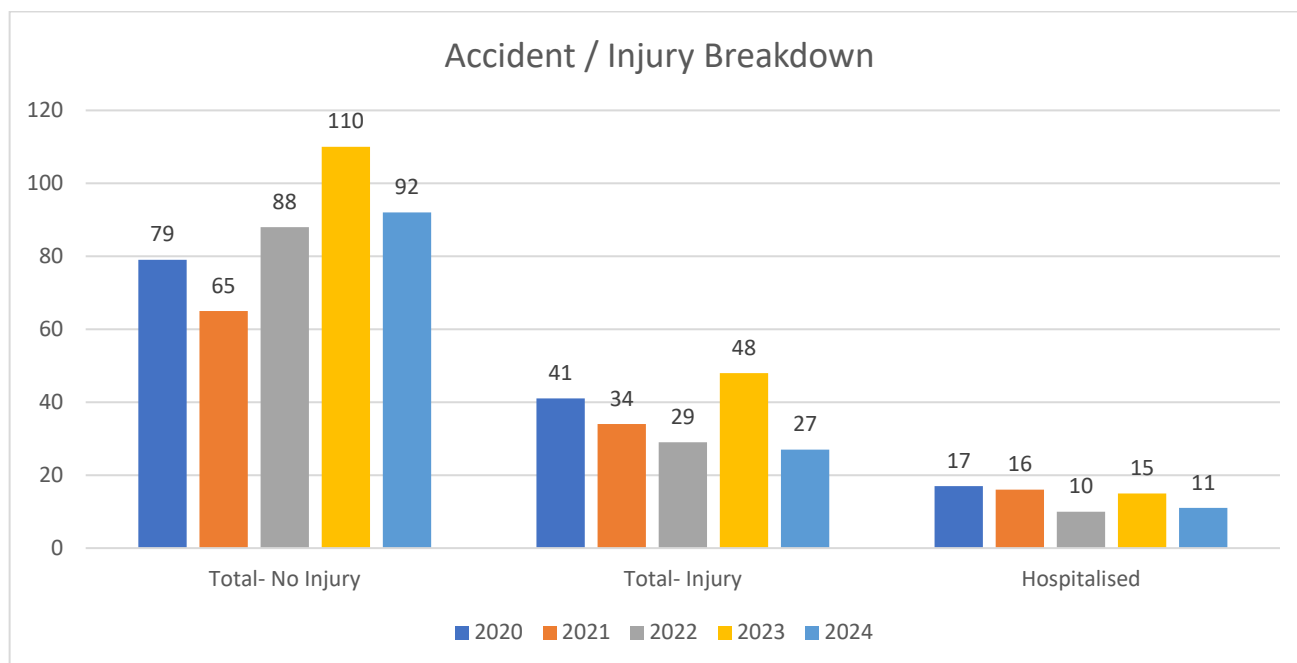
More information and detail on the sport's financial affairs will be provided in the Finance workshop session.

## Health and Safety

Health and safety, particularly event safety, is always top of mind of the Board, and of management. Our sport is risk based, and it is the responsibility of all of us to minimise this risk.

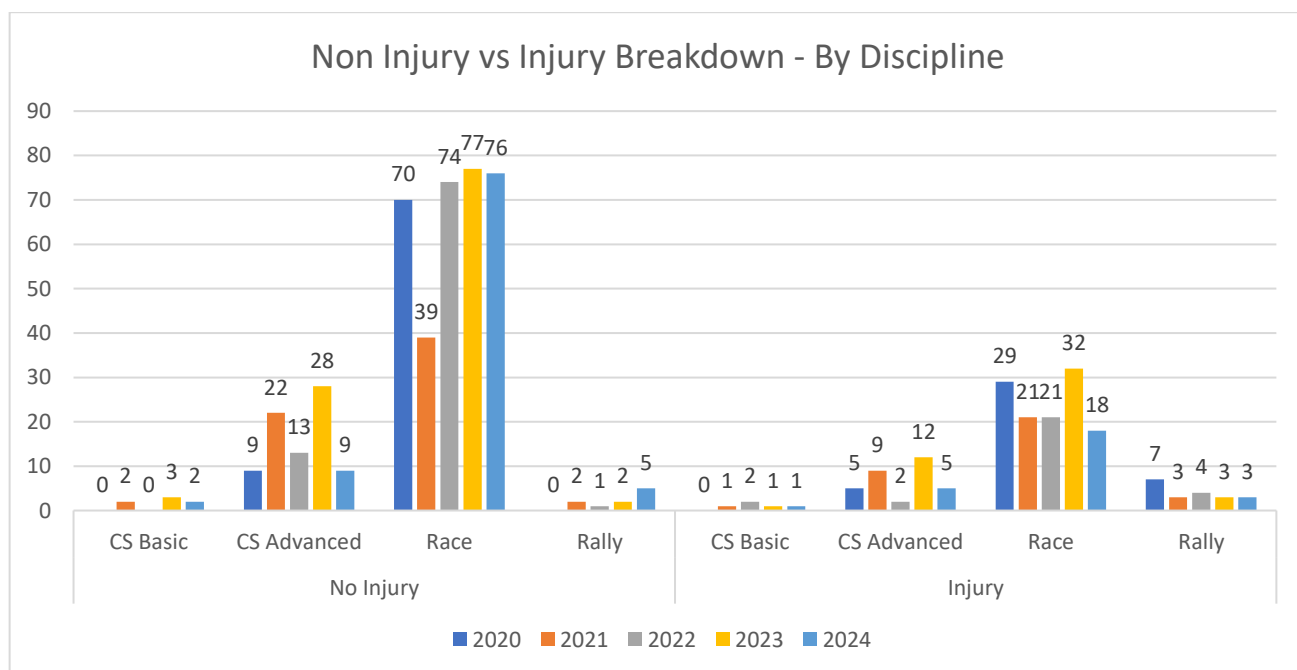
The level of detail that has been provided to the office in the accident reports continues to improve, which we welcome, as it is the detail which enables us to reflect on, and address, trends and root causes of accidents. Near miss reporting is also important.

As a result of the details provided in the reports throughout the year, we can report that there were 119 reported accidents. This is a significant reduction of 31% from the 158 reported in 2023.



Unfortunately, and tragically, we record the fatalities on 25 February 2024 of Brooklyn Horan and Tyson Jemmett at a ralliesprint at Arcadia Road. The loss of two well-known and respected competitors has shocked the sport, and we extend our deepest sympathies to the families.

The accident is before the coroner, and the sport has initiated its own Inquiry under the Chairmanship of Mr John Billington KC.



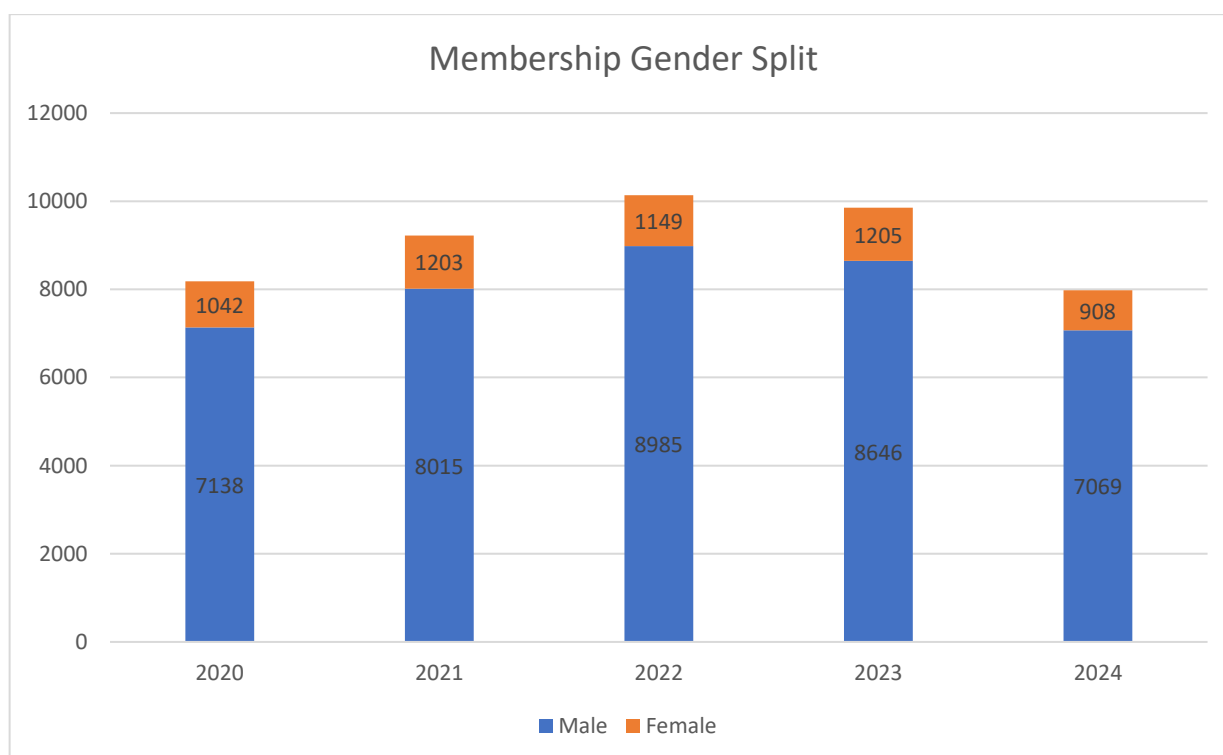
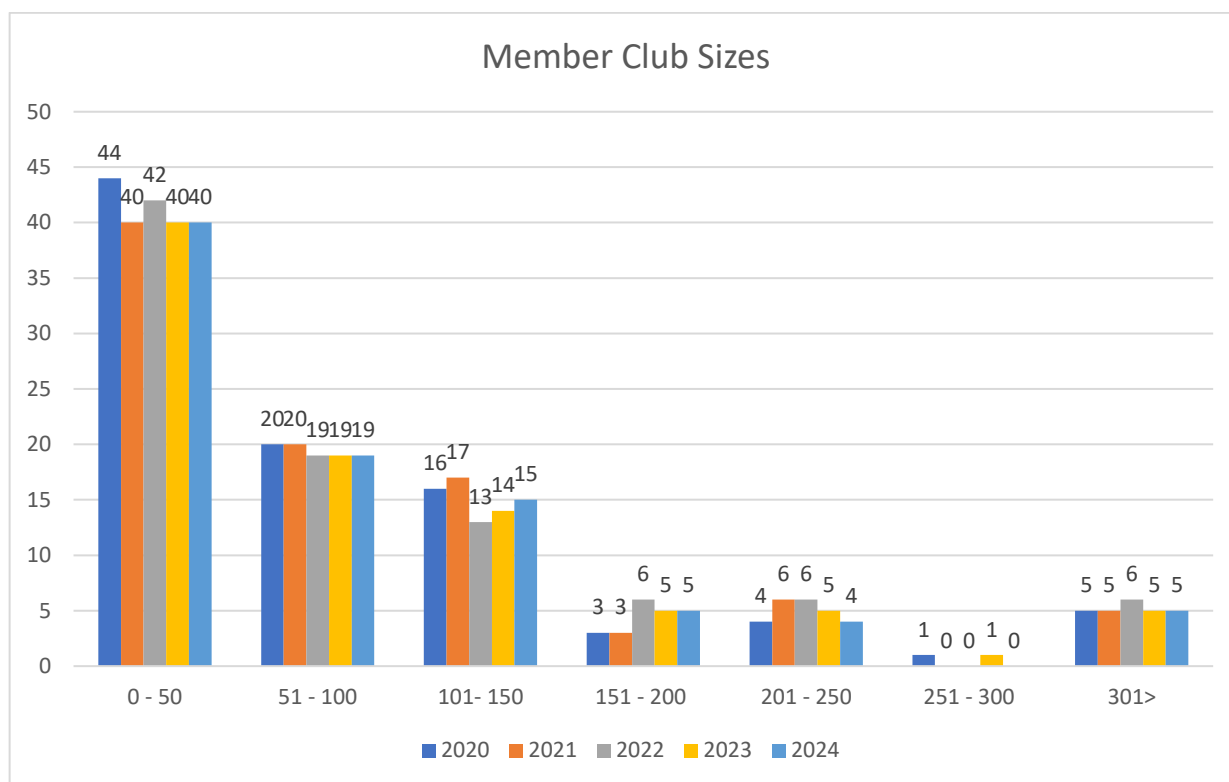
From the 15,918 competitors who took part in our sport in 2024, we had an overall injury percentage of 0.17%, a decrease from the 0.29% in 2023.

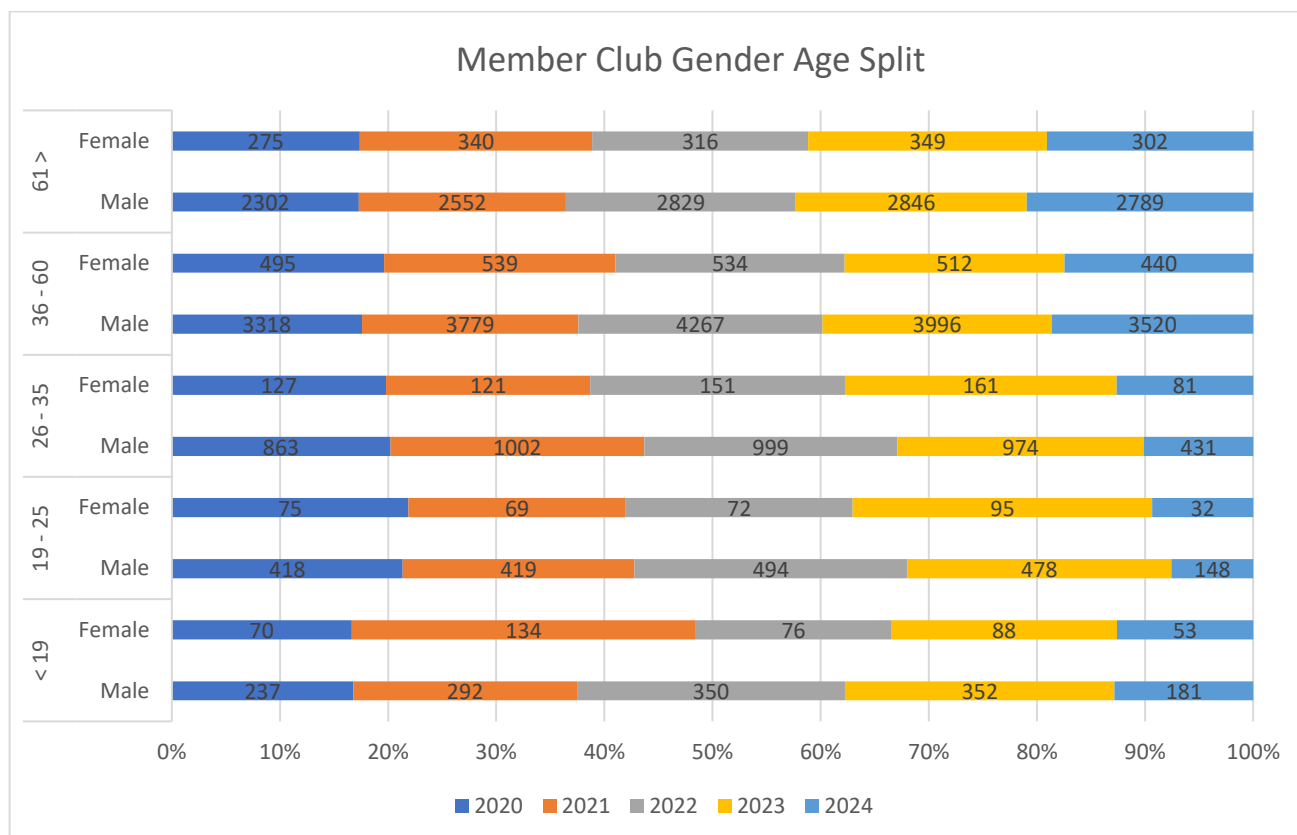
#### MotorSport New Zealand Member Clubs

For the financial year ending 31 December 2024, there were 88 affiliated clubs with a declared total individual club membership of 7,977. (2023- 9,851). This is a reported 21% club membership decrease from 2023 (9,851 total) and does provide some concern.

As part of the Participation Plus project, we would like to connect with Clubs to identify what initiatives the sport may be able to support to assist with membership growth.

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





### MotorSport New Zealand Affiliated Associations

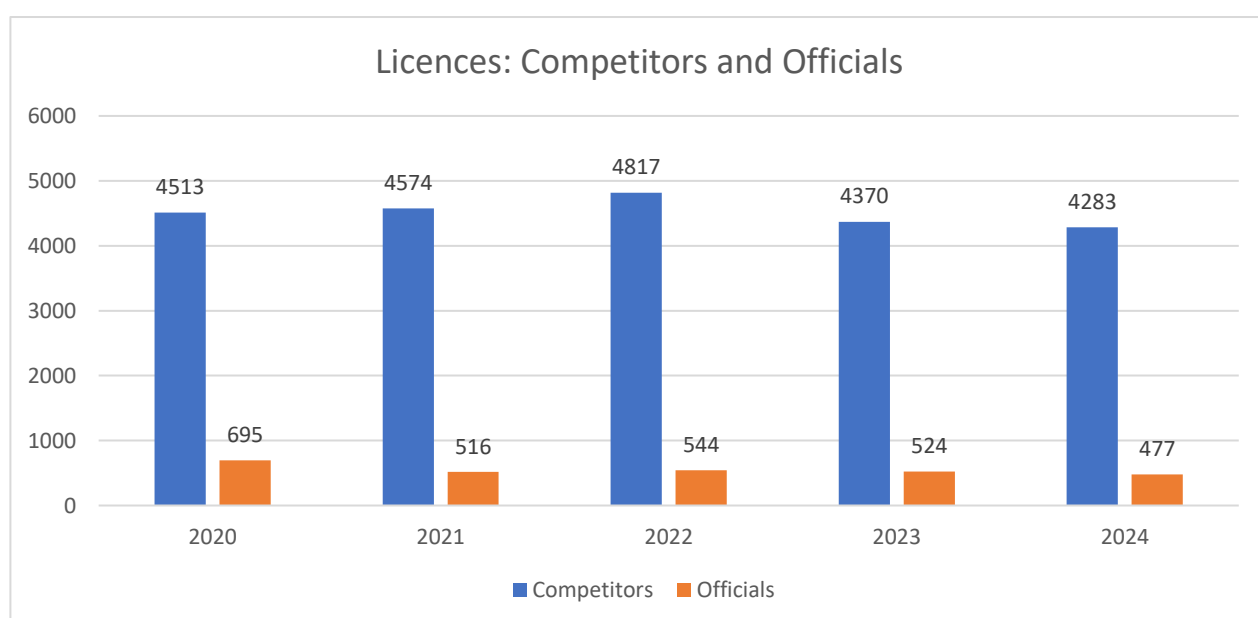
MotorSport NZ continues to grant delegated FIA authority to Kartsport NZ, the Vintage Car Club and NZ Drag Racing Association, which allows them to conduct those motorsport disciplines under their own rules.

### Licences – year ending December 2024

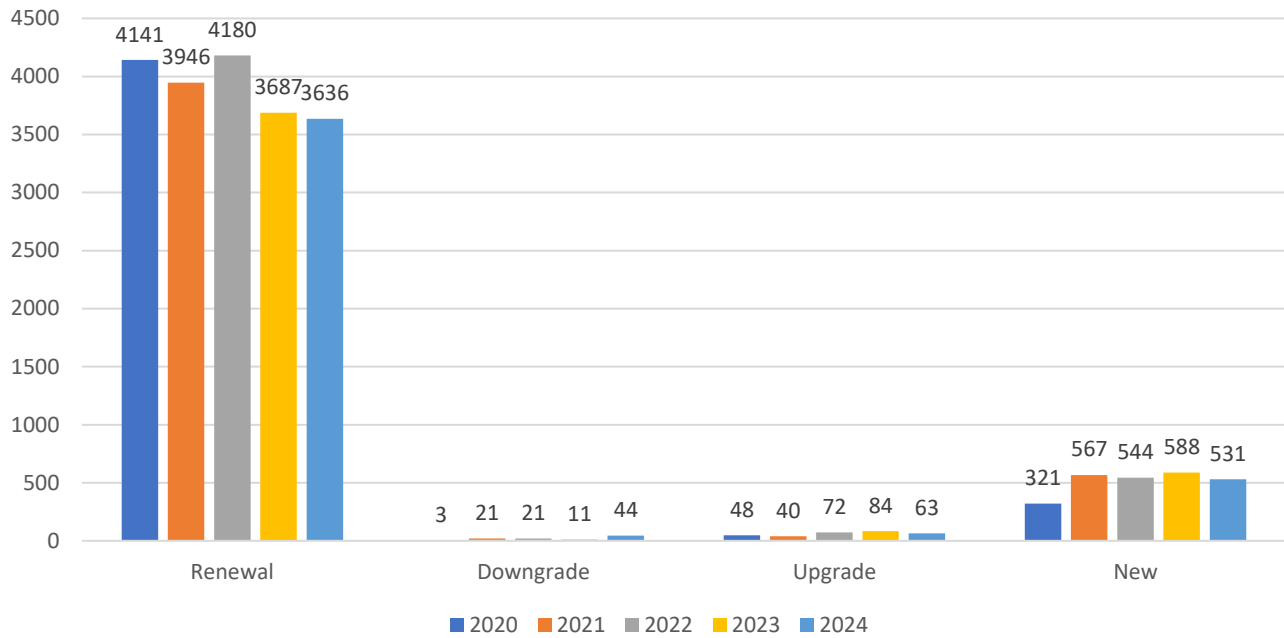
#### Overall

At the end of December 2024, 4,283 competition licences had been issued compared to 4,370 in 2023 – a decrease of 87 (2%)

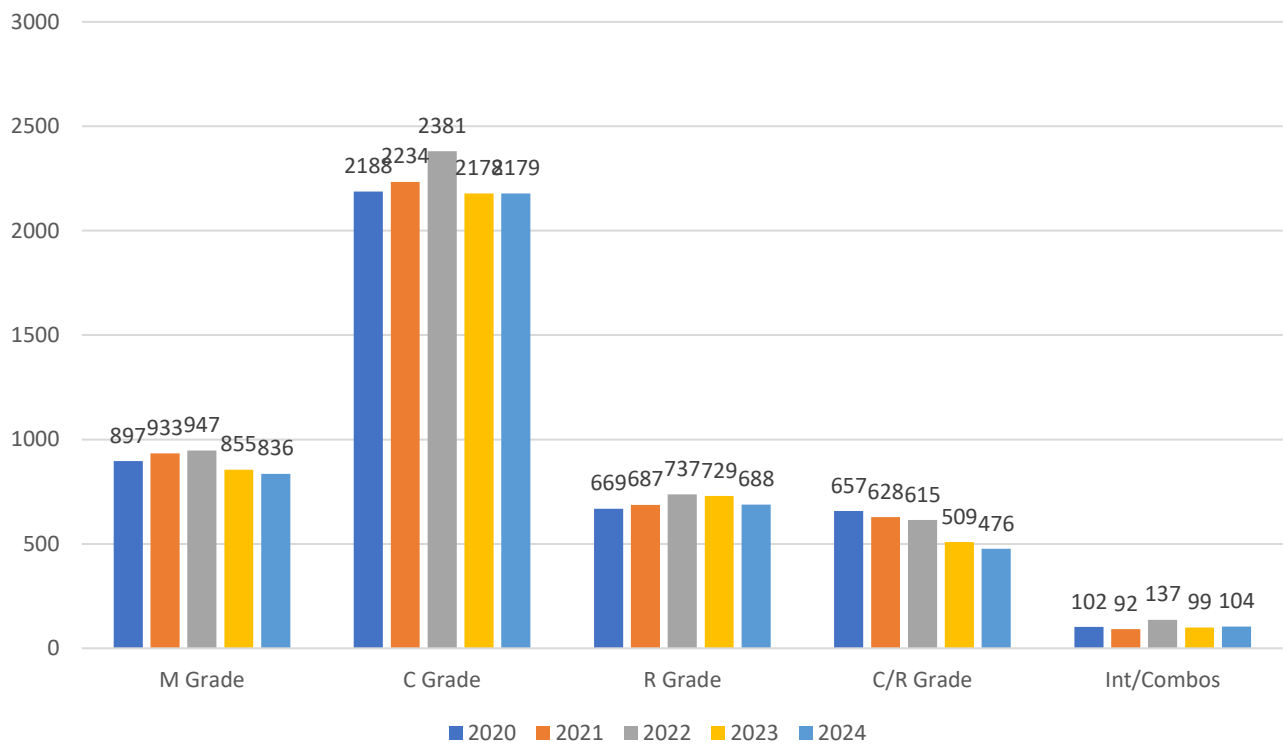
Officials' licences issued totalled 477, down 9.3%

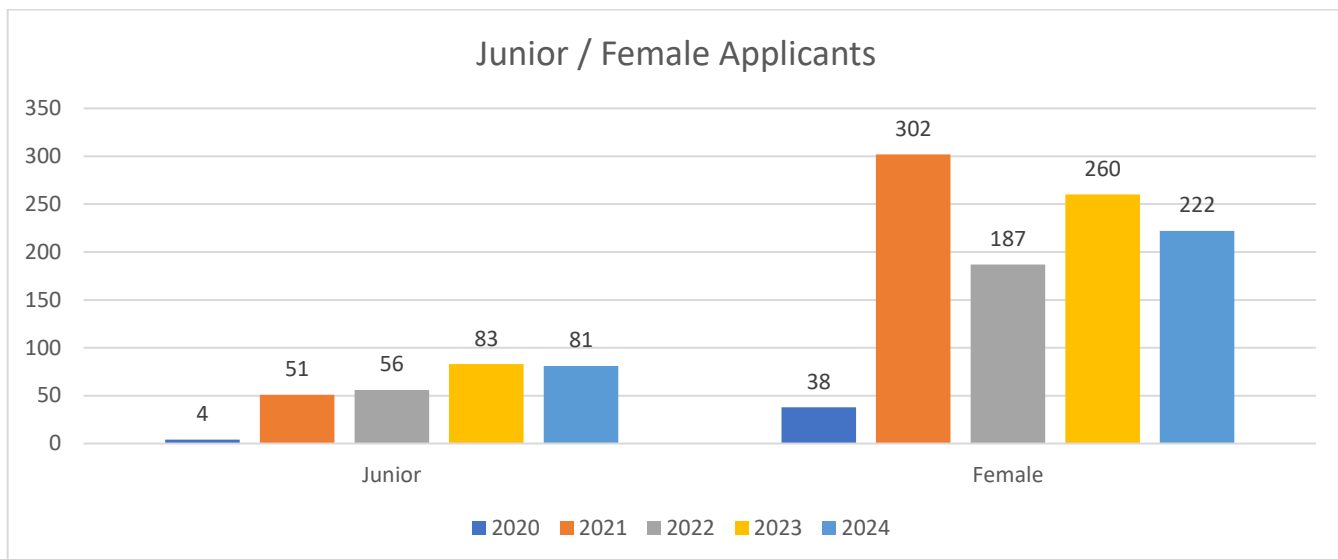


## Licence Application Types



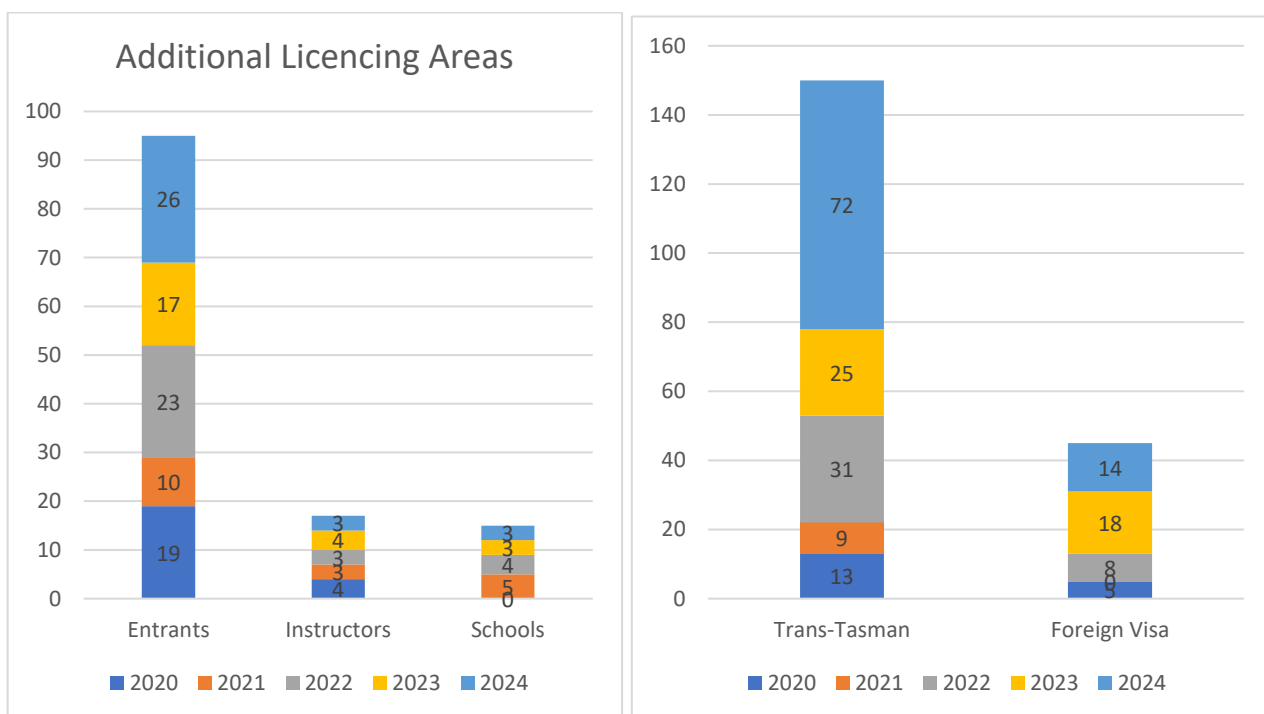
## Licence Grades





### Additional Areas

2024 has seen several competitors taking the step to sample events across the ditch, which has led to an increase in the issue of Trans-Tasman visas.

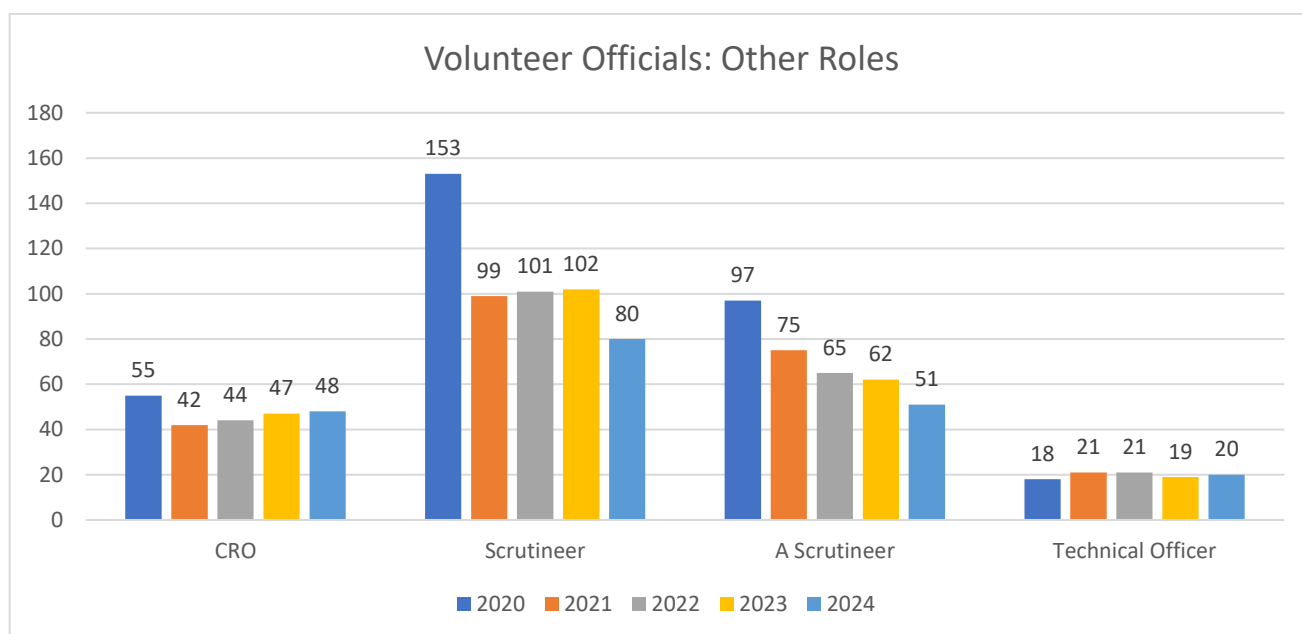
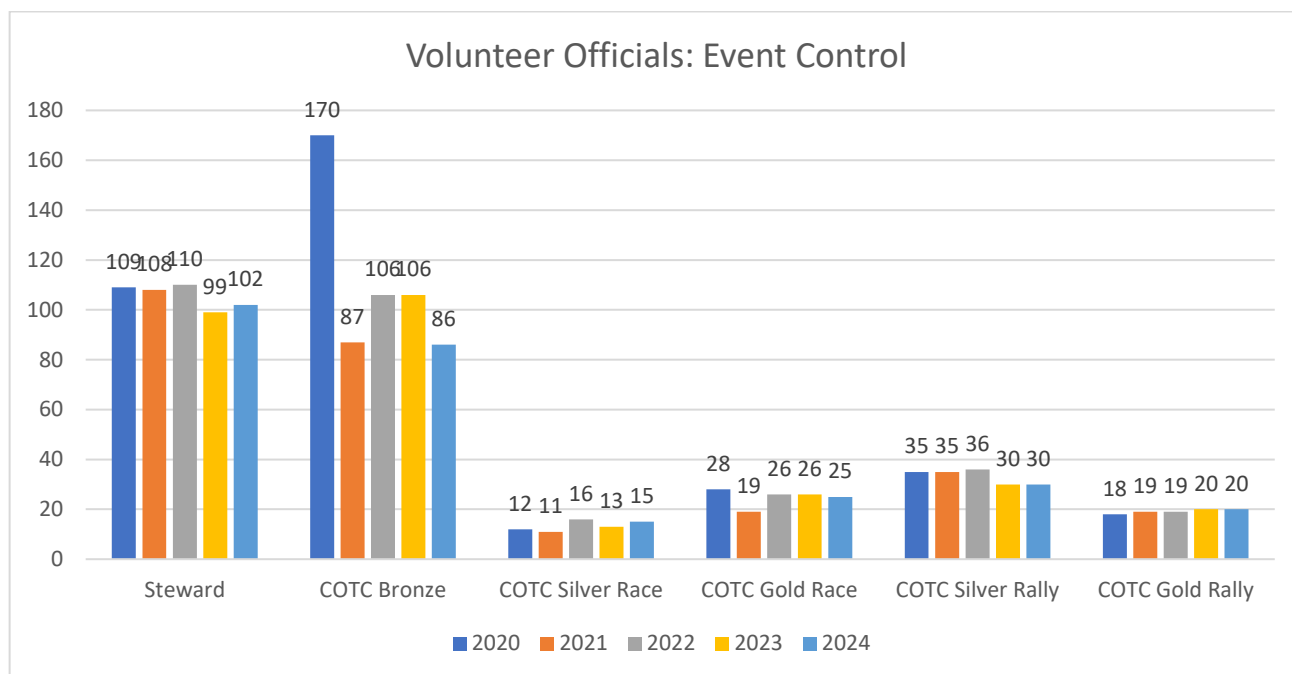


### Volunteers - Licenced Officials

Volunteers remain the backbone of our sport, whether they serve as licensed officials at events, club officials, or as volunteers involved in organising or assisting on event.

There is consistency of numbers, apart from Clerk of the Course Bronze licence holders, which shows a 20.8% decline. It is hoped the implementation of an enhanced training regime for this category will revive numbers.



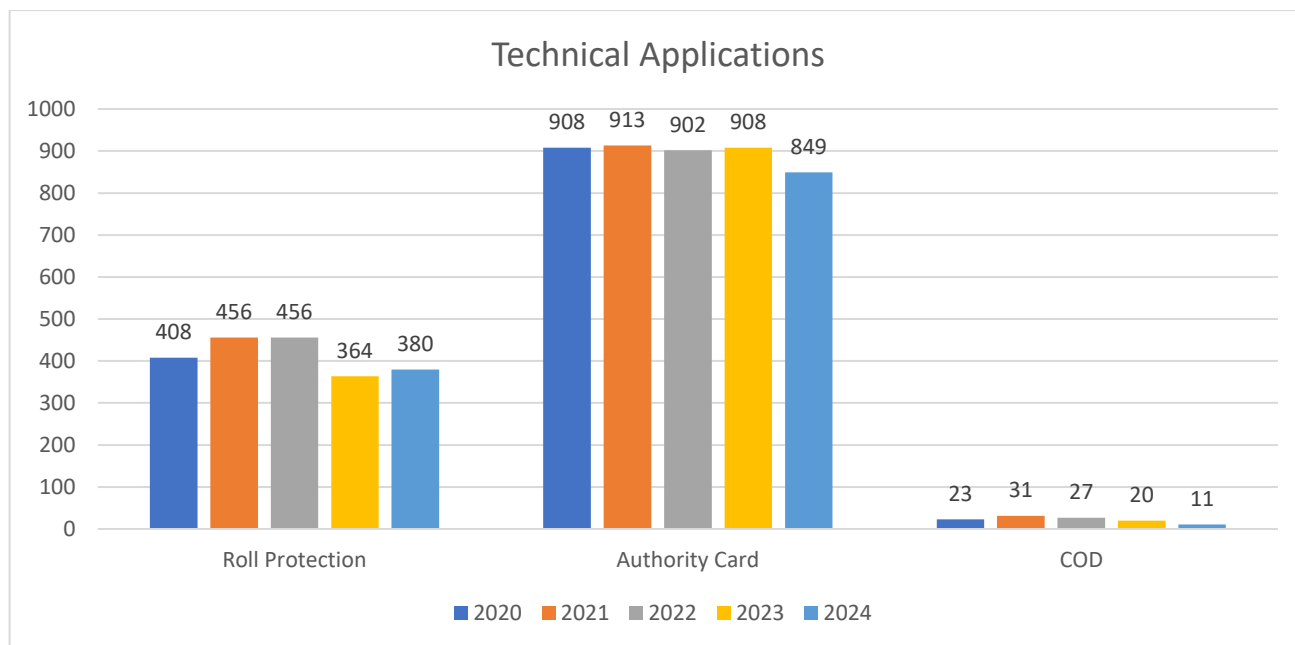


## Volunteers – Accredited Volunteers

The MotorSport Accredited Volunteers framework (formerly MSRs/RSRs) was launched in October 2024 and is attracting reasonable interest.

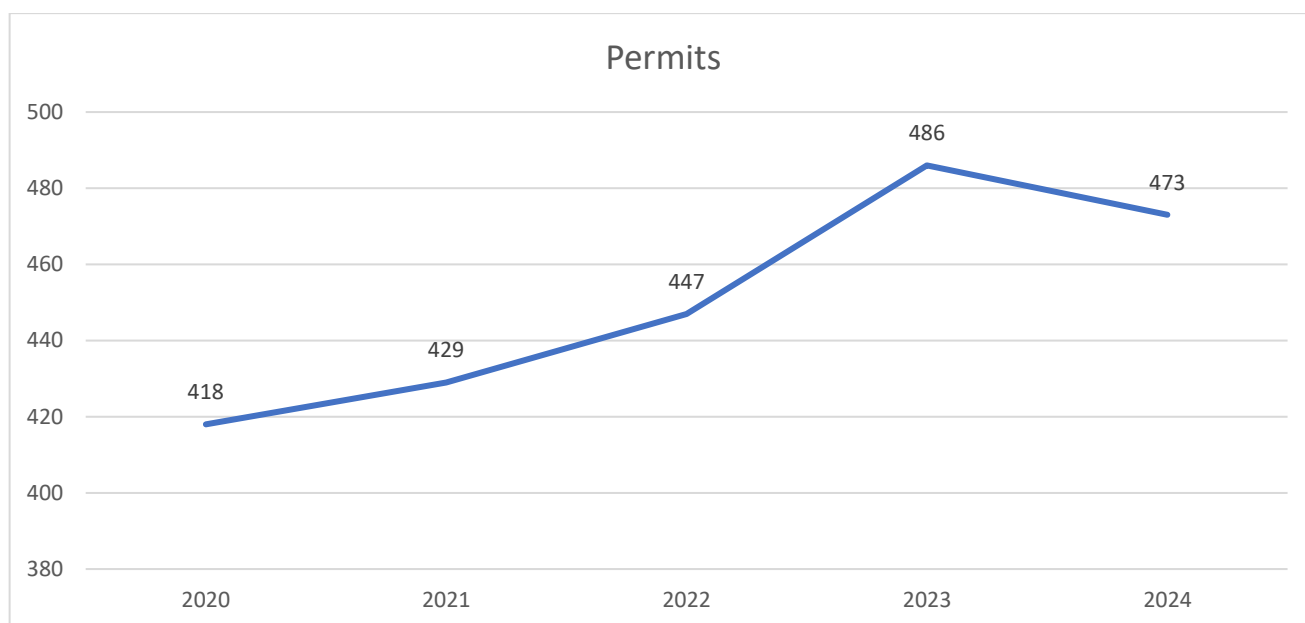
The framework is designed to provide formal recognition of contribution to the sport.

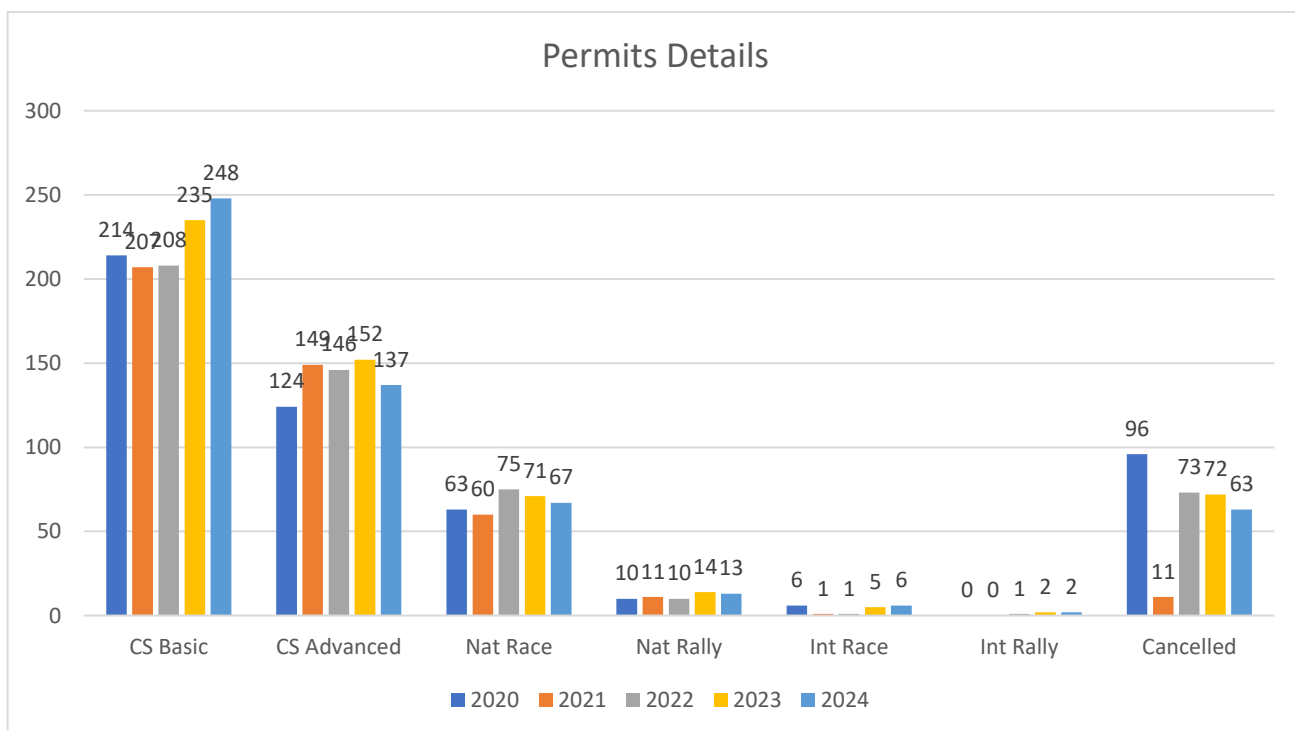
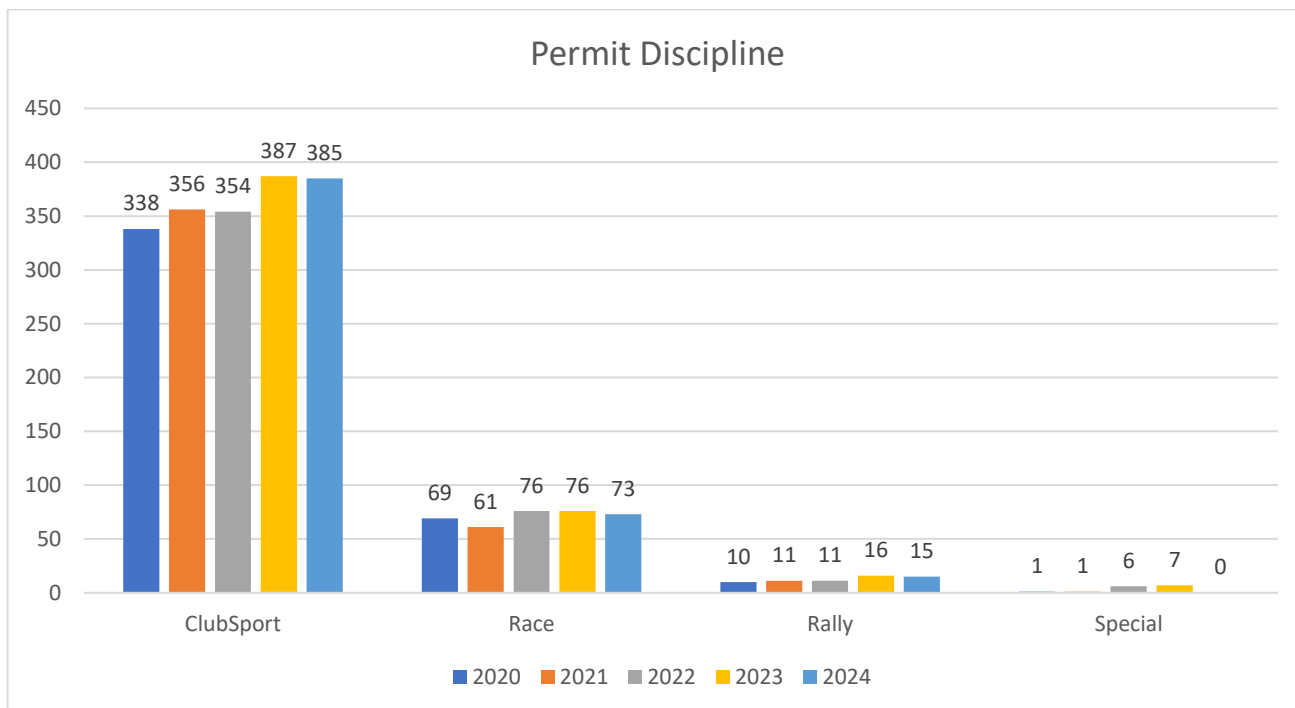
## Technical Department



## Event Permits

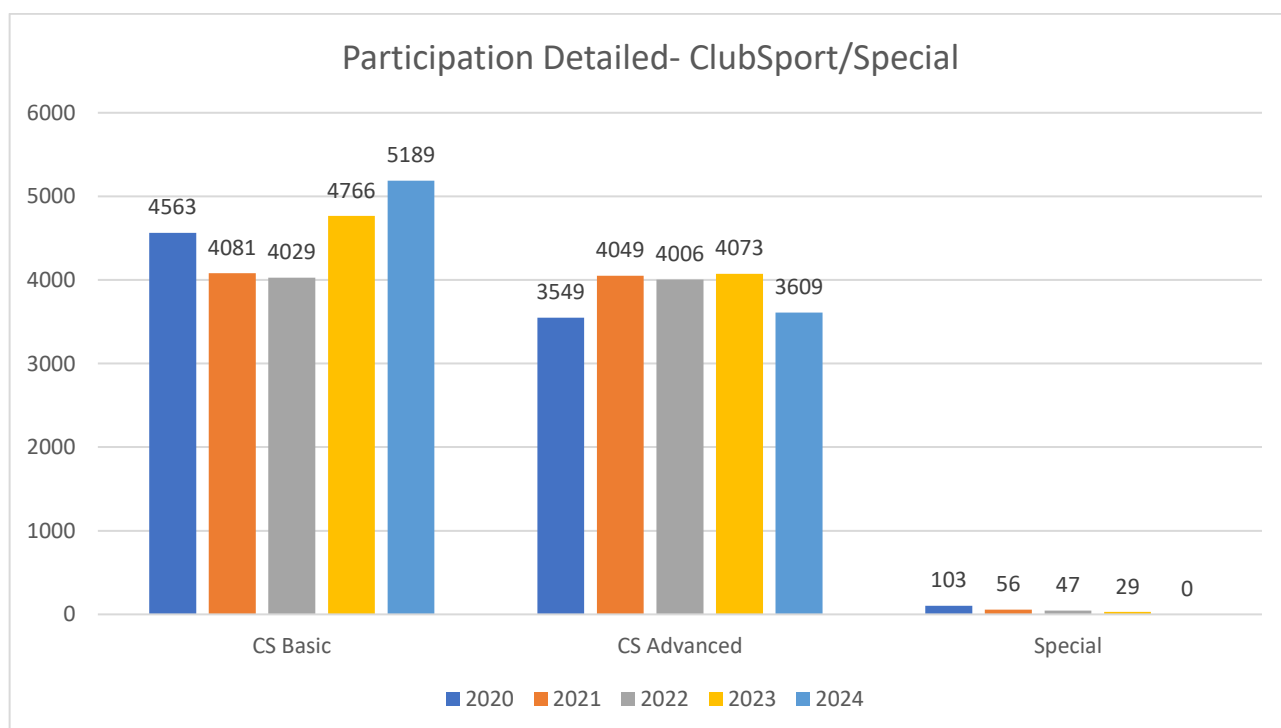
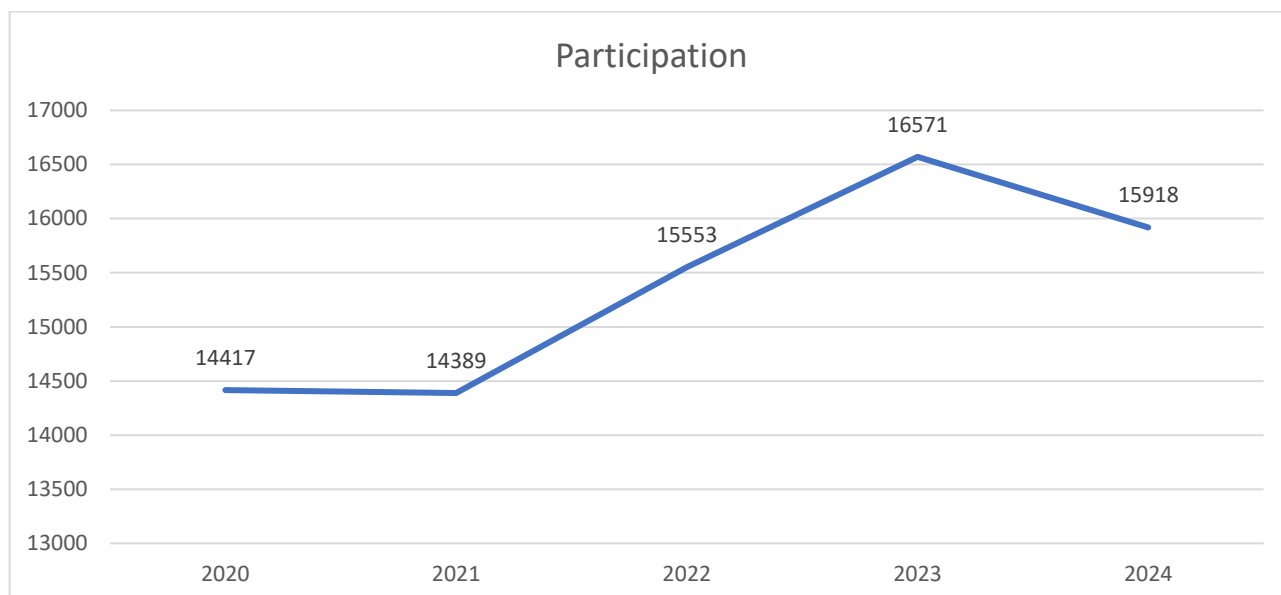
2024 has seen a slight decline in Event Permits being issued which has seen 473 issued against 486 in 2023.

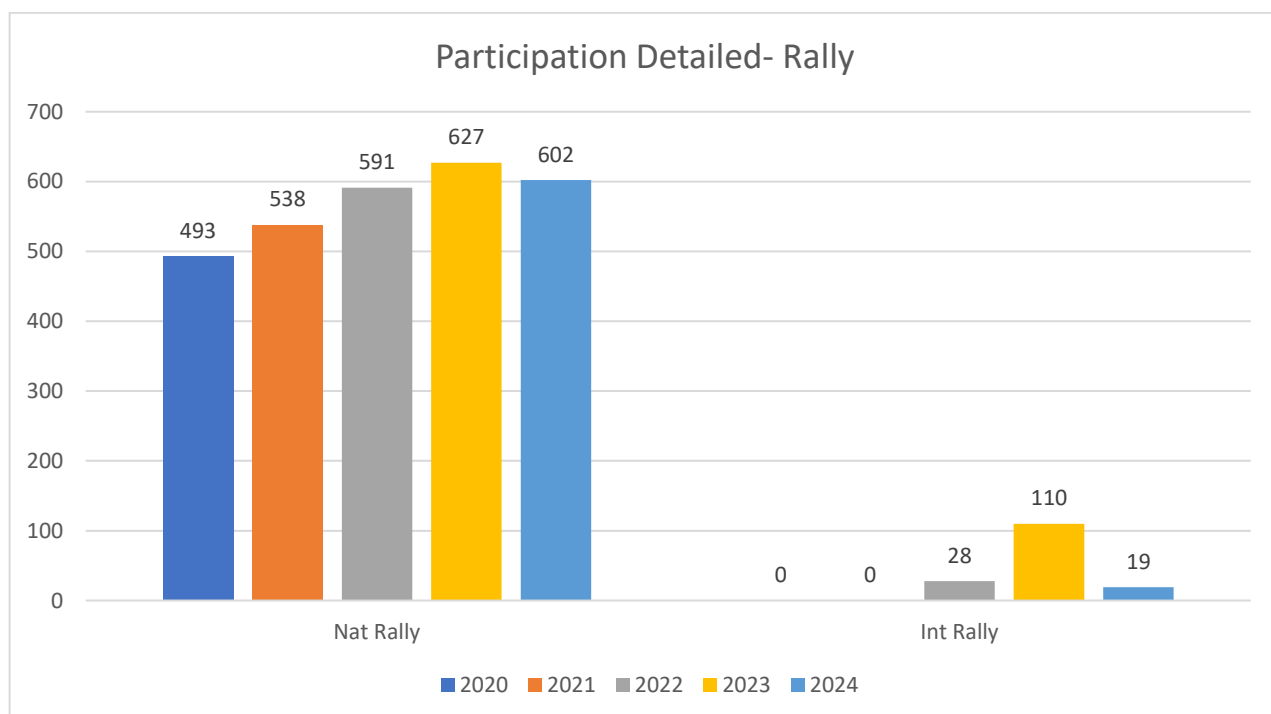
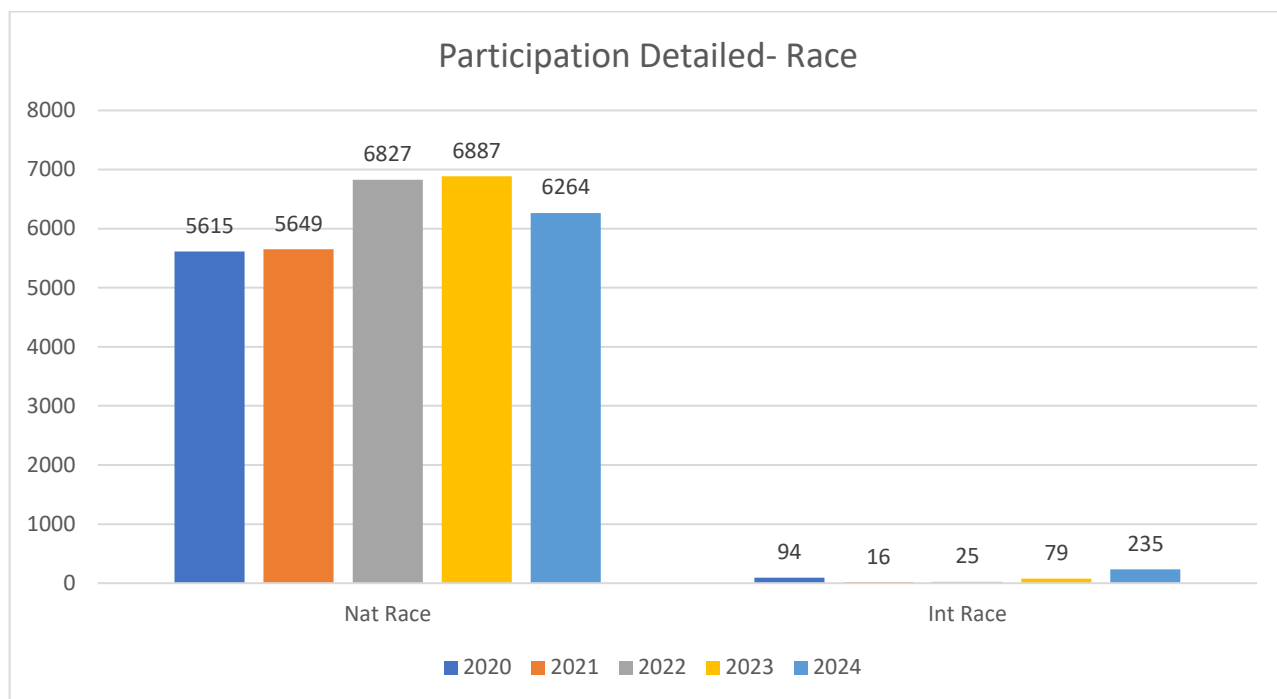




## Event Participation

2024 saw event participation numbers of 15,918 competing, against 16,434 in 2023, a 3.1% decrease. The ClubSport Basic sector shows an 8.2% increase, with ClubSport Advanced down 11.4%, and National Race down 9%.





## Training

With the resignation in August of the Training Manager, a review was undertaken of the training structure, and the platform on which the sport's training is based. As a result of that review, the Heads of Department, and the administration, concluded that the current platform and processes were no longer meeting the training needs of the sport, and that we should investigate alternative options. That is a work in progress.

We have identified areas where we believe we may have fallen short on training programmes, and that situation is currently under review.

## Department Chair Reports

### Stewards Department

#### Report submitted by Wayne Scott

Wade Paterson resigned as Chief Steward in December 2024 after 12 years in the role. Wade is well known and respected in our sport and was the recipient of the awards of Steward D'Honneur in 2004, Distinguished Service Award in 2011, and Member D-Honneur in 2016. We acknowledge with appreciation Wade's dedication and service to the sport. Wade remains in the stewarding team

At its March meeting, the Board appointed Shayne Harris as Chief Steward. Shayne is a past MSNZ President, a President D'Honneur, and member of the National Court of Appeal. While fresh to this new role, Shayne has extensive experience in the sport, and in regulatory processes. He advises he is keen to listen to all things stewarding and invites contact accordingly.

Shayne has arranged a meeting of the National Stewarding Committee for early June,

### Clerk of the Course Department

#### Submitted by Adam Simmons

It is my pleasure to provide this, my first report as Chief Clerk of the Course, after my appointment in July 2024.

After Craig Finlayson held a Rally face to face training in early 2024, I held a Race face to face session in August which was well attended and focused on preparation and lessons learnt from the past season. A big thanks goes to the clubs who supported the participation of some of their officials who otherwise would not have been able to attend.

From review of event reporting and discussions with several Clerks, preparation, knowledge of regulations and our judicial process are key areas that I will continue to focus on over the next twelve months, to reinforce the importance of fundamentals within the role.

As at the time of writing, we currently have the following number of licenced COTC's:

- 83 Bronze
- 15 Silver Race
- 30 Silver Rally
- 24 Gold Race
- 20 Gold Rally

Outside the topics above, over the next twelve months we will be looking to progress the following items:

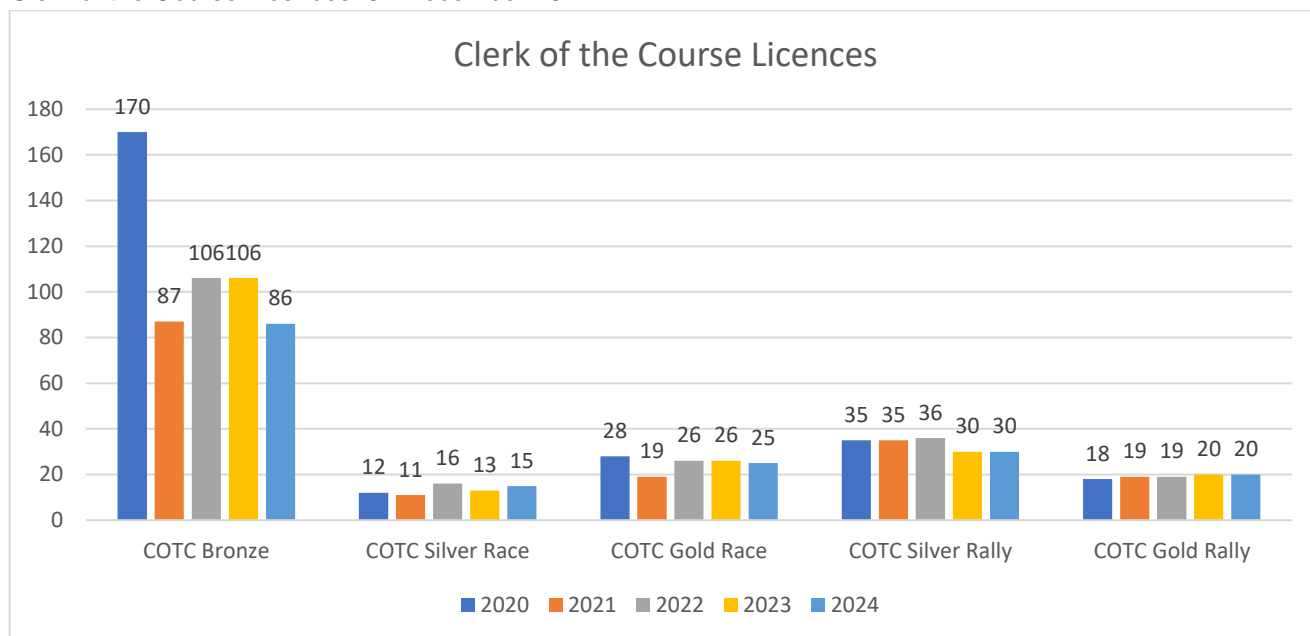
- Review of all training, including
  - o Content being fit for purpose for the grade of licence
  - o Delivery – face to face versus iQualify (including whether iQualify is a suitable platform)
  - o Ensuring we are doing enough training, without being onerous on people's time.
  - o High performance programmes for officials who aspire to officiate at a championship or FIA level.
- Motorsport Online decision-making module scoping and rollout will further enable consistency of application of penalties and reduction in administrative time spent.
- Recruitment of CotCs – understanding how we can work with the clubs to bring people into the role, while also looking to current or past competitors who may not be attached to a current club.

A few thank yous to end.

- Thanks to all 172 CotCs who are out there giving up their time and running the sport. We simply would not have a sport without these individuals who often are at the front line, in all weather conditions and coping all positivity and negativity that comes their way.
- Thanks to both Howard Atwill and Stu Andrews who have been great sounding boards as part of the COTC department.

I am available to be contacted any time via email at [adam@motorsport.org.nz](mailto:adam@motorsport.org.nz)

Clerk of the Course Licences: 31 December 2024



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

On behalf of the CRO team – we have had a great year! We have actively participated in numerous events over the past twelve months, in all kinds of weather, covering off all the disciplines of the sport.

We are the first port of call for many competitors over the course of an event and you all handle this like the awesome team that you are! Thank you for being there for our competitors so that they can have that communication flow for their queries and inquiries. And for making their day a bit brighter with a great attitude and a smile 😊

It has been my privilege and pleasure to work alongside some of you in the last year, meeting some new team members and reconnecting with old friends. As a team we have received many positive comments and heartfelt thanks for our outstanding assistance to our competitors and officials alike.

I would like to thank all the team members who are currently taking the time to mentor all our new Competitor Relations Officers, you are helping our team grow and our new team members to learn in a positive and supportive environment and they really appreciate your time.

We held our first Face-to-face training sessions in the later part of last year and it was lovely to see the team get together and be engaged in the training and having the opportunity to build their own support networks within the team.

I enjoyed spending time with you all.



Thanks to the Auckland Car Club, Manfield Park Trust and the Canterbury Car Club for supplying the venues, they were a great place to get together.

Training is currently being reviewed, and we are working on the next steps. I would like to take the opportunity to thank Aaron for all his support during his tenor at Motorsport New Zealand. Morgen and Steve are assisting me now, they are great to deal with and I thank them for their help.

We currently have 50 Licensed Competitor Relations Officers with three going through their on-event training and another four Expressions of Interest, so our team is growing, which is awesome to see.

The sport has had a few changes in the Head of Departments in the last year.

I would like to take the opportunity to thank Wade (as my HOD and part of the HOD team) for all the support he gave me and the knowledge he imparted while he was the Head of the Stewarding Department.

It has been a pleasure to welcome Adam to the team as the Chief Clerk of the Course, I have enjoyed working alongside him over the past six months.

And congratulations and welcome to Shayne Harris who has recently been appointed as the new Chief Steward.

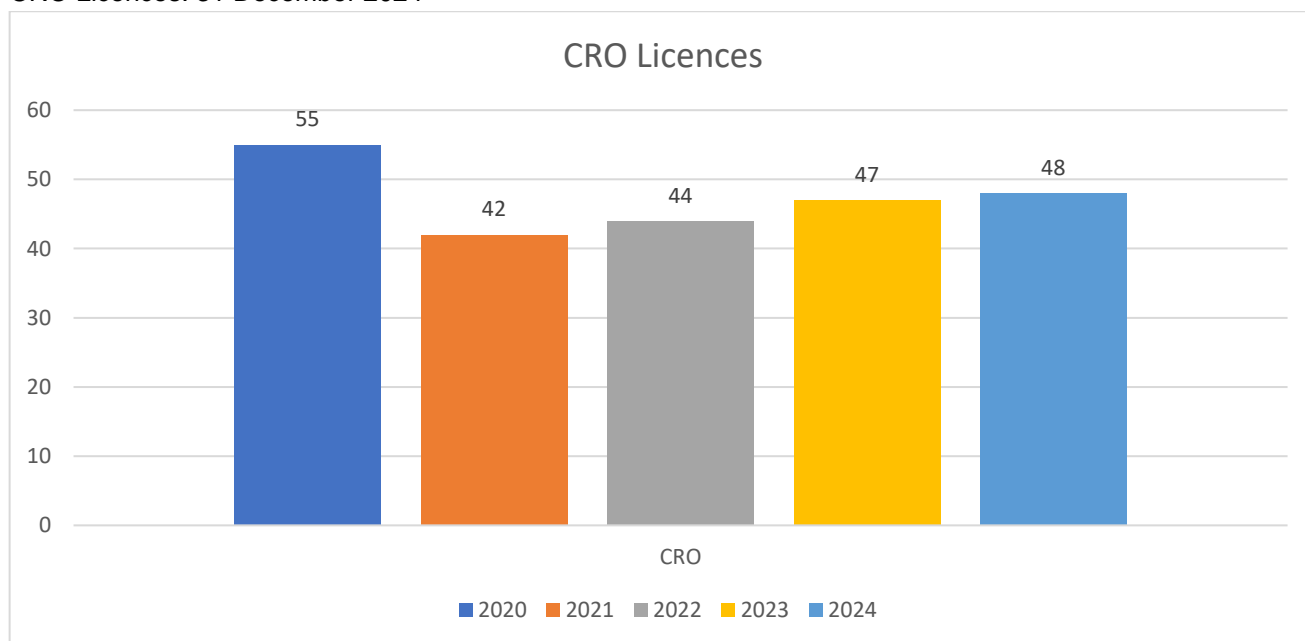
I am looking forward to what we can achieve together in the future.

I would like to thank my family and friends from home – I am very grateful for their unwavering support and technical assistance.

Lastly a big thank you to the Motorsport New Zealand Office for all their support and assistance to me and our team over the last year.

I look forward to seeing you at an event sometime soon!

CRO Licences: 31 December 2024



## **Head of Circuit Safety Report**

Submitted by Domenico Kalasih

The vast majority of the Circuit Safety Department's efforts this year has been considering new proposals for temporary circuit street sprints. This is leading to greater clarity and the development of an improved set of minimum criteria to manage aspects such as: the location and protection of flag marshals, reducing risk to spectators; layout of chicanes; and managing the risk of street side infrastructure.

The MotorSport office staff have also been working hard to improve the integrity, efficiency and resilience in regard to the administration of approving temporary street sprint circuits. While we have been working to improve the safety of these events our department is mindful that there is still a wide range of inconsistency in how safety is managed at these events and that our process and approach needs changing significantly to close the gaps. Compared to permanent circuits, the risk to the sport and to injury to spectators is much higher and therefore this is our department's current biggest focus area.

The operational teams at each of the permanent tracks have been continuing with business-as-usual maintenance and implementing their respective safety upgrade programmes and all are continuing to proactively consider further safety initiatives.

A good outcome for the year was that the Department is not aware of any crash occurring which resulted in serious injury, where the injury severity would have been substantially reduced by different circuit safety infrastructure. It cannot be assumed from that result that serious injuries will not occur in the future however, it appears that in higher risk areas, such as those where loss of control braking and corner exit incidents are more likely to occur, we are seeing the benefits of the work over the last several years to extend deceleration beds thereby slowing down out of control vehicles before they collide with a substantial structure.

Stage 2 of the continuous improvement strategy is the continued deployment of tyre bundle and conveyor belting walls to dissipate energy before vehicles hit substantive structures. This activity is inherently time-consuming and expensive, and it is good to see the continued investment in this area from circuits.

The recent change to the definition of circuit limits has created an interesting watchpoint for our team. Under the previous rule a vehicle was deemed to be off the circuit if one wheel exceeded the kerb however, now the limit is not reached until all four wheels are over the white lines. Where kerbs are less than a vehicle width, which is the vast majority of kerbs, that could lead to more damage in the verge area outside of the kerb. There is a risk that the resultant damage can be significant and in the worse cases disruptive to racing, particularly when substantive rutting occurs which leads to increased risk of rollover. The impacts of the rule change will need to be carefully observed and managed as potentially that could lead to a pivot in the general safety strategy and necessitate a reprioritisation towards kerb extensions.

Arrangements are underway for the routine FIA 3-year inspection and relicensing of tracks to be completed later this year.

I'm grateful for the continued assistance and wise counsel from our team of Kevin O'Neill, Roger Laird and Nathan Archer

## **Head of Technical Department's Report**

Submitted by Devan Gregory

**General** - It has been a tough year for Technical with a downward trend in applications and phone calls. Due to this we restructured the department in November/December 2024, and it was decided that we had one staff member too many. Sadly, as a result of the restructuring process Mike Macready's position was disestablished. Consequently, there are only 2 people in the Technical Department. We aim to keep the transition as seamless as possible.

**MotorSport Online** – It is almost 2 years since the introduction of MSOL there has been a lot of improvement. There is more information available such as vehicle owner, The audits are recorded as a pass or not required which helps at documentation.

A significant number of cars are now with their correct owners and updated information where required. We still have an ongoing issue with Competitors searching for their car with incorrect chassis number details. When they can't find it, they create a new vehicle which essentially doubles the vehicle record. We are currently working towards searching by logbook number, which should alleviate some of the issues.

As we move along, we pick up any bugs or opportunities for improvements so from the Technical Department point of view the system is getting more user friendly. We are also formatting the generated forms, so they are better presented.

**Training** – Face to Face Training started again in August. Nathan & Mike travelled around the country conducting evening training in various areas. Most areas were well supported with great feedback from the participants. This time we structured the training to be more interactive rather than the presenter just standing up front and talking. The participants had to work together on small tasks and present their answers.

We had asked for an expression of interest from potential attendees to let us know which evening they wanted to attend. While the numbers who replied made the number attending the events quite promising in reality some areas, only 2 or 3 participants turned up after a number indicating their intention to attend. A lot of work goes into the production of these evenings including cost of travel and accommodation for the presenters.

There is a steady stream of new applications wishing to become Scrutineers. On average 2 or 3 per month. The ages are varied although, pleasingly, we have had several younger people apply as well. The online course designed to help Scrutineers worked well with the queries from Scrutineers declining quite markedly. We still get the occasional call, but most have and are able to work it out for themselves now. This is probably due to their confidence level with MSOL increasing.

**LVVTA** – Due to Mike leaving, I have taken over the responsibility of being the MotorSport NZ delegate to the LVVTA which also includes the Authority Card authorization. We have been in contact with LVVTA and have arranged to use them as a resource when required for information regarding LVVTA certified vehicles. Our relationship with the LVVTA remains strong with conversation travelling in both directions improving both our knowledge.

**Event Officials** – Some events, particularly in Auckland struggle to get Scrutineers. We have enough Scrutineers in the region but getting them to officiate at race events is very difficult. Currently we are working on an EOI for Scrutineers to try and create a roster which will give the organizing club security regarding Scrutineers.

Inactivity is still a problem across the board regarding Scrutineers. The same names appear time after time on event reports. With the new Scrutineers completing their induction hopefully there will be an increase in support.

Again, this year we were able to field a Championship Scrutineer for every Championship class over the last race season. There have been a couple of changes, but they have worked very well. These are listed below

Stu Andrews – CTFROC

Justin Scelly – GR86

Cymon Hewitt – GT NZ Championship

Ron McMillan & Daniel Cresswell – Formula Ford

Barry Carrington – Super Trucks

Maurice Thompson & Matt Pedersen – Formula First. Matt is in training to take over eventually. Sheridan Bonner who we had trained up last year unfortunately, has moved to Australia.

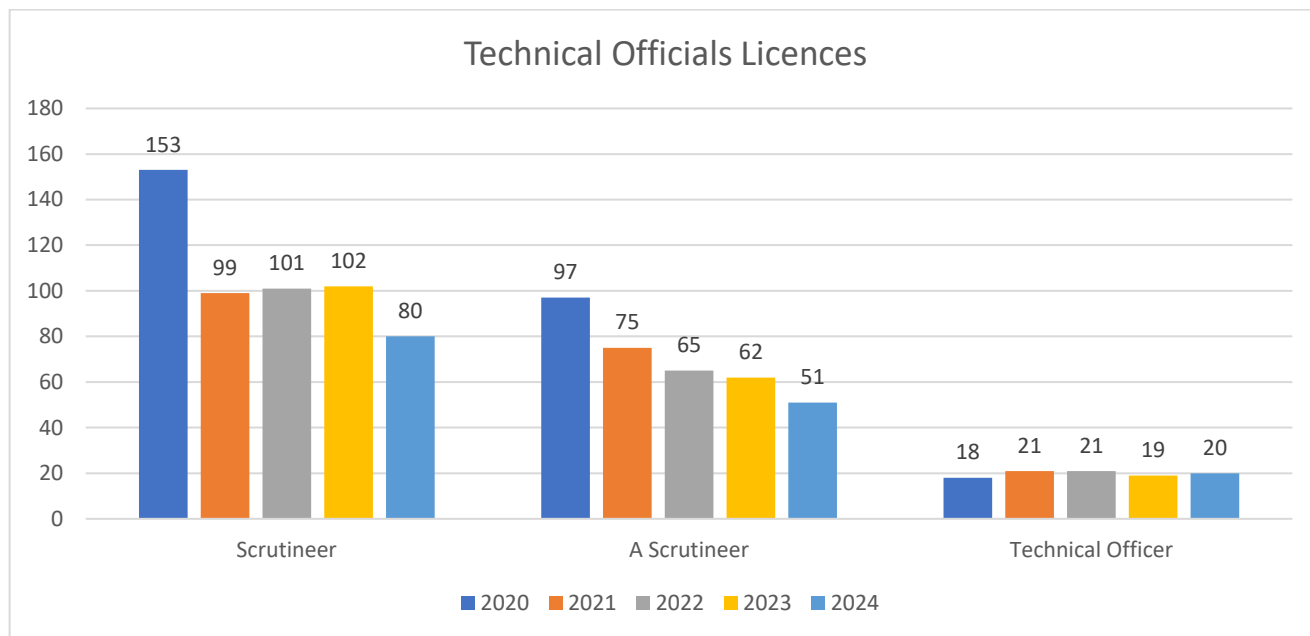
Greg Dietschin – NZ Rally Championship.

Terry Carkeek is back and has helped us out at several events at Manfeild. Terry's experience and knowledge are always welcome.

**Historic** – Working with the Historic Commission has been enjoyable with us being on the same page regarding our projections for the Historic community. Together we have updated Schedule AA and hope to have Schedules T&C and CR reviewed by the end of the year.

Finally, I would like to thank all our Technical Officers, Scrutineers and others who have assisted over the last year. Without them a lot of events would have struggled to occur. Also, a big thank you to Nathan for his input and help over the last 12 months. We would also like to thank Mike for his support over the years and all the best for his future.

Technical Officials Licences: 31 December 2024



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## Conclusion

This Interim CEO period since July last year has been interesting, and challenging. We have made progress with some of the priorities faced and have set up some structure and initiatives to move the sport forward. We have targeted a focus on enabling (within the bounds of fairness and safety), of customer service, and of the MotorSport office being supportive rather than controlling. And change takes time.

We face challenges in relation to addressing falling participation and club membership. Of refreshed training. Of relevance, and of contacts and relationships both internal and external to our motorsport world. But I'm confident we can succeed in these challenges.

And some special thanks and recognition.

Firstly, to President Deb and the Board, who have been very supportive of me, and of what we jointly are aiming to achieve. To our Commissions and Heads of Department, who put much time, energy and passion into their responsibilities. To our officials and volunteers – it's been great to mix with you over the past several months. And the MotorSport New Zealand office team. Smaller now than it was, but they continue to provide a high level of service, and the administrative processes which we rely on.

**Wayne Scott**  
Interim Chief Executive Officer

**Race Advisory Commission**

Richard Kelly (Chairman)

Jeff Braid

Nathan Pilcher

Blair Thorpe

Howard Atwill (Circuit Rep)

Daniel Gaunt (Board Liaison)

Wellington

Palmerston North

Auckland

Christchurch

Timaru

Auckland

**8. Race Advisory Commission – Report of the Chair to 2025 AGM**

It has been my privilege to Chair a highly engaged and knowledgeable team on the Race Advisory Commission this year who continue to advocate for improvements in our sport. Thank you to Howard Atwill, Jeff Braid, Nathan Pilcher, Blair Thorpe and our Board Liaison Daniel Gaunt for your commitment to the roles you have in our Sport. The Commission is very much a team effort, and each member has written their thoughts on the last year as part of our report.

Volunteers are the heart of our Sport, from the flag marshals and race meeting officials through to the Commissions and Board. It is great to be working with a wide-ranging group that comes together to ensure that our sport remains accessible, enjoyable and sustainable. I must also recognize our competitors who work so hard to be on track and enjoy their racing. Thank you to all those that give their time so generously for the success of our sport.

This year the Race Commission held ten remote meetings, coming together to discuss matters of governance, regulation and strategy on items raised by our member clubs, classes, individuals, circuits, other Commissions, the Rules Committee, the Office and Board. Thank you to all those that were part of the discussion. We do welcome your thoughts; you can email the Commission on [race@motorsport.org.nz](mailto:race@motorsport.org.nz).

The Race Commission reviews the meeting reports from all race events. Thank you to our Officials who prepare these reports at the end of the busy events. The information gained is essential to the ongoing smooth operation of our sport and is key to informing us of the strategy we develop to support our officials and competitors.

This year has seen several items yet to be completed, Race Radio to be implemented in a more structured format as agreed by the circuits and requested by classes is something we as a group are eager to see completed and a review of licensing processes is beginning. We look forward to delivering these items in collaboration with our key stakeholders prior to the start of the next summer season. A revision of the Fuel handling Code of Practice was completed, thanks again to all that contributed.

Congratulations go to our new Premier Series Promoter, NEXTGEN for presenting a fantastic CTFROC and GR86 Series, with great support from the Summerset GTs, NEXEN Tyre Mazda Racing Series, Hi-Q Components Formula First, GTRNZ, Pirelli Porsche Championship and NZ Formula Ford also joined the series for several rounds.

New Zealanders have been flying our flag high on race circuits around the World, congratulations to our international competitors, you make us all proud! Three Kiwis in Indycar and another in F1 in addition to all those that compete in endurance and sprint series worldwide speak to the depth of skill and passion that we have for motorsport.

My highlights from the past year were not just in the seat of my own racecar; which was of course great fun, Attaining an Official's license and crewing the safety car at Manfeild gave me another window into our sport. Attending ClubSport events as an official and competitor was great fun. But top of all was seeing my daughter Alicia join the Hi-Q Components Formula First Formula First Championship as a driver. This series has produced many of our top echelon competitors and it is wonderful to experience the skill and passion of these young and not so young drivers. A special note must be made for the warm welcome that Alicia and I had from the series. The comradery and spirit of your members speaks volumes to the ongoing success of the series.

Finally, thank you to the great team at the Motorsport NZ Office for all your engagement, especially to Morgen, Devan, Nathan, Steve and Jakob who are so involved with us on the Race Commission.

### **Howard Atwill – Timaru (Circuit Owners Representative)**

The 2024 to 2025 Race Commission year has been, as is quite normal for this Commission, one of constant attention to the details of our sport, the rules, the requests for consideration of improvement or change, and the need to move the sport forward and increase involvement and participation within it.

A sport that is in itself a dynamic process by its very nature, where what was suitable last season is no longer quite right this year. Subjects like Race Radio, Handicap Starts, Safety Car procedures being but a few of the items that the Commission has worked on and passed its contribution along to the sport. It has been a year of discovery as a new set of "Terms of Reference" are settled with the Board and the new and interesting tasks this brings to the Commission are started.

I would like to acknowledge and thank the other members of the Commission who work tirelessly in their roles, I see 2025 – 2026 being no easier for those that will be involved, and I am sure that they will all again attack the task at hand with vigour.

### **Jeff Braid – Palmerston North**

A review is currently underway to improve the relevance of C Grade licence examination questions. The objective is to better align them with Motorsport New Zealand (MSNZ) regulations and enhance competitor knowledge.

Additionally, there are plans to streamline the initial competition licence application process. In line with other ASNs, such as Motorsport UK, we propose transitioning the written examination to an online format, with practical assessments conducted at a competitor's first events. Currently, candidates must sit their exam in person with a licence examiner, often outside regular hours, which can be inconvenient.

Initial work has begun on developing an online renewal process through Motorsport Online. This would include a short multiple-choice questionnaire designed to highlight common rule breaches from the past year. While implementing this on the Sporty platform presents challenges, it is a worthwhile initiative that will be pursued.

Recent incidents have prompted reviews and updates to safety procedures:

A fire at Manfeild underscored the importance of established fire safety protocols. Key areas of focus included investigation procedures, the role of flag marshals, safety car deployment, the use of red flags in fire situations, and ensuring vehicles are sufficiently fireproof.

A collision during a handicap start led to a review of handicap procedures to improve safety and fairness. A situation where a lead car encountered stationary vehicles during a handicap start resulted in additional guidance being issued regarding handicap intervals.

Refinements were made to the Fuel Handling Code of Practice improve safety and procedural clarity. Regulatory Updates included work to define exceeding tack limits. The definition of track limits has been revised. The white line now serves as the boundary, aligning with standard practices in sports such as tennis and rugby. Kerbs are no longer considered part of the track.

Some accredited series hold their AGMs late in the year, making it difficult to confirm event dates for the following season. A more structured approach to scheduling will be beneficial.

The Race Commission's terms of reference remain unresolved, leaving the commission's role and responsibilities in a state of uncertainty.

Frequent personnel changes at the MSNZ office have complicated communication between the Race Commission and the administration. Some discussion items have been delayed, deprioritized, or abandoned as a result.

There have been delays between race events and the submission of event reports. Additionally, some officials have been reluctant to use Motorsport Online for reporting.

Instances of outdated forms, including handwritten Clerk of the Course (CotC) reports and medical reports, have been noted. Updating and standardising these documents remains a priority.

Efforts continue to refine licensing processes, improve safety protocols, and address administrative challenges. Ongoing collaboration between the Race Commission, MSNZ, and key stakeholders will be essential in implementing these improvements effectively.

### **Nathan Pilcher - Auckland**

Whilst it may have been a delayed start to my first year on the Race Commission, I now appreciate some of the challenges that the Race Commission are faced with. This I think is not just a Race Commission issue but possibly for other Commissions as well. There is a lot of great ideas and pathways that can be explored but the hurdles of overcoming some of these obstacles leads to a delay or even halt in progress.

The Race Commission this year has had some tasks to achieve but some lost a lot of momentum due to the inability to move onto the next step of decision making. I believe there is beginning to be more clarity in the later part of the year around what the Race Commissions objectives are and believe that the team we have has a great amount of knowledge from all areas of the sport to be able to create a well-educated overview of most situations and generally someone can lead with some experience.

As a sport, we have a lot of dedication and effort put in by a lot of different people in this the country and a thanks needs to go out to every single one that gives up their time for our sport. We must not lose this enthusiasm and continue to create a welcoming and professional world-renowned sport that continues to put conquerors on the world stage.

I have enjoyed my first year with the Race Commission and believe there is still a lot of work to do. This can't happen instantly, but we need to ensure that we look for ways that ensure getting results that benefit the sport in a timely manner to continue the growth and respect of our sport and its participants, locally and abroad.



## **Blair Thorpe – Christchurch**

As I look back over the past year and my fourth year on the race advisory commission, I can't help but focus on the less positive side of our sport. With the work on the commission and my other roles in the sport, we often find ourselves dealing with what's not working, what's gone wrong, and how we can improve or change things for the better.

However, taking a step back and thinking about the sport as a whole, I'm really positive and excited for the future. The depth of talent coming through our junior categories is huge.

We continue to see the growth of the premier classes of the GT New Zealand Championship, Toyota GR86 Championship, and Formula Regional. The professionalism of these championships and the teams involved continues to impress me, it's world-class stuff.

Looking at the junior categories, the enthusiasm and skill level of the young drivers is truly inspiring. These budding talents represent the future of our sport, and their dedication and passion are evident in every race they participate in. It's not just about winning; it's about the journey, the lessons learned, and the friendships forged along the way.

In the upcoming Porsche Sprint Challenge Australia, the representation of young Kiwi drivers is particularly noteworthy. These drivers are set to be excellent ambassadors for our country, showcasing their talent on an international stage.

While our club level meetings and the growing historic branch of the sport will always be the core of racing in New Zealand, I firmly believe our international stars are a core driver in the pride we all show as kiwi motorsport fans.

In order to keep the pool of kiwi stars we celebrate growing into the future we need to continue supporting and growing the opportunities for our young talent.

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**Richard Kelly**  
Race Advisory Commission Chairperson

**Rally Advisory Commission**

Brian Budd (Chairman)

Tony McConachy

Craig Jessop

Dave Robb

Steve Foster (Rally NZ Rep)

Ron Mackersy (Board Liaison)

Alexandra

Palmerston North

South Otago

Auckland

Hastings

Arrowtown

**9. Rally Advisory Commission – Report of the Chair to 2025 AGM**

The 2024 year got off to a very tragic start. The New Zealand Motorsport fraternity was in shock following the accident at the Arcadia Road Rally Sprint that claimed the lives of two competitors, Brooklyn Horan and Tyson Jemmett.

The Rally season again offered a good mix of events which catered for competitors at all levels of the Sport. There were a number of events on the 2023 calendar that were missing in 2024 for whatever reason, these were Lawrence, Nelson and Maramarua Rallies and the Bothwell Loop Rally Sprint. The events that ran in 2024 and not in 2023 were Southern Lights Southland Rally and Jacks Ridge Rallysprint.

The Commission is concerned at the lower number of Clubman's style events happening which are relatively easy and cost-effective events to run and a good training ground for new organising personnel. There were four Clubman's Permits issued three of which were issued as part of events running under National Permit that wished to offer a Clubman's field within the greater event. The Clubman's part of these rallies complied in full with the Clubman's requirements under Sch R. Waitomo Rally was the only event run as a full Clubman's event. In 2023 six Clubman's Permits were issued with Nelson, Maramarua, Waitomo and Lawrence running as Clubman's events with Rally Bay of Plenty and Taranaki Tarmac taking out a Clubman's Permit in addition to the National Permit.

**NZRC**

Our premiere category, The New Zealand Rally Championship, saw 47 (2023 38) registered drivers and 60 (2023 40) registered co-drivers. It began with the traditional Rally Otago and finishing the six-round series with International Rally of Whangarei. The championship was a close fought series especially between Ben Hunt and Hayden Paddon, Hayden missing Rally Otago due to overseas commitments. The Championship was won by Ben Hunt by 4 points.

The NZRC Calendar in 2024 offered a good national geographical spread with three rounds in the South Island and three in the North Island. It also offered a good level of traditional and innovation with both Daybreaker and Southern Lights Rallies introducing some innovation into the events. Daybreak was back having been reintroduced to the calendar in 2023 and Southern Lights (Rally Southland) was back in having been absent for a number of years.

The 2024 NZRC events and calendar found favour with competitors, and it is with disappointment that the Commission viewed the 2025 calendar from which both Daybreaker and Southern Lights events are absent. It would have liked to see 2025 calendar mirror that of 2024.

The weather events that affected Sport in 2023 had an effect into 2024 with both Coromandel and Hawkes Bay Rallies being absent from the calendar. Although Coromandel is back in in 2025 the effects of the weather-related events in Hawkes Bay are having a longer-term effect on the running of another rally in that province.

### **North Island Rally Series (NIRS)**

The North Island Rally Series formed in 2023 was aimed at bringing back club rallying and building a strong foundation for rallying in the North Island. The series continued to grow in 2024 led by Marty Rostenburg, his team has provided a fantastic five round series that was primarily Club rally based and this was well received. The five NIRS points scoring events attracted 116 participations had a variety of events, which was again won by Phil Campbell. His consistency again proved invaluable winning from Quentin Palmer by 41 points with Todd Bawden 15 points back in third.

The winning co-driver was Brianna Little with 160 points 24 points ahead of Noel Maloney in second with Rob Scott in third. (Full list of competitors and Class results can be found on Chris Sport.

The series on the whole awards points to registered competitors from a range of events on the calendar, but it is pleasing that the NIRS organisers created and ran an event – Rally of Dargaville.

### **Mainland Rally Championship (MRC)**

The South Island's Mainland Rally Championship just goes from strength to strength. A seven-round series. In 2024 saw Deane Buist (119 points) take the championship from Robbie Stokes (115 points) and Marcus van Klink third (106 points). With 46 registered drivers and 41 registered co-drivers it still shows some great depth and enthusiasm.

There were 194 participations across the seven points scoring events. It needs to be noted that three of the points scoring opportunities were events permitted and run by AASA.

### **Rally Commission**

The Rally Commission has had another busy year, regularly meeting once a month by Zoom video call, with a number of items being discussed and at times debated on but generally a definitive direction forward, is what all that represent the Rally community, want for the future of the sport. A host of different items were discussed covering a multitude of subjects and advisory assistance was provided to the Board and Management of the Sport. A face-to-face meeting was held at AGCM last year.

### **Achievements and work in process:**

**Moving the Sport Forward** – Board has reaffirmed the Rally Futures proposal presented at AGCM in 2021. Rally Commission has commenced looking at possible outputs from that report to grow the Sport in the future. The issues identified by the Commission are:

- Venue availability
- Sustainability – costs for both competitors and organisers
- Risk Management
- Encouraging new events particularly Clubman's events
- Succession planning within event organisers teams
- Traffic Management

**Traffic Management** – Commission is keeping abreast of the transition from the current CoPTTM system to the new NZGTTM system due to be completed by 2027. We anticipate there will be some positives to come out of the new system that will enhance the Sport.

**Risk Management** – Work has commenced in developing a Risk Assessment document which will cover any event requiring the closing of public roads. This assessment will be available to all event organisers to be submitted as part of their road closure application.

The Commission is working with a group of Traffic Management Professionals on both the matters of traffic management and risk assessment.

**Rally Safety Note Provider Review** – work in progress.

**Rally Safe Review** – Issues identified awaiting a meeting with Status Technology

**Tarmac Rally Rules** – concluded.

**Fuel Code of Practice** – Commission had had considerable input into this and believes there are still issues relating to Competitors and Organisers being able to comply. Ongoing.

**Review Rally Organisers Handbook** – Work in progress.

**Recce Rules** – Proposal that organisers of events outside NZRC have the ability to run recce if they so wish.

**Polycarbonate windows** – Reviewed fitting of them following an incident at Rally Whangarei where there was an issue of removal. Commission satisfied with the current requirements but have concerns about these fitted to Club type cars using screws and rivets.

**Rally Timing Crew Forum** – Discussion and work has commenced on establishing a nationwide forum for Rally Timing Crews.

**Rally Calendar** – Decision made to bring this back to Conference with zoom meeting in September/October to finalise.

**Review of Sch R** – This was partially completed in early 2024. There are some outstanding matters relating to this review awaiting a response from the Rules Committee.

**Review of Clubman's Rally Rules** – Following discussion it was agreed that current rules were relevant. However we did make a change allowing a Clubman's Rally to form part of a Rally Series provided they were run strictly to Clubman's Rally rules.

**Chicane and Restricted Speed Zone signage** reviewed. Decision was made that we adopt the FIA signage. Yet to be published in the NSC.

**Warning sign** – Commenced work on establishing what identified risks fit with warning levels 1 to 3.

Rally Organisers meeting took place in Wellington on 15 February this year. It proved once again to be a successful get together, not only networking for like-minded individuals, but sharing of issues arising and helping encourage smaller Clubs to run events in the future.

Team effort is what our Commission strives towards each meeting, and this can't be achieved without motivated like-minded rally enthusiasts. Thanks to the commission members, Tony McConachy, Craig Jessop and Dave Robb (co-opted) for a great year's work in the interest of making our Sport better and easier. To Ron Mackersy our Board Liaison, Steve Foster as Rally NZ Representative, the Motorsport NZ Office team and to those in the background that help make our sport a better functioning environment, a big thank you.

Yours in Rallying

**Brian Budd**

Rally Advisory Commission Chairman

**ClubSport Advisory Commission**

Glenn Howden (Chairman)	Napier
Helen Cameron	Taranaki
James Storey	Ashburton
Paul Walbran	Auckland
James Dicey (Board Liaison)	Cromwell

**10. ClubSport Advisory Commission – Report of the Chair to 2025 AGM**

The ClubSport Commission has had a rather eventful year this year. After the AGM, we had a new member, James Storey from Ashburton Car Club join the Commission. James brings a lot of experience with his volunteer roles within his club, and also in the wider motorsport community. We had James Dicey appointed to us as Board liaison, and this was a great thing for the Commission.

Once again, the ClubSport Calendar has been very busy, with clubs running ClubSport events every weekend.

ClubSport is the steppingstone for a majority of people getting into the sport, or even just to dip the toes in and try it out. With the likes of Motorkhanas and Autocrosses being the major ClubSport Basic events being run, the number of youth and ladies alike coming through into the sport is staggering.

As a majority of you know, once the bug bites, it is difficult to get it out of your system. And of course, with this, the level of skill increases with the younger ones coming through into the sport, and this also relates back to skill on the roads when they get around to getting their civil drivers licenses. Knowing where to place the car on the road, knowing what to do to correct understeer and oversteer are all learned in the basic aspect of these events, which can only be good for those learning to drive on the road. Wouldn't it be fantastic if we could get MotorSport into schools for these young ones to give them the skills needed to pilot a vehicle safely on the nation's roads. And of course, with them coming into sport, and getting the bug, our clubs need to tap into this resource, train these young ones up, as they are the future of our sport in the years to come.

The thing that the ClubSport commission is there for is to listen to your views on all things ClubSport and try to bring the views of the competitors to the fore front of the sport. With this in mind, we have done some work on the Fuel Handling document, making changes to make life easier for our members.

The other major thing that we have been very vocal on is price rises, last year the prices were put up for a multitude of things. This year, the same was suggested that the prices needed to rise again. We, at the coalface of running these entry level events, are aware of cost sensitivity, so this was fought by the commission and relayed to the Board, and thankfully, so far, we have managed to keep the costs at a level that are still cost effective for clubs running the events, and for competitors coming into the sport. We thank the Board for listening to us and having the foresight to realize that raising pricing will only affect our competitors to the detriment of our sport.

This year, at the time of writing this, Motorsport Bay of Plenty have been busy organizing the ClubSport Championship, which is being run at Easter weekend. For those of you that have never heard of this, the ClubSport Championship is a Motorsport Triathlon run over a weekend. Normally Motorkhanas, 6 courses with 2 attempts at each course, and an Autocross, whether this be sealed or grass or gravel, and normally a sprint of some description. We thank the MBOP team for their efforts in putting up their hand to host this, and of course the winner will be awarded the ClubSport Championship Goldstar Title at the annual AGM & prize giving.

We have also been working on another way to assist with promotion of the Hillclimb Championship and of course the ClubSport Championship, unfortunately this all-costs money. Both events are Goldstar events, this is a major benefit to ClubSport competitors and really the only way for ClubSport competitors to achieve this accolade. You as competitors are the ones that can make these events, you need to turn up to the events as competitors, and get your clubs to run them. ClubSport Commission is there to get the articles to the Club wishing to run the event, and from there, the event is run by the club. The only thing that we require is the results so that they can be collected and the awards given to the winners. ClubSport Commission does not run the events!

With this in mind, it is unfortunate that this year's Hillclimb Champs has been cancelled, not for lack of trying of course. Unfortunately, tight time frames, and a multitude of other events on the planned weekend did not make this an easy task. Also, communication was a major factor in this event needing to be cancelled. Just remember that communication is key in almost every aspect of daily life.

We at the 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 prize giving's after the events. Without those that give selflessly their time, your events will not happen.

The ClubSport 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](mailto:clubsport@motorsport.org.nz) to let us know how we can help you run events more effectively.

**Glenn Howden**

ClubSport Advisory Commission Chairperson

**Historic Advisory Commission**

Bruce Dyer (Chairman)	Palmerston North
Richard Hainsworth	Wellington
Leon Hallett	Dunedin
Tim Hill	Auckland
Scott O'Donnell (Board Liaison)	Invercargill

**11. Historic Advisory Commission – Report of the Chair to 2025 AGM**

The Historic and Classic race season started off well with the MG Classic and continued with the Taupo Historic GP, Legends of Speed, “Celebrating David Oxtan”, The SKOPE Classic, The Southern Classic and The Ascot Hotel Southern SpeedFest.

At the time of writing, the George Begg Festival is yet to happen, but by all reports there is excellent support amongst entries for the celebration of “All things Italian”...it will be a fun event with a party atmosphere for all to enjoy.

Entries are slightly down compared to last year, but this is mainly due to the economic climate and certainly not a reflection on the excellent events all the promotion teams are putting on.

I would like to thank the promoters, MG Car Club, NZIGP, NextGen, Canterbury Car Club, Classic Motor Racing Club, Southland Sports Car Club, TACCOC and the George Begg Festival for their continuing support in promoting Historic and Classic Motor Racing.

Highlight of the season was the Taupo Historic GP, which took the event this year to a different level, “celebrating Ford”.

With invited past and present legends of our sport, group signings, marque displays, grid walks, demo laps, exotic supercar and historic car displays and interviews, there was something for everyone.

Fabulous to have Liam Lawson and Brendon Hartley at the event, two of our top Kiwi racers who made themselves available to the public for signings and interviews.

To have the support to be able to showcase Formula Atlantic as being the feature race for the Historic GP was fabulous and hopefully, we can build on this for the future.

I personally want to thank Josie Spillane and her organizing team for the huge support given over the many months in making the Taupo Historic GP the success it was.

The live TV coverage provided by Stuff was fantastic and a great way to promote and showcase our Historic Motorsport not only to New Zealand but to the world.

NZIGP Legends of Speed highlighted the career of David Oxtan with an evening function to celebrate his achievements and with a display and demonstration of his past cars. Again, he was joined by his fellow Legends Graham Lawrence, Kenny Smith and Steve Millen to name a few. Congratulations NZIGP on a wonderful meeting and an excellent concept.



The SKOPE Classic celebrated 75 years of The Lady Wigram Trophy in which the trophy was on show with a fabulous display of cars from the past by the VCC. Well done Canterbury Car Club and thank you for the Live Streaming on Saturday and Sunday.

The Southern Classic celebrated Datsun which again brings a marque theme to the meetings and there was a great display of race cars and classics. Well done The Classic Motor Racing Club.

In all, the promoters are really getting in behind our branch of the sport and not only promoting the cars, past historic events but also our legends of the sport which highlights to the public what we are about...Historic Motorsport Sport.

This year the Commission has been working on the following tasks ....

Schedule RH (Historic Rally), the review has been completed and along with the Rally Advisory Commission we have made the decision to adhere to the regulations as written but we will tidy up this coming year to give clarity to some of the confusion in those regulations.

We have discussed the extending of the date from 1986 that covers Schedule RH and have agreed to extend it to 1990 as per the UK and also including Rally into Schedule K groups. We will tidy this up this coming year and submit it for approval.

Dave Robb from the Rally Advisory Commission joins as their delegate on the Historic Advisory Commission and I would like to thank Dave for his knowledge and input on the processing of Schedule RH COD's.

Schedule AA review and tidy up has been approved for publication with the old cutoff date of 1978 being extended to cover the newer Schedule K vehicles. This is designed to cover the likes of Formula Atlantic, Brabham/Holden and Historic Touring Cars etc. The regulations for Schedule AA will no longer apply to Schedules T&C or CR. The regulations will be published in April.

Schedule T&C Groups 3&4 has now been submitted for approval. The cutoff date is still as proposed 12/1996. The review still retains what a production-based vehicle would be as representative of its era but will allow for minor mechanical modifications with the interior being as it would have raced in that period. What we have done is show Groups 3&4 as a separate template to Groups 1&2 which takes away the confusion and shows the differences between the two groups. We expect this to be published shortly.

Two new regulations have been submitted for approval and that is a regulation on Component Replacement for which there is no current policy and with our aging fleet, we need a set of guidelines to clarify how we determine what is a suitable replacement - bearing in mind that the part must be comparable to the original.

The other is the review of the COD auditing process and a proposed expiration date of 10 years from date of issue. This brings it into line with the HTP expiry date and the VCC are considering moving to that date as well with their VIC. Once approved both these will be published.

We have updated the NZ Historic Racing Saloons, Group S in Schedule K with better detailed dates giving accurate close off dates and includes early Mini 7, early Pre65, Shellsport Under 2 Liter, NZV8 TL/TLX, Mazda RX7 Series 1 and BMW Mini Challenge to the list. We also added in the Tatus FT50's - after all "Today's Race Cars Are Tomorrow's Historic's". It is very important that we list these to protect them for future Historic vehicles.

Certificate of Descriptions applications are steadily coming in and are of a very high quality with the majority being for Historic Schedule K. Schedule RH and CR make up the remainder with minimal T&C applications being processed.

I would like to thank Devan Gregory and his team in the Technical Department for their continued support and advice in the processing of the COD's and for their support in compiling our reviews of the Historic regulations.

Growth of the Historic Groups is a priority to the Commission, and we have had several enquiries. NZ Sports Racing Cars Inc want to try and form a historic group to help build their grid and preserve the older cars. They have introduced a Historic Class and are working through the processes of regulations and trying to get support from the owners of these older cars.

Heritage Touring Cars have also requested to be part of the Historic Groups, and we are currently working through this with them regarding regulations.

Formula Open NZ have formed an alliance with HVRA to collectively work towards a historic Formula Atlantic group and incorporate FT40's and FT50's. Regulations have been approved by the Technical Department and COD's will be compulsory for Formula Atlantics.

BMW Mini Challenge and NZV8's are also a priority to find a home for, as both these need to be saved and have a designated or existing group to race and will be showcased at the George Begg Festival.

As I enter my last year of representation, I wish to thank my fellow Commissioners, Tim Hill, Leon Hallett and Richard Hainsworth along with our Board Liaison Scott O'Donnell for their tireless contributions to our sport and support over the years gone by.

I also wish to thank Wayne Scott, Interim CEO, Board Members and the MSNZ Office Staff for their support throughout the years along with all the race officials and especially the volunteers that come out in all weathers to help make our sport successful and allow us to enjoy doing skids in our old cars.



**Bruce Dyer**  
Historic Advisory Commission Chairman

**People in MotorSport Advisory Commission**

Andrea Bourhill (Chairman)	Hastings
Jacky Braid	Hastings
Fleur Pederson	Hastings
Lee Warn	Auckland
Mark Mallard (Board Liaison)	Auckland

**13. People in MotorSport Advisory Commission – Report of the Chair to 2025 AGM**

The annual refresh of our strategic plan saw us returning to reinvigorate some of the initiatives that were so successful in our first few years.

Women in Motorsport remains a key pillar of our work. Our mentoring program has seen four young females looking for new opportunities to develop their skills within our sport. One is a driver, looking at aspects of her career such as mental aptitude, physical fitness, sponsorship and the other is interested in team management and marketing. We also received applications from mentees who were not yet clear about what they wanted to achieve. In those cases, we introduced them to a Car Club, so they have the opportunity to explore what our sport has to offer, on the understanding they can reapply in the future.

We are always on the lookout for anyone that is interested in mentoring new females into the sport. If this is something that interests you, please get in touch for more details.

Our social media continues to be an active space for us. Promoting women who are active in motorsport whether they are competing, volunteering or officiating, further highlights the opportunities for females in our sport.

We look forward to launching some new ambassadors over the coming months as well.

As mentioned in our last report we have been working on various policies and a code of conduct to support our diversity and inclusion journey as a sport. Whilst these are ready to be shared, we have taken pause to ensure they align with the strategic refresh being undertaken by the sport and to develop any processes that might be required to support their introduction.

The middle part of the year saw two of our Commission members needing to take time out to focus on family. This did unfortunately mean we've had an extended period where we've not been able to meet and that has impacted on our output for this year. Having said that it has provided some space for us to think about the Commission and its role, and we look forward to working with the office and Board over the coming months to ensure we are set up to deliver to the future of our sport.



**Andrea Bourhill**

Inclusive MotorSport Advisory Commission Chairperson

### Mission Statement

**To create an inclusive environment across all areas of our sport**

### Vision Statement

**Motorsport is a fun, exciting, supportive, and encouraging community where all members are welcome, valued and enabled to participate to their full capacity.**

Strategic Goal #1	Strategic Goal #2	Strategic Goal #3
<b>To increase participation in all aspects of motorsport</b>	<b>Our motorsport community actively embraces equality, diversity, and inclusion.</b>	<b>To involve MSNZ board, commissions, and clubs in the understanding and implementation of EDI.</b>
<b>Key Initiatives</b>  1) Refresh our ambassador programme to align with EDI <ul style="list-style-type: none"><li>• Launch three new ambassadors</li></ul> 2) Explore the introduction of Girls on Track  3) Update our external platforms (website, social media) to increase awareness and therefore participation.	<b>Key Initiatives</b>  1) Develop “Inclusivity in Motorsport “ collateral to support equality, diversity and inclusivity in our sport  We will co-develop, with each Commission, their roadmap to achieve EDI.	<b>Key Initiatives</b>  1) Support the implementation of EDI (through the “Respectful Motorsport” initiative) in all Board and Commissions policies, practices, processes and procedures  2) Communicate EDI information on a regular basis to Clubs



## 04. SCHOLARSHIP TRUST

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78. CONFERENCE & AGM AGENDA

# 78<sup>th</sup> ANNUAL GENERAL MEETING

## ANNUAL REPORT FROM THE MOTORSPORT NZ SCHOLARSHIP TRUST

### 14.1 Annual Report of the MotorSport New Zealand Scholarship Trust

#### 2024 Academy

Year	Applications	Interviews
2024	33	18
2023	33	23
2022	27	15
2021	41	21

#### 2024 Applicants Motorsport Discipline:

ClubSport/Drift	1
Race	19
Rally inc Co-Driver	5
Karting	3
Speedway	2
Multiple	3

Team 1	Team 2
Jacob Douglas (Captain)	Ben Stewart (Captain)
Zach Blincoe	Bryn Jones
Will Kitching	Hunter Robb
Jacob Begg	Mason Potter



The 2024 Academy marked the 20-year Anniversary of the Elite MotorSport Academy and took place in Dunedin Sunday 7 - Saturday 13 July 2024.

Preparing for the Camp Week, the Trustees work hard reviewing applications and carrying out interviews. From there, the final 8 are selected, which is never an easy task.

From workshops covering motorsport regulations, sport psychology, nutrition and data analysis to public speaking/media skills and daily physical training routines, the athletes of the 2024 Class were put to the test as soon as they arrived in Dunedin. These activities lead to points with recognition at the end of the camp.

At the end of the week, Jacob Douglas was named 2024 Camp Winner.

The Class of 2024 Winner (overall) will be awarded, along with the names of the Class of 2025 athletes, at the MotorSport Awards Evening.

Now the work begins with the 2024 Graduates, with their tailored twelve-month follow-up package to ensure they retain and further develop the training regimes and educational opportunities demonstrated “in camp”.

This year now brings the total number of graduates to **171**, since the programme began in 2004.

Although applications for 2025 have closed, 2026 will open in the later part of this year and we ask that you pass on this information to your club members.

## Financial

The financial position of the Trust for 2024 for end of year was a loss of \$16,002.  
Donations and grants totalled \$66,500.

## Appreciation

The success of the Academy program highlights the dedication and expertise of the teams at the Otago Academy of Sport and Otago University. Without their knowledge and unwavering commitment, it would not be possible to deliver the program at its current level of excellence.

A heartfelt thanks to everyone who continues to support the Camp and Trust, from those who make generous donations to those who work directly with the athletes.

The Motorsport NZ Scholarship Trustees



Deborah Day



Lyall Williamson



Richard Giltrap



David Turner



Alastair Wootten

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

Please refer overleaf.

# Performance Report

Motorsport NZ Scholarship Trust  
For the year ended 31 December 2024

Prepared by Finman Services Paraparaumu Ltd



## Contents

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## Entity Information

### Motorsport NZ Scholarship Trust For the year ended 31 December 2024

'Who are we?', 'Why do we exist?'

#### Legal Name of Entity

Motorsport NZ Scholarship Trust

#### Entity Type and Legal Basis

Registered Charity

#### 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 person's 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 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 2024 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, 5032

### **Postal Address**

MotorSport NZ Inc, PO Box 133, Paraparaumu, New Zealand, 5254

### **Contact Details**

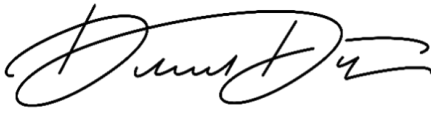
Phone: (04) 815-8015. E-mail: [admin@motorsport.org.nz](mailto:admin@motorsport.org.nz), Website: [motorsport.org.nz](http://motorsport.org.nz)

## Approval of Performance Report

### Motorsport NZ Scholarship Trust For the year ended 31 December 2024

The Governing body / Trustees are pleased to present the approved performance report including the historical financial statements of Motorsport NZ Scholarship Trust for year ended 31 December 2024.

APPROVED



Deborah Day

Chair / Trustee

Date 29/04/2025



Lyall Williamson  
Trustee

Date 29/04/2025

# Statement of Service Performance

## Motorsport NZ Scholarship Trust For the year ended 31 December 2024

### 'What did we do?', 'When did we do it?'

The Trust In association with the Academy of Sport South Island and the Physical Education Department of Otago University arranged and ran the 2024 Elite MotorSport Academy in Dunedin from 7 July 2024 - 13 July 2024.

Applications were received from 34 applicants and following a selection process eight applicants were selected to undertake the Academy in Dunedin.

### Description of Entity's Outcomes

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

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 \$65,250 was exceeded, however the overall financial result was worse than budgeted due to the increased graduate and academy cost. Actual loss \$16,002.

Budgeted deficit \$29,219.

NZ Scholarship Trust remains in a strong financial position.

	Actual	Budget	Actual	Budget
Description and Quantification (to the extent practicable) of the Entity's Outputs:				
	This Year	This Year	last Year	Last Year
Applicants received	34	25	33	25
Successful applicants	8	8	8	8

### Additional Information

The 2024 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 \$73,204 was received for the year to meet costs related to the running of the Elite Academy. This was made up of the following:

	Year 2024	Year 2023
MotorSport New Zealand Grant	\$50,000.00	\$50,000.00
Other Grants & Donations	\$16,500.00	\$10,500.00
Interest	\$6,706.00	\$6,320.00
<b>Total</b>	<b>\$73,206.00</b>	<b>\$66,820.00</b>
<b>Other Grants &amp; Donations</b>		
Gilltrap Trust	\$10,000.00	\$10,000.00
Aotearoa Gaming Trust	\$6,000.00	
Janes Family	\$500.00	\$500.00
<b>Total</b>	<b>\$16,500.00</b>	<b>\$10,500.00</b>

## Statement of Financial Performance

Motorsport NZ Scholarship Trust  
For the year ended 31 December 2024

'How was it funded?' and 'What did it cost?'

	NOTES	2024	2023
<b>Revenue</b>			
Revenue Non-exchange transactions	1	66,500	60,500
Interest, dividends and other investment revenue	1	6,704	6,320
<b>Total Revenue</b>		<b>73,204</b>	<b>66,820</b>
<b>Expenses</b>			
Costs related to providing goods or service	2	89,206	92,802
<b>Total Expenses</b>		<b>89,206</b>	<b>92,802</b>
<b>Surplus/(Deficit) for the Year</b>		<b>(16,002)</b>	<b>(25,982)</b>

# Statement of Financial Position

Motorsport NZ Scholarship Trust

As at 31 December 2024

'What the entity owns?' and 'What the entity owes?'

	NOTES	31 DEC 2024	31 DEC 2023
<b>Assets</b>			
<b>Current Assets</b>			
Bank accounts and cash	3	51,017	79,046
Debtors and prepayments	3	13,948	5,254
Term Deposits	3	92,404	87,160
<b>Total Current Assets</b>		<b>157,369</b>	<b>171,460</b>
<b>Total Assets</b>		<b>157,369</b>	<b>171,460</b>
<b>Liabilities</b>			
<b>Current Liabilities</b>			
Creditors and accrued expenses	4	9,786	7,875
<b>Total Current Liabilities</b>		<b>9,786</b>	<b>7,875</b>
<b>Total Liabilities</b>		<b>9,786</b>	<b>7,875</b>
<b>Total Assets less Total Liabilities (Net Assets)</b>		<b>147,583</b>	<b>163,585</b>
<b>Accumulated Funds</b>			
<b>Accumulated surpluses or (deficits)</b>			
Retained earnings/Accumulated funds		163,585	189,567
Current year earnings	5	(16,002)	(25,982)
<b>Total Accumulated surpluses or (deficits)</b>		<b>147,583</b>	<b>163,585</b>
<b>Total Accumulated Funds</b>		<b>147,583</b>	<b>163,585</b>



## Statement of Cash Flows

### Motorsport NZ Scholarship Trust For the year ended 31 December 2024

'How the entity has received and used cash'

	NOTES	2024	2023
<b>Cash Flows from Operating Activities</b>			
Donations, fundraising and other similar receipts		50,500	60,500
Interest, dividends and other investment receipts		6,644	4,544
Cash receipts from other operating activities		6,000	-
GST		1,730	(512)
Payments to suppliers and employees		(8,290)	(6,102)
Cash flows from other operating activities		(79,368)	(84,863)
<b>Total Cash Flows from Operating Activities</b>		<b>(22,785)</b>	<b>(26,433)</b>
<b>Cash Flows from Investing and Financing Activities</b>			
Payments to purchase investments		(5,244)	(2,593)
<b>Total Cash Flows from Investing and Financing Activities</b>		<b>(5,244)</b>	<b>(2,593)</b>
<b>Net Increase/ (Decrease) in Cash</b>		<b>(28,029)</b>	<b>(29,027)</b>
<b>Cash Balances</b>			
Cash and cash equivalents at beginning of period		79,046	108,073
Cash and cash equivalents at end of period	3	51,017	79,046
Net change in cash for period		(28,029)	(29,027)

# Statement of Accounting Policies

## Motorsport NZ Scholarship Trust For the year ended 31 December 2024

'How did we do our accounting?'

### 1. Reporting Entity

This performance report comprises the performance report of The MotorSport NZ Scholarship Trust (the "Trust") for the year ended 31 December 2024.

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.

### 2. 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 equal to or less than \$5,000,000. 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

### 3. 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.

### **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.

### **Debtors**

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

### **Term Deposits**

Term deposits 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**

Motorsport NZ Scholarship Trust is wholly exempt from New Zealand income tax having fully complied with all statutory conditions for these exemptions.

### **Goods and Services Tax (GST)**

The entity is registered for GST. All amounts are stated exclusive of goods and services tax (GST) except for accounts payable and accounts receivable which are stated inclusive of GST.

### **Bank Accounts and Cash**

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

Term Deposits > 90 days are classified as other current investments in the Statement of Financial Position.

### **Creditors and accruals**

Creditors and other payables are initially measured at fair value and, where appropriate, subsequently measured at amortised cost using the effective interest method.

## Notes to the Performance Report

### Motorsport NZ Scholarship Trust For the year ended 31 December 2024

	2024	2023
<b>1. Analysis of Revenue</b>		
<b>Non-exchange revenue</b>		
Donations	10,500	10,500
Grant	6,000	-
MotorSport NZ	50,000	50,000
<b>Total Non-exchange revenue</b>	<b>66,500</b>	<b>60,500</b>
<b>Interest, dividends and other investment revenue</b>		
Interest Income	6,704	6,320
<b>Total Interest, dividends and other investment revenue</b>	<b>6,704</b>	<b>6,320</b>

	2024	2023
<b>2. Analysis of Expenses</b>		
<b>Costs related to providing goods or services</b>		
Academy of Sport Charges	49,461	48,595
Air Travel for Attendees	2,974	3,848
Audit Fees	7,000	7,875
Bank Fees	60	20
Consulting & Accounting	166	-
Freight of Simulators	2,340	1,655
Graduate Development Programme	22,501	24,454
Motor Vehicle Expenses	20	-
Office Expenses	44	44
Trustees expenses reimbursed	290	-
Trustees Travel & Accommodation	4,349	6,311
<b>Total Costs related to providing goods or services</b>	<b>89,206</b>	<b>92,802</b>

	2024	2023
<b>3. Analysis of Assets</b>		
<b>Bank accounts and cash</b>		
ASB Business Account	29,543	8,484
ASB Savings Account	21,474	70,562
<b>Total Bank accounts and cash</b>	<b>51,017</b>	<b>79,046</b>
<b>Debtors and prepayments</b>		
Accounts Receivable from Non-exchange transactions	10,000	-
Accrued Interest	2,779	2,719

	2024	2023
GST	1,169	2,535
<b>Total Debtors and prepayments</b>	<b>13,948</b>	<b>5,254</b>
<b>Other current assets</b>		
ASB Term Deposit #76	92,404	87,160
<b>Total Other current assets</b>	<b>92,404</b>	<b>87,160</b>
	2024	2023

#### 4. Analysis of Liabilities

<b>Creditors and accrued expenses</b>		
Accounts Payable	2,786	-
Accruals	7,000	7,875
<b>Total Creditors and accrued expenses</b>	<b>9,786</b>	<b>7,875</b>
	2024	2023

#### 5. Accumulated Funds

<b>Accumulated Funds</b>		
Opening Balance	163,585	189,567
Accumulated surpluses or (deficits)	(16,002)	(25,982)
<b>Total Accumulated Funds</b>	<b>147,583</b>	<b>163,585</b>
<b>Total Accumulated Funds</b>	<b>147,583</b>	<b>163,585</b>

#### 6. Contingent Liabilities and Capital Commitments

The Trust has no contingent liabilities or capital commitments as at 31 December 2024 (2023: Nil).

#### 7. Subsequent Events

The Trust has no subsequent events after the reporting date to disclose. (2023:Nil).

#### 8. Related Parties

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 (2023: \$50,000) from MotorSport New Zealand Inc.

Trustees/Board members are not remunerated for their services to the scholarship trust. Expenses aid to reimburse them are disclosed under Note 2.

Creditor of \$2,595.01 owed to MotorSport NZ for Travel reimbursement.

#### 9. Ability to Continue Operating

The Trustees believe the going concern assumption is appropriate given the Trust will be able to settle its financial obligation as they fall due.



## 05. FINANCE

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### 78. CONFERENCE & AGM AGENDA

**78<sup>th</sup> ANNUAL GENERAL MEETING**  
**CONSIDERATION OF ACCOUNTS FOR THE YEAR ENDED**  
**31 DECEMBER 2024**

**15. Annual Accounts and Audit Report –MotorSport New Zealand**

**Mover**

**Seconders**

**Result**

Please refer overleaf.

To ensure we are able to provide complete answers to any queries, please forward any Finance queries to [wayne@motorsport.org.nz](mailto:wayne@motorsport.org.nz) prior to the Conference/AGM. This will allow time to research and discuss with the relevant parties.



# Performance Report

MotorSport New Zealand Inc Group  
For the year ended 31 December 2024

Prepared by Finman Services Paraparaumu Ltd

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## Directory

### **MotorSport New Zealand Inc Group** **For the year ended 31 December 2024**

#### **President**

Deborah Day

#### **Nature of Business**

Administration of Motor Sport

#### **Incorporation Number**

216910

#### **Registered Office**

MotorSport New Zealand Inc

102A Kapiti Road

Paraparaumu

New Zealand

#### **Bankers**

ASB Bank Limited

Level 15, Hunter Street

Wellington

#### **Accountant**

Finman Services Paraparaumu Limited

44 Ihakara Street

Paraparaumu

#### **Independent Auditor**

Grant Thornton New Zealand Audit Limited

Level 15 Grant Thornton House

215 Lambton Quay


Wellington

## Approval of Performance Report

### MotorSport New Zealand Inc Group For the year ended 31 December 2024

The Governing Body / Trustees are pleased to present the approved performance report including the historical financial statements of MotorSport New Zealand Inc Group (including results and performance of the MotorSport NZ Scholarship Trust) for year ended 31 December 2024.

APPROVED



Deborah Day

President

Date 29/04/2025



Wayne Scott

Interim CEO

Date 29/04/2025

## Statement of Service Performance

### MotorSport New Zealand Inc Group For the year ended 31 December 2024

#### Who we are and why do we exist?

MotorSport New Zealand is a not-for profit National Sporting Organisation appointed by the Federation Internationale de l'Automobile 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.

The Trust In association with the Academy of Sport South Island and the Physical Education Department of Otago University arranged and ran the 2024 Elite MotorSport Academy in Dunedin from 7 July 2024 - 13 July 2024.

Applications were received from 34 applicants and following a selection process eight applicants were selected to undertake the Academy in Dunedin.

#### What are our strategic focus areas?

We aim to achieve, influence and deliver methods 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) Build a ladder to world level success for our participants, both in and out of the cars
- B) 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

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

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 \$65,250 was exceeded, however the overall financial result was worse than budgeted due to the increased graduate and academy cost. Actual loss \$16,002.

Budgeted deficit \$29,219.

NZ Scholarship Trust remains in a strong financial position.

	Actual	Budget	Actual	Budget
Description and Quantification (to the extent practicable) of the Entity's Outputs:				
	This Year	This Year	last Year	Last Year
Applicants received	34	25	33	25
Successful applicants	8	8	8	8

	2024	2024 BUDGET	2023	2023 BUDGET
<b>What did we do and how did we perform?</b>				
1. Participation Levy Declaration (PLO) records	15,918	-	16,434	16,244
2. Competition licence holder numbers	4,283	4,811	4,881	5,535
3. Official licence holder numbers	945	1,075	982	1,042
4. Email newsletter database	16,470	17,500	15,541	16,371

The Trust in 2024 had 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 \$73,204 was received for the year to meet costs related to the running of the Elite Academy. This was made up of the following:

	Year 2024	Year 2023
MotorSport New Zealand Grant	\$50,000.00	\$50,000.00
Other Grants & Donations	\$16,500.00	\$10,500.00
Interest	\$6,706.00	\$6,320.00
<b>Total</b>	<b>\$73,206.00</b>	<b>\$66,820.00</b>
<b>Other Grants &amp; Donations</b>		
Gilltrap Trust	\$10,000.00	\$10,000.00
Aotearoa Gaming Trust	\$6,000.0	
Janes Family	\$500.00	\$500.00



Total	\$16,500.00	\$10,500.00
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## Statement of Financial Performance

### MotorSport New Zealand Inc Group For the year ended 31 December 2024

'How was it funded?' and 'What did it cost?'

	2024	2023
<b>Revenue</b>		
Sport NZ Grant	16,200	30,000
Other Grants	-	10,773
Donations, fundraising and other similar revenue	10,500	10,500
Affiliation Fees	108,755	71,230
Commercial Rights	156,649	65,856
Track Licences	23,185	84,554
Competition and Championship	1,917,680	1,609,733
Interest, dividends and other investment revenue	68,356	91,711
Other revenue	533,863	385,446
<b>Total Revenue</b>	<b>2,835,188</b>	<b>2,359,803</b>
<b>Expenses</b>		
Advisory Commissions & Training	61,033	50,019
Competition and Championship	344,387	313,142
Depreciation & Amortisation	23,322	169,627
Capital Loss on Disposal of Fixed Assets	16,833	9,803
Grants and donations made	80,479	96,874
Interest and finance charges	414	686
MotorSport Services and Administration	1,006,441	946,488
Wages and Salaries	1,002,136	964,746
Other expenses	7,000	154,758
<b>Total Expenses</b>	<b>2,542,045</b>	<b>2,706,143</b>
<b>Surplus/(Deficit) for the Year</b>	<b>293,143</b>	<b>(346,340)</b>

This statement should be read in conjunction with the notes to the Financial Statements.



## Statement of Changes in Net Assets

MotorSport New Zealand Inc Group  
For the year ended 31 December 2024

	2024	2023
<b>Equity</b>		
Opening Balance	2,052,232	2,398,572
<b>Increases</b>		
Profit for the Period	293,143	(346,340)
<b>Total Increases</b>	<b>293,143</b>	<b>(346,340)</b>
<b>Total Equity</b>	<b>2,345,376</b>	<b>2,052,232</b>

This statement should be read in conjunction with the notes to the Financial Statements.

# Statement of Financial Position

MotorSport New Zealand Inc Group

As at 31 December 2024

'What the entity owns?' and 'What the entity owes?'

	NOTES	31 DEC 2024	31 DEC 2023
<b>Assets</b>			
<b>Current Assets</b>			
Cash & Cash Equivalents	7	802,802	495,509
Trade receivables	11	103,065	89,439
Prepayments and receivables	9	23,811	92,376
Inventory		5,382	3,892
Investments (current)	8	486,058	1,544,553
<b>Total Current Assets</b>		<b>1,421,119</b>	<b>2,225,769</b>
<b>Non-Current Assets</b>			
Property, Plant and Equipment	14	51,574	78,079
<b>Investments</b>			
Investments (non current)	8	1,092,075	-
<b>Total Investments</b>		<b>1,092,075</b>	<b>-</b>
<b>Total Non-Current Assets</b>		<b>1,143,649</b>	<b>78,079</b>
<b>Total Assets</b>		<b>2,564,768</b>	<b>2,303,848</b>
<b>Liabilities</b>			
<b>Current Liabilities</b>			
Income in Advance		-	35,914
Trade creditors and other payables	10	154,179	146,868
Finance lease loans (current)	15	3,291	3,659
Employee costs payable		54,467	60,582
<b>Total Current Liabilities</b>		<b>211,936</b>	<b>247,023</b>
<b>Non-Current Liabilities</b>			
<b>Finance lease loans (non current)</b>			
Ricoh Lease	15	7,456	4,593
<b>Total Finance lease loans (non current)</b>		<b>7,456</b>	<b>4,593</b>
<b>Total Non-Current Liabilities</b>		<b>7,456</b>	<b>4,593</b>
<b>Total Liabilities</b>		<b>219,392</b>	<b>251,616</b>
<b>Total Assets less Total Liabilities (Net Assets)</b>		<b>2,345,376</b>	<b>2,052,232</b>
<b>Accumulated Funds</b>			

This statement should be read in conjunction with the notes to the Financial Statements.

	NOTES	31 DEC 2024	31 DEC 2023
Accumulated surpluses or (deficits)		2,345,376	2,052,232
<b>Total Accumulated Funds</b>		<b>2,345,376</b>	<b>2,052,232</b>

This statement should be read in conjunction with the notes to the Financial Statements.

## Statement of Cash Flows

### MotorSport New Zealand Inc Group For the year ended 31 December 2024

'How the entity has received and used cash'

	2024	2023
<b>Cash Flows from Operating Activities</b>		
<b>Receipts</b>		
Interest Received	106,286	69,705
Receipts From Sport NZ Grant	16,200	30,000
Receipts from Donations	10,500	10,500
Receipts from other Grants	-	10,773
Receipts from Competition and Championship Fees	1,904,054	1,623,785
Receipts from other revenue	786,538	531,182
GST Received	11,540	44,944
<b>Total Receipts</b>	<b>2,835,117</b>	<b>2,320,890</b>
<b>Payments</b>		
Payments to suppliers	1,392,838	1,459,321
Payments to Employees and Contractors	1,009,358	961,612
Grants, contributions and sponsorship paid	80,479	96,874
Interest Paid	414	686
<b>Total Payments</b>	<b>2,483,089</b>	<b>2,518,493</b>
<b>Total Cash Flows from Operating Activities</b>	<b>352,028</b>	<b>(197,604)</b>
<b>Cash Flows from Financing Activities</b>		
Net Movement of Finance Lease	(2,495)	3,420
<b>Total Cash Flows from Financing Activities</b>	<b>(2,495)</b>	<b>3,420</b>
<b>Cash Flows from Investing Activities</b>		
<b>Receipts</b>		
<b>Receipts from sale of property, plant and equipment</b>		
Office Equipment Sold	5,219	-
<b>Total Receipts</b>	<b>(5,219)</b>	<b>-</b>
<b>Payments</b>		
Payments to purchase investments	33,579	57,226
Payments to acquire property, plant and equipment	18,870	30,815
<b>Total Payments</b>	<b>52,449</b>	<b>88,042</b>
<b>Net Increase/ (Decrease) in Cash</b>	<b>307,293</b>	<b>(289,066)</b>
<b>Cash Balances</b>		
Cash and cash equivalents at beginning of period	495,509	784,575

This statement should be read in conjunction with the notes to the Financial Statements.



	2024	2023
Cash and cash equivalents at end of period	802,802	495,509
Net change in cash for period	307,293	(289,066)

This statement should be read in conjunction with the notes to the Financial Statements.

# Notes to the Performance Report

## MotorSport New Zealand Inc Group For the year ended 31 December 2024

### 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 2024.

These consolidated financial statements and the accompanying notes summarise the financial results or 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.

### 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 or 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 2024 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 financial 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 amortized 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 recognized when it is probable that the associated future economic benefit or service potential will flow to the entity and fair value is reliably measured.

##### ***Licenses, 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.

### ***Competiton and championship***

Competiton 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 Financial Performance 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, 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 some 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.

### **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	0-87% DV
Technical Equipment	0-87% DV
Training Equipment	50% 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 recognized 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:

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.

### **3.14 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.

### **3.15 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.

### **3.16 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.

### **3.17 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 expenses*

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

### **3.18 Creditors and accruals**

Creditors and other payables are initially measured at fair value and, where appropriate, subsequently measured at amortised cost using the effective interest method.

#### 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 judgments, 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.

##### 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 15.

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

#### 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 2024 and 2023
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.

	2024	2023
<b>6. Auditors remuneration</b>		
Audit Fees - Trust	7,000	7,875
Audit Fees - Society	20,811	20,024
<b>Total Auditors remuneration</b>	<b>27,811</b>	<b>27,899</b>
	2024	2023
<b>7. Cash and Cash Equivalents</b>		
Cash at Bank & in hand	802,802	495,509
<b>Total Cash and Cash Equivalents</b>	<b>802,802</b>	<b>495,509</b>
	2024	2023
<b>8. Investments</b>		
Term Deposits (current)	486,058	1,544,553
Forsyth Barr (non-current)	1,092,075	-
<b>Total Investments</b>	<b>1,578,132</b>	<b>1,544,553</b>
	2024	2023
<b>9. Prepayments and receivables</b>		
Prepayments	17,099	47,734
Accrued Interest (Asset)	6,712	44,642
<b>Total Prepayments and receivables</b>	<b>23,811</b>	<b>92,376</b>
	2024	2023
<b>10. Trade creditors and other payables</b>		
Trade Creditors	72,466	75,588
GST	64,858	53,318
PAYE Payable	16,855	17,962
<b>Total Trade creditors and other payables</b>	<b>154,179</b>	<b>146,868</b>
	2024	2023
<b>11. Trade receivables</b>		
Accounts Receivables from exchange transactions	103,065	160,536
Provision for doubtful debt	-	(71,097)
<b>Total Trade receivables</b>	<b>103,065</b>	<b>89,439</b>
	2024	2023
<b>12. Components of net surplus/(deficit) specific expenses</b>		
Grants	1,194	13,666

	2024	2023
Grants - graduate development and academy of sport	79,284	83,208
Board Expenses	36,933	43,482
Gain/loss on disposal of fixed asset	16,833	9,803
<b>Total Components of net surplus/(deficit) specific expenses</b>	<b>134,245</b>	<b>150,159</b>

### 13. Financial Instruments

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

	2024	2023
<b>Financial Assets (at amortised cost)</b>		
Term deposit	486,058	1,544,553
Cash at bank & in hand	802,802	495,509
Receivables	103,065	89,439
<b>Total Financial Assets (at amortised cost)</b>	<b>1,391,925</b>	<b>2,129,501</b>

	2024	2023
<b>Financial Liabilities (at amortised cost)</b>		
Trade Creditors	72,466	75,588
Employee Entitlements	54,467	60,582
Finance Lease	10,747	8,252
Income in Advance	-	35,914
<b>Total Financial Liabilities (at amortised cost)</b>	<b>137,679</b>	<b>180,336</b>

### 14. Property, Plant and Equipment

#### MotorSport House

MotorSport House	4,000	7,005
MotorSport House - Accumulated Depreciation	(3,279)	(5,805)
<b>Total MotorSport House</b>	<b>721</b>	<b>1,200</b>

#### Tech Equipment

##### Tech Equipment at cost

Tech Equipment - at cost	58,561	189,967
Tech Equipment - Purchased	2,628	-
<b>Total Tech Equipment at cost</b>	<b>61,189</b>	<b>189,967</b>

Tech Equipment - Accumulated depreciation	(39,454)	(156,828)
<b>Total Tech Equipment</b>	<b>21,735</b>	<b>33,139</b>

#### Motor Vehicles

Vehicles owned	30,418	62,941
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	2024	2023
Accumulated depreciation - vehicles owned	(28,796)	(60,149)
<b>Total Motor Vehicles</b>	<b>1,621</b>	<b>2,792</b>
<b>Furniture and Fittings</b>		
Furniture and fittings owned	6,103	47,122
Accumulated depreciation - furniture and fittings owned	(5,453)	(45,584)
<b>Total Furniture and Fittings</b>	<b>650</b>	<b>1,538</b>
<b>Office Equipment</b>		
<b>Office Equipment</b>		
Office Equipment - at cost	37,114	205,710
Office Equipment - Purchases	16,242	-
Office Equipment Sold	(5,219)	-
<b>Total Office Equipment</b>	<b>48,137</b>	<b>205,710</b>
Office Equipment - Accumulated depreciation	(21,757)	(169,371)
<b>Total Office Equipment</b>	<b>26,379</b>	<b>36,339</b>
<b>Rally NZ Gifted Assets</b>		
Rally NZ Gifted Assets at cost	-	100,000
Rally NZ Gifted Assets - Accumulated depreciation	-	(99,486)
<b>Total Rally NZ Gifted Assets</b>	<b>-</b>	<b>514</b>
<b>Training Equipment</b>		
Training Equipment at cost	3,474	9,448
Training Equipment - Accumulated depreciation	(3,004)	(6,889)
<b>Total Training Equipment</b>	<b>471</b>	<b>2,559</b>
<b>Total Property, Plant and Equipment</b>	<b>51,576</b>	<b>78,081</b>

## 15. Finance Lease Liabilities

Current Interest-Bearing Loans	Rate	Maturity	2024	2023
Ricoh Lease	6.75%	6/11/28	\$3,291	\$3,659
<b>Total</b>			<b>\$3,291</b>	<b>\$3,659</b>

Non-Current Interest-Bearing Loans	Rate	Maturity	2024	2023
Ricoh Lease	6.75%	6/11/28	\$7,456	\$4,593
<b>Total</b>			<b>\$7,456</b>	<b>\$4,593</b>

The finance lease with Ricoh Finance (a division of Ricoh Finance New Zealand Limited) is for the photocopier system and is based over 36 month term with a start date of 6 November 2024. Ricoh Finance holds registered personal property security over the equipment leased.

## 16. 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 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. Board members are not remunerated for their services as they provided their services as volunteers. 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	2024 \$	2023 \$
Total Remuneration	196,646	172,885
Number of Persons	1	1

#### 17. Capital Commitments

The Group has no capital commitments at 31 December 2024. (31 December 2023: nil)

#### 18. Operating Leases

A lease commitment exists for 102A Kapiti Road, Paraparaumu

	2024 \$	2023 \$
Less than 1 Year	38,713	38,713
Between 1 and 5 years	9,678	48,391
More than 5 years		
Total Operating Lease Commitment	48,391	87,104

The current lease renewed on 1 April 2023 for another 3 years

#### 19. Contingent Liabilities

The Group is no longer awaiting the outcome of a Coroner's report into the event that occurred on 1 September 2018 where there was an accident at a NZ Rally event which led to a fatality of a photographer. The Coroner has now advised that given the changes put in place by MSNZ since the accident, it is not considered any further comments or recommendations are required.

The Group also recorded there was an accident on the 25th February 2024 at Arcadia Rally Sprint event in Northland that tragically resulted in a double fatality. WorkSafe have advised that they will no longer be taking any further action. The Matter has been referred to the Coroner.





## 06. GENERAL BUSINESS

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### 78. CONFERENCE & AGM AGENDA

## **78<sup>th</sup> ANNUAL GENERAL MEETING**

### **CONSIDERATION OF REMITS & DISCUSSION ITEMS**

#### **16.1 Consideration of Remit and Discussion Items to Annual General Meeting**

No Remits or Discussion Items were submitted for the 2025 AGM.

## **78<sup>th</sup> ANNUAL GENERAL MEETING**

### **GENERAL BUSINESS**

#### **17.1 79<sup>th</sup> Annual General Meeting**

MotorSport New Zealand seeks confirmation to proceed with the 79th AGM scheduled for Saturday 23 May 2026 in either Christchurch or Wellington (to be discussed at the AGM).

#### **17.2 Other General Business**

